



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 10-019  
**Date Opened:** 05/28/2010  
**Investigator:** Steve Mchenry  
**Approver:** Frank Borris  
**Subject:** Accel Pedal Interference - Acc Floormat

**Date Closed:** 01/11/2013  
**Reviewer:** Jeff Quandt

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Ford Motor Company  
**Products:** 2008-2010 Ford Fusion and Mercury Milan  
**Population:** 480,000 (Estimated)

**Problem Description:** The accelerator pedal may fail to return to idle due to interference created by unsecured or double stacked floor mats in the driver's foot-well.

## FAILURE REPORT SUMMARY

|                            | ODI | Manufacturer | Total |
|----------------------------|-----|--------------|-------|
| <b>Complaints:</b>         | 16  | 41           | 52    |
| <b>Crashes/Fires:</b>      | 0   | 0            | 0     |
| <b>Injury Incidents:</b>   | 0   | 0            | 0     |
| <b>Fatality Incidents:</b> | 0   | 0            | 0     |

## ACTION / SUMMARY INFORMATION

**Action:** An Engineering Analysis has been opened, EA12-009

### Summary:

Unsecured mats may interfere with accelerator pedal return to idle. A heel blocker in the floor pan provides a platform that may lift an unsecured mat into contact with the pedal. Ford introduced new pedals as a running change early in model year (MY) 2010 vehicles. Analysis of complaints received by ODI and Ford show elevated rates of pedal entrapment incidents in MY 2008 through early 2010 production vehicles. Incidents typically occur following hard pedal applications to pass slower traffic or when merging into faster traffic. Drivers allege continued high engine power after releasing the accelerator pedal and difficulty braking, including reports that the incident was controlled by shifting to neutral or turning the engine off. Drivers and service technicians reference observing evidence of mat interference or note unsecured Ford or aftermarket all weather floor mats in post-incident inspections.

Based on information gathered during the Preliminary Evaluation the population being investigated has been narrowed to model years 2008 to 2010.

This investigation has been upgraded to an engineering analysis on MY 2008 through early-2010 vehicles (produced through September 2009) to further assess the scope, frequency and safety consequences of the alleged defect.

The VOQs associated with the opening of this Engineering Analysis are:  
 10479693, 10415911, 10379562, 10372674, 10345830, 10342572, 10339330, 10335336, 10334211, 10332233,  
 10331160, 10329659, 10327597, 10320011, 10232027, 10214131