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January 7, 2004

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington D.C. 20590

add to
10026462

Re: PE03-044 - Accelerator Pedal Assembly Units in Ford Super Duty Trucks

Dear Ms. DeMeter:

I sent you a letter on December 11, 2003, regarding the above-referenced investigation and wanted to bring another issue to your attention. That is, Ford Motor Company new as early as February 9, 2002, of NHTSA's previous conclusion in another defect investigation involving accelerators from Williams Controls that defective accelerators which caused vehicles to "return to idle" (lack of acceleration) pose an unreasonable risk to motor vehicle safety by causing an increase of crash. Despite being firmly aware of this previous NHTSA finding, Ford Motor Company takes the contrary position that defective accelerators do not pose risk to motor vehicle safety.

As you are aware, NHTSA determined in 2002 that when a defect in a vehicle that causes the vehicle to "return to idle", the result is an unreasonable risk to motor vehicle safety which increases the risk of crash. NHTSA's recall campaign ID 01V322002 relates to electronic accelerator pedals manufactured by Williams Controls that were used on Freightliner, American LaFrance, Orion and Thomas vehicles (medium duty trucks, fire trucks, transit buses and school buses). NHTSA's official report on the website states: "*If the clevis separated from the plate while the vehicle was in use, the vehicle would return to idle, increasing the risk of a crash.*" I have attached a copy of the report from the website hereto.

In regards to the accelerator problems on Ford Pickups and Excursions, Ford Motor Company takes the unfathomable position that a defective accelerator that causes the vehicle to return to idle does not pose an unreasonable risk to motor vehicle safety. See Letter from James Vondale, Dec. 2, 2003, to NHTSA, "... an ETC accelerator pedal malfunction does not create an unreasonable risk of accidents or injuries." In reviewing documents produced by Ford Motor Company in pending litigation [REDACTED]

GREENE LAW FIRM, P.C.

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December 11, 2003

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████████████████████ In the 3rd Judicial District Court; Henderson County, Texas), in which I represent the family of a man who was killed in an accident, I came across the attached documents, which are labeled PE03-044 17467 - 68. These documents were produced to you and a copy was furnished to me as well.

This document undeniably shows that Ford was aware of the pending investigation and problems with accelerators from Williams Controls and that NHTSA had officially concluded that defective accelerators pose an unreasonable risk to motor safety. However, Ford Motor Company totally ignored the previous finding and took the contrary position that defective accelerators do not pose an unreasonable risk. Further, it appears that Ford failed to further investigate the issues with accelerators from Williams Controls, who also supplied fixed accelerators to Ford, especially in light of the previous ID 01V322002 recall.

I bring this to your attention because Ford's response to your inquiry shows a total lack of appreciation for its customers and the general public. If you should have any questions or would like to discuss this matter, please feel free to call me directly.

Very truly yours,
GREENE LAW FIRM, P.C.



Troy L. Greene

TLG/dg

From: Burrows, Jim (J.A.)
Sent: Sunday, February 17, 2002 9:23 PM
To: Slachta, Joseph (J.F.)
Subject: FW: NHTSA Report on ETC Pedals

Joe, Williams has a small recall for their truck business. FYI

Jim Burrows

James A. Burrows, Buyer
Pedals, Cables, and Parking Brakes
Chassis & Electrical Commodity Management
MD865/Rm. 262/QMP
Phone: (313) 33-72606
Fax: (313) 31-74260
E-mail: jburrow3@ford.com

-----Original Message-----

From: West, Gregory (G.S.)
Sent: Wednesday, February 13, 2002 3:20 PM
To: Liposky, Lawrence (L.J.); Burrows, Jim (J.A.)
Subject: FW: NHTSA Report on ETC Pedals

FYI

-----Original Message-----

From: Gaw, Ron (R.M.)
Sent: Wednesday, February 13, 2002 2:28 PM
To: West, Gregory (G.S.)
Subject: FW: NHTSA Report on ETC Pedals

Greg, have you seen this?

-----Original Message-----

From: Shipp, Terri (T.L.)
Sent: Saturday, February 09, 2002 9:37 AM
To: Connor, James (J.A.); Hefner, Rachel (R.E.); White, Douglas (D.B.); Nowlis, Eric (E.J.); Raquesau, Alden (A.P.); Childress, Terry (T.W.); McCormick, Lynn (L.T.); Gaw, Ron (R.M.); Dalton, Joel (J.D.); Frisdenuth, Florian (F.)
Subject: NHTSA Report on ETC Pedals

FYI - Below is the first NHTSA related issue that I have found related to electronic throttle control. It will be added to the Accelerator Control Campaign Prevention Matrix.

Freightliner Corporation
Models: Freightliner XCS Year: 2001
Freightliner XB Year: 2001
Freightliner XC Year: 2001
Freightliner VCL Year: 2001
Freightliner Business Class Year: 2001
American LaFrance Eagle Year: 2001
American LaFrance Metropolitan Year: 2001
Orion V Year: 2001
Thomas MVP ER Year: 2001
Thomas ER Transit Year: 2001

Number Involved: 2,700

Dates of Manufacture:

Effect: On certain medium duty trucks, fire trucks, transit buses, and school buses equipped with electronic throttle control/accelerator pedals supplied by Williams Controls Industries, the weld attaching the clevis to the plate has insufficient penetration and could allow the clevis to separate from the plate. If the clevis separated from the plate while the vehicle was in use, the vehicle would return to idle, increasing the risk of a crash.

Remedy: Dealers will replace these pedals. The manufacturer has reported that owner notification will begin during January 2002. Owners who do not receive the free remedy within a reasonable time should contact Freightliner at 1-800-547-0712.

[NHTSA Recall No. 01V322002/Freightliner Recall No. FL-389A]

Terri Shipp

Ford Motor Company

P/T Subsystems Engineering Technology

GCE Campaign Prevention Specialist

(Phone) 313-33-73831 / (Fax) 313-62-16020

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Office of Defects Investigation

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Sitemap

Contact

1-888-DASH-2-DOT
(1-888-327-4236)

Search Results

Report Date : January 6, 2004 at
05:14 PM

NHTSA Campaign ID 01V322002
number :

Make / Models :	Model/Build Years:
AMERICAN LAFRANCE / EAGLE	2001
AMERICAN LAFRANCE / METROPOLITAN	2001
FREIGHTLINER / BUSINESS CLASS	2001
FREIGHTLINER / VCL	2001
FREIGHTLINER / XB	2001
FREIGHTLINER / XC	2001
FREIGHTLINER / XCS	2001
ORION / V	2001
THOMAS / ER TRANSIT	2001
THOMAS / MVP ER	2001

NHTSA CAMPAIGN ID Number :
01V322002

Recall Date : NOV 13,
2001

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Potential Number Of Units Affected : 2700

Summary:

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

Consequence:

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

Remedy:

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER

AT 1-800-547-0712.

Notes:

ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION'S AUTO SAFETY HOTLINE AT 1-888-DASH-2-
DOT (1-888-327-4236).



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NAVIGATE THE SITE AUTO SAFETY
HOTLINE





Office of Defects Investigation

Recalls - Search Results

Recall Date : November 13, 2001

TYPE : VEHICLE

BUILD DATES : May 29, 2001 - October 2, 2001

MAKE : AMERICAN LAFRANCE

MODEL : EAGLE

Make / Models :

AMERICAN LAFRANCE / EAGLE
 AMERICAN LAFRANCE / METROPOLITAN
 FREIGHTLINER / BUSINESS CLASS
 FREIGHTLINER / VCL
 FREIGHTLINER / XB
 FREIGHTLINER / XC
 FREIGHTLINER / XCS
 ORION / V
 THOMAS / ER TRANSIT
 THOMAS / MVP ER

Model/Build Years:

2001
 2001
 2001
 2001
 2001
 2001
 2001
 2001
 2001
 2001

NHTSA CAMPAIGN ID Number :
 01V322002

Recall Date : NOV 13, 2001

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Potential Number Of Units Affected : 2700

Summary:

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

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