



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

ODI RESUME

Investigation: EA05-014
 Prompted By: PE05-038
 Date Opened: 09/13/2005 Date Closed: 04/10/2006
 Principal Investigator: Stephen McHenry
 Subject: Accelerator pedal interference

Manufacturer: Ford Motor Company
 Products: 2003 & 2004 Mustang Cobra
 Population: 19,140

Problem Description: The carpet may interfere with accelerator pedal return. This condition may result in undesired acceleration.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	42	14	56
Crashes/Fires:	0	2	2
Injury Incidents:	0	1	1
# Injuries:	0	1	1
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	45	45

*Description of Other: warranty claims

Action: This Engineering Analysis has been closed. Recall 06V-108.

Engineer: Stephen McHenry

Date: 04/10/2006

Div. Chief: Jeffrey L. Quandt

Date: 04/10/2006

Office Dir.: Kathleen C. DeMeter

Date: 04/10/2006

Summary: On April 3, 2006, Ford Motor Company submitted a Defect Information Report to NHTSA concerning a defect condition that could result in interference between the accelerator pedal and floor carpeting in approximately 19,140 Model Year 2003 and 2004 Mustang Cobra vehicles (Ford recall No. 06S43/NHTSA recall 06V-108, copy attached). Ford will recall the vehicles to install a shield beneath the accelerator pedal to prevent the pivot pin on the rear surface of the pedal from coming into contact with the floor carpeting during heavy throttle application.

In those vehicles where the floor carpeting does not fit flush with the sheet metal, the unique rear surface profile of the Mustang Cobra pedal may allow the pivot pin of the pedal to catch in the cutout on the floor carpeting behind the pedal, interfering with the pedal's ability to return; the result of which could be unexpected, continued throttle application.

During the Engineering Analysis stage of the investigation, ODI also examined the possibility of the same phenomena occurring in non-Cobra Mustangs. However, the different design of the accelerator pedals on the non-Cobra Mustangs results in significant differences in the potential contact between the accelerator pedal and the carpeting, with the base of the pedal pad acting to force the carpet away from the pivot pin. This Engineering Analysis has been closed.

Handwritten initials/signature