



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Memorandum

Subject: Vehicle Inspection, petitioner's vehicle
From: D. Scott Yon *DY*
To: File, DP05-002 *12/15/05*

Date: 12/15/2005

Present:

Mr. Jordan Ziprin, petitioner, DP05-002
Scott Yon, NHTSA Office of Defects Investigation (ODI)

The vehicle inspection was conducted on October 5, 2005 at the petitioner's home in Phoenix, Arizona. The VIN was recorded as JTDBF30K420041826 and the mileage as 20,544 miles. The certification label indicated that the date of manufacture to be 02/02, and the point of manufacture to be Japan. Photographs of the exterior and the damage to driver side of the vehicle were taken. The petitioner advised that the damage was caused by July 5, 2005 incident described in the petition request letter. Photographs of the interior and the underhood area were taken. A visual inspection of the driver's footwell and under seat area, and the brake and throttle control pedals was conducted. The underdash pedal mechanisms were inspected, and the brake pedal to throttle pedal orientation was measured. A visual inspection of the underhood area was conducted, including detailed inspection of the brake master cylinder, the electronic throttle body module, the air induction system, the brake booster, the brake booster vacuum line, and the power steering system and reservoir. The shift interlock and shift lever functionality were tested, including the key interlock system. A generic OBD II scan tool was used to access stored diagnostic codes¹. The functionality of the instrument panel warning and information lamps was tested. The RH front and rear wheels were removed to inspect the brake assemblies; a torque wrench was used to re-tighten the lug nuts. To the extent possible, a visual inspection of the under chassis was performed. The vehicle was started and allowed to warm to normal operating temperature. A wide open throttle (WOT) brake override test was performed and a force transducer was installed to record the pedal force required. The vehicle was driven for 58 miles under a variety of city and interstate roadway conditions. The operation and performance of the engine, steering, transmission, park brake, service brake, and throttle control systems were assessed during the road test. No abnormalities or faults other than body damage were found. The ending mileage was noted as 20,602 miles.

¹ No engine diagnostic or fault codes were stored however the petitioner had advised that the battery had been previously discharged for an extended period of time, which may have corrupted any stored codes.