

Bullet Points:

First Recall:

Implemented to reduce the occurrence of high-speed, long duration/“Runaway Vehicle” events due to accelerator pedal entrapment as a result of unsecured AWFMs

Second Recall:

Implemented to eliminate the occurrence of accelerator pedals becoming stuck in a partially depressed position because of excessive internal friction

Differences in Symptoms:

First Recall:

High speed, runaway vehicle event – usually precipitated by merging onto the freeway, passing another vehicle. Most reports occurred on Lexus ES350 vehicles.

Second Recall:

Pedal becomes intermittently stuck toward the closed position; vehicle idles higher than normal – 2000-3000 rpm in neutral. Increased braking pedal effort, stopping distances – lurching or surging at a stop. Limited number of reports.

Differences in Stuck Position:

In the first recall, the pedal becomes stuck at the vehicle floor. In the second recall, the pedal becomes stuck internally near the closed position (i.e. near to no throttle applied)

In the first recall, it is easy to identify the pedal stuck in the floormat, and the pedal is firmly stuck in the floormat ridge. For the second recall, pedal is lightly stuck (may appear normal at first glance – 3mm displacement), and can return to normal with light effort/tapping of the foot

Differences in Remedy:

First Recall:

Reshape the end of the pedal
Replace AWFMs with new design (2nd time)
Reconfigure the floor carpet surface underneath
Install Brake Override Software

Second Recall:

Production changed to use new friction lever of different material
Field vehicles will be modified to reduce the amount of internal friction

Background:

Recalls:

12/16/05 – Lexus AWD Accelerator Pedal/Floor Carpet – The accelerator pedal may temporarily become stuck in the partially depressed position due to inadequate clearance between the accelerator pedal linkage and a plastic pad embedded into the vehicle's carpet. Chronology – December 2005 – two reports

Voluntary/uninfluenced

7/11/06 – Highlander/RX Floor Carpet Cover - If clips securing an interior trim panel separate from center console near the accelerator pedal, the panel may lean toward the accelerator pedal, causing interference with the accelerator pedal rod.

Voluntary/uninfluenced

9/26/07 – Lexus ES/Toyota Camry All Weather Floormat – If the AWFM is unsecured, it can interfere with the accelerator pedal and cause it to stick in a partially depressed position. Customers were given new floormats with a newly designed ridge making it less likely that the pedal could become entrapped.

PE/EA Investigation

1/14/09 – Sienna Floor Carpet Cover - If the clip securing an interior trim panel separates from center console near the accelerator pedal, the panel may lean toward the accelerator pedal, causing interference with the accelerator pedal arm.

PE/EA Investigation

9/29/09 – Consumer Advisory Accelerator pedal entrapment by unsecured floormats

10/5/09 – Filed Recall

11/25/09 – Notified agency of remedy plan

Voluntary/No Investigation, but influenced

1/21/10 – CTS Pedal Assembly – Pedal can become sticky if the surface of the friction lever has moisture attached. Pedal may not return to the idle position.

Voluntary/uninfluenced

Formal Investigations:

PE04-021 Camry ETC

PE07-016 Lexus AWFMs

PE08-025 – Sienna Floor Carpet Cover

Defect Petitions: