



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

ODI RESUME

Investigation: DP 06-003
 Prompted By: Petition Letter
 Date Opened: 09/14/2006 Date Closed: 04/03/2007
 Principal Investigator: Scott Yon
 Subject: Engine Surging

Manufacturer: Toyota Motor Corporation, Toyota Motor North America, Inc.
 Products: My 2002 - 2006 Toyota Camry and Camry Solara
 Population: 1,861,275

Problem Description: The Petitioner alleges short duration (1 to 2 Second) engine speed increase without accelerator application.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1	**	1
Crashes/Fires:	0		0
Injury Incidents:	0		0
Fatality Incidents:	0		0
Other*:	0	3,546	3,546

Description of Other: * - Warranty replacements, Throttle Actuator.** - ODI did not request manufacturer complaint info.

Action: This Defect Petition has been denied.

Engineer: D. Scott Yon

Div. Chief: Jeffrey L. Quandt

Office Dir.: Kathleen C. DeMeter

Date: 04/03/2007

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Summary: The Petitioner owns a MY 2006 Toyota Camry with a 4-cylinder engine that was purchased new in January 2006. The Petitioner also previously owned a MY 2005 Camry. He alleges that both vehicles exhibited vehicle engine surging, which he described as a short duration (1 to 2 second) increase in engine speed occurring while the accelerator pedal is not depressed. In an initial interview, the Petitioner estimated that 6 to 8 surge incidents, of varying severity, occurred in the MY 2006 vehicle over the course of 10,000 miles and 7 months of ownership. The Petitioner reports that the brake system is effective at overcoming the surge. However, he is concerned about reports filed with NHTSA alleging uncontrolled surging in MY 2002 to 2006 Camry vehicles bringing those vehicles to a high rate of speed (in some cases, purportedly, with the brakes applied).

After review and analysis of the available information, ODI has not identified a vehicle-based defect that would have produced the alleged engine surge in the Petitioner's vehicle, nor was it able to witness such an event when road testing the Petitioner's vehicle. Evaluation of a suspect throttle actuator removed from the Petitioner's vehicle did not reveal a component problem. Warranty and parts sales of the actuator are unremarkable. These data do not support the existence of a wide-spread defect or ongoing concern. The fault detection and reaction strategy described in Toyota's technical documents indicates that a loss of throttle control due to a component or system failure would be detected within a one second period after which engine power would be limited. The Petitioner's MY 2006 vehicle brake system overcomes full engine power at easily achievable brake pedal forces.

Based on the analysis conducted, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety related defect at the conclusion of the investigation requested in the petition. Consequently, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied. Please see the March 9, 2007 Federal Register notice for further details.