



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 13-011
Date Opened: 04/26/2013
Investigator: Nate Seymour
Approver: Frank Borris
Subject: Delayed Throttle Response

Date Closed: 12/09/2013
Reviewer: Bruce York-B

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Autocar, LLC
Products: 2011 Autocar equipped with ISL-G engine
Population: 686

Problem Description: On certain Autocar vehicles equipped with Cummins ISL-G (natural gas) engines the throttle may be slow to return to idle. This could lead to extended stopping distances and increase the risk of a crash.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1	1	1**
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0

** Total eliminates duplicates received by ODI and manufacturer.

ACTION / SUMMARY INFORMATION

Action: This PE is closed.

Summary:

This investigation was opened based on a fleet complaint alleging delayed throttle response which could potentially lead to extended stopping distances and/or increase the risk of a crash.

Autocar responded to ODI's Information Request (IR) letter and provided test data including its FMVSS 124 validation data. ODI reviewed Autocar's testing procedures and results with NHTSA's Office of Vehicle Safety Compliance and Office of Rule Making. The test procedure was acceptable as were the results.

In an effort to further quantify the safety risk, ODI surveyed nine fleets operating the same subject vehicles. Of the eight reporting fleets, only one expressed concerns similar to the fleet submitting the VOQ. Of all the fleets contacted, none had experienced a crash where the throttle delay was a contributing factor.

Autocar provided a modified direct wire throttle to the initial fleet as a customer satisfaction campaign. This configuration resulted in an improved throttle response.

In light of the low rate of delayed throttle response on the subject vehicles and Autocar's actions to improve the throttle response on the complaint vehicles, further use of agency resources does not appear to be warranted. The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action if warranted by the circumstances.

The ODI complaint cited above can be reviewed at:
<http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID>
 using the following (ODI) number: 10471829