U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

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Investigation: EA 12-009
Prompted by: PE10-019
Date Opened: 12/12/2012
Investigator: Steve Mchenry **Reviewer:** Jeff Quandt
Approver: Frank Borris
Subject: Accelerator Pedal Interference

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Ford Motor Company
Products: 2008-2010 Ford Fusion, Mercury Milan and Lincoln MKZ
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
Complaints:	16	41	52**
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0
Other*:	0	8	8

***Description of Other:** Warranty claims related to mat interference

** Total eliminates duplicates received by ODI and manufacturer.

ACTION / SUMMARY INFORMATION

Action: An Engineering Analysis has been opened.

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.

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