



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE04-021
 Prompted By: Consumer complaints, Defect Petition (DP04-003) *day*
 Date Opened: 03/03/2004 Date Closed: 07/22/2004 *7/18/04*
 Principal Investigator: Scott Yon
 Subject: Throttle Control System

Manufacturer: Toyota Motor North America, Inc.
 Products: MY 2002 - 2003 Toyota Camry, Solara (L4), and Lexus ES300
 Population: 982,108

Problem Description: Complainants allege that the throttle control system fails to properly control engine speed resulting in vehicle surge.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	14	18	20
Crashes/Fires:	2	2	2
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	43	43

*Description of Other: Warranty Claims

Action: A defect trend has not been identified; This Preliminary Evaluation has been closed.

Engineer: D. Scott Yon *Day - Amended 7/18/2005* Date: 07/22/2004
 Div. Chief: Jeffrey L. Quandt Date: 07/22/2004
 Office Dir.: Kathleen C. DeMeter Date: 07/22/2004

Summary: The Lexus models were the subjects of Defect Petition (DP) 04-003. Twelve ODI complaints are duplicative to Toyota reports, including the two minor crashes. The V6 equipped Solara models have been excluded because they do not contain the subject throttle control system.

Toyota introduced electronic throttle control (ETC) on the subject vehicles beginning in model year (MY) 2002. ODI opened the investigation to determine if the system could be the cause of complaints alleging the engine speed increased, or failed to decrease, (for a short duration) when the accelerator pedal was not depressed (the alleged defect). During the course of the investigation, ODI analyzed agency data and reviewed vehicle owner questionnaire (VOQ) reports, conducted interviews involving 113 VOQ and 36 Toyota reports, inspected two complainant vehicles, reviewed relevant Toyota service and new car feature documentation, reviewed and analyzed Toyota's responses to ODI's information request letter, conducted a limited control pedal assessment, and attended a Toyota technical presentation that included the assessment of two demonstration vehicles.

Through interviews, ODI identified 14 VOQ and 6 Toyota reports (20 unique vehicles) where complainants report multiple occurrences of the alleged defect. In some cases the condition was experienced by different vehicle operators or was witnessed by other occupants. ODI was unable to make a determination as to the cause of 9 Toyota and an additional 37 VOQ reports (which describe 28 unique incidents) due to insufficient information. The remaining complainants interviewed (62 VOQ, 21 Toyota) described conditions not caused by a failure of the throttle control system and were thus considered unrelated to the investigation. None of the complainants interviewed reported a component failure (or other indicator of a system failure) as the potential cause of incidents relevant to this investigation. In many cases, the complaint vehicles were subsequently inspected by dealership or manufacturer representatives who also failed to identify a fault within the vehicle. Toyota identified 43 related warranty claims, 24 of which were for diagnostic purposes only (no repairs performed). ODI found nothing abnormal in the control pedal configuration of the subject vehicles.

A defect trend has not been identified at this time and further use of agency resources does not appear to be warranted. Accordingly, this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The Agency will take further action if warranted by the circumstances. See the attached summary for further detail.