



ODI RESUME

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

Investigation: PE03-044
Prompted By: IE03-048
Date Opened: 09/26/2003 Date Closed: 02/18/2004
Principal Investigator: Scott Yon
Subject: Accelerator pedal sensor failure (ETC)

Manufacturer: Ford Motor Company
Products: MY 2002 - 2003 F Series and Excursion w/7.3L Diesel and PAP
Population: 101,00 (estimated)

Problem Description: The accelerator pedal sensor allegedly fails and causes a loss of motive power and or the inability to increase engine speed above idle.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6	tbd	6
Crashes/Fires:	1	tbd	1
Injury Incidents:	0	tbd	0
# Injuries:	0	tbd	0
Fatality Incidents:	0	tbd	0
# Fatalities:	0	tbd	0
Other*:	0	1270	1270

*Description of Other: Ford warranty claims that are related to the alleged defect.

Action: This Preliminary Evaluation has been upgraded to an Engineering Analysis.

Engineer: D. Scott Yon

Date: 02/18/2004

Div. Chief: Jeffrey L. Quandt

Date: 02/18/2004

Office Dir.: Kathleen C. DeMeter

Date: 02/18/2004

Yon 2/23/04

Summary: The subject vehicles for this investigation include model year (MY) 2002 and 2003 Excursion and F Super Duty trucks equipped with 7.3L diesel engines and an optional Power Adjustable Pedal (PAP) feature. The subject vehicles utilize an electronic throttle control (ETC) system to control engine speed and power. The accelerator pedal position sensor of the ETC system was replaced under Ford's Field Service Action (FSA) 03B03 (announced in February 2003) due to concerns that it may not operate as designed and as a result, may cause the vehicle to continue to idle or unexpectedly slow when the accelerator is applied.

Certain complaint and warranty information related to the vehicles involved in FSA 03B03 has not been provided by Ford, as discussed in detail in Ford's response letter (dated December 2, 2003) to ODI's Preliminary Evaluation Information Request. This additional information, which is required to adequately assess the safety implications of the alleged defect, will be obtained and analyzed during the Engineering Analysis phase of the investigation. The manufacturer failure report counts will be determined at that time.

VMS 2-24-04