U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

Authentic US Government Information
National Highway Traffic Safety Administration
uses a *digital certificate* to ensure
the content has remained unchanged

Investigation: EQ 14-012
Prompted by: 14E-018
Date Opened: 10/15/2014 **Date Closed:** 02/17/2015
Investigator: Cynthia Glass
Approver: Jennifer Timian
Subject: Throttle Pedal Springs May Fracture

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: WILLIAMS CONTROLS, INC.
Products: Throttle Pedal Springs
Population: 4,960

Problem Description: The throttle pedal springs may fracture causing a loss of vehicle control and an increased risk of a vehicle crash.

ACTION / SUMMARY INFORMATION

Action: This EQ investigation is closed.

Summary:

See the attached closing report.

EQ 14-012: Throttle Pedal Springs May Fracture
Closing Report

BACKGROUND

On October 28, 2013, Prevost Cars, Inc. (Prevost) notified the NHTSA that it decided a defect exists in certain model year (MY) 2009-2010 H3-45 and MY 2009 H3-41, X3-45, XLII Converted Coach Shells and XLII-45 Entertainer Converted coach and MY 2008 H3-VIP coach shells. The mechanical springs manufactured by Williams Controls, Inc. (Williams) are used to return the accelerator pedal to idle after the driver lifts their foot off the pedal may break. If the springs break, the pedal may not return to idle once the driver lifts their foot off the pedal, increasing the possibility of a loss of vehicle control and the risk of a crash. This matter was assigned recall number 13V-532.

On April 21, 2014, Gillig LLC (Gillig) notified the NHTSA that it is recalling certain models of throttle pedal springs manufactured by Williams, Part Number (PN) 351298 or Gillig PN 51-19017-016, Williams PN 351571 or Gillig PN 51-19017-019, Gillig PN 45-35027-000. Gillig used the springs in a subassembly. The springs on the throttle used to return the throttle pedal may fracture prematurely due to stress risers originating from pinched or lapped material. If the springs fracture, this could cause a loss of vehicle control and an increased risk of a vehicle crash. This matter was assigned recall number 14E-018.

On October 15, 2014, the Recall Management Division (RMD) opened this Equipment Query (EQ) Investigation in order to write the companies that purchased these throttle pedal springs, to notify them of these manufacturer's defect decisions and to request similar defect decisions be made on their vehicle products and thorough safety recalls conducted, or inform as to why a safety defect decision was not appropriate for their products.

The throttle pedal spring supplier, Williams, provided a customer list identifying the vehicle manufacturers that may have incorporated the subject throttle pedal springs into their vehicles. On October 16, 2014, an information request letter (IR) letter was sent to the vehicle manufacturers for which NHTSA had not been notified of a defect decision, and to Williams. In December 2014, an Information Request (IR) letter was sent to the manufacturers who did not respond to the first IR letter.

VEHICLE MANUFACTURERS AND SUPPLIER'S RESPONSE

In response to the IR letters, five vehicle manufacturers filed a defect report and indicated they would conduct a recall of their vehicles. The vehicle recall campaigns are:

Manufacturer	Recall#
Eldorado National	14V-685
HME, Incorporated	14V-693
OSHKOSH Corporation Defense	14V-778
Pierce Manufacturing Inc.	14V-778
Tor Truck Company	TBD

Thirteen manufacturers submitted responses explaining that they are not vehicle manufacturers, that the throttle pedal assemblies were not installed on any vehicles, or that the throttle pedal assemblies were returned to Williams and remedied prior to sale. According, the following manufacturers are not making defect decisions and are not conducting recall campaigns:

Bendix Commercial Vehicle Systems
Cummins
Emergency One, Inc.
Hoist LiftTruck Manufacturing, Inc.
Muncie Transit Supply (ABC Company)
National Oilwell
Navistar, Inc.
Neopart
North American Bus Industries
PACCAR Parts, Inc.
Project Engineering, Inc.
Stewart & Stevenson
Uptime Parts, Inc.

Seven manufacturers, including Williams, submitted responses explaining that they did not find a defect in the equipment, that they do not have field reports or warranty claims, or that there is no unreasonable risk to motor vehicle safety. Accordingly, the following companies are not making defect decisions and are not conducting recall campaigns:

Curtiss-Wright: Industrial Group - Williams Controls
Diamler Buses North America
Ferrara Fire Apparatus
Motor Coach Industries, Inc.
New Flyer
Seagrave Fire Apparatus, LLC
Terex Advance Mixer, Inc.

Two manufacturers, Grove Worldwide and Kovatch Mobile Equipment Corporation, did not submit a written response to RMD's IR letters, even after multiple attempts to contact them were made by RMD staff. These companies will be referred to NHTSA's Office of the Chief Counsel for further possible enforcement action.

RECALL MANAGEMENT DIVISION ACTION

All vehicle and motor vehicle equipment manufacturers who purchased the subject throttle pedal assemblies have been identified and have either filed recall reports and are conducting recalls, or have provided responses explaining why they are not conducting recalls. Accordingly, this equipment query investigation is closed. Copies of documents associated with this investigation, including responses to IR letters, can be found in this Equipment Query's document repository by clicking the "Associated Documents" button.