



ODI RESUME

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

Investigation: DP 03-003
Prompted By: Owner Petition
Date Opened: 07/17/2003 Date Closed: 09/23/2003
Principal Investigator: J. Robert Young
Subject: Unintended Engine Speed Increase/Sudden Acceleration

Manufacturer: Toyota Motor Sales, USA Inc.
Products: 1997-2000 Lexus LS And GS 400
Population: 599,983

Problem Description: Alleged Unintended Engine Speed Increase And Vehicle Movement W/O Pressing The Accelerator

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1*	N/A**	1***
Crashes/Fires:	1	N/A**	1***
Injury Incidents:	0	N/A	0
# Injuries:	0	N/A	0
Fatality Incidents:	0	N/A	0
# Fatalities:	0	N/A	0
Other:	0	N/A	0

* The petitioner alleges three separate incidents including one crash w/o injury.

** ODI did not request complaint information from Toyota during the petition analysis.

*** Currently, because ODI is unaware of any credible reports supporting the petitioner's allegation, we are listing only his complaint.

Action: PETITION DENIAL

Engineer: Robert Young
Div. Chief: Richard Boyd
Office Dir.: Kathleen C. DeMeter

Date: 09/23/2003
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Summary: On May 13, 2003 The National Highway Traffic Safety Administration (NHTSA) received an April 25, 2003 Letter From Mr. Peter Boddaert petitioning the Agency to conduct a "Petition Analysis" of certain 1997 through 2000 model year Lexus 300 and 400 series vehicles for "problems of vehicle speed control linkages which results in sudden, unexpected excessive (vehicle) acceleration even though there is no pressure [sic] applied to the accelerator pedal." In support of his petition, Mr. Boddaert cites a number of ODI reports concerning vehicle speed control linkages in the subject vehicles. Included amongst the thirty-six reports he cites is one involving a Lexus that "collided with five other cars in the space of one-half mile before it could be stopped.

ODI found no data indicating the existence of a defect trend related to the petitioner's allegations at this time. Therefore, there is no reasonable possibility that an order concerning the notification and remedy of a safety-related defect would be issued as a result of granting Mr. Boddaert's petition. A full technical discussion is included in our Technical Report. 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.

JAK
10/02/03