



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

Investigation: PE 04-021

Prompted By: Consumer Complaints, Petition Request DP04-004

Date Opened: 03/03/2004

Principal Investigator: Scott Yon

Subject: Throttle Control System

Manufacturer: Toyota Motor Sales, USA, Inc.

Products: MY 2002 - 2003 Toyota Camry, Camry Solara and Lexus ES300

Population: 1,010,000 (Estimated)

**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:	37	tbd	37
Crashes/Fires:	30	tbd	30
Injury Incidents:	4	tbd	4
# Injuries:	5	tbd	5
Fatality Incidents:	0	tbd	0
# Fatalities:	0	tbd	0
Other*:	0	tbd	0

\*Description Of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: D. Scott Yon

Date: 03/03/2004

Div. Chief: Jeffrey L. Quandt

Date: 03/03/2004

Office Dir.: Kathleen C. DeMeter

Date: 03/03/2004

**Summary:** Crashes noted above varied from minor to significant and may have involved other vehicles and or building structures. One of the noted injuries was serious; it occurred when a pedestrian was struck by a vehicle which allegedly surged forward unexpectedly. The Lexus models were the subject of a Defect Petition, see DP04-003 for further details.

The subject vehicles are manufactured with an electronic throttle control system that uses sensors at the accelerator pedal to indicate pedal position (throttle demand). An electronic control unit (ECU) interprets the signals of the pedal sensors and then controls the position of the throttle valve (TV) in the throttle body (TB). The ECU also monitors the TV's position via sensors in the TB.

Complainants allege that the vehicle may suddenly and unexpectedly surge or accelerate, stating that the condition is generally of short duration when it occurs. Some reports allege the condition has occurred intermittently on multiple occasions. It may occur during slow speed vehicle maneuvers (where the brake pedal is being used to control vehicle speed) and/or after shifting the transmission and/or at higher speeds under cruise control operation. In most cases, the brake system was reportedly functional and could be used to control the vehicle when the condition occurred.

ODI is opening this Preliminary Evaluation to determine the manufacturer failure report counts and to investigate if the throttle control system could be the cause of vehicle surge or unwanted acceleration.

WCS  
3-4-04

**PE04 – 021; Toyota Throttle Control**

**37 VOQs – ODI Numbers**

**763094, 6900639, 8001010, 8004502, 8013543, 8013908,  
8015215, 8017143, 8022453, 10002266, 10002533,  
10003476, 10003640, 10003939, 10008367, 10008754,  
10015971, 10017187, 10019875, 10023329, 10024048,  
10024313, 10025068, 10026392, 10026512, 10032815,  
10038103, 10039916, 10045644, 10045944, 10048030,  
10053774, 10055375, 10055820, 10056060, 10056117,  
10056537**