

ES350 All Weather Mat NHTSA Defect Investigation

Investigation Items

<Peer vehicle investigation of the other manufacturers>

1. When AWM is secured in proper position by the clip, the minimum clearance between accelerator pedal orbit and AWM.
2. If AWM contact/trap/catch the accelerator pedal when AWM is not secured by clip;
 - a. Does AWM have channel/ditch at the edge of the AWM? How AWM contact/trap/catch with accelerator pedal (e.g., pedal stuck on the channel/ditch, AWM run upon pedal, pedal stuck on the edge of AWM etc.). In addition, whether accelerator pedal can return by itself at the above situation.
 - b. The measurement of the deviation from the proper position.
3. If AWM does not contact/trap/catch the accelerator pedal when AWM is not secured by clip;
 - a. The minimum clearance between accelerator pedal orbit and AWM.
4. Accelerator pedal release (return) force (at the full stroke and half stroke)
5. Contact angle between AWM and pedal. (If it is possible to measure)

<AWM peer investigation>

1. TMC AWM investigation;
 - a. The difference of the design between new AWM and old AWM.
 - b. Shape of AWM around accelerator pedal by each model and model year (channel's height, corner R and width, and stiffness of the mat).
2. Other manufacturers AWM investigation;
 - a. Shape of AWM around accelerator pedal (channel's height, corner R and width, and stiffness of the mat).
 - b. Whether AWM has any caution on the mat surface. (If caution is written, what is being written)
 - c. (If it is possible to know) Whether does AWM have any caution tag when sales package?

<Other item>

1. The application of the new AWM by model and model year.
2. The number of the sales of the AWM by each model and model year.
3. When was the installation of caution label/tag started? (by each model)
4. Consideration of AWM improvement and lead-time.

AWM: All Weather Mat

New AWM: meaning is that AWM has channel/ditch at the edge (around accelerator pedal) of the mat.