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

ODI RESUME

Investigation: EA08-014
Prompted By: IE08-011
Date Opened: 08/08/2008
Principal Investigator: Stephen McHenry
Subject: Accelerator Pedal Interference

Manufacturer: Toyota Motor North America, Inc., Toyota Motor Corporation
Products: MY 2004 Toyota Sienna, early production only.
Population: 23,000 (estimated)

Problem Description: Under certain conditions, an interior trim panel may interfere with accelerator pedal movement, resulting in unwanted acceleration.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	2	2
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	3	1	4

*Description of Other: Preliminary survey results indicating a missing retaining lip (less than 100 vehicles surveyed).

Action: An Engineering Analysis has been opened.

Engineer: *Stephen McHenry* SMcH Date: *08/08/2008*
Div. Chief: *Jeffrey L. Quandt* Date: *08/08/2008*
Office Dir.: *Kathleen C. DeMeter* Date: *08/08/2008*

Summary: In a June 25, 2008, letter responding to an Information Request from ODI, Toyota reported an April 2003 unwanted acceleration incident that occurred during production Dynamometer testing. According to the letter the incident was caused by a missing retaining clip that allowed the center console trim panel to interfere with (trap) the accelerator pedal after it had been depressed. In the aftermath, Toyota reviewed their manufacturing processes and other data and concluded this was an isolated incident. As a secondary measure in June 2003, Toyota changed the design of the trim panel to eliminate the potential for pedal interference in the event the retaining clip is not present.

During a July 2008 meeting with ODI, Toyota demonstrated how an unrestrained early design level trim panel interacts with the accelerator after pedal depression. Toyota also advised that they were conducting a field survey to examine panel retention and that preliminarily one vehicle had been identified with a concern. NHTSA's Vehicle Research and Test Center is also conducting a survey of subject vehicles; preliminarily two responses allege a concern. Before opening PE08-025, ODI staff also found a subject vehicle with a missing retaining clip. Note that ODI is no longer counting the single complaint alleging trim panel interference that was in the opening resume for PE08-025, as it was determined that the vehicle involved was not equipped with the subject trim panel.

PE08-025 has been upgraded to an Engineering Analysis (EA08-014) to gather additional information about the number of subject vehicles may currently have issues with the retaining clip and to assess the future risk of pedal interference incidents due to missing clips.