

## # HHTSA Database Info

1 Report Date : October 3, 2007 at 04:36 PM

10 SEARCH TYPE : VEHICLE

YEAR : 2007

Make : TOYOTA

Model : TACOMA

Make : TOYOTAModel : TACOMAYear : 2007

Manufacturer : TOYOTA MOTOR CORPORATION

Crash : YesFire : NoNumber of Injuries: 1

ODI ID Number : 10201655Number of Deaths: 0

Date of Failure: June 8, 2007

VIN : 5TELU42N67Z...

Component: VEHICLE SPEED CONTROL

## Summary:

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 FIFTH AND FINAL INCIDENT. COMING OUT OF NASHVILLE WHERE IT WAS RAINING HARD, I GOT FURTHER NORTHBOUND ON THE I-24 WHERE IT WAS RAINING LESS AND THE

PAVEMENT WAS WET. WHILE IN THE SHOULDER LANE, A VEHICLE IN THE LEFT LANE STARTED MOVING OVER TO THE RIGHT CAUSING ME TO TAP MY BRAKES. THE REAR WHEELS ACCELERATED TO A VERY HIGH RATE OF SPEED CAUSING THE TRUCK TO HYDROPLANE. THE REAR END OF THE TRUCK SPUN AROUND TO THE LEFT AND, STILL ACCELERATING ON ITS OWN, DROVE INTO THE EMBANKMENT, FIRST SKIDDING SIDEWAYS THEN THE TRUCK BEGAN TO ROLL SEVERAL TIMES. IT STRUCK A RUT CAUSING IT TO GO AIRBORNE FINALLY LANDING ON ITS ROOF. IT ROLLED SEVERAL MORE TIMES COMING TO A STOP IN A DITCH ON THE DRIVERS DOOR. I WAS TRANSPORTED TO THE HOSPITAL. \*JB

2 Make : TOYOTA Model : TACOMA Year : 2007  
25 Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : Yes Fire : No Number of Injuries: 0  
ODI ID Number : 10197535 Number of Deaths: 0  
Date of Failure: July 14, 2007  
VIN : 5TEUU42N07Z...

Component: VEHICLE SPEED CONTROL

Summary:

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

2,000.00

3 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10181071 Number of Deaths: 0  
Date of Failure: January 28, 2007  
VIN : Not Available  
Component: SERVICE BRAKES, HYDRAULIC:ANTILOCK  
Summary:  
BAD BRAKES ON A 2007 TOYOTA TACOMA 4 BY 4. \*JB

4 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : Yes Fire : No Number of Injuries: 0  
ODI ID Number : 10192866 Number of Deaths: 0  
Date of Failure: May 30, 2007  
VIN : 5TEUU42N25Z...  
Component: VEHICLE SPEED CONTROL

Summary:

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 BEGINS RACING. MY FOOT WAS NOT ON THE ACCELERATOR, IT WAS FIRMLY ON THE BRAKE. THE ENGINE CONTINUED REVVING AND THE BRAKES FINALLY 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 #NAME?

STRONGLY THAT THE VEHICLE WAS NOT SAFE THAT I IMMEDIATELY TRADED IT IN FOR A NISSAN -- IF YOU NEED MORE INFORMATION OR 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.

5 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10195349 Number of Deaths: 0  
Date of Failure: June 1, 2007  
VIN : 5TETX22N772...  
Component: VEHICLE SPEED CONTROL:CRUISE CONTROL  
Summary:

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

6 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10191171 Number of Deaths: 0  
Date of Failure: April 30, 2007  
VIN : 5TETX22N07Z...  
Component: VEHICLE SPEED CONTROL:CRUISE CONTROL  
Summary:  
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.

7 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10188746 Number of Deaths: 0  
Date of Failure: November 1, 2006  
VIN : Not Available  
Component: TIRES  
Summary:

2007 TOYOTA TACOMA DOUBLE CAB OFFROAD 4X4 . VEHICLE SURGES (RPM INCREASES 200-300 RPM) WHEN IN GEAR AT A STOP. DOESN'T MATTER IF AC IS ON OR OFF. THIS HAS CAUSED NUMEROUS NEAR ACCIDENTS WITH VEHICLES IN FRONT OF ME, MY GARAGE DOOR AND THE WORK BENCH IN MY GARAGE. VEHICLE IDLES EXTREMELY FAST (1500 RPM) WHEN COLD WHICH IS DANGEROUS ON SLIPPERY ROADS AND HAS CAUSED ME TO SLIDE THROUGH STOP SIGNS. VEHICLE IDLES ROUGH, DOESN'T MATTER IF AC IS ON OR OFF. VEHICLE HAS A HARSH STUTTER SHIFT BETWEEN 1ST AND 2ND. VEHICLE HAS A VERY NOTICEABLE VIBRATION AT SPEEDS BETWEEN 15 AND 25 MPH. THIS VIBRATION OCCURS WHEN ACCELERATING, DRIVING AT A CONSTANT SPEED OR DECELERATING. THE VIBRATION OCCURS WHETHER BRAKING OR NOT. THE VEHICLE FEELS LIKE IT IS ENGINE BRAKING WHEN LETTING UP ON THE ACCELERATOR. THIS IS MOST NOTICEABLE AT SPEEDS 40 MPH OR SLOWER. IT IS A SAFETY HAZARD ON ICY ROADS. ALL THESE PROBLEMS BEGAN AFTER THE VEHICLE HAD 500 MILES ON IT. THE DEALER WAS MADE AWARE OF THESE ISSUES AND TEST DROVE THE VEHICLE. THE DEALER SAID THEY COULD NOT DETECT ANY OF THE PROBLEMS. ALSO, THE ORIGINAL EQUIPMENT TIRES ARE TERRIBLE IN SNOW. \*JB

8 Make : TOYOTA Model : TACOMA Year : 2007  
1 Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10202837 Number of Deaths: 0  
Date of Failure: September 12, 2007  
VIN : 3TMJU62N07M...

Component: POWER TRAIN:AUTOMATIC TRANSMISSION:TORQUE CONVERTER

Summary:

WHEN STOPPED AT IDLE ENGINE SPEED, MY 2007 TOYOTA TACOMA DBL CAB PRERUNNER V6 WILL SURGE / LUNGE SUDDENLY. ALTHOUGH I HAVE THE BRAKES FIRMLY APPLIED, THE TRUCK WILL STILL MOVE A LITTLE BIT. I'VE DAMAGED PERSONAL PROPERTY BECAUSE OF IT. NO INJURIES (YET), BUT IT'LL SURE GET YOUR ATTENTION WHEN IT HAPPENS. ALSO, THE TRUCK WILL SOMETIMES ACCELERATE A BIT WHEN YOU HAVE TAKEN YOUR FOOT OFF OF THE GAS. NOTHING DRASTIC, BUT IT SHOULDN'T DO THIS. THIS IS A MAJOR CONCERN WITH ME; ENOUGH THAT I WON'T LET ANYONE ELSE DRIVE MY VEHICLE FOR FEAR IT MAY STARTLE THEM AND THEY MAY LOSE CONTRROL OF IT. THIS HAPPENS VERY FREQUENTLY.

9 Make : TOYOTAModel : TACOMAYear : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : NoFire : NoNumber of Injuries: 0  
ODI ID Number : 10198196Number of Deaths: 0  
Date of Failure: March 10, 2007  
VIN : 3TMLU42N37M...  
Component: VEHICLE SPEED CONTROL

Summary:

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

10 Make : TOYOTAModel : TACOMAYear : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : NoFire : NoNumber of Injuries: 0  
ODI ID Number : 10202283Number of Deaths: 0  
Date of Failure: September 7, 2007  
VIN : 5TELU42N67Z...  
Component: VEHICLE SPEED CONTROL

## Summary:

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

11 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10187789 Number of Deaths: 0  
Date of Failure: April 12, 2007  
VIN : Not Available  
Component: SERVICE BRAKES, HYDRAULIC:ANTILOCK

## Summary:

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

12 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10196327 Number of Deaths: 0  
Date of Failure: July 5, 2007  
VIN : 5TETU62N67Z...  
Component: POWER TRAIN

## Summary:

TRUCK LURCHES FORWARD WHEN A/C COMPRESSOR ENGAGES WHILE STOPPED. IT IS SO SEVERE THAT THE TRUCK MOVES FORWARD AND CREATES A POTENTIAL

## RISK FOR AN ACCIDENT

13 Make : TOYOTA Model : TACOMA Year : 2007

21 Manufacturer : TOYOTA MOTOR CORPORATION

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10182950 Number of Deaths: 0

Date of Failure: December 15, 2006

VIN : 5TETU62N57Z...

Component: POWER TRAIN:AUTOMATIC TRANSMISSION

Summary:

VEHICLE HAS A EXTREME HIGH IDLE AND OR HIGH TRANSMISSION HEAD PRESSURE. VEHICLE ONLY INDICATES APPROX 600-700 IDLE RPM'S WARM, HOWEVER; WHEN LETTING OFF THE GAS VEHICLE WANTS TO LURCH AND TAKE OFF. VERY UNEASY IN STOP AND GO TRAFFIC, FEELS LIKE DRIVER IS ABOUT TO LOSS CONTROL AND STRIKE THE VEHICLE AHEAD. TOOK TO DEALER AND ADVISED THIS IS A NORMAL CONDITION. THIS WAS ALSO VERIFIED BY TESTING 2 OTHER LIKE VEHICLES(07/V6/AUTOMATIC) \*JB

14 Make : TOYOTA Model : TACOMA Year : 2007

Manufacturer : TOYOTA MOTOR CORPORATION

Crash : No Fire : No Number of Injuries: 0

ODI ID Number : 10182586 Number of Deaths: 0

Date of Failure: February 13, 2007

VIN : 5TEUU42NX7Z...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

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 FLOOR MATS WERE NOT INSTALLED CORRECTLY. THIS TRUCK HAD 149 MILES ON IT. IT WAS ONLY 4 DAYS OLD. \*JB

15 Make : TOYOTAModel : TACOMAYear : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : NoFire : NoNumber of Injuries: 0  
ODI ID Number : 10181486Number of Deaths: 0  
Date of Failure: January 24, 2007  
VIN : 5TELU42N17Z...  
Component: VEHICLE SPEED CONTROL

Summary:

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

16 Make : TOYOTAModel : TACOMAYear : 2007

Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : NoFire : NoNumber of Injuries: 0  
ODI ID Number : 10187884Number of Deaths: 0  
Date of Failure: April 14, 2007  
VIN : 3TMJU62NX7M...  
Component: POWER TRAIN:AUTOMATIC TRANSMISSION

Summary:

I BOUGHT A 07 TOYOTA TACOMA DOUBLE CAB WITH AUTOMATIC TRANSMISSION IN FEBRUARY. I HAVE NOTICED ON MULTIPLE OCCASIONS THAT WHILE SITTING STOPPED,A/C OFF, RIGHT FOOT ON BRAKE, THE TRUCK SUDDENLY SURGED AGAINST THE BRAKES. I THINK IF I HAD NOT HAD FIRM PRESSURE ON THE BRAKE PEDAL THE TRUCK WOULD HAVE ACTUALLY MOVED FORWARD. I BECAME AWARE OF OTHER TACOMA OWNERS EXPERIENCING THIS ON THE INTERNET TOYOTA FORUMS. THE INCIDENT DATE BELOW IS JUST THE LAST TIME IT HAPPENED. \*AK

17 Make : TOYOTAModel : TACOMAYear : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : NoFire : NoNumber of Injuries: 0  
ODI ID Number : 10199820Number of Deaths: 0  
Date of Failure: July 22, 2007  
VIN : 3TMJU62N97M...  
Component: VEHICLE SPEED CONTROL

Summary:

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(COMPLETLY 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 WEAVING 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 VERY CAUTIOUSLY. WHEN I AS ALMOST HOME I ACCELERATED WITH A LITTLE TO MUCH JUICE AND IT DID THE SAME THING A SECOND TIME. THE PEDAL TOOK OVER AND FLOORED ITSELF, ACCELERATING TO TOP SPEED AND TOP RPM'S. THIS TIME I IMMEDIATELY TURNED THE VEHICLE OFF, UNSTUCK THE PEDAL AND AGAIN CAREFULLY FINISHED MY DRIVE HOME. REPORTED THE INCIDENT THE NEXT MORNING. THEY SAID NOTHING IS WRONG WITH IT, AFTER A MONTH OF FIGHTING TRADED THE TRUCK IN. PLEASE CONTACT ME IF YOU HAVE A SIMILAR CASE OR STORY, [REDACTED]

- 18 Make : TOYOTAModel : TACOMAYear : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : NoFire : NoNumber of Injuries: 0  
ODI ID Number : 10180652Number of Deaths: 0  
Date of Failure: January 24, 2007  
VIN : 5TELU42N17Z...  
Component: VEHICLE SPEED CONTROL  
Summary:  
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

- 19 Make : TOYOTAModel : TACOMAYear : 2007

Manufacturer : TOYOTA MOTOR CORPORATION

Crash : NoFire : NoNumber of Injuries: 0

ODI ID Number : 10182045Number of Deaths: 0

Date of Failure: January 3, 2007

VIN : 5TELU42N47Z...

Component: OTHER

Summary:

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 DEPRESSED 3. MAKE LINEAR THROTTLE RESPONSE. \*JB

20 Make : TOYOTAModel : TACOMAYear : 2007

29 Manufacturer : TOYOTA MOTOR CORPORATION

Crash : NoFire : NoNumber of Injuries: 0

ODI ID Number : 10182412Number of Deaths: 0

Date of Failure: February 3, 2007

VIN : 5TEUU42N57Z...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

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 CLAIMED IT WAS NORMAL AND A PART OF THE EMISSIONS. UPDATED 03/19/07.

\*JB

21 Make : TOYOTAModel : TACOMAYear : 2007

11 Manufacturer : TOYOTA MOTOR CORPORATION

Crash : NoFire : NoNumber of Injuries: 0

ODI ID Number : 10181411Number of Deaths: 0

Date of Failure: October 24, 2006

VIN : 5TEUX42N87Z...

Component: VEHICLE SPEED CONTROL

Summary:

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

22 Make : TOYOTAModel : TACOMAYear : 2007

Manufacturer : TOYOTA MOTOR CORPORATION

Crash : NoFire : NoNumber of Injuries: 0

ODI ID Number : 10200813Number of Deaths: 0

Date of Failure: August 16, 2007

VIN : 5TETU62N17Z...

Component: POWER TRAIN

Summary:

I PURCHASED MY TRUCK FROM TOYOTA OF WALDORF ON JULY 19, 2007. ON THE WAY HOME FROM THE DEALER I NOTED A SEVERE WIND WHISTLE AT APPROXIMATELY 60 MPH AND ABOVE. AT THIS TIME THE TRUCK HAD 800 MILES ON IT. THE FOLLOWING DAY, AUGUST 16, 2007, WHILE DRIVING THE TRUCK I STOPPED FOR A RED TRAFFIC SIGNAL. WHILE STOPPED AT THE SIGNAL THE TRUCK REMAINED IN DRIVE. WHEN THE LIGHT TURNED GREEN, I ACCELERATED AND THE VEHICLE MOMENTARILY ACTED AS IF IT WAS IN NEUTRAL SLAMMING INTO GEAR AND LURCHING FORWARD. THEREAFTER, THE PROBLEM REPEATED ITSELF THE ENTIRE TRIP HOME. THE VEHICLE ALSO WAS SHIFTING ERRATICALLY. I ALSO NOTED AFTER THE INCIDENT, HAVING SET THE ODOMETER TO ZERO THE LAST TIME I FILLED THE TANK WITH GAS, THAT I WAS GETTING APPROXIMATELY 9 MILES TO THE GALLON IN MOSTLY HIGHWAY DRIVING. THE TRUCK ALSO HAS NEVER SEEMED TO TRACK THE ROAD EASILY. I REPORTED ALL OF THE ABOVE PROBLEMS TO THE DEALERS (WALDORF TOYOTA) SERVICE DEPARTMENTS REPRESENTATIVES MARY PRICHETT AND JIM CLEMENS. THEY HAD THE TRUCK TOWED TO THEIR FACILITY, WALDORF TOYOTA FOR REPAIR. I BELIEVE IT WAS AUGUST 20, 2007 THAT I NOTIFIED TOYOTA IN CALIFORNIA. NICOLE OF TOYOTA'S CUSTOMER EXPERIENCE CENTER ASSIGNED ME CASE NUMBER 200708201412. THE FOLLOWING DAY I WAS CONTACTED BY MY TOYOTA ASSIGNED CASE MANAGER KEVIN SPILLANE. AS I UNDERSTAND IT, FROM MIKE PAVIN, THE SERVICE MANAGER, WALDORF TOYOTA'S IS TRYING TO REPAIR THE VEHICLE. ADDITIONALLY I WAS INFORMED AUGUST 21, 2007 BY MIKE PAVIN THAT A NEW TRANSMISSION WAS BEING INSTALLED IN THE TRUCK. THE NEW TRANSMISSION WAS INSTALLED AND TESTED AND I WAS INFORMED AUG. 24, 2007 BY THE SERVICE MANAGER THAT THEY ARE STILL GETTING THE TROUBLE CODE AND STILL HAVE NO FIX FOR THE PROBLEM. THIS IS A MAJOR SAFETY ISSUE. I BELIEVE THAT SOMEONE IS GOING TO BE KILLED UNLESS THE FEDERAL GOVERNMENT MAKES TOYOTA OWN UP AND FIX THIS PROBLEM. I O BE KILLED BECAUSE THIS SOME EI REPAIRS ARE CONTINUING. I STILL DO NOT HAVE MY TRUCK BACK. \*TR

23 Make : TOYOTA Model : TACOMA Year : 2007

Manufacturer : TOYOTA MOTOR CORPORATION

Crash : NoFire : NoNumber of Injuries: 0

ODI ID Number : 10195294Number of Deaths: 0

Date of Failure: March 1, 2007

VIN : 5TELU42N77Z...

Component: EQUIPMENT:ELECTRICAL:AIR CONDITIONER

Summary:

MY TRUCK A 2007 TOYOTA TACOMA DOUBLE CAB, LURKS FORWARD A BIT WHEN AIR CONDITIONING (A/C )IS ON. THIS HAPPENS WHEN AT STOP EVEN WITH FOOT ON THE BRAKE. I SUSPECT THIS OCCURS WHEN A/C COMPRESSOR KICKS IN AS IT RECYCLES. COUPLE OF TIMES EITHER I ALMOST BUMPED THE CAR THAT STOPPED IN FRONT OF ME OR HIT A PEDESTRIAN WALKING RIGHT IN FROM OF ME. I NEVER EXPERIENCED ANY OF IT ON OTHER VEHICLES. IT JUST MAKES ME CONCERNED. I THOUGHT I WAS THE ONLY ONE EXPERIENCED THIS ON TACOMA TRUCK, BUT NOTICED ALMOST ALL OF TACOMA OWNERS AGREED WITH THIS PROBLEM(ACCORDING TO INTERNET FORUM, TOYOTANATIONS.COM. I WILL BE VISITING THE DEALER VERY SOON ,BUT HEARD FROM OTHER PEOPLE THAT THEY WERE TOLD BY THE DEALER THAT IT WAS JUST NORMAL. MY SAFETY CONCERN REGARDING THE TRUCK LED ME TO FILE THIS COMPLAINT. PLEASE NOTE THAT THIS PROBLEM IS ONGOING .I CAN'T REMEMBER WHEN I FIRST USED A/C ON MY VEHICLE. THANK YOU. \*AK

#	HHTSA Database Info	Id Number	Close Date
1	Report Date : October 3, 2007 at 04:36 PM SEARCH TYPE : VEHICLE YEAR : 2007 Make : TOYOTA Model : TACOMA Make : TOYOTAModel : TACOMAYear : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : YesFire : NoNumber of Injuries: 1 ODI ID Number : 10201655Number of Deaths: 0	200704270639	5/15/2007 11:08

Reg Abbreviation	Dealer 1	Dir Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
CIN	41062	PEPPERS TOYOTA	TACOMA	7594 (V6)	5TELU42N67Z	[REDACTED]	10.13

Notes	Title
very likely 10	PRODUCT: ABNORMAL CONDITION; AUTO TRANSMISSION; DRIVING RESPONSE

## Case History

\*\*\* PHONE LOG 04/27/2007 11:25:00 AM EStaples1

Caller states: 2 months ago while in Chicago, stopped @ a light, veh surged fwd. Sts 3 wks ago stopped in driveway of gas station, veh surged fwd again. Sts had to turn veh to the right side of road to avoid hitting another veh. Sts 2 dys ago while driving downhill, attempted to slow down, veh surged fwd (up to 80mph), rear tires spinning. Sts veh finally stopped @ 500 yards. Sts dir unable to dupe cnrm. Sks factory rep to inspect veh. Ncr apol, sent file to dir, adv>>

\*\*\* NOTES 04/27/2007 11:26:01 AM EStaples1

>>c/b w/in 3 b/d...ref#.

\*\*\* CASE CLOSE 05/08/2007 01:34:02 PM DLR41062

COULD NOT DUPLICATE CUSTOMERS CONCERN

\*\*\* NOTES 05/14/2007 08:52:23 AM EStaples1

Clr c/b sts no response from dir. Ncr apol, placed on hold, c/b dir to verify info provided by Clr. OUTBOUND:Ncr c/b dir. Dir receptionist adv CRM (Amanda) no longer works for dirship. Ncr left voicemail w/SM requesting SM to c/b Clr. Ncr reopened task & issued "no response" since dir notes do not indicate dir f/u w/Clr.

\*\*\* NOTES 05/14/2007 08:54:07 AM EStaples1

Ncr unable to issue "no response", however, left msg w/SM request c/b Clr asap.

\*\*\* CASE CLOSE 05/15/07 14:30:31 rulemgr

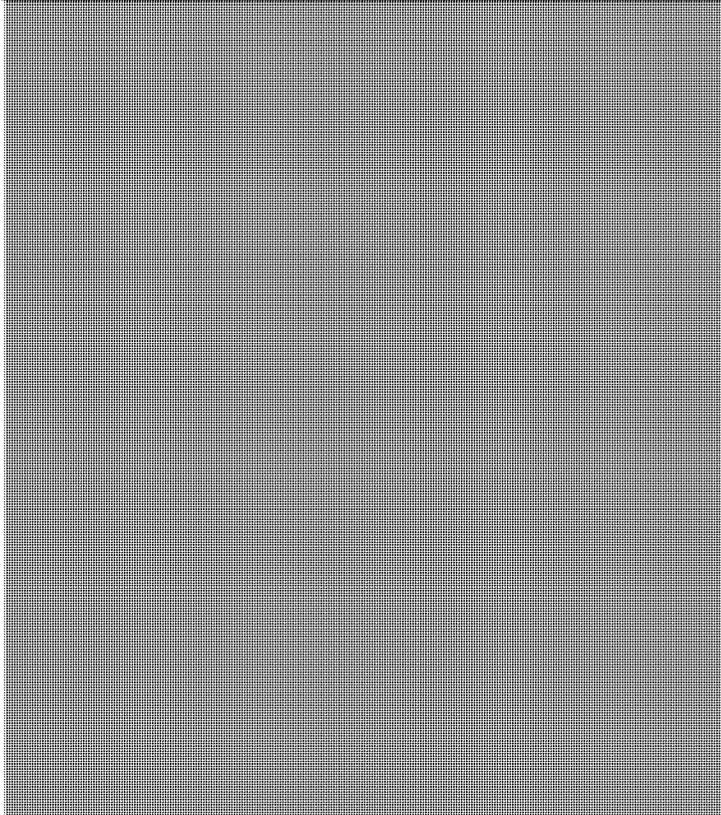
COULD NOT DUPLICATE CUSTOMERS CONCERN

Seeks

FACTORY REP TO INSPECT VEH.

Stated

NCR APOL SENT FILE TO DLR. ADV C/B W/IN 3 B/D. REF#.

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
							
				DOVER	TN		

Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
4/27/2007 10:55 T		CLOSED	DLR41062	ESTAPLES1	10	5/14/2007 8:53	PHONE	2007	12400

Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
700	6								
		10/31/2006 12:00	GENERAL	CUSTOMER			NO ONE		CLOSED

Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
			COMPLAINT PRODUCT	AUTO TRANSMISSION	2,822

Date of Failure: June 8, 2007

VIN : 5TELU42N67Z...

Component: VEHICLE SPEED CONTROL

Summary:

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 FIFTH AND FINAL INCIDENT. COMING OUT OF NASHVILLE WHERE IT WAS RAINING HARD, I GOT FURTHER NORTHBOUND ON THE I-24 WHERE IT WAS RAINING LESS AND THE PAVEMENT WAS WET. WHILE IN THE SHOULDER LANE, A VEHICLE IN THE LEFT LANE STARTED MOVING OVER TO THE RIGHT CAUSING ME TO TAP MY BRAKES. THE REAR WHEELS ACCELERATED TO A VERY HIGH RATE OF SPEED CAUSING THE TRUCK TO HYDROPLANE. THE REAR END OF THE TRUCK SPUN AROUND TO THE LEFT AND, STILL ACCELERATING ON ITS OWN, DROVE INTO THE EMBANKMENT, FIRST SKIDDING SIDEWAYS THEN THE TRUCK BEGAN TO ROLL SEVERAL TIMES. IT STRUCK A RUT CAUSING IT TO GO AIRBORNE FINALLY LANDING ON ITS ROOF. IT ROLLED SEVERAL MORE TIMES COMING TO A STOP IN A DITCH ON THE DRIVERS DOOR. I WAS TRANSPORTED TO THE HOSPITAL. \*JB



















#	HHTSA Database Info	Id Number	Close Date
2	Make : TOYOTAModel : TACOMAYear : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : YesFire : NoNumber of Injuries: 0	200707171518	7/18/2007 14:43

Reg Abbreviation	Dealer 1	Dir Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
CAT	37118	TOYOTA OF WASHINGTON	TACOMA	7554 (V6)	5TEJU42N07Z	[REDACTED]	11

Notes	Title
Likely match to nhtsa	PRODUCT: ABNORMAL CONDITION; BRAKE PEDAL- BRAKES: DAMAGED

## Case History

## Unintended acceleration

Caller states: that was pulling up to a gate & pressed brake pedal to stop & would not work. Sts friends were standing outside of veh @ the time & said the 2 front tires appears to have locked up & the 2 back tires were spinning. Sts felt like veh engine was racing. Sts has taken veh to dir & has not been able to duplicate symptom & has not been given estimate for body damage. sts has scratches & dent on bumper.

\*\*\* NOTES 07/17/2007 05:07:55 PM TThorp

Notes cont.

Clr sts incident happened on 7/15 & veh was on gravel & than driven toward a gate & was on blacktop. driver is the registered owner & had one passenger. Clr is seeking the cost of repairs to be covered. NCR appl & adv will receive a c/b from a case manager w/in 1 business day.

\*\*\* SUBCASE 200707171518-1 CREATED 07/18/2007 08:54:11 AM NRedd

\*\*\* NOTES 07/18/2007 08:59:17 AM TWhite

Clr sks to speak with CM. Ncr placed clr on hold to confirm if CM avail to take call. clr disconnected before ncr completed confirmation.

\*\*\* PHONE LOG 07/18/2007 09:09:18 AM NRedd Action Type: Outgoing call

OUTGOING CALL TO CUSTOMER

Dir SM Bryan Rardin sts cust stated cnrm went to a stop & sts back wheels were spinning and front wheels were locked up. sts had cnrm w/brake adv could not find anything wrong w/veh as he was unable to duplicate custs cnrm. sts Service Director Bob got into veh, sts pushed on brake & acceleration same time & was unable to move veh at all which confirmed worked as designed. Dir adv waiting to hear back from DSPM on what toyota would like dir to do.

nrc adv will need to research w/Claims and DSPM, adv will f/u w/dir before contacting customer back today

\*\*\* NOTES 07/18/2007 09:10:55 AM NRedd

CORRECTION TO PREVIOUS CASE NOTES.....

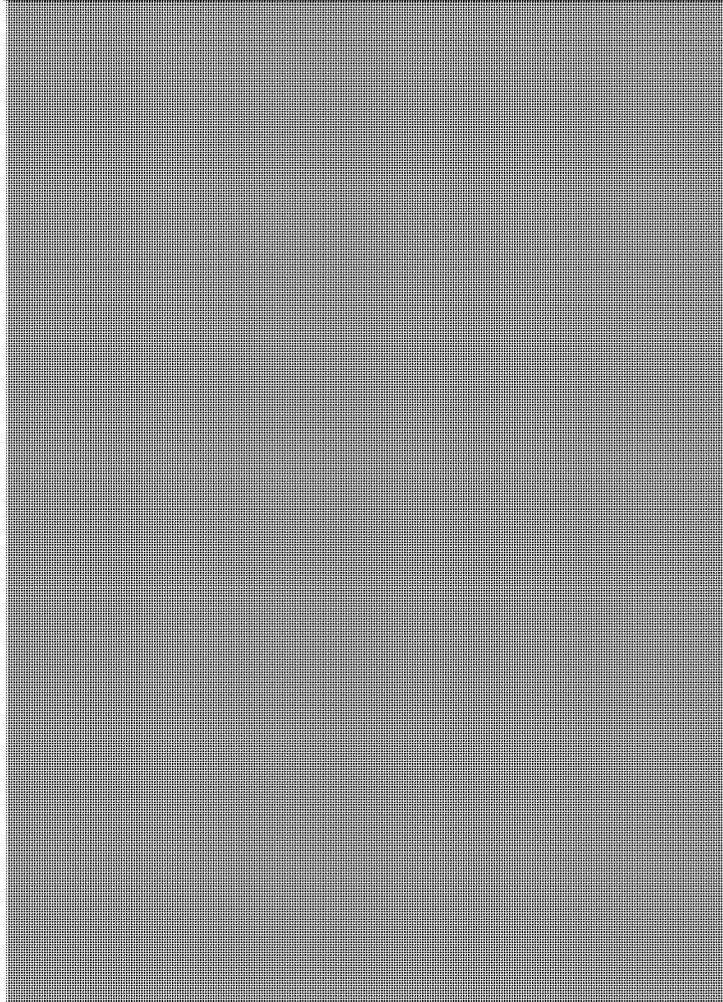
OUTGOING CALL TO DEALER

Seeks

TOYOTA TO REPAIR BUMPER AND PAINT

Stated

CASE CLOSED

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
				WASHINGTON	PA		

Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
7/17/2007 15:41	T	CLOSED	NREDD	NREDD	10	7/17/2007 17:09	PHONE	2007	2267



Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
			COMPLAINT PRODUCT	BRAKE PEDAL- BRAKES	4,860

ODI ID Number : 10197535Number of Deaths: 0  
 Date of Failure: July 14, 2007  
 VIN : 5TEUU42N07Z...  
 Component: VEHICLE SPEED CONTROL  
 Summary:  
 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 2,000.00

#	HHTSA Database Info	Id Number	Close Date
3	Make : TOYOTAModel : TACOMAYear : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : NoFire : NoNumber of Injuries: 0 ODI ID Number : 10181071Number of Deaths: 0 Date of Failure: January 28, 2007 VIN : Not Available Component: SERVICE BRAKES, HYDRAULIC:ANTILOCK Summary: BAD BRAKES ON A 2007 TOYOTA TACOMA 4 BY 4. *JB		

#	HHTSA Database Info	Id Number	Close Date
4	Make : TOYOTAModel : TACOMAYear : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : YesFire : NoNumber of Injuries: 0 ODI ID Number : 10192866Number of Deaths: 0 Date of Failure: May 30, 2007 VIN : 5TEUU42N25Z... Component: VEHICLE SPEED CONTROL Summary: 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		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Notes	Title
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Case History

Case History

Seeks

Seeks

Stated

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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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 #NAME?  
 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.

#	HHTSA Database Info	Id Number	Close Date
5	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0 ODI ID Number : 10195349 Number of Deaths: 0 Date of Failure: June 1, 2007 VIN : 5TETX22N772... Component: VEHICLE SPEED CONTROL:CRUISE CONTROL Summary: 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		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Case History

Seeks

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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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

#	HHTSA Database Info	Id Number	Close Date
6	<p>Make : TOYOTAModel : TACOMAYear : 2007                      Manufacturer : TOYOTA MOTOR CORPORATION                      Crash : NoFire : NoNumber of Injuries: 0                      ODI ID Number : 10191171Number of Deaths: 0                      Date of Failure: April 30, 2007                      VIN : 5TETX22N07Z...                      Component: VEHICLE SPEED CONTROL:CRUISE CONTROL                      Summary:                      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.</p>		

#	HHTSA Database Info	Id Number	Close Date
7	<p>Make : TOYOTAModel : TACOMAYear : 2007                      Manufacturer : TOYOTA MOTOR CORPORATION                      Crash : NoFire : NoNumber of Injuries: 0                      ODI ID Number : 10188746Number of Deaths: 0                      Date of Failure: November 1, 2006                      VIN : Not Available                      Component: TIRES                      Summary:                      2007 TOYOTA TACOMA DOUBLE CAB OFFROAD 4X4 . VEHICLE SURGES (RPM INCREASES 200-300 RPM)WHEN IN GEAR AT A STOP. DOESN'T MATTER IF AC IS ON OR OFF. THIS HAS CAUSED NUMEROUS NEAR ACCIDENTS WITH VEHICLES IN FRONT OF ME, MY GARAGE DOOR AND THE WORK BENCH IN MY GARAGE. VEHICLE IDLES EXTREMELY FAST (1500 RPM) WHEN COLD WHICH IS DANGEROUS</p>		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Notes	Title
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Case History

Case History

Seeks

Seeks

Stated

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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ON SLIPPERY ROADS AND HAS CAUSED ME TO SLIDE THROUGH STOP SIGNS. VEHICLE IDLES ROUGH, DOESN'T MATTER IF AC IS ON OR OFF. VEHICLE HAS A HARSH STUTTER SHIFT BETWEEN 1ST AND 2ND. VEHICLE HAS A VERY NOTICEABLE VIBRATION AT SPEEDS BETWEEN 15 AND 25 MPH. THIS VIBRATION OCCURS WHEN ACCELERATING, DRIVING AT A CONSTANT SPEED OR DECELERATING. THE VIBRATION OCCURS WHETHER BRAKING OR NOT. THE VEHICLE FEELS LIKE IT IS ENGINE BRAKING WHEN LETTING UP ON THE ACCELERATOR. THIS IS MOST NOTICEABLE AT SPEEDS 40 MPH OR SLOWER. IT IS A SAFETY HAZARD ON ICY ROADS. ALL THESE PROBLEMS BEGAN AFTER THE VEHICLE HAD 500 MILES ON IT. THE DEALER WAS MADE AWARE OF THESE ISSUES AND TEST DROVE THE VEHICLE. THE DEALER SAID THEY COULD NOT DETECT ANY OF THE PROBLEMS. ALSO, THE ORIGINAL EQUIPMENT TIRES ARE TERRIBLE IN SNOW. \*JB

#	HHTSA Database Info	Id Number	Close Date
8	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0	200709121481	9/14/2007 16:36

Reg Abbreviation	Dealer 1	Dir Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
SET	39035	GENE REED TOYOTA, INC. TACOMA		7188 (V6)		3TMJU62N07M [REDACTED]	6

Notes	Title
most likely 6	PRODUCT; ABNORMAL CONDITION; DRIVEABILITY; DRIVING RESPONSE

Case History

\*\*\* PHONE LOG 09/12/2007 05:40:47 PM DMorano

Caller states: cllr sts when he going up a gravel road this past weekend and he had the veh in drive and took his foot off the brake and the engine made a loud noise and the engine stopped. cllr sts the auto trans seems to hesitate and ncr adv the drive by wire system. cllr sts when at a stop light with brakes applied the engine will rev and move the veh. cllr sts brakes have a spongy feel and no longer have a solid secure feel. cllr sts a police officer...

\*\*\* NOTES 09/12/2007 05:40:47 PM DMorano

.....pulled him over at a stop light and asked him why he was trying to get ready to drag race him and the cust at he was not trying to drag race the officer and that the engine revs which makes the truck body move when he has the brakes applied at a stop light. cllr sts the officer did not give him a ticket. cllr sts the rear truck sus also seems to drift and does not adhear to the road when he goes over bumps.

\*\*\* CASE CLOSE 09/17/07 14:30:49 rulemgr

SERVICE MANAGER ROBBUIE CORTIS - SET APPT FOR CUST TUES 18TH FOR EVAL

Seeks

TO HAVE VEH HESITATION (AUTO TRANS) BRAKES, REAR SUSPENSION INSPECTED

Stated

NCR: APOL, ADV CRM'S NAME & CRM WILL C/B CUST IN 3 B/D OR CUST COULD CALL CRM 1ST, GAVE CUST CASE # & CUST THK NCR.

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
[REDACTED]				NORTH CHARLSTON	SC	[REDACTED]	[REDACTED]

Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
9/12/2007 17:22 T		CLOSED	DLR39035	DMORANO	10	9/12/2007 17:43	PHONE	2007	16700

Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
16700	9			12/8/2006 12:00 GENERAL	CUSTOMER		NO ONE		CLOSED

Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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COMPLAINT PRODUCT

DRIVEABILITY

1,646

ODI ID Number : 10202837 Number of Deaths: 0  
 Date of Failure: September 12, 2007  
 VIN : 3TMJU62N07M...  
 Component: POWER TRAIN:AUTOMATIC TRANSMISSION:TORQUE CONVERTER  
 Summary:  
 WHEN STOPPED AT IDLE ENGINE SPEED, MY 2007 TOYOTA TACOMA DBL CAB PRERUNNER V6 WILL SURGE / LUNGE SUDDENLY. ALTHOUGH I HAVE THE BRAKES FIRMLY APPLIED, THE TRUCK WILL STILL MOVE A LITTLE BIT. I'VE DAMAGED PERSONAL PROPERTY BECAUSE OF IT. NO INJURIES (YET), BUT IT'LL SURE GET YOUR ATTENTION WHEN IT HAPPENS. ALSO, THE TRUCK WILL SOMETIMES ACCELERATE A BIT WHEN YOU HAVE TAKEN YOUR FOOT OFF OF THE GAS. NOTHING DRASTIC, BUT IT SHOULDN'T DO THIS. THIS IS A MAJOR CONCERN WITH ME; ENOUGH THAT I WON'T LET ANYONE ELSE DRIVE MY VEHICLE FOR FEAR IT MAY STARTLE THEM AND THEY MAY LOSE CONTRROL OF IT. THIS HAPPENS VERY FREQUENTLY.

#	HHTSA Database Info	Id Number	Close Date
9	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0 ODI ID Number : 10198196 Number of Deaths: 0 Date of Failure: March 10, 2007 VIN : 3TMLU42N37M... Component: VEHICLE SPEED CONTROL Summary: 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		

#	HHTSA Database Info	Id Number	Close Date
10	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0 ODI ID Number : 10202283 Number of Deaths: 0		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Notes	Title
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Case History

Case History

Seeks

Seeks

Stated

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Date of Failure: September 7, 2007  
 VIN : 5TELU42N67Z...  
 Component: VEHICLE SPEED CONTROL  
 Summary:  
 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

#	HHTSA Database Info	Id Number	Close Date
11	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0 ODI ID Number : 10187789 Number of Deaths: 0 Date of Failure: April 12, 2007 VIN : Not Available Component: SERVICE BRAKES, HYDRAULIC:ANTILOCK Summary: 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		

#	HHTSA Database Info	Id Number	Close Date
12	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0 ODI ID Number : 10196327 Number of Deaths: 0 Date of Failure: July 5, 2007 VIN : 5TETU62N67Z... Component: POWER TRAIN		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Notes	Title
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Case History

Case History

Seeks

Seeks

Stated

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Summary:  
 TRUCK LURCHES FORWARD WHEN A/C COMPRESSOR ENGAGES WHILE STOPPED. IT IS SO SEVERE THAT THE TRUCK MOVES FORWARD AND CREATES A POTENTIAL RISK FOR AN ACCIDENT

#	HHTSA Database Info	Id Number	Close Date
13	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0 ODI ID Number : 10182950 Number of Deaths: 0 Date of Failure: December 15, 2006 VIN : 5TETU62N57Z... Component: POWER TRAIN:AUTOMATIC TRANSMISSION Summary: VEHICLE HAS A EXTREME HIGH IDLE AND OR HIGH TRANSMISSION HEAD PRESSURE. VEHICLE ONLY INDICATES APPROX 600-700 IDLE RPM'S WARM, HOWEVER; WHEN LETTING OFF THE GAS VEHICLE WANTS TO LURCH AND TAKE OFF. VERY UNEASY IN STOP AND GO TRAFFIC, FEELS LIKE DRIVER IS ABOUT TO LOSS CONTROL AND STRIKE THE VEHICLE AHEAD. TOOK TO DEALER AND	200701100237 Poster for website	1/10/2007 8:05

Reg Abbreviation	Dealer 1	Dir Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
CIN	34122	TOYOTA OF BOARDMAN	TACOMA	7164 (V6)	5TETU62N57Z	[REDACTED]	4

Notes	Title
Likely match to nhtsa	PRODUCT; PRODUCT DESIGN/AVAILABILITY; SHIFT CONTROLS- TRANSFER CASE; OTHER PLEAS

Case History

\*\*\* PHONE LOG 01/10/2007 08:04:59 AM ABaker2

Caller states: has concerns with the engine idle control module. cust sts the dlr adv this concerns is normal and seeks to have concern doc. cust sts has concerns with the shifting of the gears slipping automatically . cust seeks to have concerns doc

\*\*\* CASE CLOSE 01/10/2007 08:05:14 AM ABaker2

ncr apol & adv cust his concerns have been doc. ncr adv cust case#

\*\*\* NOTES 03/09/2007 10:48:27 AM EStaples1

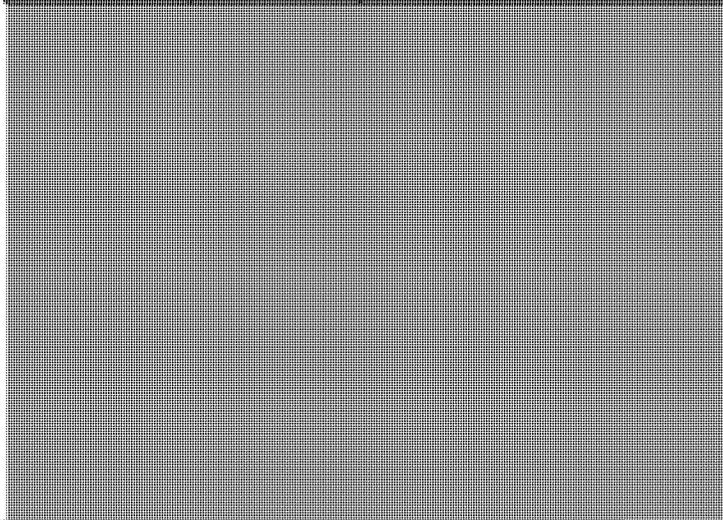
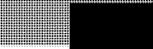
Clr c/b sts very unhappy w/veh lurching fwd while in a stop/go traffic. Sts has 12 friends w/identical veh & same cnrms. Sts veh taken to dlr after purch re-lurching fwd. Sts test drove like veh, veh performance exactly the same. Sts dlr adv veh operating as designed. Ncr apol & adv unable to assist since dlr adv veh operating as designed. Ncr suggested Clr to review owner/warr rights notification booklet if he's unhappy w/performance. Ncr offered to check TSB. Clr>>

\*\*\* NOTES 03/09/2007 10:50:51 AM EStaples1

>>declined & adv he's already reviewed . no TSB addressing his cnrms. Ncr adv doc comments.

Seeks
TO HAVE CONCERNS DOC

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
				POLAND	OH		

Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
1/10/2007 7:57 T		CLOSED	ABAKER2	ABAKER2	10	1/10/2007 7:57	PHONE	2007	800

Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
800	1			12/16/2006 12:00 GENERAL	CUSTOMER		NO ONE		CLOSED

Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
			COMPLAINT PRODUCT	SHIFT CONTROLS- TRANSFER CASE	1,065

ADVISED THIS IS A NORMAL CONDITION. THIS WAS ALSO VERIFIED BY TESTING 2 OTHER LIKE VEHICLES(07/V6/AUTOMATIC) \*JB

#	HHTSA Database Info	Id Number	Close Date
14	<p>Make : TOYOTA Model : TACOMA Year : 2007                      Manufacturer : TOYOTA MOTOR CORPORATION                      Crash : No Fire : No Number of Injuries: 0                      ODI ID Number : 10182586 Number of Deaths: 0                      Date of Failure: February 13, 2007                      VIN : 5TEUU42NX7Z...                      Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL                      Summary:                      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 FLOOR MATS WERE NOT INSTALLED CORRECTLY. THIS TRUCK HAD 149 MILES ON IT. IT WAS ONLY 4 DAYS OLD. *JB</p>		
#	HHTSA Database Info	Id Number	Close Date

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Notes	Title
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Case History

Case History

Seeks

Seeks

Stated

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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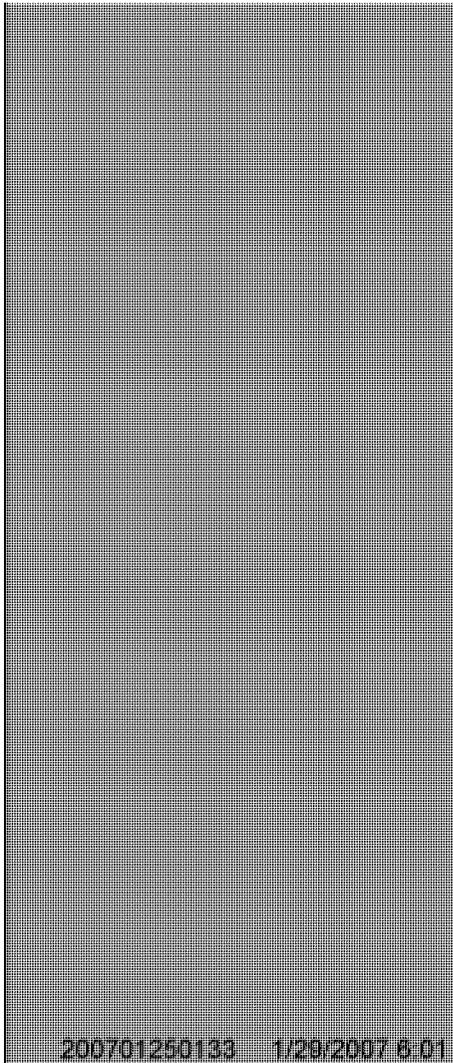
Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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15 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10181486 Number of Deaths: 0





CAT

37158 DAY TOYOTA

TACOMA

7594 (V8)

5TELU42N17Z



14

match by city

ARBITRATION REQUEST; ABNORMAL CONDITION; ENGINE- POWERTRAIN; DRIVING RESPONSE

Caller states: had sudden acceleration when veh was stopped and he was pushed into oncoming traffic but was not involved in an accident. dlr adv no error codes were found. feels there is something wrong with the veh & he is afraid to drive the veh. he had both feet on the brake & veh would not stop accelerating. since veh was purch the veh has lurched forward about 12x but has never accelerated as rapidly as it did yesterday. his foot was not near the gas pedal. ....

\*\*\* NOTES 01/25/2007 07:37:56 AM EHellmer

... would like toy to guarantee that veh is safe to drive. he will not drive the veh until he feels safe driving the veh. ncr apol and adv case manager will follow up within 1 bus day. ncr provided case # & updated cpa.

\*\*\* SUBCASE 200701250133-1 CREATED 01/25/2007 12:25:11 PM NRedd

\*\*\* PHONE LOG 01/26/2007 08:28:45 AM NRedd Action Type: Outgoing call

OUTGOING CALL TO DLR

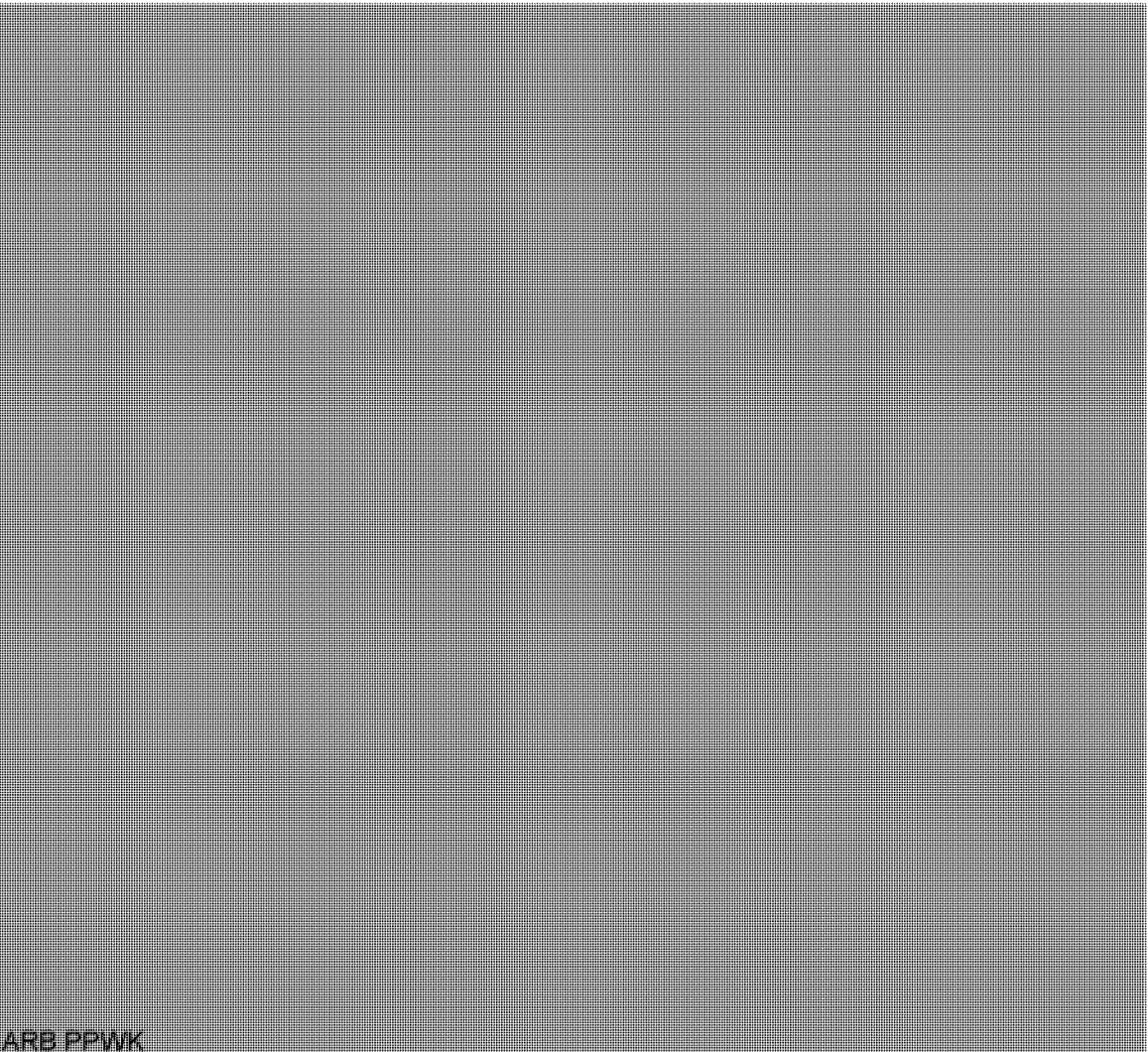
Dir SM Joseph Fiore advised veh at dlr, RO#151915, 2993 miles. dlr sts first time veh returned to dlr since purch, sts dlr had no knowledge of customers lunging concern. Dlr kept vehicle 1 day to drive, provided customer w/loaner vehicle. Dlr sts cust advised dlr customer had to stand on gas pedal w/both feet to stop vehicle. Dlr sts customer came in w/printed information off websites w/cncrms of vehicle lunging. Dlr SM Joe adv drove veh last night & back to dlr sts round trip est is 100 miles. Dlr sts brought dlr tech, sales rep, service writer and customer to meet and advised all the process of what dlr did to inspect, what dlr was looking for, veh working correctly. Dlr sts took 30 minutes w/customer. Dlr sts cust than made comment he knew dealer would not find anything. Dlr adv customer has large shoe size, possibly foot pedal on vehicle. dlr adv veh operating as designed

\*\*\* PHONE LOG 01/26/2007 09:12:44 AM NRedd Action Type: Outgoing call

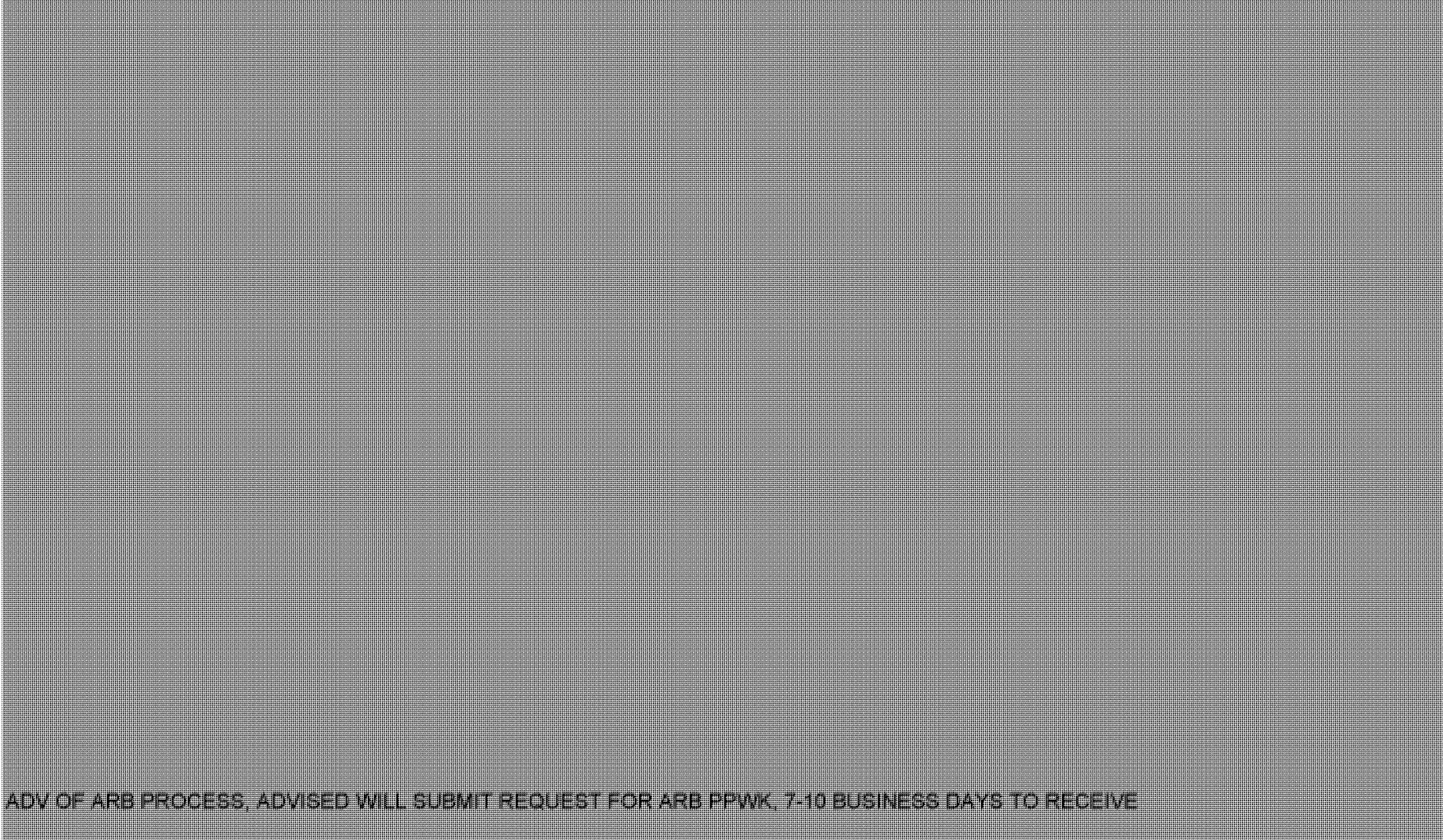
ARB

OUTGOING CALL TO CUSTOMER

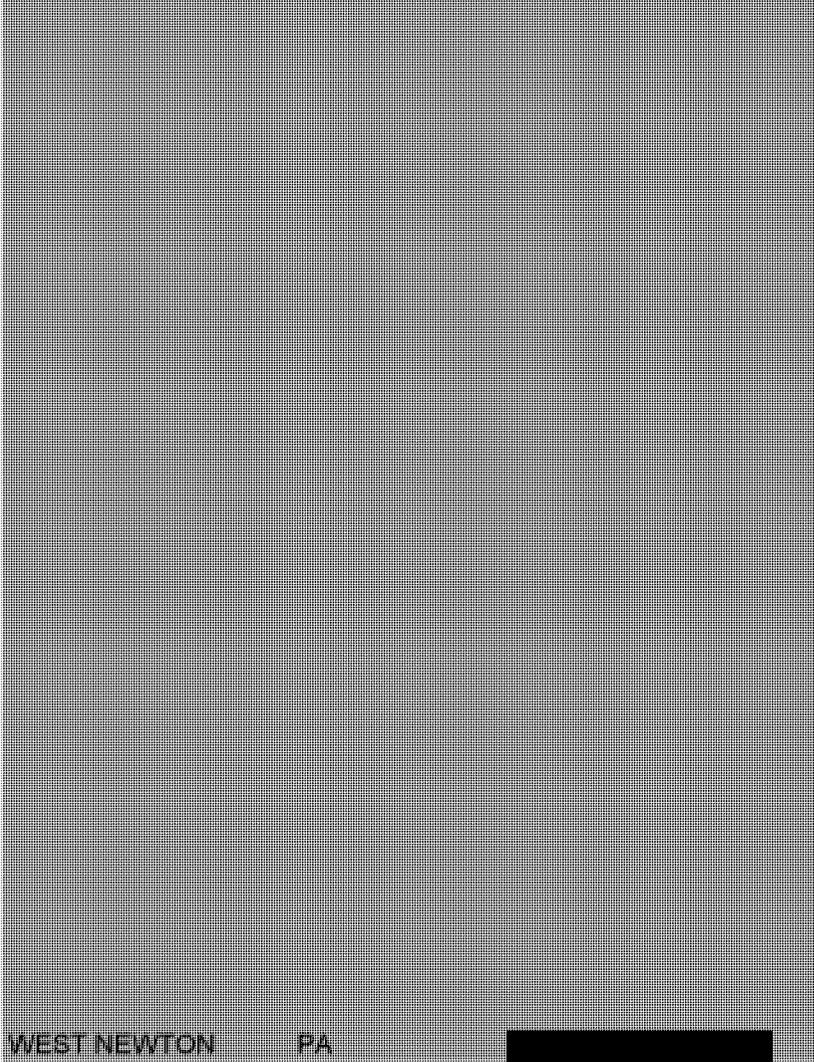
Caller sts every once in awhile when veh came to stop, veh would kick up a little bit, but felt normal. Caller sts concern began when vehicle was at a complete stop exiting from a parking lot turning east onto Rt 136 & while waiting for traffic to clear for no reason veh accelerated visiciously & started out going straight onto the east bound lane, sts an oncoming veh swerved to miss custs veh, caller sts put both feet on brake pedal, sts placed gear into neutral, heard engine immediately dropped down and veh drove like normal. Caller sts called dlr as soon as he got home, sts took veh to dlr next day. Caller sts afraid to drive vehicle. Caller sts searched internet and filed complaint report w/NHTSA for acceleration concern. Caller sts knew dlr would not



ARB PPWK

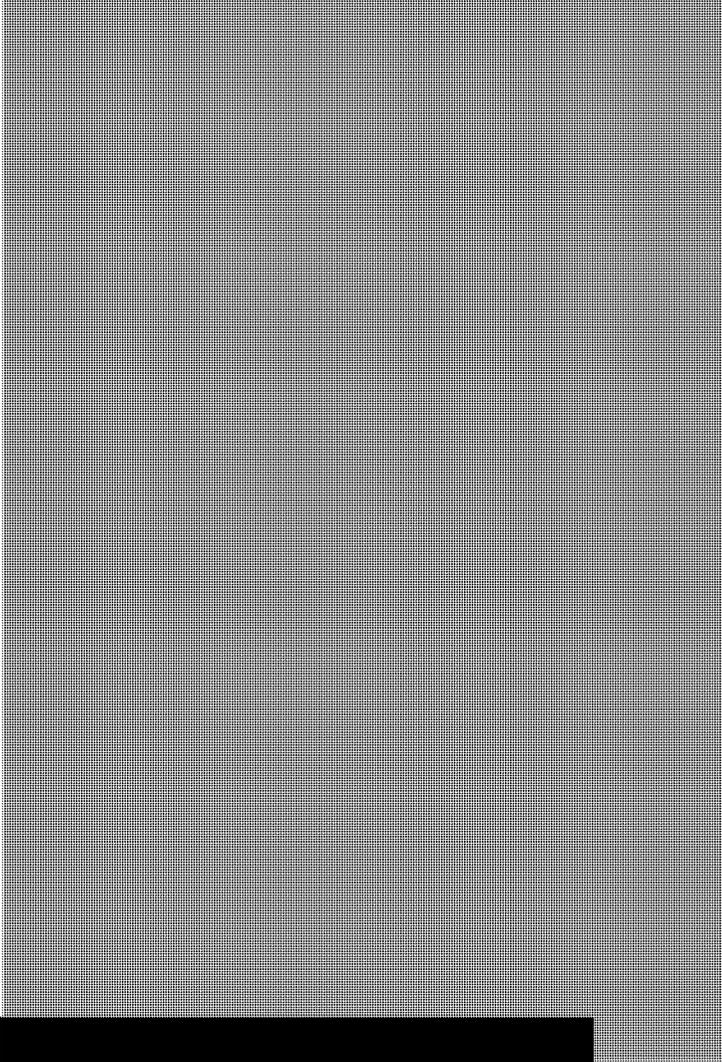


ADV OF ARB PROCESS, ADVISED WILL SUBMIT REQUEST FOR ARB PPWK, 7-10 BUSINESS DAYS TO RECEIVE



WEST NEWTON

PA





1/25/2007 7:35 T

CLOSED DSIMONSBAKER800 NREDD

10 1/26/2007 9:13 PHONE

2007

2990

[REDACTED]

2990 2

[REDACTED]

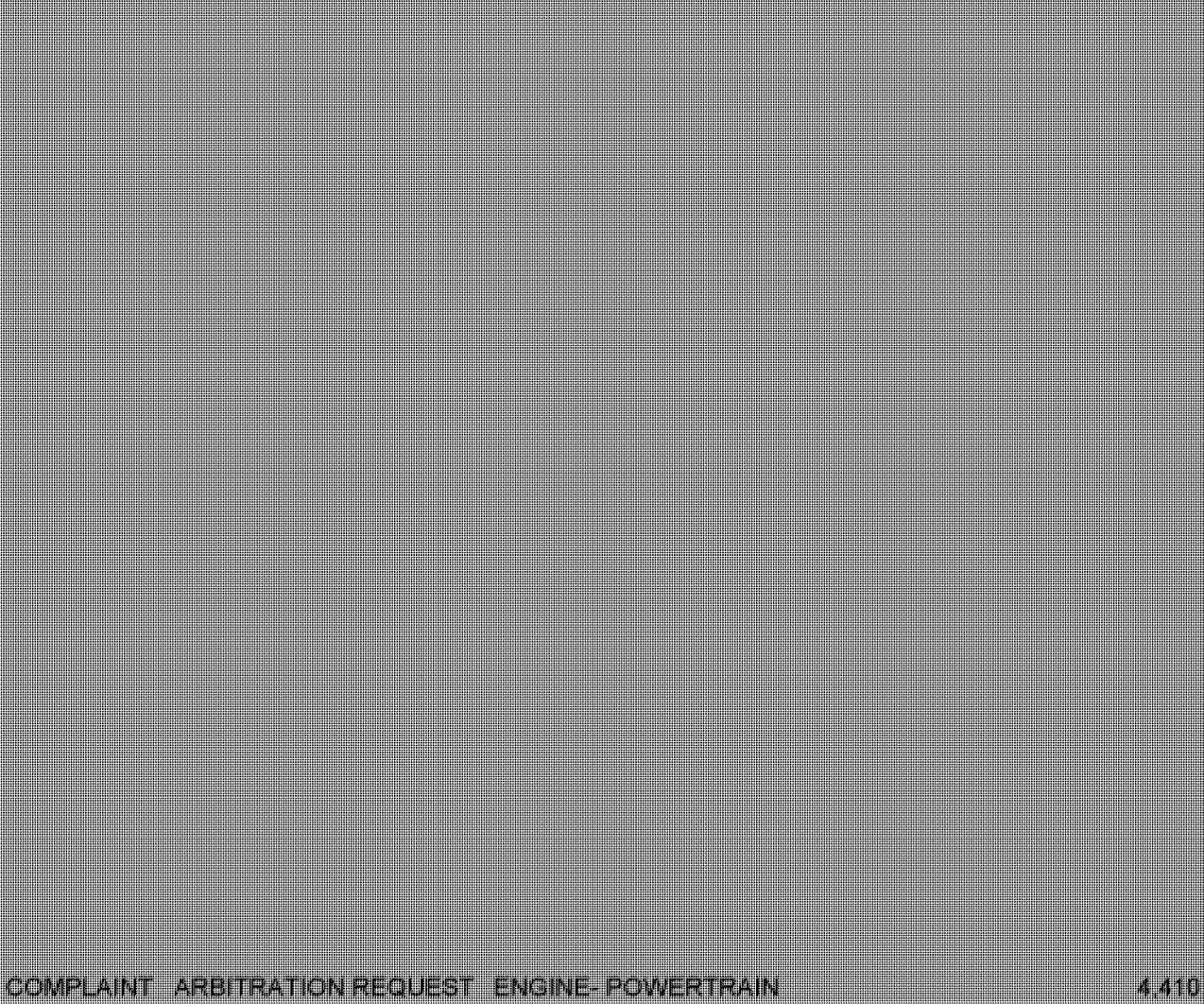
11/14/2006 12:00 PRIORITY CUSTOMER

[REDACTED]

NO ONE

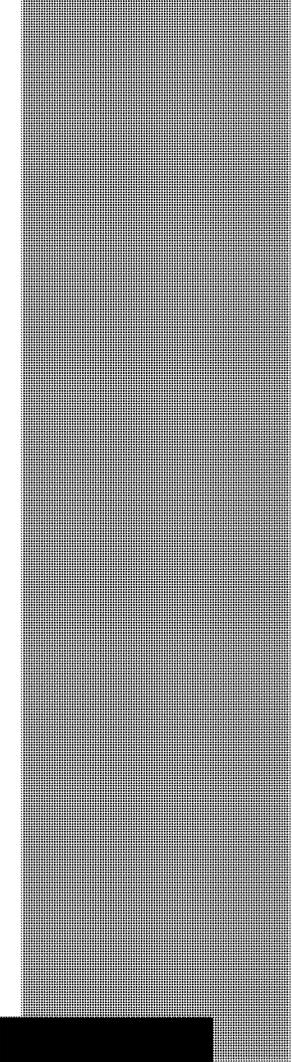
[REDACTED]

CLOSED



COMPLAINT ARBITRATION REQUEST ENGINE- POWERTRAIN

4,410



Date of Failure: January 24, 2007  
 VIN : 5TELU42N17Z...  
 Component: VEHICLE SPEED CONTROL  
 Summary:  
 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

#	HHTSA Database Info	Id Number	Close Date
16	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : No Fire : No Number of Injuries: 0 ODI ID Number : 10187884 Number of Deaths: 0 Date of Failure: April 14, 2007 VIN : 3TMJU62NX7M... Component: POWER TRAIN:AUTOMATIC TRANSMISSION Summary: I BOUGHT A 07 TOYOTA TACOMA DOUBLE CAB WITH AUTOMATIC TRANSMISSION IN FEBRUARY. I HAVE NOTICED ON MULTIPLE OCCASIONS THAT WHILE SITTING STOPPED,A/C OFF, RIGHT FOOT ON BRAKE, THE TRUCK SUDDENLY SURGED AGAINST THE BRAKES. I THINK IF I HAD NOT HAD FIRM PRESSURE ON THE BRAKE PEDAL THE TRUCK WOULD HAVE ACTUALLY MOVED FORWARD. I BECAME AWARE OF OTHER TACOMA OWNERS EXPERIENCING THIS ON THE INTERNET TOYOTA FORUMS. THE INCIDENT DATE BELOW IS JUST THE LAST TIME IT HAPPENED. *AK		
#	HHTSA Database Info	Id Number	Close Date

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Notes	Title
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Case History

Case History

Seeks

Seeks

Stated

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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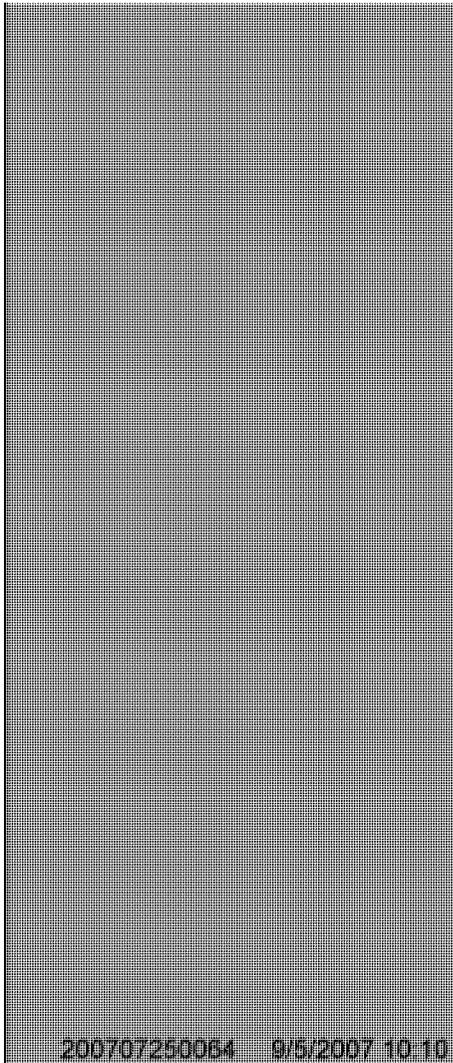
Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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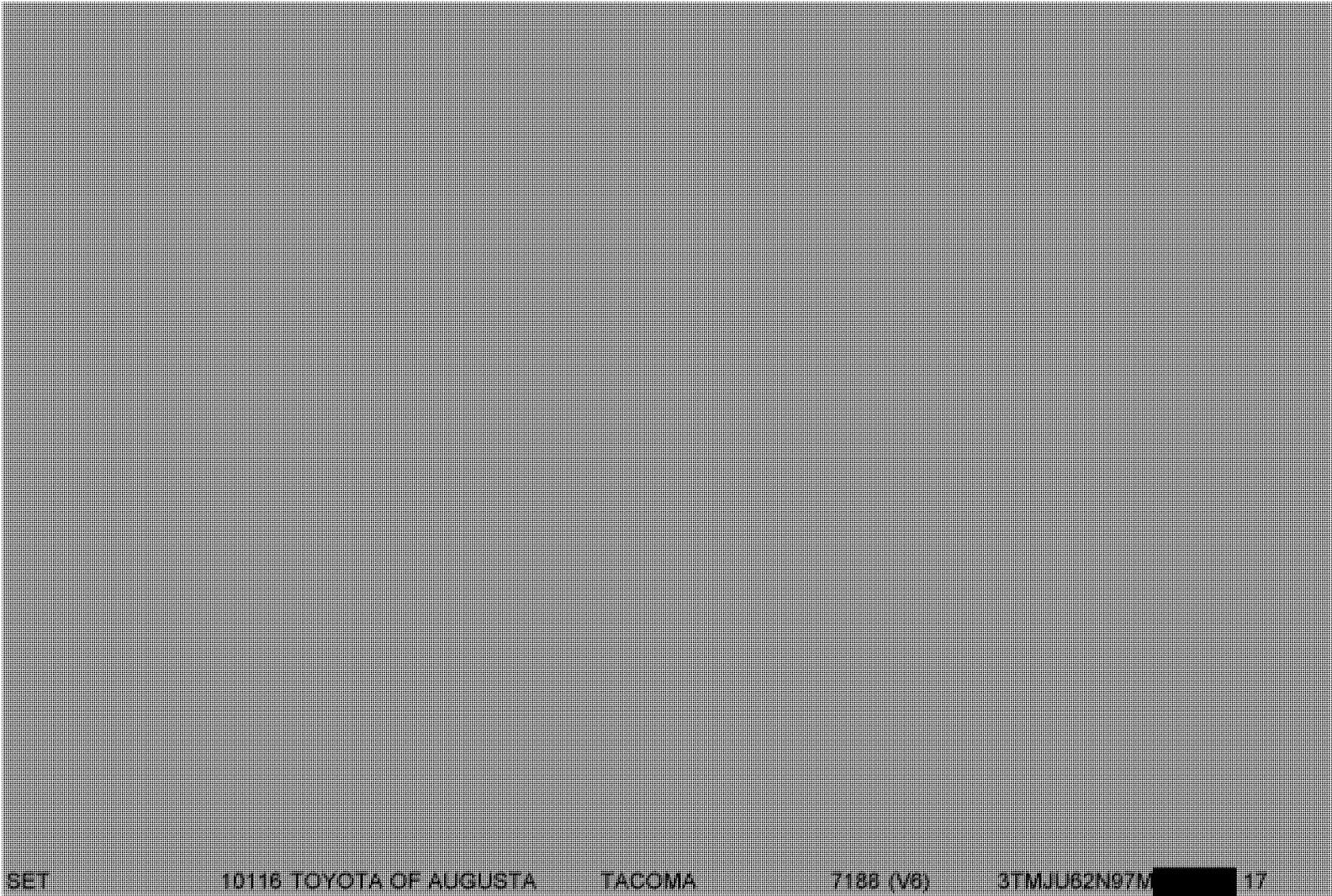
Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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17 Make : TOYOTA Model : TACOMA Year : 2007  
Manufacturer : TOYOTA MOTOR CORPORATION  
Crash : No Fire : No Number of Injuries: 0  
ODI ID Number : 10199820 Number of Deaths: 0





SET

10116 TOYOTA OF AUGUSTA

TACOMA

7188 (V8)

3TMJU62N97M

[REDACTED] 17

Positive match by  
CCR

PRODUCT: ABNORMAL CONDITION; GAS PEDAL/LINKAGE- ENGINE: OTHER-PLEASE SPECIFY

unintended acceleration

Clr sts: Gas pedal got stuck. 07/22/07 Cust driving on highway in slow lane, went to pass someone, accelerated like normal but gas pedal pushed itself to the floor (like when c/c takes over) & got stuck. C/C button was on but cruise control not activated. RPM was redlining @ 7000 & veh was trying to go 120 mph but cust pushed both feet on brakes & was burning rubber @ 60 mph. Cust tried to pump brakes but veh began accelerating again so

\*\*\* NOTES 07/25/2007 06:31:39 AM JSugar

cust tried braking w/both feet again. Veh wouldn't stop so cust put it in neutral & then into park. Even when veh was in park rpm's stayed around 7k & tires were spinning. Cust turned off veh & saw gas pedal was stuck to floor, so cust unstuck gas pedal. Cust began driving veh home & same issue occurred while going around a corner (cruise control not on at all this time). Cust just turned key & shut off veh. Cust almost home so drove home carefully. Next day dlr p/u veh

\*\*\* NOTES 07/25/2007 06:34:05 AM JSugar

& gave cust rental. Dlr can't find anything wrong w/veh, & have tried to recreate situation (has driven veh 120 miles). Cust fls has put long term damage on brakes, tires, transmission during incident. Cust fls shouldn't have to pay for veh & doesn't feel veh is safe. Dlr said can fix veh & give it back or do trade-in w/cust paying diff. Cust's mom found report of similar incident on [www.consumeraffairs.com](http://www.consumeraffairs.com) (under automotive, then toy tacoma) where incident happened 4.

\*\*\* NOTES 07/25/2007 06:36:07 AM JSugar

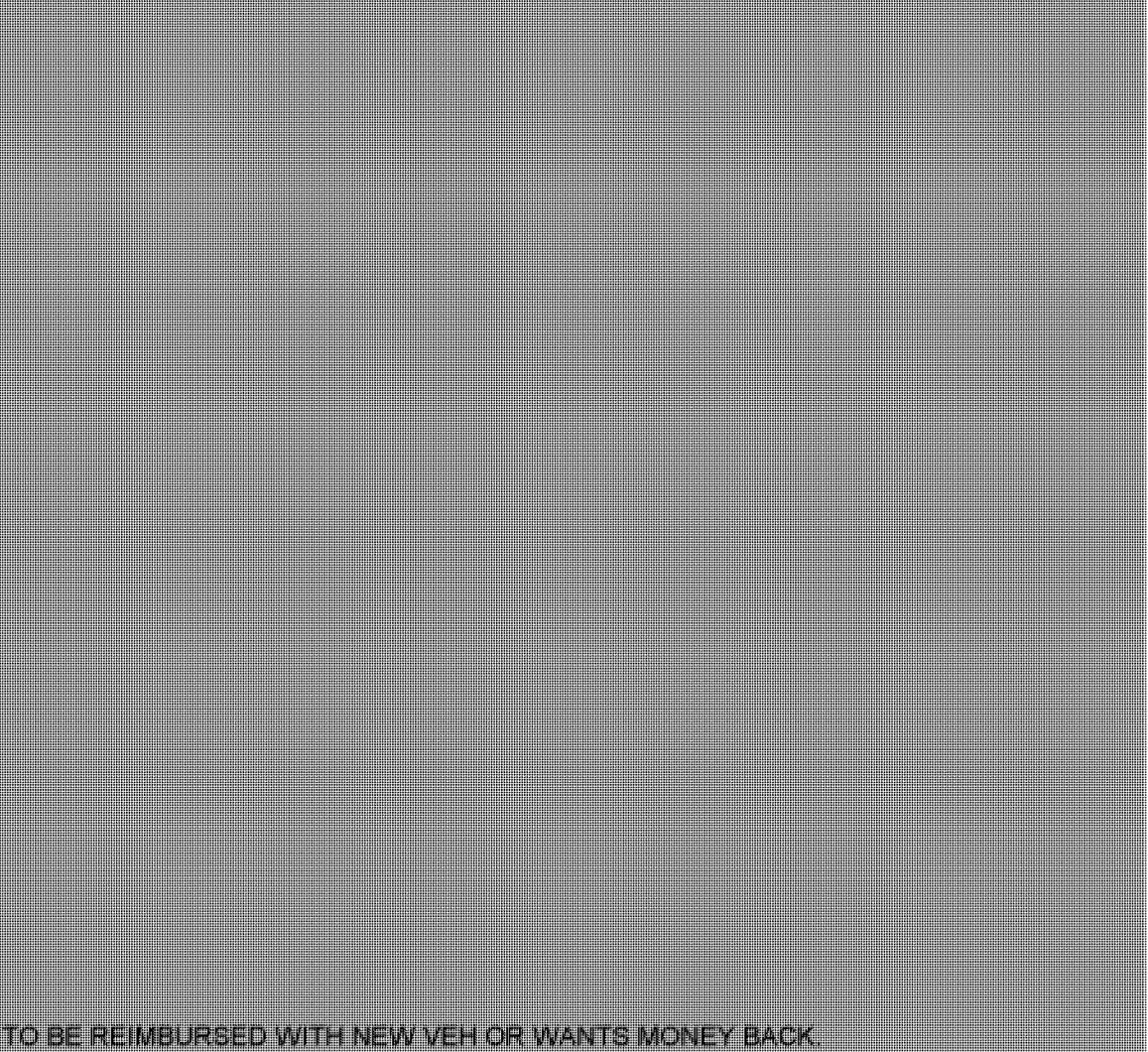
times & 5th time veh accelerated out of control & flipped. Cust doesn't want her veh even if dlr fixes it b/c of safety concerns. Cust wants another veh or her money back.

\*\*\* SUBCASE 200707250064-1 CREATED 07/25/2007 01:51:53 PM BHolt

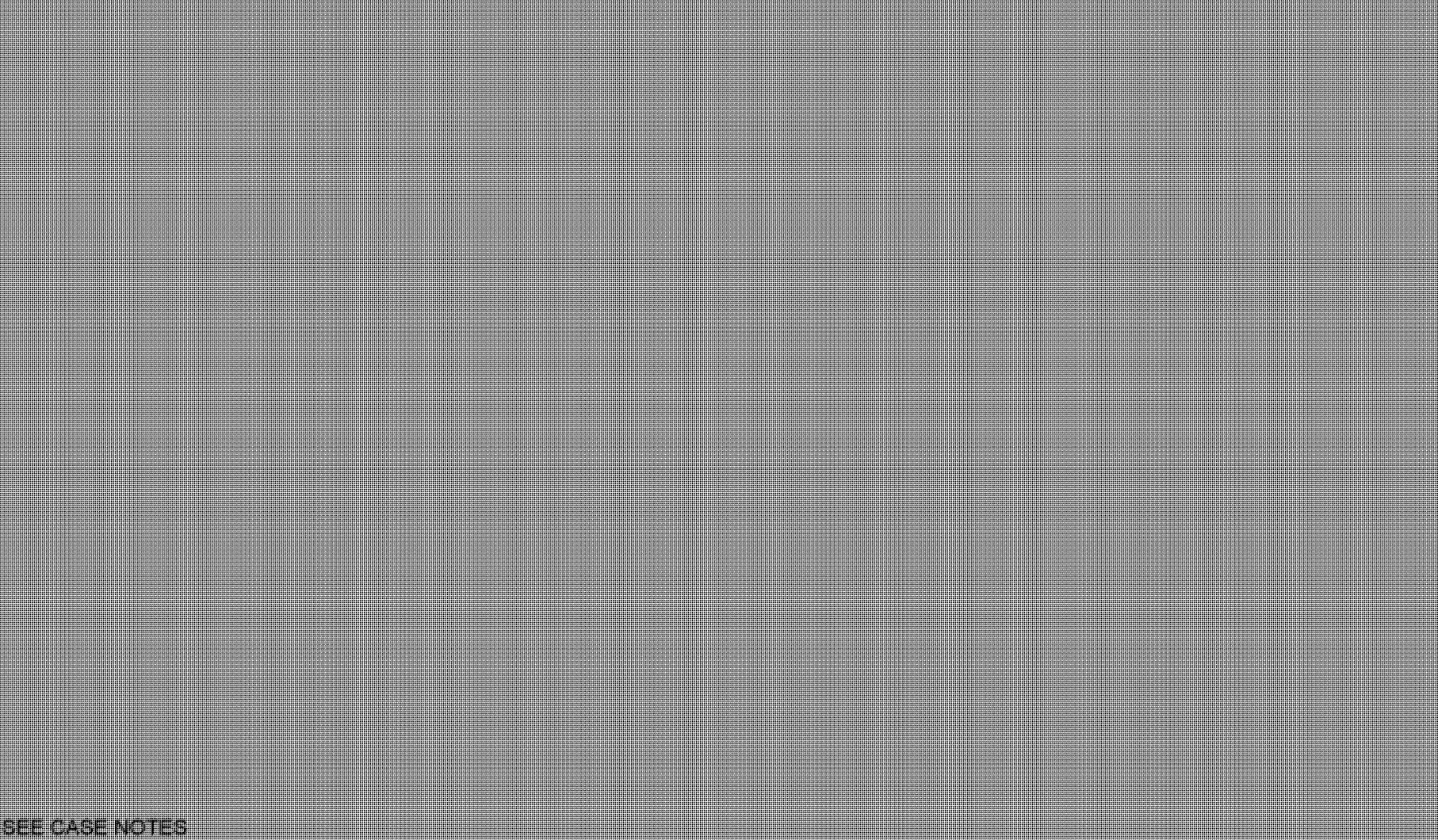
\*\*\* NOTES 07/26/2007 01:46:58 PM AFriedberg

clr sts to check status on case, & apol & advd clr that CM is unavailable & CM will call cust on 8/26/07 or in 1 b/d clr sts wants to be contacted later tonight around 4:30 pst

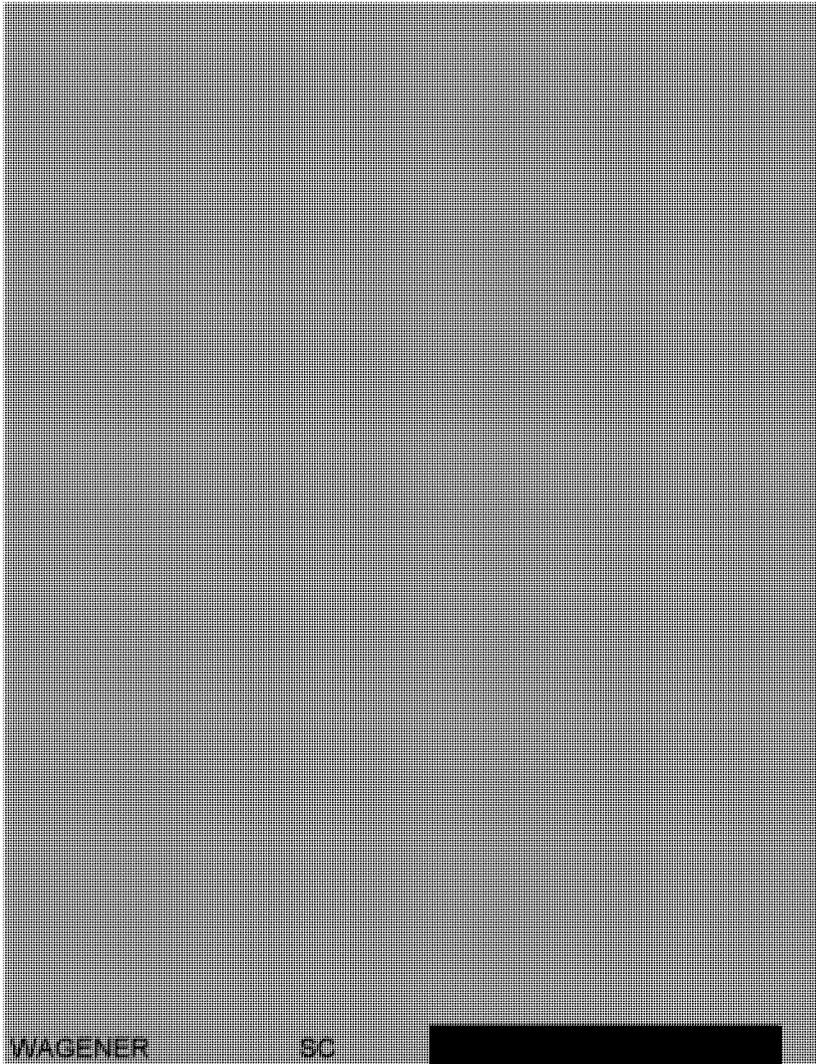
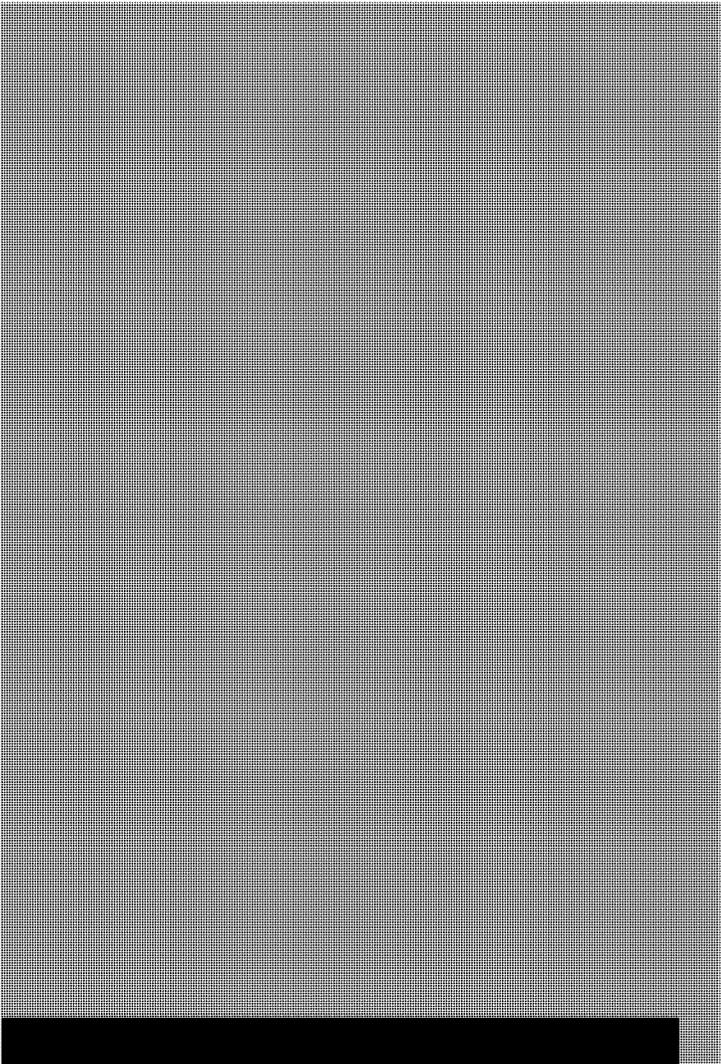
\*\*\* NOTES 07/27/2007 08:14:53 AM KGohn



TO BE REIMBURSED WITH NEW VEH OR WANTS MONEY BACK



SEE CASE NOTES



WAGENER

SC



7/25/2007 6:12 T

CLOSED ETORRES1

BHOLT

10 9/5/2007 10:06 PHONE

2007

5200

[REDACTED]

5200 3

[REDACTED]

4/30/2007 12:00 PRIORITY CUSTOMER

[REDACTED]

NO ONE

[REDACTED]

CLOSED



COMPLAINT PRODUCT

GAS PEDAL/LINKAGE- ENGINE

6.317

Date of Failure: July 22, 2007

VIN : 3TMJU62N97M...

Component: VEHICLE SPEED CONTROL

Summary:

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 WEAVING 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 VERY CAUTIOUSLY. WHEN I AS ALMOST HOME I ACCELERATED WITH A LITTLE TO MUCH JUICE AND IT DID THE SAME THING A SECOND TIME. THE PEDAL TOOK OVER AND FLOORED ITSELF, ACCELERATING TO TOP SPEED AND TOP RPM'S. THIS TIME I IMMEDIATELY TURNED THE VEHICLE OFF, UNSTUCK THE PEDAL AND AGAIN CAREFULLY FINISHED MY DRIVE HOME. REPORTED THE INCIDENT THE NEXT MORNING. THEY SAID NOTHING IS WRONG WITH IT, AFTER A MONTH OF FIGHTING TRADED THE TRUCK IN. PLEASE CONTACT ME IF YOU HAVE A SIMILAR CASE OR STORY, [REDACTED]

#	HHTSA Database Info	Id Number	Close Date
18	Make : TOYOTA Model : TACOMA Year : 2007 Manufacturer : TOYOTA MOTOR CORPORATION		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Case History

Seeks

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Crash : NoFire : NoNumber of Injuries: 0  
 ODI ID Number : 10180652Number of Deaths: 0  
 Date of Failure: January 24, 2007  
 VIN : 5TELU42N17Z...  
 Component: VEHICLE SPEED CONTROL  
 Summary:  
 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

#	HHTSA Database Info	Id Number	Close Date
19	Make : TOYOTAModel : TACOMAYear : 2007 Manufacturer : TOYOTA MOTOR CORPORATION Crash : NoFire : NoNumber of Injuries: 0 ODI ID Number : 10182045Number of Deaths: 0 Date of Failure: January 3, 2007 VIN : 5TELU42N47Z... Component: OTHER Summary: 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		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Case History

Seeks

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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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 DEPRESSED 3. MAKE LINEAR THROTTLE RESPONSE. \*JB

#	HHTSA Database Info	Id Number	Close Date
20	<p>Make : TOYOTA Model : TACOMA Year : 2007                      Manufacturer : TOYOTA MOTOR CORPORATION                      Crash : NoFire : NoNumber of Injuries: 0                      ODI ID Number : 10182412 Number of Deaths: 0                      Date of Failure: February 3, 2007                      VIN : 5TEUU42N57Z...                      Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL                      Summary:                      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 CLAIMED IT WAS NORMAL AND A PART OF THE EMISSIONS. UPDATED 03/19/07.                      *JB</p>		

#	HHTSA Database Info	Id Number	Close Date
21	<p>Make : TOYOTA Model : TACOMA Year : 2007                      Manufacturer : TOYOTA MOTOR CORPORATION                      Crash : NoFire : NoNumber of Injuries: 0                      ODI ID Number : 10181411 Number of Deaths: 0                      Date of Failure: October 24, 2006</p>		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Notes	Title
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Case History

Case History

Seeks

Seeks

Stated

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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VIN : 5TEUX42N87Z...  
 Component: VEHICLE SPEED CONTROL  
 Summary:  
 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

#	HHTSA Database Info	Id Number	Close Date
22	<p>Make : TOYOTA Model : TACOMA Year : 2007                      Manufacturer : TOYOTA MOTOR CORPORATION                      Crash : No Fire : No Number of Injuries: 0                      ODI ID Number : 10200813 Number of Deaths: 0                      Date of Failure: August 16, 2007                      VIN : 5TETU62N17Z...                      Component: POWER TRAIN                      Summary:                      I PURCHASED MY TRUCK FROM TOYOTA OF WALDORF ON JULY 19, 2007. ON THE WAY HOME FROM THE DEALER I NOTED A SEVERE WIND WHISTLE AT APPROXIMATELY 60 MPH AND ABOVE. AT THIS TIME THE TRUCK HAD 800 MILES ON IT. THE FOLLOWING DAY, AUGUST 16, 2007, WHILE DRIVING THE TRUCK I STOPPED FOR A RED TRAFFIC SIGNAL. WHILE STOPPED AT THE SIGNAL THE TRUCK REMAINED IN DRIVE. WHEN THE LIGHT TURNED GREEN, I ACCELERATED AND THE VEHICLE MOMENTARILY ACTED AS IF IT WAS IN NEUTRAL SLAMMING INTO GEAR AND LURCHING FORWARD. THEREAFTER, THE PROBLEM REPEATED ITSELF THE ENTIRE TRIP HOME. THE VEHICLE ALSO WAS SHIFTING ERRATICALLY. I ALSO NOTED AFTER THE INCIDENT, HAVING SET THE ODOMETER TO ZERO THE LAST TIME I FILLED THE TANK WITH GAS, THAT I WAS GETTING APPROXIMATELY 9 MILES TO THE GALLON IN MOSTLY HIGHWAY DRIVING. THE TRUCK ALSO HAS NEVER SEEMED TO TRACK THE ROAD EASILY. I REPORTED ALL OF THE ABOVE PROBLEMS TO THE DEALERS (WALDORF TOYOTA) SERVICE DEPARTMENTS REPRESENTATIVES MARY PRICHETT AND JIM CLEMENS. THEY HAD THE TRUCK TOWED TO THEIR FACILITY, WALDORF TOYOTA FOR REPAIR. I BELIEVE IT WAS AUGUST 20, 2007 THAT I NOTIFIED TOYOTA IN CALIFORNIA. NICOLE OF TOYOTA'S CUSTOMER EXPERIENCE CENTER ASSIGNED ME CASE NUMBER 200708201412. THE FOLLOWING DAY I WAS CONTACTED BY MY</p>		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Case History

Seeks

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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TOYOTA ASSIGNED CASE MANAGER KEVIN SPILLANE. AS I UNDERSTAND IT, FROM MIKE PAVIN, THE SERVICE MANAGER, WALDORF TOYOTA'S IS TRYING TO REPAIR THE VEHICLE. ADDITIONALLY I WAS INFORMED AUGUST 21, 2007 BY MIKE PAVIN THAT A NEW TRANSMISSION WAS BEING INSTALLED IN THE TRUCK. THE NEW TRANSMISSION WAS INSTALLED AND TESTED AND I WAS INFORMED AUG. 24, 2007 BY THE SERVICE MANAGER THAT THEY ARE STILL GETTING THE TROUBLE CODE AND STILL HAVE NO FIX FOR THE PROBLEM. THIS IS A MAJOR SAFETY ISSUE. I BELIEVE THAT SOMEONE IS GOING TO BE KILLED UNLESS THE FEDERAL GOVERNMENT MAKES TOYOTA OWN UP AND FIX THIS PROBLEM. I O BE KILLED BECAUSE THIS SOME EI REPAIRS ARE CONTINUING. I STILL DO NOT HAVE MY TRUCK BACK. \*TR

#	HHTSA Database Info	Id Number	Close Date
23	<p>Make : TOYOTA                      Model : TACOMA                      Year : 2007                      Manufacturer : TOYOTA MOTOR CORPORATION                      Crash : No                      Fire : No                      Number of Injuries: 0                      ODI ID Number : 10195294                      Number of Deaths: 0                      Date of Failure: March 1, 2007                      VIN : 5TELU42N77Z...                      Component: EQUIPMENT:ELECTRICAL:AIR CONDITIONER                      Summary:                      MY TRUCK A 2007 TOYOTA TACOMA DOUBLE CAB, LURKS FORWARD A BIT WHEN AIR CONDITIONING (A/C )IS ON. THIS HAPPENS WHEN AT STOP EVEN WITH FOOT ON THE BRAKE. I SUSPECT THIS OCCURS WHEN A/C COMPRESSOR KICKS IN AS IT RECYCLES. COUPLE OF TIMES EITHER I ALMOST BUMPED THE CAR THAT STOPPED IN FRONT OF ME OR HIT A PEDESTRIAN WALKING RIGHT IN FROM OF ME. I NEVER EXPERIENCED ANY OF IT ON OTHER VEHICLES. IT JUST MAKES ME CONCERNED. I THOUGHT I WAS THE ONLY ONE EXPERIENCED THIS ON TACOMA TRUCK, BUT NOTICED ALMOST ALL OF TACOMA OWNERS AGREED WITH THIS PROBLEM(ACCORDING TO INTERNET FORUM, TOYOTANATIONS.COM. I WILL BE VISITING THE DEALER VERY SOON ,BUT HEARD FROM OTHER PEOPLE THAT THEY WERE TOLD BY THE DEALER THAT IT WAS JUST NORMAL. MY SAFETY CONCERN REGARDING THE TRUCK LED ME TO FILE THIS COMPLAINT. PLEASE NOTE THAT THIS PROBLEM IS ONGOING .I CAN'T REMEMBER WHEN I FIRST USED A/C ON MY VEHICLE. THANK YOU. *AK</p>		

Reg Abbreviation	Dealer 1	Dlr Name	Ve Model	Ve Model Code	Ve Grade	Ve Vin	NHTSA
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Notes	Title
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Case History

Seeks

Stated

Cust Fname	Cust Lname	Cust Address1	Cust Address2	Cust City	Cust State	Cust Zip	Cust Phone Num
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Creation Time	Division	Condition	Owner	Originator	Originator Loc	Action Date	Contact Method	Ve Year	Cur Miles
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Incident Miles	Cur Months	Received Date	Ve Dofu	Case Type	Case Source	Source Info	Emp Title 1	Emp Remarks 1A	Status
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Cust Alt Phone Num	Status Msg	Coding Type	Category	Component	Case history length
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2007 Tacoma CR Cases

	High Idle	Pedals too close	Revs/flare	Floor Mat	Throttle Stuck	SL Switch	Prop "Thunk"	Other Issue	Yes	maybe
1	x	x		x					x	
2				x						x
3		x		x					x	
4		x		x			x			
5				x	x					
6		x		x	x				xx	
7		x		x					x	
8				x						x
9	x	x	x						x	
10		x		x		x	x		xx	
11	x									
12	x	x	x	x					xx	
13		x	x				x		x	
14		x								
15										
16	x		x						xx	
17										
18		x		x	x					x
19			x	x	x	x			x	
20		x		x		x			xx	
21							x		x	
22								x		
23		x								
24										
25		x		x	x				x	
26			x							
27	x									
28				x	x					
29		x	x	x	x				x	
30	x				x					x
31	x		x							
32	x									
33			x							

no	TMS inspect	NHTSA	VIN
		yes	3TMJU62N07M [REDACTED]
	x	yes	3TMJU62N97M [REDACTED]
	x		5TEKU72N07Z [REDACTED]
x			5TEKU72N17Z [REDACTED]
x			5TEKU72N47Z [REDACTED]
		yes	5TELU42N17Z [REDACTED]
	x		5TELU42N17Z [REDACTED]
			5TELU42N57Z [REDACTED]
			5TELU42N57Z [REDACTED]
		yes	5TELU42N67Z [REDACTED]
	x	yes	5TEUX42N87Z [REDACTED]
			5TELU42N97Z [REDACTED]
			5TEMU52N07Z [REDACTED]
x			5TENX22N07Z [REDACTED]
			5TENX22N67Z [REDACTED]
	x		5TETU22N57Z [REDACTED]
			5TETU62N [REDACTED]
			5TETU62N [REDACTED]
			5TETU62N07Z [REDACTED]
			5TETU62N27Z [REDACTED]
		yes	5TETU62N57Z [REDACTED]
x			5TETX22N37Z [REDACTED]
x			5TETX22N37Z [REDACTED]
			5TEUU42N [REDACTED]
		yes	5TEUU42N07Z [REDACTED]
x			5TEUU42N17Z [REDACTED]
x			5TEUU42N37Z [REDACTED]
	x		5TEUU42N37Z [REDACTED]
		yes	5TEUU42N57Z [REDACTED]
			5TEUU42N67Z [REDACTED]
x			5TEUU42N67Z [REDACTED]
x			5TEUU42N67Z [REDACTED]
x			5TEUU42N87Z [REDACTED]

## Comments

SM Robbuie Cortis scheduled appt for 9-18 for eval.  
Dealer confirmed floor mat wedged. **Customer got rid of truck.**

FTS Mike Houghtling inspected. report done 11-9-2006.  
Customer later refused inspection and admits he might have caused. Only 1 of 3 drivers had experienced condition. Roger Lepin FTS.

"engine continued to race" afer put in park. Test drive with tech and driving better.  
Customer traded vehicle. Dealer adv. Customer about foot on gas pedal (noted large shoe size).  
Customer commented that "he may have been pushing both (pedals)". Field Contact Report requested by legal. FTS inspected and found stacked floor mats w/ no clips. Came to dealer with website info for surge.  
Dealer confirmed all weather floor mats on top of OEMs had crept under gas pedal.  
Customer purse arbitration.  
We have the pics of this. Go and see requested. We have pics and ECM freeze frame.  
Customer complained about high idle. Dealer confirmed Normal. (line 377 after dups).  
Good candidate due to compared to other vehicles seemed different.  
Already trying to get FTS to review (customer and dealer).  
Customer admits pushing brake and gas at one time. Dealer confirmed all OK.  
Skip  
FTS has already seen vehicle and done parts swap. Vehicle was replaced.  
Interesting related comments, but no actual vehicle by this person.  
Not much info.

Customer mentions they pressed the gas on one occur. Inspected by FTS J. Addison on 5/8 and FCR completed on 5-11. NTF. Customer traded out of vehicle.  
Customer confirmed the same condition in other vehicles. Would be good Go&C to confirm propshaft "thunk"  
Throttle broken ECU. Will not go over 25mph.  
Multiple unrelated complaints, but customer states that "The brake and gas pedal are located so it is too easy to get your foot on both at the same time and placement seems to invite this problem"  
Just general statement about "not safe". No detail.  
NTF by dealer.  
Manual tranny flare.  
High idle, but no reported incident.  
FTS Brian H. inspected and completed FCR. Dealer confirmed double floor mats.  
Complaints about engine flare (manual) multiple calls. Also "throttle sticks".  
Idles at 1800 rpm and won't drop. Dealer states has fixed, but no detail in report.  
Manual. Specific complaint about flare. Good VIN to follow up, as test drive had been scheduled at the dealer.  
Good VIN to follow up, as test drive had been scheduled at the dealer.  
Specifically reports manual flare.

FTS
SET...
N/A
Mike Houghtling
Roger Lepin
Greg Ball
Traded

James Simon
-------------

Carlos Travinos
Paul Blomdal

GST Dallas
------------

Unknown
Jim Daher
Josh Adison

Rob Brown
-----------

Unknown
Brian Hebert
SET...
Rob Brown
Bert Anft
SET...

Notes

Aftermarket Floor Mats confirmed as root cause - customer sold vehicle

Second vehicle customer had wrecked. Transferred Aftermarket Floor Mats from first wreck into second. Mats were interfering with accel pedal.

Customers Insurance Adjuster attended investigation, and agreed to mat's responsibility

FTS has determined that this customer should not be contacted, due to prior customer requests

Will contact Service Manager to see if possible candidate for G&S

FTS Inspected vehicle and found double floor mat. Customer was not happy. FTS requests no additional customer contact

NEW. Complaint is high idle, but dealer confirmed normal

DSPM to contact Dealer SM to see if vehicle can be used for G&S

Vehicle was in accident, Customer had floor mat upside down and not clipped. Pictures forwarded

Vehicle has been repurchased - Not shown as being a BB... New customer cannot be contacted

No Vehicle Specifics can be surmised from information provided

4456

Vehicle has been traded, New Customer cannot be contacted

No Warranty History besides PDS. PDS dealer states customer has never serviced with them...

Customer doesn't like high idle rpm @ cold start... I think this does not apply...

Aftermarket Floor Mats confirmed as root cause - customer's assistance for repair assistance was denied by TMS Legal

Provided VIN to Eddie Webb for research on 10/15

31069 - Call Monday

Date of CR Contact
9/12/2007
7/25/2007
11/9/2006
6/28/2007
4/25/2007
1/25/2007
5/3/2007
1/17/2007
9/12/2007
4/27/2007
7/31/2007
8/21/2007
9/11/2007
4/3/2007
5/17/2007
7/18/2007
4/30/2007
1/10/2007
6/1/2007
2/27/2007
7/17/2007
1/10/2007
5/3/2007
9/17/2007
3/30/2007
11/22/2006
2/26/2007
5/1/2007
4/20/2007

<b>Current Status</b>
-----------------------

<b>SET Looking into vehicles (In Process)</b>
---

Aftermarket Floor Mats confirmed as root cause - customer sold vehicle
--

Second vehicle customer had wrecked. Transferred Aftermarket Floor Mats from first wreck into second. Mats were interfering with accel pedal. Customers Insurance Adjuster attended investigation, and agreed to mat's responsibility
---

FTS has determined that this customer should not be contacted, due to prior customer requests
---

No complaints of issue according to serviceing dealer. Doesn't appear that the vehicle has a related complaint. FTS to send copies of RO's for CQEC analysis
--

Original Owner traded the vehicle in
--------------------------------------

FTS Inspected vehicle and found double floor mat. Customer was not happy. FTS requests no additional customer contact.
--

new to list 10-17
-------------------

DSPM to contact Dealer SM to see if vehicle can be used for G&S
---

Vehicle was in accident, Customer had floor mat upside down and not clipped. Pictures forwarded
---

Vehicle has been repurchased - Not shown as being a BB... New customer cannot be contacted
--

No Vehicle Specifics can be surmised from information provided
--

FTS Contacting Dealer to feel out situation. FTS Remembers vehicle, and states customer complaint is consistent with normal Catalyst Protection Logic (Manual Transmission Vehicle)
---

Vehicle has been traded, New Customer has not complained of this issue (cannot be contacted)
--

No Warranty History besides PDS. PDS dealer states customer has never serviced with them...
---

Customer doesn't like high idle rpm @ cold start... I think this does not apply...
--

Aftermarket Floor Mats confirmed as root cause - customer's assistance for repair assistance was denied by TMS Legal
--

Provided VIN to Eddie Webb for research on 10/15
--

FTS Investigating and will call back with vehicle availability
--

FTS to call again today (10/17)
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Provided VIN to Eddie Webb for research on 10/15. No Servicing Dealer identified after PDS
--

Go-and-See Possible?

Maybe

No

No

No

No

No

No

No Per TMC

No

Maybe

Maybe

No

No

No

No

Maybe

No

No

No

No

No

Maybe

Maybe

Maybe

Maybe

34									
35	17.5%	21.5%	13.4%	$\frac{x}{25.8\%}$	9.7%	2.7%	6.2%	1.0%	

5TEUU42N87Z  
5TEUX42N37Z



x

Transmission issue.  
Confirmed floor mat stuck.