

RECORD_ID	CAMPNO	MAKETXT	MODELTXT	YEARTXT	MFGCAMPNO	COMPNAME	MFGTXT	BGMAN	ENDMAN
2193	97I00200 0	JEEP	CHEROKEE	1990		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
33665	90V04400 0	FORD	RANGER	1990		VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19891001	19891101
33667	89V23400 0	FORD	RANGER	1990		VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19891001	19891101
9581	94V13600 0	BLUE BIRD	CSFE	1991		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
44873	90V07600 0	FORD	ESCORT	1991		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FORD MOTOR COMPANY	19900201	19900401
27962	94V13600 0	MACK	RW	1991		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
52927	94V13600 0	BLUE BIRD	QBFE	1991		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
29285	97I00200 0	JEEP	CHEROKEE	1991		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
34343	94V13600 0	BLUE BIRD	TCFE	1991		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301

RCLTYPECD	POTAFF	ODATE	INFLUENCED_BY	MFGNAME	RCDATE	DATEA	RPNO	FMVSS
I	1010400	19970915	ODI	DAIMLERCHRYSLER CORPORATION	19970502	19970508		
V	4000	19900223	MFR	FORD MOTOR COMPANY	19900301	19900314		
V	4000	19891211	MFR	FORD MOTOR COMPANY	19891222	19900104		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
V	6000		MFR	FORD MOTOR COMPANY	19900417	19900430		
V	7350	19940804	MFR	MACK TRUCKS, INC	19940719	19940728		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
I	1010400	19970915	ODI	DAIMLERCHRYSLER CORPORATION	19970502	19970508		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		

DESC_DEFECT

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL

THROTTLE LEVER MAY CONTACT THROTTLE BODY AIR INLET TUBE, WITH POTENTIAL FOR THROTTLE REMAINING OPEN FOLLOWING RELEASE OF THE ACCELERATOR PEDAL.

THROTTLE LEVER MAY CONTACT THROTTLE BODY AIR INLET TUBE, WITH THE POTENTIAL FOR THROTTLE REMAINING OPEN FOLLOWING RELEASE OF THE ACCELERATOR PEDAL FROM THE FULL-THROTTLE POSTION IN TRUCKS WITH 4.0 L ENGINES.

THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

INTERFERENCE OCCUR BETWEEN BOLT THAT SECURES A FUEL LINE SHIELD TO THE LOWER PORTION OF THE DASH PANEL AND THE ACCELERATOR PEDAL.

THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL

THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

CONEQUENCE_DEFECT

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

UNCONTROLLED ACCELERATION COULD CREATE LACK OF CONTROL AND CAUSE AN ACCIDENT.

UNCONTROLLED ACCELERATION COULD CREATE LACK OF CONTROL AND CAUSE AN ACCIDENT.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

THIS COULD CAUSE THE ACCELERATOR PEDAL TO STICK AT THE WIDE OPEN THROTTLE POSITION AND RESULT IN LOSS OF CONTROL WITH THE RISK OF A VEHICLE ACCIDENT.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

CORRECTIVE_ACTION

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

MANUFACTURER WILL REPLACE AIR INLET TUBE WITH NEWLY DESIGNED REPLACEMENT.

MANUFACTURER WILL REPLACE AIR INLET TUBE WITH NEWLY DESIGNED REPLACEMENT WITH AN INCREASED THROTTLE LEVER-TO-INLET TUBE CLEARANCE.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

CUT OFF EXTRA LENGTH OF BOLT THAT PROTRUDES ABOVE SURFACE OF WELD NUT TO PREVENT INTERFERENCE.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

44235	95V16600 0	SOLECTRIA	FORCES	1991		VEHICLE SPEED CONTROL	SOLECTRIA CORPORATIO N	19910101	19950801
1617	96V04900 0	AM GENERAL	HUMMER	1992		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AM GENERAL CORPORATIO N	19920801	19960301
10069	95V16600 0	SOLECTRIA	FORCES	1992		VEHICLE SPEED CONTROL	SOLECTRIA CORPORATIO N	19910101	19950801
27960	94V13600 0	BLUE BIRD	QBFE	1992		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
34359	04V19900 0	ISUZU	TROOPER	1992		VEHICLE SPEED CONTROL:CA BLES	ISUZU MOTORS LIMITED	19910201	19920930
44471	94V13600 0	BLUE BIRD	TCFE	1992		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
62961	97I00200 0	JEEP	CHEROKEE	1992		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
2080	94V13600 0	BLUE BIRD	QBFE	1993		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301

V	138	19950707	MFR	SOLECTRIA CORPORATIO N	19950825	19950901	571	124
V	3000	19960319	MFR	AM GENERAL LLC	19960312	19960312		
V	138	19950707	MFR	SOLECTRIA CORPORATIO N	19950825	19950901	571	124
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
V	72905	20040524	MFR	ISUZU MANUFACTURI NG SERVICES OF AMERICA	20040422	20040427		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
I	1010400	19970915	ODI	DAIMLERCHRY SLER CORPORATIO N	19970502	19970508		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		

FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS" REQUIRES TWO ENERGY SOURCES ON THE ACCELERATOR CONTROL CAPABLE OF RETURNING THE MOTOR CONTROLLER TO THE "IDLE" POSITION. ALTHOUGH THESE VEHICLES ARE EQUIPPED WITH TWO SOURCES OF ENERGY (SPRINGS) ON THE ACCELERA

THE COATING USED TO PROTECT THE ACCELERATOR PEDAL SHAFT IS INCOMPATIBLE WITH THE BRONZE BUSHING THROUGH WHICH THE SHAFT PASSES. OVER TIME, AND IN THE PRESENCE OF A CORROSIVE ENVIRONMENT (WATER, ROAD SALT), THE SHAFT CAN CORRODE INSIDE THE BUSHING INCREASI

FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS" REQUIRES TWO ENERGY SOURCES ON THE ACCELERATOR CONTROL CAPABLE OF RETURNING THE MOTOR CONTROLLER TO THE "IDLE" POSITION. ALTHOUGH THESE VEHICLES ARE EQUIPPED WITH TWO SOURCES OF ENERGY (SPRINGS) ON THE ACCELERA THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

ON CERTAIN SPORT UTILITY VEHICLES, THE ACCELERATOR CABLE CAN STICK SO THAT THE ENGINE SPEED WILL NOT IMMEDIATELY DECREASE UPON RELEASE OF THE ACCELERATOR PEDAL.

THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

CONSEQUENCE OF NON-COMPLIANCE: THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

A CORRODED ACCELERATOR PEDAL SHAFT CAN CAUSE THE ENGINE THROTTLE TO BIND AND NOT FULLY RETURN TO IDLE WHEN THE OPERATOR'S FOOT IS REMOVED FROM THE ACCELERATOR PEDAL INCREASING THE POTENTIAL FOR A VEHICLE ACCIDENT.

CONSEQUENCE OF NON-COMPLIANCE: THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

THIS CAN CAUSE THE ACCELERATOR THROTTLE CABLE TO DELAY RPM AND VEHICLE SPEED REDUCTION FOR SEVERAL SECONDS AFTER THE ACCELERATOR PEDAL IS RELEASED, WHICH IN TURN, CAN LEAD TO A CRASH.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

SOLECTRIA IS REDESIGNING THE ACCELERATOR CONTROL POTENTIOMETERS TO CONTAIN TWO INDEPENDENT TORSIONAL SPRINGS, EACH CAPABLE OF RETURNING THE POTENTIOMETER TO THE IDLE POSITION. DEALERS WILL UPGRADE THE VEHICLES INVOLVED WITH THE NEWLY DESIGNED ACCELERATOR

DEALERS WILL INSTALL A REVISED ACCELERATOR PEDAL AND SHAFT ASSEMBLY.

SOLECTRIA IS REDESIGNING THE ACCELERATOR CONTROL POTENTIOMETERS TO CONTAIN TWO INDEPENDENT TORSIONAL SPRINGS, EACH CAPABLE OF RETURNING THE POTENTIOMETER TO THE IDLE POSITION. DEALERS WILL UPGRADE THE VEHICLES INVOLVED WITH THE NEWLY DESIGNED ACCELERATOR

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL REPLACE THE THROTTLE CABLE RUBBER BOOT. OWNER NOTIFICATION BEGAN ON MAY 24, 2004. OWNERS SHOULD CONTACT ISUZU AT 1-800-255-6727.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

2214	97I00200 0	JEEP	GRAND CHEROKEE	1993		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
10067	95V16600 0	SOLECTRIA	FORCES	1993		VEHICLE SPEED CONTROL	SOLECTRIA CORPORATIO N	19910101	19950801
27961	94V13600 0	BLUE BIRD	TCFE	1993		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
52929	94V13600 0	BLUE BIRD	CSFE	1993		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
29286	97I00200 0	JEEP	CHEROKEE	1993		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
47552	04V19900 0	ISUZU	TROOPER	1993		VEHICLE SPEED CONTROL:CA BLES	ISUZU MOTORS LIMITED	19920401	19930831
54325	96V04900 0	AM GENERAL	HUMMER	1993		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AM GENERAL CORPORATIO N	19920801	19960301
766	95V08200 0	BUICK	ROADMASTER	1994		VEHICLE SPEED CONTROL:SP RINGS	GENERAL MOTORS CORP.	19940401	19941201

I	1010400	19970915	ODI	DAIMLERCHRYSLER CORPORATION	19970502	19970508		
V	138	19950707	MFR	SOLECTRIA CORPORATION	19950825	19950901	571	124
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
I	1010400	19970915	ODI	DAIMLERCHRYSLER CORPORATION	19970502	19970508		
V	72905	20040524	MFR	ISUZU MANUFACTURING SERVICES OF AMERICA	20040422	20040427		
V	3000	19960319	MFR	AM GENERAL LLC	19960312	19960312		
V	87039	19950531	MFR	GENERAL MOTORS CORP.	19950424	19950501	571	124

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL

FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS" REQUIRES TWO ENERGY SOURCES ON THE ACCELERATOR CONTROL CAPABLE OF RETURNING THE MOTOR CONTROLLER TO THE "IDLE" POSITION. ALTHOUGH THESE VEHICLES ARE EQUIPPED WITH TWO SOURCES OF ENERGY (SPRINGS) ON THE ACCELERA THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL

ON CERTAIN SPORT UTILITY VEHICLES, THE ACCELERATOR CABLE CAN STICK SO THAT THE ENGINE SPEED WILL NOT IMMEDIATELY DECREASE UPON RELEASE OF THE ACCELERATOR PEDAL.

THE COATING USED TO PROTECT THE ACCELERATOR PEDAL SHAFT IS INCOMPATIBLE WITH THE BRONZE BUSHING THROUGH WHICH THE SHAFT PASSES. OVER TIME, AND IN THE PRESENCE OF A CORROSIVE ENVIRONMENT (WATER, ROAD SALT), THE SHAFT CAN CORRODE INSIDE THE BUSHING INCREASI

THESE VEHICLES FAIL TO CONFORM TO FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS." AT LOW TEMPERATURES, EXCESSIVE FRICTION CAN OCCUR IN THE ACCELERATOR PEDAL ASSEMBLY.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

CONSEQUENCE OF NON-COMPLIANCE: THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

THIS CAN CAUSE THE ACCELERATOR THROTTLE CABLE TO DELAY RPM AND VEHICLE SPEED REDUCTION FOR SEVERAL SECONDS AFTER THE ACCELERATOR PEDAL IS RELEASED, WHICH IN TURN, CAN LEAD TO A CRASH.

A CORRODED ACCELERATOR PEDAL SHAFT CAN CAUSE THE ENGINE THROTTLE TO BIND AND NOT FULLY RETURN TO IDLE WHEN THE OPERATOR'S FOOT IS REMOVED FROM THE ACCELERATOR PEDAL INCREASING THE POTENTIAL FOR A VEHICLE ACCIDENT.

CONSEQUENCE OF NON-COMPLIANCE: IN THE EVENT OF A FAILURE OF THE TROTTLE RETURN SPRING, IF THERE IS EXCESSIVE FRICTION IN THE PEDAL ASSEMBLY, THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

SOLECTRIA IS REDESIGNING THE ACCELERATOR CONTROL POTENTIOMETERS TO CONTAIN TWO INDEPENDENT TORSIONAL SPRINGS, EACH CAPABLE OF RETURNING THE POTENTIOMETER TO THE IDLE POSITION. DEALERS WILL UPGRADE THE VEHICLES INVOLVED WITH THE NEWLY DESIGNED ACCELERATOR

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

DEALERS WILL REPLACE THE THROTTLE CABLE RUBBER BOOT. OWNER NOTIFICATION BEGAN ON MAY 24, 2004. OWNERS SHOULD CONTACT ISUZU AT 1-800-255-6727.

DEALERS WILL INSTALL A REVISED ACCELERATOR PEDAL AND SHAFT ASSEMBLY.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY.

2249	94V19600 0	INTERNATIONAL HARVESTER	2674	1994	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
17594	94V13600 0	BLUE BIRD	CSFE	1994	VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
18796	95V19100 0	THOMAS	MVP EF	1994	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940601	19950801
17037	95V08200 0	CADILLAC	FLEETWOOD	1994	VEHICLE SPEED CONTROL:SP RINGS	GENERAL MOTORS CORP.	19940401	19941201
17679	04V19900 0	ISUZU	TROOPER	1994	VEHICLE SPEED CONTROL:CA BLES	ISUZU MOTORS LIMITED	19930501	19941130
17720	97I00200 0	JEEP	CHEROKEE	1994	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
17740	94V19600 0	INTERNATIONAL HARVESTER	2574	1994	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601

V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
V	300	19951127	MFR	THOMAS BUILT BUSES, INC.	19951011	19951018		
V	87039	19950531	MFR	GENERAL MOTORS CORP.	19950424	19950501	571	124
V	72905	20040524	MFR	ISUZU MANUFACTURING SERVICES OF AMERICA	20040422	20040427		
I	1010400	19970915	ODI	DAIMLERCHRYSLER CORPORATION	19970502	19970508		
V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH
THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

THE ACCELERATOR PEDAL LEVER CAN CONTACT THE ENGINE COVER CAUSING THE ACCELERATOR LINKAGE TO BIND AND NOT RETURN TO IDLE.

THESE VEHICLES FAIL TO CONFORM TO FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS." AT LOW TEMPERATURES, EXCESSIVE FRICTION CAN OCCUR IN THE ACCELERATOR PEDAL ASSEMBLY.

ON CERTAIN SPORT UTILITY VEHICLES, THE ACCELERATOR CABLE CAN STICK SO THAT THE ENGINE SPEED WILL NOT IMMEDIATELY DECREASE UPON RELEASE OF THE ACCELERATOR PEDAL.

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

IF THE ACCELERATOR LINKAGE BINDS, THE ENGINE WILL NOT RETURN TO IDLE WHEN THE DRIVER LETS UP ON THE ACCELERATOR PEDAL INCREASING THE RISK OF AN ACCIDENT.

CONSEQUENCE OF NON-COMPLIANCE: IN THE EVENT OF A FAILURE OF THE TROTTLE RETURN SPRING, IF THERE IS EXCESSIVE FRICTION IN THE PEDAL ASSEMBLY, THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

THIS CAN CAUSE THE ACCELERATOR THROTTLE CABLE TO DELAY RPM AND VEHICLE SPEED REDUCTION FOR SEVERAL SECONDS AFTER THE ACCELERATOR PEDAL IS RELEASED, WHICH IN TURN, CAN LEAD TO A CRASH.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ROCKER AND INSTALLING A RETAINING BRACKET AT THE ENGINE COVER TO PREVENT THE COVER FROM CONTACTING THE ACCELERATOR PEDAL.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY.

DEALERS WILL REPLACE THE THROTTLE CABLE RUBBER BOOT. OWNER NOTIFICATION BEGAN ON MAY 24, 2004. OWNERS SHOULD CONTACT ISUZU AT 1-800-255-6727.

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

33327	95V08200 0	CHEVROLET	CAPRICE	1994		VEHICLE SPEED CONTROL:SP RINGS	GENERAL MOTORS CORP.	19940401	19941201
27904	94V09100 0	MERCEDES BENZ	C220	1994		VEHICLE SPEED CONTROL	MERCEDES- BENZ USA, INC.	19930101	19931201
45919	97I00200 0	JEEP	GRAND CHEROKEE	1994		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
52926	94V13600 0	BLUE BIRD	QBFE	1994		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
52928	94V13600 0	BLUE BIRD	TCFE	1994		VEHICLE SPEED CONTROL	BLUE BIRD BODY COMPANY	19911101	19940301
29868	99V17600 0	THOMAS	MVP	1994		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940301	19990331
44233	95V16600 0	SOLECTRIA	FORCES	1994		VEHICLE SPEED CONTROL	SOLECTRIA CORPORATIO N	19910101	19950801
44590	94V19600 0	INTERNATION AL HARVESTER	8200	1994		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATION AL TRUCK AND ENGINE	19940101	19940601

V	87039	19950531	MFR	GENERAL MOTORS CORP.	19950424	19950501	571	124
V	1822	19940429	MFR	MERCEDES- BENZ USA, LLC.	19940513	19940523		
I	1010400	19970915	ODI	DAIMLERCHRY SLER CORPORATIO N	19970502	19970508		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
V	7350	19940804	MFR	BLUE BIRD BODY COMPANY	19940719	19940728		
V	1307	19991117	MFR	THOMAS BUILT BUSES, INC.	19990702	19990714		
V	138	19950707	MFR	SOLECTRIA CORPORATIO N	19950825	19950901	571	124
V	6449	19941017	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19941007	19941028		

THESE VEHICLES FAIL TO CONFORM TO FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS." AT LOW TEMPERATURES, EXCESSIVE FRICTION CAN OCCUR IN THE ACCELERATOR PEDAL ASSEMBLY.

THE FACTORY INSTALLED CRUISE CONTROL LINKAGE MAY NOT HAVE BEEN ADEQUATELY LUBRICATED, WHICH CAN CAUSE BINDING AND THE THROTTLE WILL NOT RETURN TO THE CLOSED POSITION WHEN THE ACCELERATOR PEDAL IS RELEASED.

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENLY THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN THE HAND THROTTLE CABLE PASSES THROUGH THE ACCELERATOR ROD ASSEMBLY AT AN ANGLE THAT WEARS A GROOVE IN THE ROD, WHICH IS LOCATED UNDER THE ACCELERATOR PEDAL. THE CABLE CAN BECOME WEDGED IN THE GROOVE WORN INTO THE ROD AND CAUSE THE ACCELERATOR TO STICK IN

VEHICLE DESCRIPTION: TRANSIT AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC ENGINES. THE BOTTOM EDGE OF THE ACCELERATOR PEDAL CAN CATCH ON THE FLOOR MAT WHEN THE PEDAL IS FULLY DEPRESSED. THIS DOES NOT MEET THE REQUIREMENTS OF FMVSS NO. 124, "ACCELERATOR

FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS" REQUIRES TWO ENERGY SOURCES ON THE ACCELERATOR CONTROL CAPABLE OF RETURNING THE MOTOR CONTROLLER TO THE "IDLE" POSITION. ALTHOUGH THESE VEHICLES ARE EQUIPPED WITH TWO SOURCES OF ENERGY (SPRINGS) ON THE ACCELEA

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

CONSEQUENCE OF NON-COMPLIANCE: IN THE EVENT OF A FAILURE OF THE TROTTLE RETURN SPRING, IF THERE IS EXCESSIVE FRICTION IN THE PEDAL ASSEMBLY, THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

THE THROTTLE STICKING RESULTS IN A LOSS OF SPEED CONTROL AND COULD RESULT IN A VEHICLE ACCIDENT.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

THIS CAN RESULT IN LOSS OF CONTROL OF THE BUS, AND COULD RESULT IN AN ACCIDENT.

IF THE ACCELERATOR PEDAL CATCHES ON THE FLOOR MAT, ENGINE OVERSPEED COULD OCCUR, INCREASING THE RISK OF A CRASH.

CONSEQUENCE OF NON-COMPLIANCE: THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY.

REPLACE THE CRUISE CONTROL LINKAGE.

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL INSTALL A POSITIONING BRACKET FOR ROUTING THE HAND THROTTLE CABLE THROUGH THE ACCELERATOR ROD ASSEMBLY.

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL MOUNTING BRACKET TO RAISE THE ACCELERATOR SO THE PEDAL DOES NOT CATCH ON THE FLOOR MAT.

SOLECTRIA IS REDESIGNING THE ACCELERATOR CONTROL POTENTIOMETERS TO CONTAIN TWO INDEPENDENT TORSIONAL SPRINGS, EACH CAPABLE OF RETURNING THE POTENTIOMETER TO THE IDLE POSITION. DEALERS WILL UPGRADE THE VEHICLES INVOLVED WITH THE NEWLY DESIGNED ACCELERATOR

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

53105	94V19600 0	INTERNATIONAL	3600	1994		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
53106	94V19600 0	INTERNATIONAL HARVESTER	4700	1994		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
53108	94V19600 0	INTERNATIONAL HARVESTER	8100	1994		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
54322	96V04900 0	AM GENERAL	HUMMER	1994		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AM GENERAL CORPORATION	19920801	19960301
61351	95V16600 0	SOLECTRIA	E10	1994		VEHICLE SPEED CONTROL	SOLECTRIA CORPORATION	19910101	19950801
64914	02V00401 0	INTERNATIONAL	RE BUS	1994	02511	VEHICLE SPEED CONTROL	INTERNATIONAL TRUCK AND ENGINE	19940207	20020821
685	95V08200 0	CADILLAC	FLEETWOOD	1995		VEHICLE SPEED CONTROL:SP RINGS	GENERAL MOTORS CORP.	19940401	19941201

V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
V	3000	19960319	MFR	AM GENERAL LLC	19960312	19960312		
V	138	19950707	MFR	SOLECTRIA CORPORATION	19950825	19950901	571	124
V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		
V	87039	19950531	MFR	GENERAL MOTORS CORP.	19950424	19950501	571	124

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

THE COATING USED TO PROTECT THE ACCELERATOR PEDAL SHAFT IS INCOMPATIBLE WITH THE BRONZE BUSHING THROUGH WHICH THE SHAFT PASSES. OVER TIME, AND IN THE PRESENCE OF A CORROSIVE ENVIRONMENT (WATER, ROAD SALT), THE SHAFT CAN CORRODE INSIDE THE BUSHING INCREASI

FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS" REQUIRES TWO ENERGY SOURCES ON THE ACCELERATOR CONTROL CAPABLE OF RETURNING THE MOTOR CONTROLLER TO THE "IDLE" POSITION. ALTHOUGH THESE VEHICLES ARE EQUIPPED WITH TWO SOURCES OF ENERGY (SPRINGS) ON THE ACCELERA

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

THESE VEHICLES FAIL TO CONFORM TO FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS." AT LOW TEMPERATURES, EXCESSIVE FRICTION CAN OCCUR IN THE ACCELERATOR PEDAL ASSEMBLY.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

A CORRODED ACCELERATOR PEDAL SHAFT CAN CAUSE THE ENGINE THROTTLE TO BIND AND NOT FULLY RETURN TO IDLE WHEN THE OPERATOR'S FOOT IS REMOVED FROM THE ACCELERATOR PEDAL INCREASING THE POTENTIAL FOR A VEHICLE ACCIDENT.

CONSEQUENCE OF NON-COMPLIANCE: THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

CONSEQUENCE OF NON-COMPLIANCE: IN THE EVENT OF A FAILURE OF THE TROTTLE RETURN SPRING, IF THERE IS EXCESSIVE FRICTION IN THE PEDAL ASSEMBLY, THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSTALL A REVISED ACCELERATOR PEDAL AND SHAFT ASSEMBLY.

SOLECTRIA IS REDESIGNING THE ACCELERATOR CONTROL POTENTIOMETERS TO CONTAIN TWO INDEPENDENT TORSIONAL SPRINGS, EACH CAPABLE OF RETURNING THE POTENTIOMETER TO THE IDLE POSITION. DEALERS WILL UPGRADE THE VEHICLES INVOLVED WITH THE NEWLY DESIGNED ACCELERATOR

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY.

771	95V08200 0	BUICK	ROADMASTER	1995		VEHICLE SPEED CONTROL:SP RINGS	GENERAL MOTORS CORP.	19940401	19941201
2077	94V13300 0	INTERNATION AL	3800	1995		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATION AL TRUCK AND ENGINE	19940201	19940501
2091	94V19600 0	INTERNATION AL	3600	1995		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATION AL TRUCK AND ENGINE	19940101	19940601
2105	04V19900 0	ISUZU	TROOPER	1995		VEHICLE SPEED CONTROL:CA BLES	ISUZU MOTORS LIMITED	19940301	19950228
2200	97I00200 0	JEEP	CHEROKEE	1995		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATIO N	19830801	19950731
10071	95V16600 0	SOLECTRIA	E10	1995		VEHICLE SPEED CONTROL	SOLECTRIA CORPORATIO N	19910101	19950801
18788	95V19100 0	THOMAS	MVP EF	1995		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940601	19950801

V	87039	19950531	MFR	GENERAL MOTORS CORP.	19950424	19950501	571	124
V	2708	19940802	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19940719	19940726		
V	6449	19941017	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19941007	19941028		
V	72905	20040524	MFR	ISUZU MANUFACTURI NG SERVICES OF AMERICA	20040422	20040427		
I	1010400	19970915	ODI	DAIMLERCHRY SLER CORPORATIO N	19970502	19970508		
V	138	19950707	MFR	SOLECTRIA CORPORATIO N	19950825	19950901	571	124
V	300	19951127	MFR	THOMAS BUILT BUSES, INC.	19951011	19951018		

THESE VEHICLES FAIL TO CONFORM TO FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS." AT LOW TEMPERATURES, EXCESSIVE FRICTION CAN OCCUR IN THE ACCELERATOR PEDAL ASSEMBLY.

THESE BUSES WERE BUILT WITH AN ADDITIONAL 3/4 INCH THICK PLYWOOD FLOOR AND EXTRA THICK FLOOR MATS FOR INCREASED INSULATION DURING COLD WEATHER. THE BOTTOM EDGE OF THE ACCELERATOR PEDAL, WHEN DEPRESSED, CAN COME IN CONTACT WITH THE HEAD OF A BOLT SECURING

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

ON CERTAIN SPORT UTILITY VEHICLES, THE ACCELERATOR CABLE CAN STICK SO THAT THE ENGINE SPEED WILL NOT IMMEDIATELY DECREASE UPON RELEASE OF THE ACCELERATOR PEDAL.

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL

FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS" REQUIRES TWO ENERGY SOURCES ON THE ACCELERATOR CONTROL CAPABLE OF RETURNING THE MOTOR CONTROLLER TO THE "IDLE" POSITION. ALTHOUGH THESE VEHICLES ARE EQUIPPED WITH TWO SOURCES OF ENERGY (SPRINGS) ON THE ACCELERA

THE ACCELERATOR PEDAL LEVER CAN CONTACT THE ENGINE COVER CAUSING THE ACCELERATOR LINKAGE TO BIND AND NOT RETURN TO IDLE.

CONSEQUENCE OF NON-COMPLIANCE: IN THE EVENT OF A FAILURE OF THE TROTTLE RETURN SPRING, IF THERE IS EXCESSIVE FRICTION IN THE PEDAL ASSEMBLY, THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

THIS CAN RESULT IN LOSS OF VEHICLE CONTROL AND AN ACCIDENT.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

THIS CAN CAUSE THE ACCELERATOR THROTTLE CABLE TO DELAY RPM AND VEHICLE SPEED REDUCTION FOR SEVERAL SECONDS AFTER THE ACCELERATOR PEDAL IS RELEASED, WHICH IN TURN, CAN LEAD TO A CRASH.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

CONSEQUENCE OF NON-COMPLIANCE: THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

IF THE ACCELERATOR LINKAGE BINDS, THE ENGINE WILL NOT RETURN TO IDLE WHEN THE DRIVER LETS UP ON THE ACCELERATOR PEDAL INCREASING THE RISK OF AN ACCIDENT.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY.

DEALERS WILL REMOVE 1/2 INCH FROM THE BOTTOM OF THE ACCELERATOR PEDAL.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL REPLACE THE THROTTLE CABLE RUBBER BOOT. OWNER NOTIFICATION BEGAN ON MAY 24, 2004. OWNERS SHOULD CONTACT ISUZU AT 1-800-255-6727.

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

SOLECTRIA IS REDESIGNING THE ACCELERATOR CONTROL POTENTIOMETERS TO CONTAIN TWO INDEPENDENT TORSIONAL SPRINGS, EACH CAPABLE OF RETURNING THE POTENTIOMETER TO THE IDLE POSITION. DEALERS WILL UPGRADE THE VEHICLES INVOLVED WITH THE NEWLY DESIGNED ACCELERATOR

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ROCKER AND INSTALLING A RETAINING BRACKET AT THE ENGINE COVER TO PREVENT THE COVER FROM CONTACTING THE ACCELERATOR PEDAL.

17743	94V19600 0	INTERNATIONAL HARVESTER	8200	1995		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
18284	96V21600 0	NISSAN DIESEL	UD1800	1995		ELECTRICAL SYSTEM:WIRI NG:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960802
27538	95V08200 0	CHEVROLET	CAPRICE	1995		VEHICLE SPEED CONTROL:SP RINGS	GENERAL MOTORS CORP.	19940401	19941201
38310	95V16600 0	SOLECTRIA	FORCES	1995		VEHICLE SPEED CONTROL	SOLECTRIA CORPORATIO N	19910101	19950801
45417	96V21600 0	NISSAN DIESEL	UD3000	1995		ELECTRICAL SYSTEM:WIRI NG:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960803
56418	02V00401 0	INTERNATIONAL	RE BUS	1995	02511	VEHICLE SPEED CONTROL	INTERNATIONAL TRUCK AND ENGINE	19940207	20020821
61728	94V19600 0	INTERNATIONAL HARVESTER	4700	1995		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601

V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
V	2933	19961206	MFR	NISSAN DIESEL AMERICA, INC	19961104	19961107		
V	87039	19950531	MFR	GENERAL MOTORS CORP.	19950424	19950501	571	124
V	138	19950707	MFR	SOLECTRIA CORPORATION	19950825	19950901	571	124
V	2933	19961206	MFR	NISSAN NORTH AMERICA, INC.	19961104	19961107		
V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		
V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

THESE VEHICLES FAIL TO CONFORM TO FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS." AT LOW TEMPERATURES, EXCESSIVE FRICTION CAN OCCUR IN THE ACCELERATOR PEDAL ASSEMBLY.

FMVSS NO. 124, "ACCELERATOR CONTROL SYSTEMS" REQUIRES TWO ENERGY SOURCES ON THE ACCELERATOR CONTROL CAPABLE OF RETURNING THE MOTOR CONTROLLER TO THE "IDLE" POSITION. ALTHOUGH THESE VEHICLES ARE EQUIPPED WITH TWO SOURCES OF ENERGY (SPRINGS) ON THE ACCELERA

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

CONSEQUENCE OF NON-COMPLIANCE: IN THE EVENT OF A FAILURE OF THE TROTTLE RETURN SPRING, IF THERE IS EXCESSIVE FRICTION IN THE PEDAL ASSEMBLY, THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

CONSEQUENCE OF NON-COMPLIANCE: THE ENGINE SPEED MAY NOT RETURN TO IDLE INCREASING THE POTENTIAL FOR A VEHICLE CRASH.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY.

SOLECTRIA IS REDESIGNING THE ACCELERATOR CONTROL POTENTIOMETERS TO CONTAIN TWO INDEPENDENT TORSIONAL SPRINGS, EACH CAPABLE OF RETURNING THE POTENTIOMETER TO THE IDLE POSITION. DEALERS WILL UPGRADE THE VEHICLES INVOLVED WITH THE NEWLY DESIGNED ACCELERATOR

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

44589	94V19600 0	INTERNATIONAL HARVESTER	8100	1995	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
46482	99V17600 0	THOMAS	MVP	1995	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940301	19990331
53107	94V19600 0	INTERNATIONAL HARVESTER	2674	1995	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
53109	94V19600 0	INTERNATIONAL HARVESTER	2574	1995	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19940101	19940601
54438	97I00200 0	JEEP	GRAND CHEROKEE	1995	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CHRYSLER CORPORATION	19830801	19950731
62490	96V21600 0	NISSAN DIESEL	UD2300	1995	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960806
62491	96V21600 0	NISSAN DIESEL	UD2600	1995	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960917

V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
V	1307	19991117	MFR	THOMAS BUILT BUSES, INC.	19990702	19990714		
V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
V	6449	19941017	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19941007	19941028		
I	1010400	19970915	ODI	DAIMLERCHRYSLER CORPORATION	19970502	19970508		
V	2933	19961206	MFR	NISSAN DIESEL AMERICA, INC	19961104	19961107		
V	2933	19961206	MFR	NISSAN DIESEL AMERICA, INC	19961104	19961107		

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

VEHICLE DESCRIPTION: TRANSIT AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC ENGINES. THE BOTTOM EDGE OF THE ACCELERATOR PEDAL CAN CATCH ON THE FLOOR MAT WHEN THE PEDAL IS FULLY DEPRESSED. THIS DOES NOT MEET THE REQUIREMENTS OF FMVSS NO. 124, "ACCELERATOR

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

THE BASE OF THE ELECTRONIC ACCELERATOR PEDAL IS MADE OF DIE CAST ALUMINUM. THE BASE MOUNTS DIRECTLY TO THE CAB FIREWALL. THE CAB FIREWALL IS NOT RIGID ENOUGH OR FLAT ENOUGH AT THE MOUNTING SURFACE, CAUSING STRESS ON THE ACCELERATOR BASE THAT WILL CAUSE TH

VEHICLE DESCRIPTION: MULTIPURPOSE PASSENGER VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS. THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH FEDERAL REGULATION 573. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. DRIVERS CAN MISTAKENL

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

IF THE ACCELERATOR PEDAL CATCHES ON THE FLOOR MAT, ENGINE OVERSPEED COULD OCCUR, INCREASING THE RISK OF A CRASH.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

THIS CAN CAUSE LOSS OF SPEED CONTROL, DRIVER DISTRACTION, AND RESULT IN AN ACCIDENT.

PEDAL MISAPPLICATION BY A DRIVER CAN CAUSE UNINTENDED ACCELERATION.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL MOUNTING BRACKET TO RAISE THE ACCELERATOR SO THE PEDAL DOES NOT CATCH ON THE FLOOR MAT.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ASSEMBLY AND INSTALL A PLATE BETWEEN THE ACCELERATOR MOUNTING BASE AND THE FIREWALL ON THOSE UNITS WHERE THE BASE IS NOT BROKEN AND HAS NO VISIBLE SIGNS OF A CRACK. IF THE BASE IS BROKEN OR CRACKED, THE ACCELERAT

DEALERS WILL INSTALL A SHIFT INTERLOCK ON THE AUTOMATIC TRANSMISSION OF THESE VEHICLES.

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

62882	96V04900 0	AM GENERAL	HUMMER	1995		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AM GENERAL CORPORATIO N	19920801	19960301
3782	96V21600 0	NISSAN DIESEL	UD2600	1996		ELECTRICAL SYSTEM:WIRI NG:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960917
3990	96V23900 0	INTERNATION AL	3800	1996		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATION AL TRUCK AND ENGINE	19960501	19961107
18772	96V13100 0	KIA	SPORTAGE	1996		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	KIA MOTORS AMERICA, INC.	19960301	19960701
21064	99I00200 0	HONDA	CIVIC	1996		VEHICLE SPEED CONTROL	AMERICAN HONDA MOTOR CO.		
21066	99E01500 0	HONDA	CIVIC	1996		OTHER	AMERICAN HONDA MOTOR CO.	19950811	19960829
18470	96V21600 0	NISSAN DIESEL	UD1800	1996		ELECTRICAL SYSTEM:WIRI NG:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960802
18507	96V21600 0	NISSAN DIESEL	UD2300	1996		ELECTRICAL SYSTEM:WIRI NG:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960806

V	3000	19960319	MFR	AM GENERAL LLC	19960312	19960312		
V	2933	19961206	MFR	NISSAN DIESEL AMERICA, INC	19961104	19961107		
V	727	19961213	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19961127	19961127		
V	693	19960703	MFR	KIA MOTORS AMERICA, INC.	19960715	19960718		
I			ODI	HONDA (AMERICAN HONDA MOTOR CO.)	19990524	20000217		
E	943005	19990521	ODI	HONDA (AMERICAN HONDA MOTOR CO.)	19990510	19990512		
V	2933	19961206	MFR	NISSAN DIESEL AMERICA, INC	19961104	19961107		
V	2933	19961206	MFR	NISSAN DIESEL AMERICA, INC	19961104	19961107		

THE COATING USED TO PROTECT THE ACCELERATOR PEDAL SHAFT IS INCOMPATIBLE WITH THE BRONZE BUSHING THROUGH WHICH THE SHAFT PASSES. OVER TIME, AND IN THE PRESENCE OF A CORROSIVE ENVIRONMENT (WATER, ROAD SALT), THE SHAFT CAN CORRODE INSIDE THE BUSHING INCREASING

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

VEHICLE DESCRIPTION: SCHOOL BUSES EQUIPPED WITH THE INTERNATIONAL I6 ELECTRONIC ENGINE AND AN EXTRA THICK BUS BODY FLOOR. THE ACCELERATOR PEDAL TO FLOOR CLEARANCE IS APPROXIMATELY 1.2 INCHES WITH A STANDARD BUS BODY FLOOR. HOWEVER, SOME CUSTOMERS ORDER

THE ACCELERATOR PEDAL ASSEMBLY COULD BIND OR STICK DURING OPERATION.

THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH THE SAFETY ACT. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. VEHICLE DESCRIPTION: PASSENGER VEHICLES. THE ACCELERATOR PEDAL FEELS ROUGH OR NOTCHY WHEN YOU PRESS IT.

EQUIPMENT DESCRIPTION: ACCESSORY DRIVER-SIDE FLOOR MATS USED IN 1996-1998 HONDA CIVIC VEHICLES. DUE TO THE SHAPE OF THE FLOOR ON THESE VEHICLES, A MISPOSITIONED FLOOR MAT COULD INTERFERE WITH THE ACCELERATOR PEDAL.

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

A CORRODED ACCELERATOR PEDAL SHAFT CAN CAUSE THE ENGINE THROTTLE TO BIND AND NOT FULLY RETURN TO IDLE WHEN THE OPERATOR'S FOOT IS REMOVED FROM THE ACCELERATOR PEDAL INCREASING THE POTENTIAL FOR A VEHICLE ACCIDENT.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

SHOULD THE ACCELERATOR PEDAL CONTACT THE FLOOR, THE PEDAL COULD GET CAUGHT AND NOT RETURN TO THE IDLE POSITION INCREASING THE RISK OF A VEHICLE ACCIDENT.

THIS CONDITION CAN CAUSE THE ACCELERATOR TO HOLD THE THROTTLE PARTIALLY OPEN, RESULTING IN LOSS OF VEHICLE CONTROL INCREASING THE RISK OF A VEHICLE ACCIDENT.

IT MAY FEEL LIKE THE CAR IS NOT RESPONDING PROPERLY WHEN TRAVELING AT LOW SPEEDS AND ARE REQUIRED TO MOVE THE ACCELERATOR PEDAL TO MAKE SLIGHT SPEED ADJUSTMENTS.

THE FLOOR MAT COULD PREVENT THE ACCELERATOR PEDAL FROM RETURNING TO THE IDLE POSITION.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

DEALERS WILL INSTALL A REVISED ACCELERATOR PEDAL AND SHAFT ASSEMBLY.

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

DEALERS WILL INSPECT THE FLOORING ON THESE BUSES TO INSURE THERE IS A MINIMUM OF 1/4 INCH CLEARANCE. ON BUSES WITH LESS THAN 1/4 INCH CLEARANCE, THE DEALER WILL REMOVE THE PEDAL AND CUT OFF THE BOTTOM OF THE PAD TO OBTAIN THE PROPER CLEARANCE.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY.

DEALERS WILL REPLACE THE THROTTLE CABLE.

IF A CUSTOMER HAS A GENUINE HONDA DRIVER-SIDE FLOOR MAT, DEALERS WILL INSTALL A POSITIVE FLOOR MAT RETENTION SYSTEM CONSISTING OF A GROMMET IN THE FLOOR MAT AND A PIN BRACKET IN THE CAR.

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

18619	99V17600 0	THOMAS	MVP	1996		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940301	19990331
35130	96V21600 0	NISSAN DIESEL	UD3000	1996		ELECTRICAL SYSTEM:WIRI NG:FRONT UNDERHOOD	NISSAN DIESEL AMERICA, INC		19960803
45470	95V20100 0	PONTIAC	SUNFIRE	1996		VEHICLE SPEED CONTROL	GENERAL MOTORS CORP.	19950901	19950901
45820	96V04900 0	AM GENERAL	HUMMER	1996		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AM GENERAL CORPORATIO N	19920801	19960301
37542	95V20100 0	CHEVROLET	CAVALIER	1996		VEHICLE SPEED CONTROL	GENERAL MOTORS CORP.	19950901	19950901
40313	02V00401 0	INTERNATION AL	RE BUS	1996	02511	VEHICLE SPEED CONTROL	INTERNATION AL TRUCK AND ENGINE	19940207	20020821
54432	99I00200 0	HONDA	ACCORD	1996		VEHICLE SPEED CONTROL	AMERICAN HONDA MOTOR CO.		
18831	00V42200 0	FORD	EXPLORER	1997	00S58	VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19960529	19981020
18495	00V42200 0	MERCURY	MOUNTAINEE R	1997	00S58	VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19960529	19981020

V	1307	19991117	MFR	THOMAS BUILT BUSES, INC.	19990702	19990714		
V	2933	19961206	MFR	NISSAN NORTH AMERICA, INC.	19961104	19961107		
V	360	19951019	MFR	GENERAL MOTORS CORP.	19951023	19951101		
V	3000	19960319	MFR	AM GENERAL LLC	19960312	19960312		
V	360	19951019	MFR	GENERAL MOTORS CORP.	19951023	19951101		
V	31145	20021216	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	20020920	20020925		
I			ODI	HONDA (AMERICAN HONDA MOTOR CO.)	19990524	20000217		
V	220000	20010305	ODI	FORD MOTOR COMPANY	20001227	20001228		
V	220000	20010305	ODI	FORD MOTOR COMPANY	20001227	20001228		

VEHICLE DESCRIPTION: TRANSIT AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC ENGINES. THE BOTTOM EDGE OF THE ACCELERATOR PEDAL CAN CATCH ON THE FLOOR MAT WHEN THE PEDAL IS FULLY DEPRESSED. THIS DOES NOT MEET THE REQUIREMENTS OF FMVSS NO. 124, "ACCELERATOR

THE ELECTRICAL WIRING HARNESS LOCATED TO THE RIGHT OF THE ACCELERATOR PEDAL AND ROUTED ALONG THE ENGINE TUNNEL TO THE DRIVER'S SEAT BASE CAN CHAFE OR RUB BY CONTACT FROM THE DRIVER'S FOOT.

THE ACCELERATOR CONTROL CABLE COULD HAVE BEEN KINKED DURING ASSEMBLY CAUSING HIGH ACCELERATOR PEDAL EFFORT, STICKING ACCELERATOR CONTROL CABLE, OR A BROKEN ACCELERATOR CONTROL CABLE.

THE COATING USED TO PROTECT THE ACCELERATOR PEDAL SHAFT IS INCOMPATIBLE WITH THE BRONZE BUSHING THROUGH WHICH THE SHAFT PASSES. OVER TIME, AND IN THE PRESENCE OF A CORROSIVE ENVIRONMENT (WATER, ROAD SALT), THE SHAFT CAN CORRODE INSIDE THE BUSHING INCREASING

THE ACCELERATOR CONTROL CABLE COULD HAVE BEEN KINKED DURING ASSEMBLY CAUSING HIGH ACCELERATOR PEDAL EFFORT, STICKING ACCELERATOR CONTROL CABLE, OR A BROKEN ACCELERATOR CONTROL CABLE.

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH THE SAFETY ACT. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. VEHICLE DESCRIPTION: PASSENGER VEHICLES. THE ACCELERATOR PEDAL FEELS ROUGH OR NOTCHY WHEN YOU PRESS IT.

VEHICLE DESCRIPTION: SPORT UTILITY VEHICLES EQUIPPED WITH 4.0L SOHC ENGINES AND STILL RETAIN THE ORIGINAL THROTTLE BODY (PART NUMBERS 97JF-9E926AB OR 97JF-9E926-AC). SOME OF THE ORIGINAL THROTTLE BODIES INSTALLED ALLOWED A GAP BETWEEN THE PLATE AND BODY

VEHICLE DESCRIPTION: SPORT UTILITY VEHICLES EQUIPPED WITH 4.0L SOHC ENGINES AND STILL RETAIN THE ORIGINAL THROTTLE BODY (PART NUMBERS 97JF-9E926AB OR 97JF-9E926-AC). SOME OF THE ORIGINAL THROTTLE BODIES INSTALLED ALLOWED A GAP BETWEEN THE PLATE AND BODY

IF THE ACCELERATOR PEDAL CATCHES ON THE FLOOR MAT, ENGINE OVERSPEED COULD OCCUR, INCREASING THE RISK OF A CRASH.

THIS CONDITION CAN CAUSE WIRING HARNESS EXPOSURE OR BREAKAGE OF THE WIRING. THIS WIRING BREAKAGE CAN CAUSE LOSS OF ELECTRICAL POWER TO VARIOUS VEHICLE COMPONENTS OR SYSTEMS INCLUDING THE WINDSHIELD WIPERS.

IF THE ACCELERATOR CONTROL CABLE STICKS OR BREAKS, UNWANTED ACCELERATION AND/OR LOSS OF THROTTLE CONTROL CAN RESULT INCREASING THE RISK OF A VEHICLE ACCIDENT.

A CORRODED ACCELERATOR PEDAL SHAFT CAN CAUSE THE ENGINE THROTTLE TO BIND AND NOT FULLY RETURN TO IDLE WHEN THE OPERATOR'S FOOT IS REMOVED FROM THE ACCELERATOR PEDAL INCREASING THE POTENTIAL FOR A VEHICLE ACCIDENT.

IF THE ACCELERATOR CONTROL CABLE STICKS OR BREAKS, UNWANTED ACCELERATION AND/OR LOSS OF THROTTLE CONTROL CAN RESULT INCREASING THE RISK OF A VEHICLE ACCIDENT.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IT MAY FEEL LIKE THE CAR IS NOT RESPONDING PROPERLY WHEN TRAVELING AT LOW SPEEDS AND ARE REQUIRED TO MOVE THE ACCELERATOR PEDAL TO MAKE SLIGHT SPEED ADJUSTMENTS.

THIS COULD RESULT IN ENGINE SURGE WHEN THE ACCELERATOR PEDAL BREAKS FREE.

THIS COULD RESULT IN ENGINE SURGE WHEN THE ACCELERATOR PEDAL BREAKS FREE.

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL MOUNTING BRACKET TO RAISE THE ACCELERATOR SO THE PEDAL DOES NOT CATCH ON THE FLOOR MAT.

DEALERS WILL INSTALL A DOUBLE LAYERED PROTECTIVE COVER PERMANENTLY ON THE WIRING HARNESS. IF THE HARNESS OR THE WIRING HAS BEEN BROKEN, IT WILL BE REPAIRED.

DEALERS WILL REPLACE THE ACCELERATOR CONTROL CABLE ASSEMBLY.

DEALERS WILL INSTALL A REVISED ACCELERATOR PEDAL AND SHAFT ASSEMBLY.

DEALERS WILL REPLACE THE ACCELERATOR CONTROL CABLE ASSEMBLY.

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

DEALERS WILL REPLACE THE THROTTLE CABLE.

DEALERS WILL REPLACE THE ORIGINAL THROTTLE BODIES.

DEALERS WILL REPLACE THE ORIGINAL THROTTLE BODIES.

37840	97V14300 2	NAVISTAR	8200	1997	97508	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19961101	19970701
28380	99E01500 0	HONDA	CIVIC	1997		OTHER	AMERICAN HONDA MOTOR CO.	19960801	19970829
28907	97V14300 2	NAVISTAR	2000	1997	97508	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19961101	19970701
28947	96V23900 0	INTERNATION AL	3800	1997		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	INTERNATION AL TRUCK AND ENGINE	19960501	19961107
29276	99I00200 0	HONDA	CIVIC	1997		VEHICLE SPEED CONTROL	AMERICAN HONDA MOTOR CO.		
29805	01V27000 0	AMTRAN	CS	1997		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AMERICAN TRANSPORTA TION CORP.	19961109	19970531
29867	99V17600 0	THOMAS	MVP	1997		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940301	19990331

V	3292	19980122	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19970908	19980112		
E	943005	19990521	ODI	HONDA (AMERICAN HONDA MOTOR CO.)	19990510	19990512		
V	3292	19980122	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19970908	19980112		
V	727	19961213	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	19961127	19961127		
I			ODI	HONDA (AMERICAN HONDA MOTOR CO.)	19990524	20000217		
V	1432	20011030	ODI	IC CORPORATIO N	20010826	20010904		
V	1307	19991117	MFR	THOMAS BUILT BUSES, INC.	19990702	19990714		

VEHICLE DESCRIPTION: BUSES AND HEAVY TRUCK CHASSIS EQUIPPED WITH CUMMINS N-14, CATERPILLAR, AND DETROIT DIESEL ELECTRONIC ENGINES. THE ACCELERATOR PEDAL ROD MATERIAL IS EXCESSIVELY BRITTLE AND CAN BREAK DURING A FULL THROTTLE APPLICATION.

EQUIPMENT DESCRIPTION: ACCESSORY DRIVER-SIDE FLOOR MATS USED IN 1996-1998 HONDA CIVIC VEHICLES. DUE TO THE SHAPE OF THE FLOOR ON THESE VEHICLES, A MISPOSITIONED FLOOR MAT COULD INTERFERE WITH THE ACCELERATOR PEDAL.

VEHICLE DESCRIPTION: BUSES AND HEAVY TRUCK CHASSIS EQUIPPED WITH CUMMINS N-14, CATERPILLAR, AND DETROIT DIESEL ELECTRONIC ENGINES. THE ACCELERATOR PEDAL ROD MATERIAL IS EXCESSIVELY BRITTLE AND CAN BREAK DURING A FULL THROTTLE APPLICATION.

VEHICLE DESCRIPTION: SCHOOL BUSES EQUIPPED WITH THE INTERNATIONAL I6 ELECTRONIC ENGINE AND AN EXTRA THICK BUS BODY FLOOR. THE ACCELERATOR PEDAL TO FLOOR CLEARANCE IS APPROXIMATELY 1.2 INCHES WITH A STANDARD BUS BODY FLOOR. HOWEVER, SOME CUSTOMERS ORDER

THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH THE SAFETY ACT. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. VEHICLE DESCRIPTION: PASSENGER VEHICLES. THE ACCELERATOR PEDAL FEELS ROUGH OR NOTCHY WHEN YOU PRESS IT.

VEHICLE DESCRIPTION: ON CERTAIN SCHOOL BUSES EQUIPPED WITH I-6 ENGINES, PLYWOOD FLOORS, AND A DRIVER INSULATION PACKAGE, THE ACCELERATOR PEDAL CAN STICK IN EITHER A PARTIAL OR FULL THROTTLE POSITION.

VEHICLE DESCRIPTION: TRANSIT AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC ENGINES. THE BOTTOM EDGE OF THE ACCELERATOR PEDAL CAN CATCH ON THE FLOOR MAT WHEN THE PEDAL IS FULLY DEPRESSED. THIS DOES NOT MEET THE REQUIREMENTS OF FMVSS NO. 124, "ACCELERATOR

THE UNEXPECTED BREAKAGE CAN RESULT IN THE INABILITY TO ACCELERATE THE VEHICLE PROPERLY INCREASING THE RISK OF A VEHICLE CRASH.

THE FLOOR MAT COULD PREVENT THE ACCELERATOR PEDAL FROM RETURNING TO THE IDLE POSITION.

THE UNEXPECTED BREAKAGE CAN RESULT IN THE INABILITY TO ACCELERATE THE VEHICLE PROPERLY INCREASING THE RISK OF A VEHICLE CRASH.

SHOULD THE ACCELERATOR PEDAL CONTACT THE FLOOR, THE PEDAL COULD GET CAUGHT AND NOT RETURN TO THE IDLE POSITION INCREASING THE RISK OF A VEHICLE ACCIDENT.

IT MAY FEEL LIKE THE CAR IS NOT RESPONDING PROPERLY WHEN TRAVELING AT LOW SPEEDS AND ARE REQUIRED TO MOVE THE ACCELERATOR PEDAL TO MAKE SLIGHT SPEED ADJUSTMENTS.

A VEHICLE CRASH CAN OCCUR IF THE THROTTLE IS STUCK AND CANNOT RETURN TO THE IDLE POSITION, WHICH MAY RESULT IN INJURY OR DEATH.

IF THE ACCELERATOR PEDAL CATCHES ON THE FLOOR MAT, ENGINE OVERSPEED COULD OCCUR, INCREASING THE RISK OF A CRASH.

DEALERS WILL REPLACE THE ELECTRONIC ACCELERATOR PEDAL RODS WITH NEW RODS.

IF A CUSTOMER HAS A GENUINE HONDA DRIVER-SIDE FLOOR MAT, DEALERS WILL INSTALL A POSITIVE FLOOR MAT RETENTION SYSTEM CONSISTING OF A GROMMET IN THE FLOOR MAT AND A PIN BRACKET IN THE CAR.

DEALERS WILL REPLACE THE ELECTRONIC ACCELERATOR PEDAL RODS WITH NEW RODS.

DEALERS WILL INSPECT THE FLOORING ON THESE BUSES TO INSURE THERE IS A MINIMUM OF 1/4 INCH CLEARANCE. ON BUSES WITH LESS THAN 1/4 INCH CLEARANCE, THE DEALER WILL REMOVE THE PEDAL AND CUT OFF THE BOTTOM OF THE PAD TO OBTAIN THE PROPER CLEARANCE.

DEALERS WILL REPLACE THE THROTTLE CABLE.

OWNERS WILL BE PROVIDED WITH INSTRUCTIONS AND PARTS TO INSPECT AND REPAIR THE BUS(ES) FREE OF CHARGE. OWNER NOTIFICATION BEGAN OCTOBER 30, 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT AMTRAN AT 800-843-5615.

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL MOUNTING BRACKET TO RAISE THE ACCELERATOR SO THE PEDAL DOES NOT CATCH ON THE FLOOR MAT.

56419	02V004010	INTERNATIONAL	RE BUS	1997	02511	VEHICLE SPEED CONTROL	INTERNATIONAL TRUCK AND ENGINE	19940207	20020821
62697	97V143002	NAVISTAR	8100	1997	97508	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	INTERNATIONAL TRUCK & ENGINE CORPORATION	19961101	19970701
54020	97V143001	NAVISTAR	4700	1997	97508	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19961216	19970310
54021	97V143001	NAVISTAR	3800	1997	97508	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	INTERNATIONAL TRUCK AND ENGINE	19961216	19970310
54022	97V143002	NAVISTAR	3800	1997	97508	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	INTERNATIONAL TRUCK & ENGINE CORPORATION	19961101	19970701
54430	99I002000	HONDA	ACCORD	1997		VEHICLE SPEED CONTROL	AMERICAN HONDA MOTOR CO.		
62581	97V143002	NAVISTAR	3600	1997	97508	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	INTERNATIONAL TRUCK & ENGINE CORPORATION	19961101	19970701

V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		
V	3292	19980122	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19970908	19980112		
V	2235	19971009	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19970908	19980112		
V	2235	19971009	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19970908	19980112		
V	3292	19980122	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19970908	19980112		
I			ODI	HONDA (AMERICAN HONDA MOTOR CO.)	19990524	20000217		
V	3292	19980122	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	19970908	19980112		

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

VEHICLE DESCRIPTION: BUSES AND HEAVY TRUCK CHASSIS EQUIPPED WITH CUMMINS N-14, CATERPILLAR, AND DETROIT DIESEL ELECTRONIC ENGINES. THE ACCELERATOR PEDAL ROD MATERIAL IS EXCESSIVELY BRITTLE AND CAN BREAK DURING A FULL THROTTLE APPLICATION.

VEHICLE DESCRIPTION: BUSES AND HEAVY TRUCK CHASSIS EQUIPPED WITH T444E ENGINES. THE ACCELERATOR PEDAL ROD MATERIAL IS EXCESSIVELY BRITTLE AND CAN BREAK DURING A FULL THROTTLE APPLICATION.

VEHICLE DESCRIPTION: BUSES AND HEAVY TRUCK CHASSIS EQUIPPED WITH T444E ENGINES. THE ACCELERATOR PEDAL ROD MATERIAL IS EXCESSIVELY BRITTLE AND CAN BREAK DURING A FULL THROTTLE APPLICATION.

VEHICLE DESCRIPTION: BUSES AND HEAVY TRUCK CHASSIS EQUIPPED WITH CUMMINS N-14, CATERPILLAR, AND DETROIT DIESEL ELECTRONIC ENGINES. THE ACCELERATOR PEDAL ROD MATERIAL IS EXCESSIVELY BRITTLE AND CAN BREAK DURING A FULL THROTTLE APPLICATION.

THIS IS NOT A SAFETY RECALL IN ACCORDANCE WITH THE SAFETY ACT. HOWEVER, IT IS DEEMED A SAFETY IMPROVEMENT CAMPAIGN BY THE AGENCY. VEHICLE DESCRIPTION: PASSENGER VEHICLES. THE ACCELERATOR PEDAL FEELS ROUGH OR NOTCHY WHEN YOU PRESS IT.

VEHICLE DESCRIPTION: BUSES AND HEAVY TRUCK CHASSIS EQUIPPED WITH CUMMINS N-14, CATERPILLAR, AND DETROIT DIESEL ELECTRONIC ENGINES. THE ACCELERATOR PEDAL ROD MATERIAL IS EXCESSIVELY BRITTLE AND CAN BREAK DURING A FULL THROTTLE APPLICATION.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THE UNEXPECTED BREAKAGE CAN RESULT IN THE INABILITY TO ACCELERATE THE VEHICLE PROPERLY INCREASING THE RISK OF A VEHICLE CRASH.

THE UNEXPECTED BREAKAGE CAN RESULT IN THE INABILITY TO ACCELERATE THE VEHICLE PROPERLY INCREASING THE RISK OF A VEHICLE CRASH.

THE UNEXPECTED BREAKAGE CAN RESULT IN THE INABILITY TO ACCELERATE THE VEHICLE PROPERLY INCREASING THE RISK OF A VEHICLE CRASH.

THE UNEXPECTED BREAKAGE CAN RESULT IN THE INABILITY TO ACCELERATE THE VEHICLE PROPERLY INCREASING THE RISK OF A VEHICLE CRASH.

IT MAY FEEL LIKE THE CAR IS NOT RESPONDING PROPERLY WHEN TRAVELING AT LOW SPEEDS AND ARE REQUIRED TO MOVE THE ACCELERATOR PEDAL TO MAKE SLIGHT SPEED ADJUSTMENTS.

THE UNEXPECTED BREAKAGE CAN RESULT IN THE INABILITY TO ACCELERATE THE VEHICLE PROPERLY INCREASING THE RISK OF A VEHICLE CRASH.

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

DEALERS WILL REPLACE THE ELECTRONIC ACCELERATOR PEDAL RODS WITH NEW RODS.

DEALERS WILL REPLACE THE ELECTRONIC ACCELERATOR PEDAL RODS WITH NEW RODS.

DEALERS WILL REPLACE THE ELECTRONIC ACCELERATOR PEDAL RODS WITH NEW RODS.

DEALERS WILL REPLACE THE ELECTRONIC ACCELERATOR PEDAL RODS WITH NEW RODS.

DEALERS WILL REPLACE THE THROTTLE CABLE.

DEALERS WILL REPLACE THE ELECTRONIC ACCELERATOR PEDAL RODS WITH NEW RODS.

63748	00V23000 2	FREIGHTLINE R	XC	1997	FL-271	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	19971201	20000804
9172	97V20600 1	ISUZU	RODEO	1998		OTHER VEHICLE SPEED CONTROL	ISUZU MOTORS LIMITED	19970801	19971031
29552	00V42200 0	MERCURY	MOUNTAINEE R	1998	00S58	VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19960529	19981020
37925	97V20600 2	HONDA	PASSPORT	1998		OTHER VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AMERICAN HONDA MOTOR CO.	19970801	19971031
29866	99V17600 0	THOMAS	MVP	1998		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940301	19990331
63243	00V42200 0	FORD	EXPLORER	1998	00S58	VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19960529	19981020
38197	00V23000 2	FREIGHTLINE R	XC	1998	FL-271	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	19971201	20000804
46411	01V27000 0	AMTRAN	CS	1998		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AMERICAN TRANSPORTA TION CORP.	19970601	19980531

V	5032	20010123	MFR	FREIGHTLINE R LLC	20000905	20000921		
V	233	19971118	MFR	ISUZU MANUFACTURI NG SERVICES OF AMERICA	19971113	19971120		
V	220000	20010305	ODI	FORD MOTOR COMPANY	20001227	20001228		
V	30		MFR	HONDA (AMERICAN HONDA MOTOR CO.)	19971113	19971120		
V	1307	19991117	MFR	THOMAS BUILT BUSES, INC.	19990702	19990714		
V	220000	20010305	ODI	FORD MOTOR COMPANY	20001227	20001228		
V	5032	20010123	MFR	FREIGHTLINE R LLC	20000905	20000921		
V	1432	20011030	ODI	IC CORPORATIO N	20010826	20010904		

VEHICLE DESCRIPTION: CHASSIS BUILT WITH CATERPILLAR ENGINES AND EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SPRING

VEHICLE DESCRIPTION: MULTI-PURPOSE PASSENGER VEHICLES EQUIPPED WITH A DRIVER'S SIDE OPTIONAL EQUIPMENT RUBBER FLOOR MAT. REPEATED MOVEMENT OF THE DRIVER'S FEET AND ACTUATION OF THE ACCELERATOR PEDAL CAN RESULT IN A SHIFTING OF THE MAT'S POSITION. THIS

VEHICLE DESCRIPTION: SPORT UTILITY VEHICLES EQUIPPED WITH 4.0L SOHC ENGINES AND STILL RETAIN THE ORIGINAL THROTTLE BODY (PART NUMBERS 97JF-9E926AB OR 97JF-9E926-AC). SOME OF THE ORIGINAL THROTTLE BODIES INSTALLED ALLOWED A GAP BETWEEN THE PLATE AND BO

VEHICLE DESCRIPTION: MULTI-PURPOSE PASSENGER VEHICLES EQUIPPED WITH A DRIVER'S SIDE OPTIONAL EQUIPMENT RUBBER FLOOR MAT. REPEATED MOVEMENT OF THE DRIVER'S FEET AND ACTUATION OF THE ACCELERATOR PEDAL CAN RESULT IN A SHIFTING OF THE MAT'S POSITION. THIS

VEHICLE DESCRIPTION: TRANSIT AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC ENGINES. THE BOTTOM EDGE OF THE ACCELERATOR PEDAL CAN CATCH ON THE FLOOR MAT WHEN THE PEDAL IS FULLY DEPRESSED. THIS DOES NOT MEET THE REQUIREMENTS OF FMVSS NO. 124, "ACCELERATOR

VEHICLE DESCRIPTION: SPORT UTILITY VEHICLES EQUIPPED WITH 4.0L SOHC ENGINES AND STILL RETAIN THE ORIGINAL THROTTLE BODY (PART NUMBERS 97JF-9E926AB OR 97JF-9E926-AC). SOME OF THE ORIGINAL THROTTLE BODIES INSTALLED ALLOWED A GAP BETWEEN THE PLATE AND BO

VEHICLE DESCRIPTION: CHASSIS BUILT WITH CATERPILLAR ENGINES AND EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SPRING

VEHICLE DESCRIPTION: ON CERTAIN SCHOOL BUSES EQUIPPED WITH I-6 ENGINES, PLYWOOD FLOORS, AND A DRIVER INSULATION PACKAGE, THE ACCELERATOR PEDAL CAN STICK IN EITHER A PARTIAL OR FULL THROTTLE POSITION.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS COULD CAUSE A RESTRICTION OF THE PEDAL'S RETURN TO THE IDLE POSITION, INCREASING THE RISK OF A VEHICLE CRASH.

THIS COULD RESULT IN ENGINE SURGE WHEN THE ACCELERATOR PEDAL BREAKS FREE.

THIS COULD CAUSE A RESTRICTION OF THE PEDAL'S RETURN TO THE IDLE POSITION, INCREASING THE RISK OF A VEHICLE CRASH.

IF THE ACCELERATOR PEDAL CATCHES ON THE FLOOR MAT, ENGINE OVERSPEED COULD OCCUR, INCREASING THE RISK OF A CRASH.

THIS COULD RESULT IN ENGINE SURGE WHEN THE ACCELERATOR PEDAL BREAKS FREE.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

A VEHICLE CRASH CAN OCCUR IF THE THROTTLE IS STUCK AND CANNOT RETURN TO THE IDLE POSITION, WHICH MAY RESULT IN INJURY OR DEATH.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

ISUZU IS ASKING FOR THE RETURN OF THE FLOOR MAT SET AND WILL REIMBURSE OWNERS FOR THE COST OF THE RUBBER FLOOR MAT SET ALONG WITH ANY RETURN SHIPPING COSTS.

DEALERS WILL REPLACE THE ORIGINAL THROTTLE BODIES.

HONDA IS ASKING FOR THE RETURN OF THE FLOOR MAT SET AND WILL REIMBURSE OWNERS FOR THE COST OF THE RUBBER FLOOR MAT SET ALONG WITH ANY RETURN SHIPPING COSTS.

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL MOUNTING BRACKET TO RAISE THE ACCELERATOR SO THE PEDAL DOES NOT CATCH ON THE FLOOR MAT.

DEALERS WILL REPLACE THE ORIGINAL THROTTLE BODIES.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

OWNERS WILL BE PROVIDED WITH INSTRUCTIONS AND PARTS TO INSPECT AND REPAIR THE BUS(ES) FREE OF CHARGE. OWNER NOTIFICATION BEGAN OCTOBER 30, 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT AMTRAN AT 800-843-5615.

47889	02V004010	INTERNATIONAL	RE BUS	1998	02511	VEHICLE SPEED CONTROL	INTERNATIONAL TRUCK AND ENGINE	19940207	20020821
53467	99E015000	HONDA	CIVIC	1998		OTHER	AMERICAN HONDA MOTOR CO.	19970804	19981008
8755	00V230003	MACK	DM	1999		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MACK TRUCKS, INCORPORATED	19990201	20000831
8761	00V230003	MACK	CH	1999		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MACK TRUCKS, INCORPORATED	19990201	20000831
8886	99V176000	THOMAS	MVP	1999		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	THOMAS BUILT BUSES, INC.	19940301	19990331
8573	00V230001	BLUE BIRD	TC2000	1999	R00EA	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804
11338	00V230001	BLUE BIRD	COMMERCIAL SERIES	1999	R00EA	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804

V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		
E	943005	19990521	ODI	HONDA (AMERICAN HONDA MOTOR CO.)	19990510	19990512		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	1307	19991117	MFR	THOMAS BUILT BUSES, INC.	19990702	19990714		
V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		
V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

EQUIPMENT DESCRIPTION: ACCESSORY DRIVER-SIDE FLOOR MATS USED IN 1996-1998 HONDA CIVIC VEHICLES. DUE TO THE SHAPE OF THE FLOOR ON THESE VEHICLES, A MISPOSITIONED FLOOR MAT COULD INTERFERE WITH THE ACCELERATOR PEDAL.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: TRANSIT AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC ENGINES. THE BOTTOM EDGE OF THE ACCELERATOR PEDAL CAN CATCH ON THE FLOOR MAT WHEN THE PEDAL IS FULLY DEPRESSED. THIS DOES NOT MEET THE REQUIREMENTS OF FMVSS NO. 124, "ACCELERATOR

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THE FLOOR MAT COULD PREVENT THE ACCELERATOR PEDAL FROM RETURNING TO THE IDLE POSITION.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

IF THE ACCELERATOR PEDAL CATCHES ON THE FLOOR MAT, ENGINE OVERSPEED COULD OCCUR, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

IF A CUSTOMER HAS A GENUINE HONDA DRIVER-SIDE FLOOR MAT, DEALERS WILL INSTALL A POSITIVE FLOOR MAT RETENTION SYSTEM CONSISTING OF A GROMMET IN THE FLOOR MAT AND A PIN BRACKET IN THE CAR.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL MOUNTING BRACKET TO RAISE THE ACCELERATOR SO THE PEDAL DOES NOT CATCH ON THE FLOOR MAT.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

11031	00V23000 3	MACK	CX	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
14256	02V00401 0	INTERNATION AL	RE BUS	1999	02511	VEHICLE SPEED CONTROL	INTERNATION AL TRUCK AND ENGINE	19940207	20020821
21032	00V23000 3	MACK	MR	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
30265	00V23000 3	MACK	RD	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
20956	00V23000 1	BLUE BIRD	ALL AMERICAN	1999	R00EA	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804
38509	00V23000 3	MACK	LE	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
39272	01V27000 0	AMTRAN	CS	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AMERICAN TRANSPORTA TION CORP.	19980601	19990531

V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	1432	20011030	ODI	IC CORPORATION	20010826	20010904		

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: ON CERTAIN SCHOOL BUSES EQUIPPED WITH I-6 ENGINES, PLYWOOD FLOORS, AND A DRIVER INSULATION PACKAGE, THE ACCELERATOR PEDAL CAN STICK IN EITHER A PARTIAL OR FULL THROTTLE POSITION.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

A VEHICLE CRASH CAN OCCUR IF THE THROTTLE IS STUCK AND CANNOT RETURN TO THE IDLE POSITION, WHICH MAY RESULT IN INJURY OR DEATH.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

OWNERS WILL BE PROVIDED WITH INSTRUCTIONS AND PARTS TO INSPECT AND REPAIR THE BUS(ES) FREE OF CHARGE. OWNER NOTIFICATION BEGAN OCTOBER 30, 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT AMTRAN AT 800-843-5615.

55050	00V23000 1	BLUE BIRD	Q-BUS	1999	R00EA	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804
55164	00V23000 2	FREIGHTLINE R	XC	1999	FL-271	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	19971201	20000804
63919	00V23000 3	MACK	CL	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
37723	00V23000 3	MACK	RB	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
38787	01V05600 1	COACHMEN	CLASS A	1999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	COACHMEN INDUSTRIES, INC.	19990201	20000804
45184	99V15700 0	HONDA	ODYSSEY	1999		VEHICLE SPEED CONTROL	AMERICAN HONDA MOTOR CO.	19980805	19990415
53647	98V20400 0	MERCURY	SABLE	1999		VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19980803	19980810
62220	98V20400 0	FORD	TAURUS	1999		VEHICLE SPEED CONTROL	FORD MOTOR COMPANY	19980803	19980810

V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		
V	5032	20010123	MFR	FREIGHTLINE R LLC	20000905	20000921		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	99		MFR	COACHMEN INDUSTRIES, INC.	20010220	20010228		
V	31097	19990617	MFR	HONDA (AMERICAN HONDA MOTOR CO.)	19990624	19990630		
V	6000	19980921	MFR	FORD MOTOR COMPANY	19980901	19980909		
V	6000	19980921	MFR	FORD MOTOR COMPANY	19980901	19980909		

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

VEHICLE DESCRIPTION: CHASSIS BUILT WITH CATERPILLAR ENGINES AND EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SPRING

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: MOTOR HOMES BUILT ON FREIGHTLINER CHASSIS AND EQUIPPED WITH CATERPILLAR ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED

VEHICLE DESCRIPTION: MINIVAN. IN EXTREMELY COLD, WET WEATHER, ICE CAN FORM IN THE THROTTLE BODY PREVENTING THE THROTTLE RETURN TO THE IDLE POSITION. THIS COULD CAUSE THE THROTTLE TO REMAIN OPEN EVEN THOUGH THE DRIVER HAS REMOVED HIS OR HER FOOT FROM T

VEHICLE DESCRIPTION: PASSENGER VEHICLES. A DASH INSULATOR RETAINER CLIP WAS NOT FULLY ASSEMBLED TO THE ACCELERATOR CABLE DASH FITTING. THE CLIP CAN DISENGAGE FROM THE ACCELERATOR CABLE AND FALL INTO THE ACCELERATOR PEDAL ARM PIVOT AREA.

VEHICLE DESCRIPTION: PASSENGER VEHICLES. A DASH INSULATOR RETAINER CLIP WAS NOT FULLY ASSEMBLED TO THE ACCELERATOR CABLE DASH FITTING. THE CLIP CAN DISENGAGE FROM THE ACCELERATOR CABLE AND FALL INTO THE ACCELERATOR PEDAL ARM PIVOT AREA.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

IF THE VEHICLE CONTAINS TO MAINTAIN SPEED WHEN THE DRIVER IS EXPECTING THE VEHICLE TO SLOW, A CRASH COULD OCCUR.

IF THIS CONDITION OCCURS, THE ENGINE MAY NOT FULLY RETURN TO IDLE. ALSO, THE INSULATOR MAY NOT STAY IN THE INTENDED LOCATION AND COULD INTERFERE WITH THE ACCELERATOR CABLE.

IF THIS CONDITION OCCURS, THE ENGINE MAY NOT FULLY RETURN TO IDLE. ALSO, THE INSULATOR MAY NOT STAY IN THE INTENDED LOCATION AND COULD INTERFERE WITH THE ACCELERATOR CABLE.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED. FREIGHTLINER IS CONDUCTING THE OWNER NOTIFICATION AN

DEALERS WILL DRILL TWO ADDITIONAL DRAIN HOLES IN THE BOTTOM OF THE RESONATOR.

DEALERS WILL INSPECT THESE VEHICLES TO ENSURE PROPER INSTALLATION OF THE ACCELERATOR CABLE CLIP, AND RE-INSTALL IF NEEDED.

DEALERS WILL INSPECT THESE VEHICLES TO ENSURE PROPER INSTALLATION OF THE ACCELERATOR CABLE CLIP, AND RE-INSTALL IF NEEDED.

9029	00V23000 3	MACK	MR	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
9033	00V23000 3	MACK	CL	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
8461	01V20700 0	FORD	WINDSTAR	2000	01S20	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FORD MOTOR COMPANY	20000208	20001204
11317	00V23000 2	FREIGHTLINE R	XC	2000	FL-271	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	19971201	20000804
10801	02V00401 0	INTERNATION AL	RE BUS	2000	02511	VEHICLE SPEED CONTROL	INTERNATION AL TRUCK AND ENGINE	19940207	20020821
12032	00V23000 3	MACK	CX	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
30264	00V23000 3	MACK	DM	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831

V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45800	20010706	MFR	FORD MOTOR COMPANY	20010622	20010702		
V	5032	20010123	MFR	FREIGHTLINE R LLC	20000905	20000921		
V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: MINIVANS EQUIPPED WITH AN ADJUSTABLE PEDAL OPTION. THE DRIVER FLOOR MAT COULD INTERFERE WITH THE ACCELERATOR PEDAL.

VEHICLE DESCRIPTION: CHASSIS BUILT WITH CATERPILLAR ENGINES AND EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SPRING

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CAN RESULT IN A STUCK THROTTLE, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

DEALERS WILL REPLACE BOTH FRONT DRIVER AND PASSENGER SIDE FLOOR MATS IN THE VEHICLE. OWNER NOTIFICATION BEGAN JULY 6, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

30266	00V23000 3	MACK	RD	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
21862	00V23000 3	MACK	LE	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
22870	01V10300 0	THOMAS	TRANSIT LINER ER	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331
46626	01V10300 0	THOMAS	SAF-T-LINER	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331
46627	01V10300 0	THOMAS	SAF-T-LINER HD	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331
46761	00V23010 2	COACHMEN	SPORTSCOAC H	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	COACHMEN INDUSTRIES, INC.	20000929	20000929
29806	01V27000 0	AMTRAN	CS	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AMERICAN TRANSPORTA TION CORP.	19990601	20000531

V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		
V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		
V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		
V	1	20010123	MFR	COACHMEN RV COMPANY, LLC	20010417	20010502		
V	1432	20011030	ODI	IC CORPORATIO N	20010826	20010904		

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

VEHICLE DESCRIPTION: MOTOR HOME CHASSIS BUILT WITH CATERPILLAR ENGINES AND EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RE

VEHICLE DESCRIPTION: ON CERTAIN SCHOOL BUSES EQUIPPED WITH I-6 ENGINES, PLYWOOD FLOORS, AND A DRIVER INSULATION PACKAGE, THE ACCELERATOR PEDAL CAN STICK IN EITHER A PARTIAL OR FULL THROTTLE POSITION.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

A VEHICLE CRASH CAN OCCUR IF THE THROTTLE IS STUCK AND CANNOT RETURN TO THE IDLE POSITION, WHICH MAY RESULT IN INJURY OR DEATH.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

OWNERS WILL BE PROVIDED WITH INSTRUCTIONS AND PARTS TO INSPECT AND REPAIR THE BUS(ES) FREE OF CHARGE. OWNER NOTIFICATION BEGAN OCTOBER 30, 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT AMTRAN AT 800-843-5615.

30033	01V10300 0	THOMAS	TRANSIT LINER HD	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331
54960	01V05600 1	COACHMEN	CLASS A	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	COACHMEN INDUSTRIES, INC.	19990201	20000804
55049	00V23000 1	BLUE BIRD	ALL AMERICAN	2000	R00EA	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804
37509	02V26600 0	MERCURY	SABLE	2000	02S40	SERVICE BRAKES, HYDRAULIC:P EDALS AND LINKAGES	FORD MOTOR COMPANY	19990503	20010914
37734	00V23000 1	BLUE BIRD	Q-BUS	2000	R00EA	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804
38827	00V23000 1	BLUE BIRD	COMMERCIAL SERIES	2000	R00EA	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804
41218	02V26600 0	FORD	TAURUS	2000	02S40	SERVICE BRAKES, HYDRAULIC:P EDALS AND LINKAGES	FORD MOTOR COMPANY	19990503	20010914

V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		
V	99		MFR	COACHMEN RV COMPANY, LLC	20010220	20010228		
V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		
V	369614	20020913	ODI	FORD MOTOR COMPANY	20021002	20021004		
V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		
V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		
V	369614	20020913	ODI	FORD MOTOR COMPANY	20021002	20021004		

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

VEHICLE DESCRIPTION: MOTOR HOMES BUILT ON FREIGHTLINER CHASSIS AND EQUIPPED WITH CATERPILLAR ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

CERTAIN PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PADELS ARE BEING RECALLED IN ORDER TO ADJUST THE BRAKE AND ACCELERATOR PEDALS TO A MINIMUM OF 50 MM OF LATERAL SEPARATION. SIMULTANEOUS APPLICATION OF BOTH THE BRAKE AND ACCELERATOR PEDALS COULD RESULT

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

CERTAIN PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PADELS ARE BEING RECALLED IN ORDER TO ADJUST THE BRAKE AND ACCELERATOR PEDALS TO A MINIMUM OF 50 MM OF LATERAL SEPARATION. SIMULTANEOUS APPLICATION OF BOTH THE BRAKE AND ACCELERATOR PEDALS COULD RESULT

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS COULD RESULT IN A CUSTOMER EXPERIENCING AN "UNINTENDED VEHICLE SPEED INCREASE" OR A PERCEIVED "UNABLE TO STOP" CONDITION.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS COULD RESULT IN A CUSTOMER EXPERIENCING AN "UNINTENDED VEHICLE SPEED INCREASE" OR A PERCEIVED "UNABLE TO STOP" CONDITION.

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED. FREIGHTLINER IS CONDUCTING THE OWNER NOTIFICATION AN

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

OWNERS WILL BE INSTRUCTED AS TO THE PROPER WAY TO SET THE POSITION OF THE PEDALS AND TO TAKE THEIR VEHICLES TO A DEALER TO HAVE THE SPACING BETWEEN THE BRAKE AND ACCELERATOR PEDALS MEASURED. IF THE SPACING IS FOUND TO BE LESS THAN 50 MM, THE DEALER WILL

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

OWNERS WILL BE INSTRUCTED AS TO THE PROPER WAY TO SET THE POSITION OF THE PEDALS AND TO TAKE THEIR VEHICLES TO A DEALER TO HAVE THE SPACING BETWEEN THE BRAKE AND ACCELERATOR PEDALS MEASURED. IF THE SPACING IS FOUND TO BE LESS THAN 50 MM, THE DEALER WILL

46884	00V23000 3	MACK	RB	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
55386	00V23000 3	MACK	CH	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MACK TRUCKS, INCORPORAT ED	19990201	20000831
63643	00V23000 1	BLUE BIRD	TC2000	2000	R00EA	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	19990202	20000804
63685	01V32200 1	NOVABUS	RTS	2000		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	NOVA BUS INCORPORAT ED		
10307	01V32200 2	FREIGHTLINE R	VCL	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
10404	04V12800 0	SUBARU	LEGACY	2001	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219
10414	02V00401 0	INTERNATION AL	RE BUS	2001	02511	VEHICLE SPEED CONTROL	INTERNATION AL TRUCK AND ENGINE	19940207	20020821

V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	45866	20001212	MFR	MACK TRUCKS, INC	20001004	20001101		
V	6914	20000818	MFR	BLUE BIRD BODY COMPANY	20000817	20000823		
V	190	20011115	MFR	NOVA BUS INCORPORATED	20011009	20011011		
V	2700	20020318	MFR	FREIGHTLINE R LLC	20011115	20011130		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: CLASS 8 TRUCKS EQUIPPED WITH FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED WIRE RETURN SPRINGS.

VEHICLE DESCRIPTION: SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC ENGINES AND FELSTED ELECTRONIC ACCELERATOR PEDALS. THE RETURN SPRINGS CAN BREAK ON THE ACCELERATOR PEDALS THAT ARE EQUIPPED WITH STAINLESS STEEL OR ELECTROPLATED MUSIC WIRE RETURN SP

VEHICLE DESCRIPTION: BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLA

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

THIS CONDITION COULD CAUSE THE PEDAL TO GO TO FULL THROTTLE IF BOTH RETURN SPRINGS BREAK, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

REPLACEMENT ACCELERATOR PEDALS EQUIPPED WITH RETURN SPRINGS MANUFACTURED OF MUSIC WIRE WITH ONE ADDITIONAL COIL ON EACH SPRING AND WITH AN ORGANIC COATING, ELIMINATING ELECTROPLATING WILL BE INSTALLED.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN NOVEMBER 15, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT NOVABUS AT

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

11267	01V32200 2	ORION	V	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
11355	02V26600 0	FORD	TAURUS	2001	02S40	SERVICE BRAKES, HYDRAULIC:P EDALS AND LINKAGES	FORD MOTOR COMPANY	19990503	20010914
11374	01V32200 2	THOMAS	ER TRANSIT	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
12681	02V00400 1	PREVOST	XLII	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PREVOST CAR, INCORPORAT ED	20010501	20011031
10839	02V00400 8	NEW FLYER	D35LF	2001		VEHICLE SPEED CONTROL	NEW FLYER OF AMERICA, INC.	20010501	20011031
10889	02V00400 1	PREVOST	H3-45	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PREVOST CAR, INCORPORAT ED	20010501	20011031
11464	02V00400 5	BLUE BIRD	LTC 40	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	20010712	20010913

V	2700	20020318	MFR	DAIMLERCHRYSLER COMMERCIAL BUSES NA	20011115	20011130		
V	369614	20020913	ODI	FORD MOTOR COMPANY	20021002	20021004		
V	2700	20020318	MFR	THOMAS BUILT BUSES, INC.	20011115	20011130		
V	196	20011220	MFR	PREVOST CAR, INCORPORATED	20020111	20020111		
V	1107		MFR	NEW FLYER OF AMERICA, INC.	20020516	20020521		
V	196	20011220	MFR	PREVOST CAR, INCORPORATED	20020111	20020111		
V	24	20011101	ODI	BLUE BIRD BODY COMPANY	20020321	20020418		

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

CERTAIN PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PADELS ARE BEING RECALLED IN ORDER TO ADJUST THE BRAKE AND ACCELERATOR PEDALS TO A MINIMUM OF 50 MM OF LATERAL SEPARATION. SIMULTANEOUS APPLICATION OF BOTH THE BRAKE AND ACCELERATOR PEDALS COULD RESULT

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

ON CERTAIN COACHES AND BUS SHELLS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM TH

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN COACHES AND BUS SHELLS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM TH

ON CERTAIN MOTOR COACHES/MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FRO

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS COULD RESULT IN A CUSTOMER EXPERIENCING AN "UNINTENDED VEHICLE SPEED INCREASE" OR A PERCEIVED "UNABLE TO STOP" CONDITION.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

OWNERS WILL BE INSTRUCTED AS TO THE PROPER WAY TO SET THE POSITION OF THE PEDALS AND TO TAKE THEIR VEHICLES TO A DEALER TO HAVE THE SPACING BETWEEN THE BRAKE AND ACCELERATOR PEDALS MEASURED. IF THE SPACING IS FOUND TO BE LESS THAN 50 MM, THE DEALER WILL

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 20, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PREVOST AT 1

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR NEW FLYER AT 204-982-8181.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 20, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PREVOST AT 1

DEALERS WILL REPLACE THESE PEDALS. ALL VEHICLES HAVE BEEN INSPECTED AND CORRECTED.

11475	02V00401 1	CHANCE COACH	RT-52	2001		VEHICLE SPEED CONTROL	CHANCE COACH, INC.	19860616	20010710
12179	01V10300 0	THOMAS	TRANSIT LINER HD	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331
12409	01V32200 2	AMERICAN LAFRANCE	METROPOLITA N	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
22408	02V00400 6	NEOPLAN	AN460	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	NEOPLAN USA CORP.	19991231	20011102
21802	02V00400 4	GILLIG	LOW FLOOR	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GILLIG CORPORATIO N		
22140	02V00400 9	SPARTAN	GLADIATOR	2001		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
22144	01V10300 0	THOMAS	SAF-T-LINER	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331

V	137		MFR	CHANCE COACH, INC.	20020910	20020925		
V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		
V	2700	20020318	MFR	FREIGHTLINE R LLC	20011115	20011130		
V	6		ODI	NEOPLAN USA CORPORATIO N	20020409	20020424		
V	865		ODI	GILLIG CORPORATIO N	20020322	20020418		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

CHANCE COACH RECOMMENDS THAT OWNERS INSPECT THEIR VEHICLES AND INSTALL THE PART KIT PROVIDED BY CHANCE COACH. OWNERS WHO DO NOT RECEIVE THE FREE PARTS AND INSTRUCTIONS WITHIN A REASONABLE TIME SHOULD CONTACT CHANCE COACH AT 1-888-391-1777.

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DURING DECEMBER 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR NEOPLAN AT 1-719-336-3256.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DURING DECEMBER 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR GILLIG AT 1-510-785-1500.

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

22260	01V20700 0	FORD	WINDSTAR	2001	01S20	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FORD MOTOR COMPANY	20000208	20001204
22775	02V00400 8	NEW FLYER	C40LF	2001		VEHICLE SPEED CONTROL	NEW FLYER OF AMERICA, INC.	20010501	20011031
22978	01V32200 2	FREIGHTLINE R	XB	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
22979	01V32200 2	FREIGHTLINE R	XCS	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
23085	02V04600 0	NABI	OPTARE 30- LFN	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	NORTH AMERICAN BUS INDUSTRIES	20010401	20011231
23452	02V00400 4	GILLIG	LOW FLOOR 29'	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GILLIG CORPORATIO N		
23778	04V51100 0	UTILIMASTER	AEROMASTER	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	UTILIMASTER CORPORATIO N		

V	45800	20010706	MFR	FORD MOTOR COMPANY	20010622	20010702		
V	1107		MFR	NEW FLYER OF AMERICA, INC.	20020516	20020521		
V	2700	20020318	MFR	FREIGHTLINE R LLC	20011115	20011130		
V	2700	20020318	MFR	FREIGHTLINE R LLC	20011115	20011130		
V	84	20020222	MFR	NORTH AMERICAN BUS INDUSTRIES, INC.	20020208	20020222		
V	865		ODI	GILLIG CORPORATIO N	20020322	20020418		
V	31	20041101	MFR	UTILIMASTER CORPORATIO N	20041027	20041101		

VEHICLE DESCRIPTION: MINIVANS EQUIPPED WITH AN ADJUSTABLE PEDAL OPTION. THE DRIVER FLOOR MAT COULD INTERFERE WITH THE ACCELERATOR PEDAL.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

ON CERTAIN TRANSIT BUSES, TWO RETURN SPRINGS ON THE ACCELERATOR PEDAL COULD BOTH BREAK.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN WALK-IN VANS BUILT ON FORD CHASSIS, THE OPTIONAL HEEL PLATE (TREADPLATE/DIAMOND PLATE) COULD LIMIT THE FULL MOVEMENT OF THE ACCELERATOR PEDAL.

THIS CAN RESULT IN A STUCK THROTTLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF BOTH SPRINGS FAIL, THE PEDAL WILL NOT RETURN TO THE IDLE POSITION, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

SHOULD THIS CONDITION OCCUR, THROTTLE OPERATION COULD BE IMPEDED, AND COULD CAUSE A CRASH.

DEALERS WILL REPLACE BOTH FRONT DRIVER AND PASSENGER SIDE FLOOR MATS IN THE VEHICLE. OWNER NOTIFICATION BEGAN JULY 6, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR NEW FLYER AT 204-982-8181.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

OWNER NOTIFICATION BEGAN FEBRUARY 22, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PREVOST AT 1-418-831-5432.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DURING DECEMBER 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR GILLIG AT 1-510-785-1500.

OWNERS ARE BEING ASKED TO REMOVE THE ALUMINUM HEEL PLATE COMPONENT OPTION. UTILIMASTER WILL REIMBURSE THE OWNERS FOR THE DIRECT LABOR COSTS TO REMOVE THE PLATE. THE RECALL BEGAN NOVEMBER 1, 2004. OWNERS SHOULD CONTACT UTILIMASTER AT 1-800-237-7806.

38436	01V32200 2	FREIGHTLINE R	XC	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
39471	01V32200 4	PIERCE	CUSTOM CONTENDER	2001	74B29	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PIERCE MANUFACTURI NG,INC.	20010807	20011128
46722	01V32200 2	AMERICAN LAFRANCE	EAGLE	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
29807	01V27000 0	AMTRAN	CS	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	AMERICAN TRANSPORTA TION CORP.	20000601	20010531
30032	01V10300 0	THOMAS	SAF-T-LINER HD	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331
30117	01V32200 2	THOMAS	MVP ER	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
30234	01V32200 4	PIERCE	SABER	2001	74B29	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PIERCE MANUFACTURI NG,INC.	20010807	20011128

V	2700	20020318	MFR	FREIGHTLINE R LLC	20011115	20011130		
V	54	20011210	MFR	PIERCE MANUFACTURI NG	20011211	20020102		
V	2700	20020318	MFR	FREIGHTLINE R LLC	20011115	20011130		
V	1432	20011030	ODI	IC CORPORATIO N	20010826	20010904		
V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		
V	2700	20020318	MFR	THOMAS BUILT BUSES, INC.	20011115	20011130		
V	54	20011210	MFR	PIERCE MANUFACTURI NG	20011211	20020102		

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

VEHICLE DESCRIPTION: FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM T

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

VEHICLE DESCRIPTION: ON CERTAIN SCHOOL BUSES EQUIPPED WITH I-6 ENGINES, PLYWOOD FLOORS, AND A DRIVER INSULATION PACKAGE, THE ACCELERATOR PEDAL CAN STICK IN EITHER A PARTIAL OR FULL THROTTLE POSITION.

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

VEHICLE DESCRIPTION: FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM T

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

A VEHICLE CRASH CAN OCCUR IF THE THROTTLE IS STUCK AND CANNOT RETURN TO THE IDLE POSITION, WHICH MAY RESULT IN INJURY OR DEATH.

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 10, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PIERCE AT 1-8

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

OWNERS WILL BE PROVIDED WITH INSTRUCTIONS AND PARTS TO INSPECT AND REPAIR THE BUS(ES) FREE OF CHARGE. OWNER NOTIFICATION BEGAN OCTOBER 30, 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT AMTRAN AT 800-843-5615.

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 10, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PIERCE AT 1-8

54865	02V00400 8	NEW FLYER	D60LF	2001		VEHICLE SPEED CONTROL	NEW FLYER OF AMERICA, INC.	20010501	20011031
55211	01V32200 2	FREIGHTLINE R	BUSINESS CLASS	2001	FL-389	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20010529	20011002
55857	04V12800 0	SUBARU	OUTBACK	2001	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219
31322	02V00400 9	SPARTAN	ADVANTAGE	2001		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
38552	02V09800 3	CAPACITY	TRAILER JOCKEY	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CAPACITY OF TEXAS	20010601	20020311
38655	02V00400 8	NEW FLYER	D30LF	2001		VEHICLE SPEED CONTROL	NEW FLYER OF AMERICA, INC.	20010501	20011031
38707	02V00400 1	PREVOST	H3-41	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PREVOST CAR, INCORPORAT ED	20010501	20011031
38793	02V00400 2	VOLVO	WX	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	VOLVO TRUCKS NORTH AMERICA INC	20010604	20011025

V	1107		MFR	NEW FLYER OF AMERICA, INC.	20020516	20020521		
V	2700	20020318	MFR	FREIGHTLINE R LLC	20011115	20011130		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	93		MFR	CAPACITY OF TEXAS	20020416	20020424		
V	1107		MFR	NEW FLYER OF AMERICA, INC.	20020516	20020521		
V	196	20011220	MFR	PREVOST CAR, INCORPORAT ED	20020111	20020111		
V	115	20020130	MFR	VOLVO TRUCKS NORTH AMERICA	20020120	20020214		

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

VEHICLE DESCRIPTION: MEDIUM DUTY TRUCKS, FIRE TRUCKS, AND TRANSIT BUSES AND SCHOOL BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT P

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

ON CERTAIN TRUCKS EQUIPPED WITH TELEFLEX MORSE ELECTRIC FLOOR PEDALS. UNDER HEAVY USE, ONE OF THE PEDAL DUAL RETURN-SPRING ARMS ON THE FLOOR-MOUNTED ELECTRIC PEDALS MAY FAIL. A FAILURE COULD CAUSE THE VEHICLE TO ACCELERATE UNEXPECTEDLY.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN COACHES AND BUS SHELLS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM TH

ON CERTAIN HEAVY DUTY CLASS 8 VEHICLES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

UNEXPECTED ACCELERATION COULD RESULT IN A VEHICLE CRASH, POSSIBLY RESULTING IN PERSONAL INJURY OR DEATH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR NEW FLYER AT 204-982-8181.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT FREIGHTLINER AT

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

TELEFLEX MORSE WILL NOTIFY CUSTOMERS TO RETURN THE DEFECTIVE ELECTRIC FOOT PEDALS FOR A REPLACEMENT FREE OF CHARGE. OWNER NOTIFICATION BEGAN DURING MARCH 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR NEW FLYER AT 204-982-8181.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 20, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PREVOST AT 1

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN JANUARY 30, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT VOLVO TRUCKS

38894	02V00400 5	BLUE BIRD	WANDERLODGE	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	BLUE BIRD BODY COMPANY	20010712	20010913
39864	02V09800 2	CRANE	CRANE	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CRANE CARRIER COMPANY		
46351	02V00400 8	NEW FLYER	C35LF	2001		VEHICLE SPEED CONTROL	NEW FLYER OF AMERICA, INC.	20010501	20011031
47831	02V26600 0	MERCURY	SABLE	2001	02S40	SERVICE BRAKES, HYDRAULIC:P EDALS AND LINKAGES	FORD MOTOR COMPANY	19990503	20010914
47888	02V00400 9	SPARTAN	METRO STAR	2001		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
47890	02V00401 1	CHANCE COACH	OPUS 29	2001		VEHICLE SPEED CONTROL	CHANCE COACH, INC.	20010426	20020910
54668	02V00400 4	GILLIG	PHANTOM	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GILLIG CORPORATIO N		
63428	02V00400 8	NEW FLYER	D40LF	2001		VEHICLE SPEED CONTROL	NEW FLYER OF AMERICA, INC.	20010501	20011031

V	24	20011101	ODI	BLUE BIRD BODY COMPANY	20020321	20020418		
V			MFR	CRANE CARRIER COMPANY	20020315	20020418		
V	1107		MFR	NEW FLYER OF AMERICA, INC.	20020516	20020521		
V	369614	20020913	ODI	FORD MOTOR COMPANY	20021002	20021004		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	137		MFR	CHANCE COACH, INC.	20020910	20020925		
V	865		ODI	GILLIG CORPORATIO N	20020322	20020418		
V	1107		MFR	NEW FLYER OF AMERICA, INC.	20020516	20020521		

ON CERTAIN MOTOR COACHES/MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FRO

ON CERTAIN VEHICLES EQUIPPED WITH TELEFLEX MORSE ELECTRIC FLOOR PEDALS. UNDER HEAVY USE, ONE OF THE PEDAL DUAL RETURN-SPRING ARMS ON THE FLOOR-MOUNTED ELECTRIC PEDALS MAY FAIL. A FAILURE COULD CAUSE THE VEHICLE TO ACCELERATE UNEXPECTEDLY.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

CERTAIN PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PADELS ARE BEING RECALLED IN ORDER TO ADJUST THE BRAKE AND ACCELERATOR PEDALS TO A MINIMUM OF 50 MM OF LATERAL SEPARATION. SIMULTANEOUS APPLICATION OF BOTH THE BRAKE AND ACCELERATOR PEDALS COULD RESULT

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

UNEXPECTED ACCELERATION COULD RESULT IN A VEHICLE CRASH, POSSIBLY RESULTING IN PERSONAL INJURY OR DEATH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS COULD RESULT IN A CUSTOMER EXPERIENCING AN "UNINTENDED VEHICLE SPEED INCREASE" OR A PERCEIVED "UNABLE TO STOP" CONDITION.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL REPLACE THESE PEDALS. ALL VEHICLES HAVE BEEN INSPECTED AND CORRECTED.

TELEFLEX MORSE WILL NOTIFY CUSTOMERS TO RETURN THE DEFECTIVE ELECTRIC FOOT PEDALS FOR A REPLACEMENT FREE OF CHARGE. OWNER NOTIFICATION BEGAN DURING MARCH 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR NEW FLYER AT 204-982-8181.

OWNERS WILL BE INSTRUCTED AS TO THE PROPER WAY TO SET THE POSITION OF THE PEDALS AND TO TAKE THEIR VEHICLES TO A DEALER TO HAVE THE SPACING BETWEEN THE BRAKE AND ACCELERATOR PEDALS MEASURED. IF THE SPACING IS FOUND TO BE LESS THAN 50 MM, THE DEALER WILL

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

CHANCE COACH RECOMMENDS THAT OWNERS INSPECT THEIR VEHICLES AND INSTALL THE PART KIT PROVIDED BY CHANCE COACH. OWNERS WHO DO NOT RECEIVE THE FREE PARTS AND INSTRUCTIONS WITHIN A REASONABLE TIME SHOULD CONTACT CHANCE COACH AT 1-888-391-1777.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DURING DECEMBER 2001. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR GILLIG AT 1-510-785-1500.

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR NEW FLYER AT 204-982-8181.

63717	01V10300 0	THOMAS	TRANSIT LINER ER	2001		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FREIGHTLINE R CORPORATIO N	20001001	20010331
11528	02V00400 9	SPARTAN	MOUNTAIN MASTER	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
11638	04V12800 0	SUBARU	LEGACY	2002	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219
11655	02V00401 0	INTERNATION AL	RE BUS	2002	02511	VEHICLE SPEED CONTROL	INTERNATION AL TRUCK AND ENGINE	19940207	20020821
11716	02V00400 7	BEAVER	MONTEREY	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010727	20011016
11735	02V00400 7	BEAVER	MARQUIS	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010727	20011016
12258	02V00400 1	PREVOST	H3-41	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PREVOST CAR, INCORPORAT ED	20010501	20011031

V	146	20010608	MFR	THOMAS BUILT BUSES, INC.	20010327	20010329		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	31145	20021216	MFR	INTERNATION AL TRUCK & ENGINE CORPORATIO N	20020920	20020925		
V	232	20020930	ODI	SAFARI MOTOR COACHES, INC.	20020409	20020424		
V	232	20020930	ODI	SAFARI MOTOR COACHES, INC.	20020409	20020424		
V	196	20011220	MFR	PREVOST CAR, INCORPORAT ED	20020111	20020111		

VEHICLE DESCRIPTION: SCHOOL BUSES. THE ACCELERATOR PEDAL CAN POSSIBLY HANG UP ON THE FLOOR RUBBER.

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN COACHES AND BUS SHELLS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM TH

THE DRIVER WOULD BE EXPECTING THE VEHICLE'S SPEED TO DECREASE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL INSTALL A STAINLESS STEEL PLATE UNDER THE ACCELERATOR PEDAL. OWNER NOTIFICATION BEGAN JUNE 8, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 20, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PREVOST AT 1

12331	02V00400 9	SPARTAN	GLADIATOR	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
12337	04V12800 0	SUBARU	IMPREZA	2002	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000905	20040212
12340	04V12800 0	SUBARU	OUTBACK	2002	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219
12428	02V04300 0	INFINITI	I35	2002		VEHICLE SPEED CONTROL	NISSAN NORTH AMERICA, INC.	20010726	20011012
13473	02V00400 9	SPARTAN	MOUNTAIN MASTER GT	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
13475	02V09800 1	SPARTAN	SUMMIT GT	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	SPARTAN MOTORS, INC.	20010822	20020220
14252	02V00400 9	SPARTAN	SPECIALTY	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
14257	02V00401 1	CHANCE COACH	OPUS 29	2002		VEHICLE SPEED CONTROL	CHANCE COACH, INC.	20010426	20020910

V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	39000	20020311	MFR	NISSAN NORTH AMERICA, INC.	20020212	20020214		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	176		MFR	SPARTAN CHASSIS, INC.	20020404	20020418		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	137		MFR	CHANCE COACH, INC.	20020910	20020925		

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THROTTLE CABLE COULD BECOME LOOSE AND CAUSE THE CRUISE CONTROL TO ENGAGE UNEXPECTEDLY.

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THROTTLE CABLE COULD BECOME LOOSE AND CAUSE THE CRUISE CONTROL TO ENGAGE UNEXPECTEDLY.

ON CERTAIN PASSENGER VEHICLES EQUIPPED WITH AN ELECTRONIC THROTTLE CONTROL SYSTEM, THE STOPPER FOR THE ACCELERATOR PEDAL WILL PREVENT EXCESSIVE MOVEMENT OF THE ACCELERATOR POSITION SENSOR. IF THE DRIVER APPLIES OVERLY EXCESSIVE FORCE TO THE ACCELERATOR PEDAL, THE STOPPER MAY WEAR AND ALLOW THE ACCELERATOR PEDAL TO MOVE TOO FAR TO THE RIGHT, WHICH COULD CAUSE THE ENGINE TO REV UNEXPECTEDLY.

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN MOTOR HOMES EQUIPPED WITH TELEFLEX MORSE ELECTRIC FLOOR PEDALS. UNDER HEAVY USE, ONE OF THE PEDAL DUAL RETURN-SPRING ARMS ON THE FLOOR-MOUNTED ELECTRIC PEDALS MAY FAIL. A FAILURE COULD CAUSE THE VEHICLE TO ACCELERATE UNEXPECTEDLY.

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

THIS WILL CAUSE THE ENGINE MALFUNCTION INDICATOR LAMP TO COME ON AND THE ENGINE SPEED TO BE SEVERELY LIMITED. IF THIS OCCURS UNEXPECTEDLY, IT COULD LEAD TO A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

UNEXPECTED ACCELERATION COULD RESULT IN A VEHICLE CRASH, POSSIBLY RESULTING IN PERSONAL INJURY OR DEATH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL STOPPER. OWNER NOTIFICATION BEGAN MARCH 11, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CO

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

TELEFLEX MORSE WILL NOTIFY CUSTOMERS TO RETURN THE DEFECTIVE ELECTRIC FOOT PEDALS FOR A REPLACEMENT FREE OF CHARGE. OWNER NOTIFICATION BEGAN DURING MARCH 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

CHANCE COACH RECOMMENDS THAT OWNERS INSPECT THEIR VEHICLES AND INSTALL THE PART KIT PROVIDED BY CHANCE COACH. OWNERS WHO DO NOT RECEIVE THE FREE PARTS AND INSTRUCTIONS WITHIN A REASONABLE TIME SHOULD CONTACT CHANCE COACH AT 1-888-391-1777.

23090	02V05600 0	NISSAN	SENTRA SE-R	2002		OTHER	NISSAN NORTH AMERICA, INC.	20010927	20020211
23454	02V09800 1	SPARTAN	SUMMIT GTI	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	SPARTAN MOTORS, INC.	20010822	20020220
39134	02V00400 7	BEAVER	PATRIOT	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010727	20011016
39450	01V32200 3	COUNTRY COACH	AFFINITY	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	COUNTRY COACH, INC.	20010813	20011011
46727	01V32200 3	COUNTRY COACH	MAGNA	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	COUNTRY COACH, INC.	20010820	20011030
30240	02V00400 1	PREVOST	H3-45	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PREVOST CAR, INCORPORAT ED	20010501	20011031
30241	02V00400 1	PREVOST	XLII	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	PREVOST CAR, INCORPORAT ED	20010501	20011031

V	9640	20020318	MFR	NISSAN NORTH AMERICA, INC.	20020215	20020227		
V	176		MFR	SPARTAN CHASSIS, INC.	20020404	20020418		
V	232	20020930	ODI	SAFARI MOTOR COACHES, INC.	20020409	20020424		
V	194	20011203	MFR	COUNTRY COACH INC	20011126	20011204		
V	194	20011203	MFR	COUNTRY COACH INC	20011126	20011204		
V	196	20011220	MFR	PREVOST CAR, INCORPORAT ED	20020111	20020111		
V	196	20011220	MFR	PREVOST CAR, INCORPORAT ED	20020111	20020111		

ON SOME PASSENGER VEHICLES EQUIPPED WITH A NISSAN-APPROVED ACCESSORY FLOOR MAT THAT WAS INSTALLED EITHER AT THE ASSEMBLY PLANT OR BY THE DEALER, DUE TO THE LENGTH OF THE DRIVER SIDE FLOOR MAT, A SMALL AMOUNT OF MAT MOVEMENT COULD CAUSE THE MAT TO INTERFERE

ON CERTAIN MOTOR HOMES EQUIPPED WITH TELEFLEX MORSE ELECTRIC FLOOR PEDALS. UNDER HEAVY USE, ONE OF THE PEDAL DUAL RETURN-SPRING ARMS ON THE FLOOR-MOUNTED ELECTRIC PEDALS MAY FAIL. A FAILURE COULD CAUSE THE VEHICLE TO ACCELERATE UNEXPECTEDLY.

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

VEHICLE DESCRIPTION: MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM T

VEHICLE DESCRIPTION: MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM T

ON CERTAIN COACHES AND BUS SHELLS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM TH

ON CERTAIN COACHES AND BUS SHELLS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM TH

IF THIS OCCURS UNEXPECTEDLY, IT COULD LEAD TO A CRASH.

UNEXPECTED ACCELERATION COULD RESULT IN A VEHICLE CRASH, POSSIBLY RESULTING IN PERSONAL INJURY OR DEATH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL INSPECT THE DRIVER SIDE FLOOR MAT AND IF IT IS A NISSAN FLOOR MAT SUBJECT TO THIS RECALL, THE DEALER WILL REPLACE BOTH THE DRIVER AND PASSENGER SIDE FLOOR MATS. OWNER NOTIFICATION BEGAN MARCH 18, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN

TELEFLEX MORSE WILL NOTIFY CUSTOMERS TO RETURN THE DEFECTIVE ELECTRIC FOOT PEDALS FOR A REPLACEMENT FREE OF CHARGE. OWNER NOTIFICATION BEGAN DURING MARCH 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION IS EXPECTED TO BEGIN DURING DECEMBER 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CON

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION IS EXPECTED TO BEGIN DURING DECEMBER 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CON

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 20, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PREVOST AT 1

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN DECEMBER 20, 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT PREVOST AT 1

55215	01V32200 3	COUNTRY COACH	ALLURE	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	COUNTRY COACH, INC.	20010716	20011022
31271	02V26600 0	MERCURY	SABLE	2002	02S40	SERVICE BRAKES, HYDRAULIC:P EDALS AND LINKAGES	FORD MOTOR COMPANY	19990503	20010914
56414	02V00400 9	SPARTAN	METRO STAR	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
56415	02V00400 9	SPARTAN	SUMMIT	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
63276	02V09800 1	SPARTAN	SUMMIT ES	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	SPARTAN MOTORS, INC.	20010822	20020220
63284	02V00400 7	BEAVER	CONTESSA	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010727	20011016
39011	02V00400 9	SPARTAN	K2	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101

V	194	20011203	MFR	COUNTRY COACH INC	20011126	20011204		
V	369614	20020913	ODI	FORD MOTOR COMPANY	20021002	20021004		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	176		MFR	SPARTAN CHASSIS, INC.	20020404	20020418		
V	232	20020930	ODI	SAFARI MOTOR COACHES, INC.	20020409	20020424		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		

VEHICLE DESCRIPTION: MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM T

CERTAIN PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PADELS ARE BEING RECALLED IN ORDER TO ADJUST THE BRAKE AND ACCELERATOR PEDALS TO A MINIMUM OF 50 MM OF LATERAL SEPARATION. SIMULTANEOUS APPLICATION OF BOTH THE BRAKE AND ACCELERATOR PEDALS COULD RESULT

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

ON CERTAIN MOTOR HOMES EQUIPPED WITH TELEFLEX MORSE ELECTRIC FLOOR PEDALS. UNDER HEAVY USE, ONE OF THE PEDAL DUAL RETURN-SPRING ARMS ON THE FLOOR-MOUNTED ELECTRIC PEDALS MAY FAIL. A FAILURE COULD CAUSE THE VEHICLE TO ACCELERATE UNEXPECTEDLY.

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS COULD RESULT IN A CUSTOMER EXPERIENCING AN "UNINTENDED VEHICLE SPEED INCREASE" OR A PERCEIVED "UNABLE TO STOP" CONDITION.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

UNEXPECTED ACCELERATION COULD RESULT IN A VEHICLE CRASH, POSSIBLY RESULTING IN PERSONAL INJURY OR DEATH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION IS EXPECTED TO BEGIN DURING DECEMBER 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CON

OWNERS WILL BE INSTRUCTED AS TO THE PROPER WAY TO SET THE POSITION OF THE PEDALS AND TO TAKE THEIR VEHICLES TO A DEALER TO HAVE THE SPACING BETWEEN THE BRAKE AND ACCELERATOR PEDALS MEASURED. IF THE SPACING IS FOUND TO BE LESS THAN 50 MM, THE DEALER WILL

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

TELEFLEX MORSE WILL NOTIFY CUSTOMERS TO RETURN THE DEFECTIVE ELECTRIC FOOT PEDALS FOR A REPLACEMENT FREE OF CHARGE. OWNER NOTIFICATION BEGAN DURING MARCH 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

40024	02V00400 7	SAFARI	CHEETAH	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010727	20011016
46151	02V00400 3	ELDORADO	ESCORT RE	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	ELDORADO NATIONAL	20010601	20011109
46152	02V00400 3	ELDORADO	TRANSMARK RE	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	ELDORADO NATIONAL	20010601	20011109
46153	02V00400 3	ELDORADO	E-Z RIDER	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	ELDORADO NATIONAL	20010601	20011109
46203	02V00400 7	SAFARI	SAHARA	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010727	20011016
46979	02V04300 0	NISSAN	MAXIMA	2002		VEHICLE SPEED CONTROL	NISSAN NORTH AMERICA, INC.	20010619	20011012
47423	02V00400 7	BEAVER	PATRIOT THUNDER	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010721	20011016

V	232	20020930	ODI	MONACO COACH CORPORATIO N	20020409	20020424		
V	13		ODI	ELDORADO NATIONAL - CALIFORNIA, INC.	20020315	20020418		
V	13		ODI	ELDORADO NATIONAL - CALIFORNIA, INC.	20020315	20020418		
V	13		ODI	ELDORADO NATIONAL - CALIFORNIA, INC.	20020315	20020418		
V	232	20020930	ODI	MONACO COACH CORPORATIO N	20020409	20020424		
V	39000	20020311	MFR	NISSAN NORTH AMERICA, INC.	20020212	20020214		
V	232	20020930	ODI	MONACO COACH CORPORATIO N	20020409	20020424		

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN PASSENGER VEHICLES EQUIPPED WITH AN ELECTRONIC THROTTLE CONTROL SYSTEM, THE STOPPER FOR THE ACCELERATOR PEDAL WILL PREVENT EXCESSIVE MOVEMENT OF THE ACCELERATOR POSITION SENSOR. IF THE DRIVER APPLIES OVERLY EXCESSIVE FORCE TO THE ACCELERATOR P

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS WILL CAUSE THE ENGINE MALFUNCTION INDICATOR LAMP TO COME ON AND THE ENGINE SPEED TO BE SEVERELY LIMITED. IF THIS OCCURS UNEXPECTEDLY, IT COULD LEAD TO A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION AND REMEDY WILL BE HANDLED BY WILLIAMS CONTROL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR ELDORADO AT 1-909-628-5580.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION AND REMEDY WILL BE HANDLED BY WILLIAMS CONTROL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR ELDORADO AT 1-909-628-5580.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION AND REMEDY WILL BE HANDLED BY WILLIAMS CONTROL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR ELDORADO AT 1-909-628-5580.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

DEALERS WILL INSTALL A NEW ACCELERATOR PEDAL STOPPER. OWNER NOTIFICATION BEGAN MARCH 11, 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CO

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

54728	02V00400 7	SAFARI	ZANZIBAR	2002	R02198	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MONACO COACH CORP.	20010727	20011016
54729	02V09800 3	CAPACITY	TRAILER JOCKEY	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	CAPACITY OF TEXAS	20010601	20020311
57043	04V51100 0	UTILIMASTER	AEROMASTER	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	UTILIMASTER CORPORATIO N		
63787	01V32200 3	COUNTRY COACH	INTRIGUE	2002		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	COUNTRY COACH, INC.	20010625	20011024
64858	02V26600 0	FORD	TAURUS	2002	02S40	SERVICE BRAKES, HYDRAULIC:P EDALS AND LINKAGES	FORD MOTOR COMPANY	19990503	20010914
64910	02V00400 9	SPARTAN	BARON	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
64911	02V00400 9	SPARTAN	ADVANTAGE	2002		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101

V	232	20020930	ODI	SAFARI MOTOR COACHES, INC.	20020409	20020424		
V	93		MFR	CAPACITY OF TEXAS	20020416	20020424		
V	31	20041101	MFR	UTILIMASTER CORPORATIO N	20041027	20041101		
V	194	20011203	MFR	COUNTRY COACH INC	20011126	20011204		
V	369614	20020913	ODI	FORD MOTOR COMPANY	20021002	20021004		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		

ON CERTAIN MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN TRUCKS EQUIPPED WITH TELEFLEX MORSE ELECTRIC FLOOR PEDALS. UNDER HEAVY USE, ONE OF THE PEDAL DUAL RETURN-SPRING ARMS ON THE FLOOR-MOUNTED ELECTRIC PEDALS MAY FAIL. A FAILURE COULD CAUSE THE VEHICLE TO ACCELERATE UNEXPECTEDLY.

ON CERTAIN WALK-IN VANS BUILT ON FORD CHASSIS, THE OPTIONAL HEEL PLATE (TREADPLATE/DIAMOND PLATE) COULD LIMIT THE FULL MOVEMENT OF THE ACCELERATOR PEDAL.

VEHICLE DESCRIPTION: MOTOR HOMES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES. THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM T

CERTAIN PASSENGER VEHICLES EQUIPPED WITH ADJUSTABLE PADELS ARE BEING RECALLED IN ORDER TO ADJUST THE BRAKE AND ACCELERATOR PEDALS TO A MINIMUM OF 50 MM OF LATERAL SEPARATION. SIMULTANEOUS APPLICATION OF BOTH THE BRAKE AND ACCELERATOR PEDALS COULD RESULT

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

UNEXPECTED ACCELERATION COULD RESULT IN A VEHICLE CRASH, POSSIBLY RESULTING IN PERSONAL INJURY OR DEATH.

SHOULD THIS CONDITION OCCUR, THROTTLE OPERATION COULD BE IMPEDED, AND COULD CAUSE A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

THIS COULD RESULT IN A CUSTOMER EXPERIENCING AN "UNINTENDED VEHICLE SPEED INCREASE" OR A PERCEIVED "UNABLE TO STOP" CONDITION.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION BEGAN SEPTEMBER 9, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT MONACO AT 1-800-344-6332 OR WILLIAMS CONTROL AT 1-503-684-8600.

TELEFLEX MORSE WILL NOTIFY CUSTOMERS TO RETURN THE DEFECTIVE ELECTRIC FOOT PEDALS FOR A REPLACEMENT FREE OF CHARGE. OWNER NOTIFICATION BEGAN DURING MARCH 2002. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO

OWNERS ARE BEING ASKED TO REMOVE THE ALUMINUM HEEL PLATE COMPONENT OPTION. UTILIMASTER WILL REIMBURSE THE OWNERS FOR THE DIRECT LABOR COSTS TO REMOVE THE PLATE. THE RECALL BEGAN NOVEMBER 1, 2004. OWNERS SHOULD CONTACT UTILIMASTER AT 1-800-237-7806.

DEALERS WILL REPLACE THESE PEDALS. OWNER NOTIFICATION IS EXPECTED TO BEGIN DURING DECEMBER 2001. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CON

OWNERS WILL BE INSTRUCTED AS TO THE PROPER WAY TO SET THE POSITION OF THE PEDALS AND TO TAKE THEIR VEHICLES TO A DEALER TO HAVE THE SPACING BETWEEN THE BRAKE AND ACCELERATOR PEDALS MEASURED. IF THE SPACING IS FOUND TO BE LESS THAN 50 MM, THE DEALER WILL

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

64915	02V00401 1	CHANCE COACH	OPUS 34	2002		VEHICLE SPEED CONTROL	CHANCE COACH, INC.	20020311	20020910
12571	04V12800 0	SUBARU	LEGACY	2003	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219
16066	06V10800 0	FORD	MUSTANG	2003	06S43	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FORD MOTOR COMPANY	20020319	20040401
22505	04V52800 0	CHEVROLET	MALIBU	2003	04092	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GENERAL MOTORS CORP.	20021101	20030531
22594	02V00400 9	SPARTAN	K2	2003		VEHICLE SPEED CONTROL	SPARTAN MOTORS, INC.	20010709	20011101
31947	04V51100 0	UTILIMASTER	AEROMASTER	2003		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	UTILIMASTER CORPORATIO N		
39047	04V52800 0	OLDSMOBILE	ALERO	2003	04092	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GENERAL MOTORS CORP.	20021101	20030531
55856	04V12800 0	SUBARU	OUTBACK	2003	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219

V	137		MFR	CHANCE COACH, INC.	20020910	20020925		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	19140	20060426	ODI	FORD MOTOR COMPANY	20060407	20060407		
V	92863	20041220	MFR	GENERAL MOTORS CORP.	20041101	20041103	571	124
V	535	20020912	ODI	SPARTAN CHASSIS, INC.	20020919	20020923		
V	31	20041101	MFR	UTILIMASTER CORPORATIO N	20041027	20041101		
V	92863	20041220	MFR	GENERAL MOTORS CORP.	20041101	20041103	571	124
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		

ON CERTAIN BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM THE PLATE.

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

ON CERTAIN MUSTANG COBRA PASSENGER VEHICLES, THE REAR SURFACE OF THE ACCELERATOR PEDAL MAY COME INTO CONTACT WITH FLOOR CARPETING DURING HEAVY THROTTLE APPLICATION. THE UNIQUE SURFACE PROFILE OF THE ACCELERATOR PEDAL MAY CATCH IN THE CUTOUT ON THE FLOOR

CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IN HOT AMBIENT CONDITIONS, THE ACCELERATOR PEDAL ARM MAY STICK AT THE ATTACHMENT TO THE BRACKET AND NOT RETUR

ON CERTAIN MOTOR HOMES AND FIRE TRUCKS EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FR

ON CERTAIN WALK-IN VANS BUILT ON FORD CHASSIS, THE OPTIONAL HEEL PLATE (TREADPLATE/DIAMOND PLATE) COULD LIMIT THE FULL MOVEMENT OF THE ACCELERATOR PEDAL.

CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IN HOT AMBIENT CONDITIONS, THE ACCELERATOR PEDAL ARM MAY STICK AT THE ATTACHMENT TO THE BRACKET AND NOT RETUR

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

THIS COULD INTERFERE WITH THE PEDAL'S ABILITY TO RETURN TO AN IDLE POSITION. UNEXPECTED, CONTINUED THROTTLE APPLICATION AND/OR INCREASED STOPPING DISTANCES MAY OCCUR WHICH COULD RESULT IN A CRASH.

FAILURE TO RETURN TO IDLE COULD RESULT IN A VEHICLE CRASH.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

SHOULD THIS CONDITION OCCUR, THROTTLE OPERATION COULD BE IMPEDED, AND COULD CAUSE A CRASH.

FAILURE TO RETURN TO IDLE COULD RESULT IN A VEHICLE CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

CHANCE COACH RECOMMENDS THAT OWNERS INSPECT THEIR VEHICLES AND INSTALL THE PART KIT PROVIDED BY CHANCE COACH. OWNERS WHO DO NOT RECEIVE THE FREE PARTS AND INSTRUCTIONS WITHIN A REASONABLE TIME SHOULD CONTACT CHANCE COACH AT 1-888-391-1777.

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

DEALERS WILL INSTALL A SHIELD OVER THE CUTOUT IN THE CARPET BEHIND THE ACCELERATOR PEDAL. THE RECALL BEGAN ON APRIL 26, 2006. OWNERS MAY CONTACT FORD AT 1-800-392-3673.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ARM AND REPLACE THE ACCELERATOR AND BRAKE PEDAL ASSEMBLY WITH A NEW ASSEMBLY, IF NECESSARY. THE RECALL BEGAN ON DECEMBER 20, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438, PONTIAC AT 1-800-620-7668, O

WILLIAMS CONTROLS IS HANDLING THE REPLACEMENT OF THIS PEDAL. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT WILLIAMS CONTROL AT 1-503-684-8600 OR SPARTAN AT 1-800-722-3025.

OWNERS ARE BEING ASKED TO REMOVE THE ALUMINUM HEEL PLATE COMPONENT OPTION. UTILIMASTER WILL REIMBURSE THE OWNERS FOR THE DIRECT LABOR COSTS TO REMOVE THE PLATE. THE RECALL BEGAN NOVEMBER 1, 2004. OWNERS SHOULD CONTACT UTILIMASTER AT 1-800-237-7806.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ARM AND REPLACE THE ACCELERATOR AND BRAKE PEDAL ASSEMBLY WITH A NEW ASSEMBLY, IF NECESSARY. THE RECALL BEGAN ON DECEMBER 20, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438, PONTIAC AT 1-800-620-7668, O

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

31323	02V00401 0	INTERNATION AL	RE BUS	2003	02511	VEHICLE SPEED CONTROL	INTERNATION AL TRUCK AND ENGINE	19940207	20020821
38997	04V52800 0	PONTIAC	GRAND AM	2003	04092	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GENERAL MOTORS CORP.	20021101	20030531
47265	03V02800 0	MITSUBISHI	OUTLANDER	2003	SR-03-001	VEHICLE SPEED CONTROL	MITSUBISHI AMERICA	20020820	20030130
64348	04V12800 0	SUBARU	IMPREZA	2003	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000905	20040212
12194	04V12800 0	SUBARU	IMPREZA	2004	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000905	20040212
13232	06V25300 0	LEXUS	RX330	2004	6LD 60F	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TOYOTA MOTOR NORTH AMERICA, INC.	20030210	20050524
30651	04V47100 0	ITASCA	HORIZON	2004	91	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	WINNEBAGO INDUSTRIES, INC.	20040106	20040730

V	31145	20021216	MFR	INTERNATIONAL TRUCK & ENGINE CORPORATION	20020920	20020925		
V	92863	20041220	MFR	GENERAL MOTORS CORP.	20041101	20041103	571	124
V	31000	20030129	MFR	MITSUBISHI MOTORS NORTH AMERICA, INC.	20030130	20030205		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	367594	20060724	MFR	TOYOTA MOTOR NORTH AMERICA, INC.	20060713	20060713		
V	240	20040917	MFR	WINNEBAGO INDUSTRIES, INC.	20040927	20040929		

ON CERTAIN SCHOOL AND TRANSIT BUSES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL/ACCELERATOR PEDALS SUPPLIED BY WILLIAMS CONTROLS INDUSTRIES, THE WELD ATTACHING THE CLEVIS TO THE PLATE HAS INSUFFICIENT PENETRATION AND COULD ALLOW THE CLEVIS TO SEPARATE FROM

CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IN HOT AMBIENT CONDITIONS, THE ACCELERATOR PEDAL ARM MAY STICK AT THE ATTACHMENT TO THE BRACKET AND NOT RETURN

ON CERTAIN SPORT UTILITY VEHICLES, DURING EXTREMELY LOW TEMPERATURE CONDITIONS, ICE CAN BUILD UP INSIDE THE ENGINE THROTTLE VALVE. THIS ICE BUILD-UP COULD CAUSE THE ACCELERATOR PEDAL TO STICK OR NOT TO RETURN TO IDLE AFTER ACCELERATING.

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

ON CERTAIN SPORT UTILITY AND HYBRID VEHICLES, THE TWO RETAINING CLIPS FOR THE DRIVER'S SIDE FORWARD CENTER CONSOLE CAN BECOME LOOSE. IF BOTH CLIPS SEPARATE FROM THE FLOOR CARPET COVER, THE COVER MAY LEAN TOWARD THE ACCELERATOR PEDAL, CAUSING INTERFERENCE

ON CERTAIN MOTOR HOMES BUILT ON A FREIGHTLINER CHASSIS WITH A 400-HP CUMMINS ENGINE, A SHEET METAL "TAB" ON A WIRE COVER LOCATED BEHIND THE ACCELERATOR PEDAL HAS THE POTENTIAL TO CATCH ON THE ACCELERATOR PEDAL.

IF THE CLEVIS SEPARATED FROM THE PLATE WHILE THE VEHICLE WAS IN USE, THE VEHICLE WOULD RETURN TO IDLE, INCREASING THE RISK OF A CRASH.

FAILURE TO RETURN TO IDLE COULD RESULT IN A VEHICLE CRASH.

FAILURE TO RETURN TO IDLE COULD RESULT IN A VEHICLE CRASH WITHOUT WARNING.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

THIS CONDITION MAY INTERFERE WITH THE ACCELERATOR PEDAL RETURNING TO THE IDLE POSITION INCREASING THE RISK OF A CRASH.

IF THE ACCELERATOR PEDAL HANGS UP ON THE TAB OF THE WIRE COVER, A HAZARDOUS SITUATION COULD RESULT IN THE PEDAL NOT GOING BACK TO IDLE POSITION, INCREASING THE RISK OF PERSONAL INJURY, VEHICLE DAMAGE AND, A CRASH COULD OCCUR.

INTERNATIONAL WILL RETROFIT VEHICLES WITH A NEW PEDAL ROD AND BRACKET. OWNER NOTIFICATION BEGAN DECEMBER 16, 2002. OWNERS WHO DO NOT RECEIVE THE FREE REMEDY WITHIN A REASONABLE TIME SHOULD CONTACT INTERNATIONAL AT 1-800-448-7825.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL ARM AND REPLACE THE ACCELERATOR AND BRAKE PEDAL ASSEMBLY WITH A NEW ASSEMBLY, IF NECESSARY. THE RECALL BEGAN ON DECEMBER 20, 2004. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438, PONTIAC AT 1-800-620-7668, O

DEALERS WILL REPROGRAM THE ENGINE CONTROL COMPUTER TO ELIMINATE THIS CONDITION. OWNER NOTIFICATION BEGAN ON JANUARY 29, 2003. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE THE FREE REMEDY WITH

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

DEALERS WILL REPLACE THE TWO FLOOR CARPET COVER RETAINING CLIPS FREE OF CHARGE. THE RECALL BEGAN ON JULY 24, 2006, AND SHOULD BE COMPLETED BY EARLY SEPTEMBER 2006. OWNERS MAY CONTACT TOYOTA AT 1-800-331-4331 OR LEXUS AT 1-800-255-3987.

DEALERS WILL PROVIDE INSTRUCTIONS FOR OWNERS TO INSPECT AND IF NECESSARY HAVE THE WIRE COVER REPAIRED. IF OWNERS DO NOT FEEL COMFORTABLE PERFORMING THE INSPECTION, DEALERS WILL INSPECT AND REPAIR AS NECESSARY. THE RECALL BEGAN ON SEPTEMBER 17, 2004. OW

23824	04V12800 0	SUBARU	LEGACY	2004	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219
48234	06V10800 0	FORD	MUSTANG	2004	06S43	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	FORD MOTOR COMPANY	20020319	20040401
30782	04V12800 0	SUBARU	OUTBACK	2004	WWQ-01	VEHICLE SPEED CONTROL:CA BLES	SUBARU OF AMERICA, INC.	20000315	20040219
32534	05V04600 0	CADILLAC	XLR	2004	05018	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GENERAL MOTORS CORP.	20030701	20031231
65536	04V51100 0	UTILIMASTER	AEROMASTER	2004		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	UTILIMASTER CORPORATIO N		
39933	04V40900 0	BMW	X5	2004		POWER TRAIN:CLUTC H ASSEMBLY:PE DAL/LINKAGE	BMW OF NORTH AMERICA, LLC	20030825	20040415
40252	05V04600 0	CADILLAC	SRX	2004	05018	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GENERAL MOTORS CORP.	20031001	20031231

V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	19140	20060426	ODI	FORD MOTOR COMPANY	20060407	20060407		
V	127580	20040412	MFR	SUBARU OF AMERICA, INC.	20040316	20040322		
V	19924	20050308	MFR	GENERAL MOTORS CORP.	20050209	20050209	571	124
V	31	20041101	MFR	UTILIMASTER CORPORATION	20041027	20041101		
V	358	20040908	MFR	BAYERISCHE MOTOREN WERKE	20040818	20040823		
V	19924	20050308	MFR	GENERAL MOTORS CORP.	20050209	20050209	571	124

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

ON CERTAIN MUSTANG COBRA PASSENGER VEHICLES, THE REAR SURFACE OF THE ACCELERATOR PEDAL MAY COME INTO CONTACT WITH FLOOR CARPETING DURING HEAVY THROTTLE APPLICATION. THE UNIQUE SURFACE PROFILE OF THE ACCELERATOR PEDAL MAY CATCH IN THE CUTOUT ON THE FLOOR

ON CERTAIN PASSENGER SEDANS, WAGONS, AND SPORT UTILITY VEHICLES, THE CRUISE CONTROL CABLE COULD COME OUT OF ITS TRACK ON THE CRUISE CONTROL LEVER AND LODGE ON THE CONTROL LEVER TAB WHEN THE ACCELERATOR PEDAL IS RELEASED. IF THIS CONDITION OCCURS, THE THR

CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IF ONE OF THE TWO ACCELERATOR PEDAL RETURN SPRINGS FAILS AND THE TEMPERATURE IS -22 DEGREES F TO -40 DEGREES

ON CERTAIN WALK-IN VANS BUILT ON FORD CHASSIS, THE OPTIONAL HEEL PLATE (TREADPLATE/DIAMOND PLATE) COULD LIMIT THE FULL MOVEMENT OF THE ACCELERATOR PEDAL.

ON CERTAIN PASSENGER VEHICLES WITH 3.0 L ENGINES AND MANUAL TRANSMISSIONS, IF THE VEHICLE IS IN FIRST GEAR, AND MOVING SLOWLY, WITH THE ACCELERATOR PEDAL HELD IN A CONSTANT POSITION OF LOW ENGINE SPEED AND WITH THE CLUTCH PEDAL HELD IN A PARTIALLY DEPRESS

CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IF ONE OF THE TWO ACCELERATOR PEDAL RETURN SPRINGS FAILS AND THE TEMPERATURE IS -22 DEGREES F TO -40 DEGREES

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

THIS COULD INTERFERE WITH THE PEDAL'S ABILITY TO RETURN TO AN IDLE POSITION. UNEXPECTED, CONTINUED THROTTLE APPLICATION AND/OR INCREASED STOPPING DISTANCES MAY OCCUR WHICH COULD RESULT IN A CRASH.

IF THIS OCCURS DURING VEHICLE OPERATION, THE DRIVER COULD LOSE CONTROL OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.

IF THIS WERE TO OCCUR, GREATER BRAKE PEDAL FORCE AND A LONGER DISTANCE MAY BE REQUIRED TO STOP THE VEHICLE.

SHOULD THIS CONDITION OCCUR, THROTTLE OPERATION COULD BE IMPEDED, AND COULD CAUSE A CRASH.

THE VEHICLE COULD ACCELERATE UNEXPECTEDLY, WHICH COULD RESULT IN A CRASH.

IF THIS WERE TO OCCUR, GREATER BRAKE PEDAL FORCE AND A LONGER DISTANCE MAY BE REQUIRED TO STOP THE VEHICLE.

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

DEALERS WILL INSTALL A SHIELD OVER THE CUTOUT IN THE CARPET BEHIND THE ACCELERATOR PEDAL. THE RECALL BEGAN ON APRIL 26, 2006. OWNERS MAY CONTACT FORD AT 1-800-392-3673.

DEALERS WILL INSTALL A CRUISE CONTROL CABLE RETAINING CLIP TO THE CRUISE CONTROL LEVER TAB ON THE THROTTLE SHAFT IN ORDER TO PREVENT THE CRUISE CONTROL CABLE FROM COMING OUT OF ITS TRACK. OWNER NOTIFICATION BEGAN ON APRIL 12, 2004. OWNERS SHOULD CONTACT

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY. THIS RECALL BEGAN ON MARCH 8, 2005. OWNERS MAY CONTACT CADILLAC AT 1-866-982-2339 OR PONTIAC AT 1-800-620-7668.

OWNERS ARE BEING ASKED TO REMOVE THE ALUMINUM HEEL PLATE COMPONENT OPTION. UTILIMASTER WILL REIMBURSE THE OWNERS FOR THE DIRECT LABOR COSTS TO REMOVE THE PLATE. THE RECALL BEGAN NOVEMBER 1, 2004. OWNERS SHOULD CONTACT UTILIMASTER AT 1-800-237-7806.

DEALERS WILL REPROGRAM THE VEHICLE'S DIGITAL ENGINE MANAGEMENT CONTROL UNIT. THE RECALL BEGAN ON SEPTEMBER 8, 2004. OWNERS SHOULD CONTACT BMW AT 1-800-831-1117.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY. THIS RECALL BEGAN ON MARCH 8, 2005. OWNERS MAY CONTACT CADILLAC AT 1-866-982-2339 OR PONTIAC AT 1-800-620-7668.

49106	05V04600 0	PONTIAC	GRAND PRIX	2004	05018	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	GENERAL MOTORS CORP.	20031001	20031231
55755	04V47100 0	WINNEBAGO	VECTRA	2004	91	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	WINNEBAGO INDUSTRIES, INC.	20040106	20040730
65194	06V25300 0	TOYOTA	HIGHLANDER	2004	6LD 60F	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TOYOTA MOTOR NORTH AMERICA, INC.	20030822	20050524
11370	04V43900 0	HINO	NB6J	2005	A3720	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	HINO MOTORS SALES U.S.A., INC.	20031001	20040907
12169	04V43900 0	HINO	ND8J	2005	A3720	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	HINO MOTORS SALES U.S.A., INC.	20031001	20040907
15007	06V25300 0	LEXUS	RX330	2005	6LD 60F	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TOYOTA MOTOR NORTH AMERICA, INC.	20030210	20050524
21961	04V47100 0	WINNEBAGO	VECTRA	2005	91	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	WINNEBAGO INDUSTRIES, INC.	20040106	20040730

V	19924	20050308	MFR	GENERAL MOTORS CORP.	20050209	20050209	571	124
V	240	20040917	MFR	WINNEBAGO INDUSTRIES, INC.	20040927	20040929		
V	367594	20060724	MFR	TOYOTA MOTOR CORPORATIO N	20060713	20060713		
V	3366	20040908	MFR	HINO MOTORS SALES U.S.A., INC.	20040913	20040917		
V	3366	20040908	MFR	HINO MOTORS SALES U.S.A., INC.	20040913	20040917		
V	367594	20060724	MFR	TOYOTA MOTOR NORTH AMERICA, INC.	20060713	20060713		
V	240	20040917	MFR	WINNEBAGO INDUSTRIES, INC.	20040927	20040929		

CERTAIN PASSENGER VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 124, 'ACCELERATOR CONTROL SYSTEMS.' IF ONE OF THE TWO ACCELERATOR PEDAL RETURN SPRINGS FAILS AND THE TEMPERATURE IS -22 DEGREES F TO -40 DEGREES

ON CERTAIN MOTOR HOMES BUILT ON A FREIGHTLINER CHASSIS WITH A 400-HP CUMMINS ENGINE, A SHEET METAL "TAB" ON A WIRE COVER LOCATED BEHIND THE ACCELERATOR PEDAL HAS THE POTENTIAL TO CATCH ON THE ACCELERATOR PEDAL.

ON CERTAIN SPORT UTILITY AND HYBRID VEHICLES, THE TWO RETAINING CLIPS FOR THE DRIVER'S SIDE FORWARD CENTER CONSOLE CAN BECOME LOOSE. IF BOTH CLIPS SEPARATE FROM THE FLOOR CARPET COVER, THE COVER MAY LEAN TOWARD THE ACCELERATOR PEDAL, CAUSING INTERFERENCE

ON CERTAIN CAB AND CHASSIS TRUCKS, WHEN EXCESSIVE FORCE IS APPLIED TO THE ACCELERATOR PEDAL, BEYOND THAT REQUIRED TO ACHIEVE FULL ACCELERATION, THE PEDAL MAY BECOME WEDGED BETWEEN THE FLOOR PANEL AND THE CARPET.

ON CERTAIN CAB AND CHASSIS TRUCKS, WHEN EXCESSIVE FORCE IS APPLIED TO THE ACCELERATOR PEDAL, BEYOND THAT REQUIRED TO ACHIEVE FULL ACCELERATION, THE PEDAL MAY BECOME WEDGED BETWEEN THE FLOOR PANEL AND THE CARPET.

ON CERTAIN SPORT UTILITY AND HYBRID VEHICLES, THE TWO RETAINING CLIPS FOR THE DRIVER'S SIDE FORWARD CENTER CONSOLE CAN BECOME LOOSE. IF BOTH CLIPS SEPARATE FROM THE FLOOR CARPET COVER, THE COVER MAY LEAN TOWARD THE ACCELERATOR PEDAL, CAUSING INTERFERENCE

ON CERTAIN MOTOR HOMES BUILT ON A FREIGHTLINER CHASSIS WITH A 400-HP CUMMINS ENGINE, A SHEET METAL "TAB" ON A WIRE COVER LOCATED BEHIND THE ACCELERATOR PEDAL HAS THE POTENTIAL TO CATCH ON THE ACCELERATOR PEDAL.

IF THIS WERE TO OCCUR, GREATER BRAKE PEDAL FORCE AND A LONGER DISTANCE MAY BE REQUIRED TO STOP THE VEHICLE.

IF THE ACCELERATOR PEDAL HANGS UP ON THE TAB OF THE WIRE COVER, A HAZARDOUS SITUATION COULD RESULT IN THE PEDAL NOT GOING BACK TO IDLE POSITION, INCREASING THE RISK OF PERSONAL INJURY, VEHICLE DAMAGE AND, A CRASH COULD OCCUR.

THIS CONDITION MAY INTERFERE WITH THE ACCELERATOR PEDAL RETURNING TO THE IDLE POSITION INCREASING THE RISK OF A CRASH.

WHEN THIS OCCURS, THE ACCELERATOR PEDAL WILL BECOME WEDGED IN THE FULL THROTTLE POSITION WHICH COULD RESULT IN A CRASH WITHOUT WARNING.

WHEN THIS OCCURS, THE ACCELERATOR PEDAL WILL BECOME WEDGED IN THE FULL THROTTLE POSITION WHICH COULD RESULT IN A CRASH WITHOUT WARNING.

THIS CONDITION MAY INTERFERE WITH THE ACCELERATOR PEDAL RETURNING TO THE IDLE POSITION INCREASING THE RISK OF A CRASH.

IF THE ACCELERATOR PEDAL HANGS UP ON THE TAB OF THE WIRE COVER, A HAZARDOUS SITUATION COULD RESULT IN THE PEDAL NOT GOING BACK TO IDLE POSITION, INCREASING THE RISK OF PERSONAL INJURY, VEHICLE DAMAGE AND, A CRASH COULD OCCUR.

DEALERS WILL REPLACE THE ACCELERATOR PEDAL ASSEMBLY. THIS RECALL BEGAN ON MARCH 8, 2005. OWNERS MAY CONTACT CADILLAC AT 1-866-982-2339 OR PONTIAC AT 1-800-620-7668.

DEALERS WILL PROVIDE INSTRUCTIONS FOR OWNERS TO INSPECT AND IF NECESSARY HAVE THE WIRE COVER REPAIRED. IF OWNERS DO NOT FEEL COMFORTABLE PERFORMING THE INSPECTION, DEALERS WILL INSPECT AND REPAIR AS NECESSARY. THE RECALL BEGAN ON SEPTEMBER 17, 2004. OW

DEALERS WILL REPLACE THE TWO FLOOR CARPET COVER RETAINING CLIPS FREE OF CHARGE. THE RECALL BEGAN ON JULY 24, 2006, AND SHOULD BE COMPLETED BY EARLY SEPTEMBER 2006. OWNERS MAY CONTACT TOYOTA AT 1-800-331-4331 OR LEXUS AT 1-800-255-3987.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL HEIGHT TO DETERMINE IF IT IS WITHIN SPECIFICATIONS. IF EITHER THE PEDAL HEIGHT OR THE ACCELERATOR ROD IS NOT WITHIN SPECIFICATIONS, REPLACE THE ACCELERATOR ASSEMBLY. IN ADDITION, A NEW BRACKET CONTAINING AN ACCE

DEALERS WILL INSPECT THE ACCELERATOR PEDAL HEIGHT TO DETERMINE IF IT IS WITHIN SPECIFICATIONS. IF EITHER THE PEDAL HEIGHT OR THE ACCELERATOR ROD IS NOT WITHIN SPECIFICATIONS, REPLACE THE ACCELERATOR ASSEMBLY. IN ADDITION, A NEW BRACKET CONTAINING AN ACCE

DEALERS WILL REPLACE THE TWO FLOOR CARPET COVER RETAINING CLIPS FREE OF CHARGE. THE RECALL BEGAN ON JULY 24, 2006, AND SHOULD BE COMPLETED BY EARLY SEPTEMBER 2006. OWNERS MAY CONTACT TOYOTA AT 1-800-331-4331 OR LEXUS AT 1-800-255-3987.

DEALERS WILL PROVIDE INSTRUCTIONS FOR OWNERS TO INSPECT AND IF NECESSARY HAVE THE WIRE COVER REPAIRED. IF OWNERS DO NOT FEEL COMFORTABLE PERFORMING THE INSPECTION, DEALERS WILL INSPECT AND REPAIR AS NECESSARY. THE RECALL BEGAN ON SEPTEMBER 17, 2004. OW

22860	04V43900 0	HINO	NV8J	2005	A3720	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	HINO MOTORS SALES U.S.A., INC.		20040907
31610	06V25300 0	TOYOTA	HIGHLANDER	2005	6LD 60F	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TOYOTA MOTOR NORTH AMERICA, INC.	20030822	20050524
38920	04V43900 0	HINO	NE8J	2005	A3720	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	HINO MOTORS SALES U.S.A., INC.	20031001	20040907
47244	04V47100 0	ITASCA	HORIZON	2005	91	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	WINNEBAGO INDUSTRIES, INC.	20040106	20040730
55751	04V43900 0	HINO	NA6J	2005	A3720	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	HINO MOTORS SALES U.S.A., INC.	20031001	20040907
55752	04V43900 0	HINO	NC6J	2005	A3720	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	HINO MOTORS SALES U.S.A., INC.	20031001	20040907
55753	04V43900 0	HINO	NJ8J	2005	A3720	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	HINO MOTORS SALES U.S.A., INC.	20031001	20040907

V	3366	20040908	MFR	HINO MOTORS SALES U.S.A., INC.	20040913	20040917		
V	367594	20060724	MFR	TOYOTA MOTOR CORPORATIO N	20060713	20060713		
V	3366	20040908	MFR	HINO MOTORS SALES U.S.A., INC.	20040913	20040917		
V	240	20040917	MFR	WINNEBAGO INDUSTRIES, INC.	20040927	20040929		
V	3366	20040908	MFR	HINO MOTORS SALES U.S.A., INC.	20040913	20040917		
V	3366	20040908	MFR	HINO MOTORS SALES U.S.A., INC.	20040913	20040917		
V	3366	20040908	MFR	HINO MOTORS SALES U.S.A., INC.	20040913	20040917		

ON CERTAIN CAB AND CHASSIS TRUCKS, WHEN EXCESSIVE FORCE IS APPLIED TO THE ACCELERATOR PEDAL, BEYOND THAT REQUIRED TO ACHIEVE FULL ACCELERATION, THE PEDAL MAY BECOME WEDGED BETWEEN THE FLOOR PANEL AND THE CARPET.

ON CERTAIN SPORT UTILITY AND HYBRID VEHICLES, THE TWO RETAINING CLIPS FOR THE DRIVER'S SIDE FORWARD CENTER CONSOLE CAN BECOME LOOSE. IF BOTH CLIPS SEPARATE FROM THE FLOOR CARPET COVER, THE COVER MAY LEAN TOWARD THE ACCELERATOR PEDAL, CAUSING INTERFERENCE

ON CERTAIN CAB AND CHASSIS TRUCKS, WHEN EXCESSIVE FORCE IS APPLIED TO THE ACCELERATOR PEDAL, BEYOND THAT REQUIRED TO ACHIEVE FULL ACCELERATION, THE PEDAL MAY BECOME WEDGED BETWEEN THE FLOOR PANEL AND THE CARPET.

ON CERTAIN MOTOR HOMES BUILT ON A FREIGHTLINER CHASSIS WITH A 400-HP CUMMINS ENGINE, A SHEET METAL "TAB" ON A WIRE COVER LOCATED BEHIND THE ACCELERATOR PEDAL HAS THE POTENTIAL TO CATCH ON THE ACCELERATOR PEDAL.

ON CERTAIN CAB AND CHASSIS TRUCKS, WHEN EXCESSIVE FORCE IS APPLIED TO THE ACCELERATOR PEDAL, BEYOND THAT REQUIRED TO ACHIEVE FULL ACCELERATION, THE PEDAL MAY BECOME WEDGED BETWEEN THE FLOOR PANEL AND THE CARPET.

ON CERTAIN CAB AND CHASSIS TRUCKS, WHEN EXCESSIVE FORCE IS APPLIED TO THE ACCELERATOR PEDAL, BEYOND THAT REQUIRED TO ACHIEVE FULL ACCELERATION, THE PEDAL MAY BECOME WEDGED BETWEEN THE FLOOR PANEL AND THE CARPET.

ON CERTAIN CAB AND CHASSIS TRUCKS, WHEN EXCESSIVE FORCE IS APPLIED TO THE ACCELERATOR PEDAL, BEYOND THAT REQUIRED TO ACHIEVE FULL ACCELERATION, THE PEDAL MAY BECOME WEDGED BETWEEN THE FLOOR PANEL AND THE CARPET.

WHEN THIS OCCURS, THE ACCELERATOR PEDAL WILL BECOME WEDGED IN THE FULL THROTTLE POSITION WHICH COULD RESULT IN A CRASH WITHOUT WARNING.

THIS CONDITION MAY INTERFERE WITH THE ACCELERATOR PEDAL RETURNING TO THE IDLE POSITION INCREASING THE RISK OF A CRASH.

WHEN THIS OCCURS, THE ACCELERATOR PEDAL WILL BECOME WEDGED IN THE FULL THROTTLE POSITION WHICH COULD RESULT IN A CRASH WITHOUT WARNING.

IF THE ACCELERATOR PEDAL HANGS UP ON THE TAB OF THE WIRE COVER, A HAZARDOUS SITUATION COULD RESULT IN THE PEDAL NOT GOING BACK TO IDLE POSITION, INCREASING THE RISK OF PERSONAL INJURY, VEHICLE DAMAGE AND, A CRASH COULD OCCUR.

WHEN THIS OCCURS, THE ACCELERATOR PEDAL WILL BECOME WEDGED IN THE FULL THROTTLE POSITION WHICH COULD RESULT IN A CRASH WITHOUT WARNING.

WHEN THIS OCCURS, THE ACCELERATOR PEDAL WILL BECOME WEDGED IN THE FULL THROTTLE POSITION WHICH COULD RESULT IN A CRASH WITHOUT WARNING.

WHEN THIS OCCURS, THE ACCELERATOR PEDAL WILL BECOME WEDGED IN THE FULL THROTTLE POSITION WHICH COULD RESULT IN A CRASH WITHOUT WARNING.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL HEIGHT TO DETERMINE IF IT IS WITHIN SPECIFICATIONS. IF EITHER THE PEDAL HEIGHT OR THE ACCELERATOR ROD IS NOT WITHIN SPECIFICATIONS, REPLACE THE ACCELERATOR ASSEMBLY. IN ADDITION, A NEW BRACKET CONTAINING AN ACCE

DEALERS WILL REPLACE THE TWO FLOOR CARPET COVER RETAINING CLIPS FREE OF CHARGE. THE RECALL BEGAN ON JULY 24, 2006, AND SHOULD BE COMPLETED BY EARLY SEPTEMBER 2006. OWNERS MAY CONTACT TOYOTA AT 1-800-331-4331 OR LEXUS AT 1-800-255-3987.

DEALERS WILL INSPECT THE ACCELERATOR PEDAL HEIGHT TO DETERMINE IF IT IS WITHIN SPECIFICATIONS. IF EITHER THE PEDAL HEIGHT OR THE ACCELERATOR ROD IS NOT WITHIN SPECIFICATIONS, REPLACE THE ACCELERATOR ASSEMBLY. IN ADDITION, A NEW BRACKET CONTAINING AN ACCE

DEALERS WILL PROVIDE INSTRUCTIONS FOR OWNERS TO INSPECT AND IF NECESSARY HAVE THE WIRE COVER REPAIRED. IF OWNERS DO NOT FEEL COMFORTABLE PERFORMING THE INSPECTION, DEALERS WILL INSPECT AND REPAIR AS NECESSARY. THE RECALL BEGAN ON SEPTEMBER 17, 2004. OW

DEALERS WILL INSPECT THE ACCELERATOR PEDAL HEIGHT TO DETERMINE IF IT IS WITHIN SPECIFICATIONS. IF EITHER THE PEDAL HEIGHT OR THE ACCELERATOR ROD IS NOT WITHIN SPECIFICATIONS, REPLACE THE ACCELERATOR ASSEMBLY. IN ADDITION, A NEW BRACKET CONTAINING AN ACCE

DEALERS WILL INSPECT THE ACCELERATOR PEDAL HEIGHT TO DETERMINE IF IT IS WITHIN SPECIFICATIONS. IF EITHER THE PEDAL HEIGHT OR THE ACCELERATOR ROD IS NOT WITHIN SPECIFICATIONS, REPLACE THE ACCELERATOR ASSEMBLY. IN ADDITION, A NEW BRACKET CONTAINING AN ACCE

DEALERS WILL INSPECT THE ACCELERATOR PEDAL HEIGHT TO DETERMINE IF IT IS WITHIN SPECIFICATIONS. IF EITHER THE PEDAL HEIGHT OR THE ACCELERATOR ROD IS NOT WITHIN SPECIFICATIONS, REPLACE THE ACCELERATOR ASSEMBLY. IN ADDITION, A NEW BRACKET CONTAINING AN ACCE

48404	05V16200 0	JAGUAR	XK	2006	R847	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	JAGUAR CARS LTD	20050218	20050322
56697	06V25300 0	TOYOTA	HIGHLANDER HEV	2006	6LD 60F	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TOYOTA MOTOR NORTH AMERICA, INC.	20050314	20050524
56698	06V25300 0	LEXUS	RX400H	2006	6LD 60F	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TOYOTA MOTOR NORTH AMERICA, INC.	20050321	20050524
57073	05V56500 0	LEXUS	IS250	2006	5LC	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TOYOTA MOTOR NORTH AMERICA, INC.	20050830	20051202
16041	06V49500 0	MERCEDES BENZ	M-CLASS	2007	2006120008	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MERCEDES- BENZ USA, LLC.	20061128	20061212
16042	06V49500 0	MERCEDES BENZ	R-CLASS	2007	2006120008	VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	MERCEDES- BENZ USA, LLC.	20061128	20061212
66306	07V05200 0	MAZDA	MAZDASPEED 3	2007	4407B	EQUIPMENT	MAZDA MOTOR CORP	20060628	20061226

V	659	20050811	MFR	JAGUAR CARS LTD	20050420	20050422		
V	367594	20060724	MFR	TOYOTA MOTOR CORPORATION	20060713	20060713		
V	367594	20060724	MFR	TOYOTA MOTOR CORPORATION	20060713	20060713		
V	3567	20051227	MFR	TOYOTA MOTOR CORPORATION	20051219	20051221		
V	1570	20070116	MFR	MERCEDES-BENZ USA, LLC.	20061229	20061229		
V	1570	20070116	MFR	MERCEDES-BENZ USA, LLC.	20061229	20061229		
V	1700	20070307	MFR	MAZDA MOTOR CORP	20070215	20070215		

ON CERTAIN PASSENGER VEHICLES, THE ACCELERATOR PEDAL ARMS WERE INCORRECTLY ASSEMBLED BY THE SUPPLIER. THE CLEARANCE BETWEEN THE ACCELERATOR PEDAL AND THE BRAKE PEDAL MAY BE REDUCED. THIS CONDITION CAN INCREASE THE RISK OF BOTH PEDALS BEING OPERATED AT T

ON CERTAIN SPORT UTILITY AND HYBRID VEHICLES, THE TWO RETAINING CLIPS FOR THE DRIVER'S SIDE FORWARD CENTER CONSOLE CAN BECOME LOOSE. IF BOTH CLIPS SEPARATE FROM THE FLOOR CARPET COVER, THE COVER MAY LEAN TOWARD THE ACCELERATOR PEDAL, CAUSING INTERFERENCE

ON CERTAIN SPORT UTILITY AND HYBRID VEHICLES, THE TWO RETAINING CLIPS FOR THE DRIVER'S SIDE FORWARD CENTER CONSOLE CAN BECOME LOOSE. IF BOTH CLIPS SEPARATE FROM THE FLOOR CARPET COVER, THE COVER MAY LEAN TOWARD THE ACCELERATOR PEDAL, CAUSING INTERFERENCE

ON CERTAIN PASSENGER VEHICLES, THERE IS A POSSIBILITY THAT THE ACCELERATOR PEDAL MAY TEMPORARILY BECOME STUCK IN THE PARTIALLY DEPRESSED POSITION DUE TO INADEQUATE CLEARANCE BETWEEN THE ACCELERATOR PEDAL LINKAGE AND A PLASTIC PAD EMBEDDED INTO THE VEHICLE

ON CERTAIN VEHICLES, THE ACCELERATOR PEDAL MIGHT NOT HAVE BEEN FULLY FASTENED TO ITS MOUNTING STUDS.

ON CERTAIN VEHICLES, THE ACCELERATOR PEDAL MIGHT NOT HAVE BEEN FULLY FASTENED TO ITS MOUNTING STUDS.

ON CERTAIN PASSENGER VEHICLES EQUIPPED WITH OPTIONAL ACCESSORY ALL WEATHER FLOOR MATS, THERE IS INSUFFICIENT CLEARANCE BETWEEN THE FLOOR MAT AND ACCELERATOR PEDAL.

THE ACCELERATOR PEDAL COULD BE HELD DOWN BY THE PEDAL STOP ASSEMBLY INCREASING THE RISK OF A CRASH.

THIS CONDITION MAY INTERFERE WITH THE ACCELERATOR PEDAL RETURNING TO THE IDLE POSITION INCREASING THE RISK OF A CRASH.

THIS CONDITION MAY INTERFERE WITH THE ACCELERATOR PEDAL RETURNING TO THE IDLE POSITION INCREASING THE RISK OF A CRASH.

THIS CONDITION MAY INTERFERE WITH THE ACCELERATOR PEDAL RETURNING TO THE IDLE POSITION, INCREASING THE RISK OF A CRASH.

OVER TIME, THE PEDAL MAY NOT MAINTAIN A CONSISTENT PEDAL POSITION, WHICH COULD MAKE IT MORE DIFFICULT TO OPERATE THE ACCELERATOR.

OVER TIME, THE PEDAL MAY NOT MAINTAIN A CONSISTENT PEDAL POSITION, WHICH COULD MAKE IT MORE DIFFICULT TO OPERATE THE ACCELERATOR.

IN THIS SITUATION IT IS POSSIBLE THAT THE ACCELERATOR PEDAL MIGHT GET STUCK BEHIND THE FLOOR MAT, WHICH MAY PREVENT THE VEHICLE FROM PROPERLY DECELERATING WHEN THE ACCELERATOR IS RELEASED INCREASING THE RISK OF A CRASH.

DEALERS WILL INSPECT THE PEDAL ASSEMBLY AND REPLACE THE ACCELERATOR PEDAL FREE OF CHARGE. THE RECALL BEGAN ON AUGUST 11, 2005. OWNERS MAY CONTACT JAGUAR AT 1-800-452-4827.

DEALERS WILL REPLACE THE TWO FLOOR CARPET COVER RETAINING CLIPS FREE OF CHARGE. THE RECALL BEGAN ON JULY 24, 2006, AND SHOULD BE COMPLETED BY EARLY SEPTEMBER 2006. OWNERS MAY CONTACT TOYOTA AT 1-800-331-4331 OR LEXUS AT 1-800-255-3987.

DEALERS WILL REPLACE THE TWO FLOOR CARPET COVER RETAINING CLIPS FREE OF CHARGE. THE RECALL BEGAN ON JULY 24, 2006, AND SHOULD BE COMPLETED BY EARLY SEPTEMBER 2006. OWNERS MAY CONTACT TOYOTA AT 1-800-331-4331 OR LEXUS AT 1-800-255-3987.

DEALERS WILL INSPECT THE CLEARANCE OF THE ACCELERATION PEDAL AND CARPET, REPLACE THE PEDAL ASSEMBLY WITH A REVISED ASSEMBLY, AND MODIFY THE CARPET FREE OF CHARGE. THE RECALL BEGAN ON DECEMBER 27, 2005. OWNERS MAY CONTACT LEXUS AT 1-800-255-3987.

DEALERS WILL INSPECT AND, IF NECESSARY, INSTALL THE MOUNTING NUTS OF THE ACCELERATOR PEDAL. THE RECALL BEGAN ON JANUARY 16, 2007. OWNERS MAY CONTACT MERCEDES-BENZ AT 1-800-367-6372.

DEALERS WILL INSPECT AND, IF NECESSARY, INSTALL THE MOUNTING NUTS OF THE ACCELERATOR PEDAL. THE RECALL BEGAN ON JANUARY 16, 2007. OWNERS MAY CONTACT MERCEDES-BENZ AT 1-800-367-6372. OWNERS WILL BE INSTRUCTED TO RETURN THE FLOOR MATS TO DEALERS AND WILL BE SHIPPED A NEW FLOOR MAT FREE OF CHARGE. THE RECALL BEGAN ON MARCH 7, 2007. OWNERS MAY CONTACT MAZDA AT 1-800-222-5500.

31050	04E03600 0	EMC	AEVIT	9999		VEHICLE SPEED CONTROL:CA BLES	EMC		
39579	02E00700 0	TELEFLEX MORSE	ELECTRIC FLOOR PEDAL	9999		VEHICLE SPEED CONTROL:AC CELERATOR PEDAL	TELEFLEX MORSE	20000701	20020228
51186	78E02400 0	COLT	COLT	9999		VEHICLE SPEED CONTROL	COLT	19771001	19771201

E	583	20040527	ODI	EMC	20040517	20040517		
E	1153	20020305	MFR	TELEFLEX MORSE	20020306	20020311		
E	743		MFR	COLT INDUSTRIES	19780908	19791012		

THE EMC ACCELERATOR CABLE ANCHORAGE MAY NOT HAVE BEEN FULLY SECURED CAUSING THE CABLE TO BECOME DISCONNECTED FROM THE ACCELERATOR PEDAL.

EQUIPMENT DESCRIPTION: TELEFLEX MORSE ELECTRIC FLOOR PEDALS SHIPPED TO CUSTOMERS FROM JULY 2000 TO FEBRUARY 2002, PART NOS. 224300-001, 224320-001/004, AND 224690. UNDER HEAVY USE, ONE OF THE PEDAL DUAL RETURN-SPRING ARMS ON THE FLOOR-MOUNTED ELECTRIC P
CARBURETORS COULD EXHIBIT A FAILURE OF THE THROTTLE TO CLOSE, DUE TO THROTTLE SHAFT STICKING. FAILURE OF THROTTLE TO CLOSE WOULD RESULT IN CONTINUED ACCELERATION EVEN AFTER THE ACCELERATOR PEDAL HAS BEEN RELEASED.

IF THE CABLE BECAME DISCONNECTED WHILE THE VEHICLE IS IN MOTION, THE ENGINE SPEED WOULD RETURN TO IDLE WHERE IT WOULD REMAIN REGARDLESS OF THE OPERATOR'S THROTTLE INPUTS, POSSIBLY RESULTING IN A VEHICLE CRASH.

UNEXPECTED ACCELERATION COULD RESULT IN A VEHICLE CRASH, POSSIBLY RESULTING IN PERSONAL INJURY OR DEATH.

EMC WILL NOTIFY ITS CUSTOMERS AND WILL INSTALL A NEW AEVIT ACCELERATOR CABLE AND ANCHORAGE BRACKET FREE OF CHARGE. THE RECALL BEGAN MAY 27, 2004. OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO NOT RECEIVE

TELEFLEX MORSE WILL NOTIFY ITS CUSTOMERS TO RETURN THE DEFECTIVE ELECTRIC FOOT PEDALS FOR A REPLACEMENT FREE OF CHARGE. OWNER NOTIFICATION BEGAN MARCH 5, 2002 . OWNERS WHO TAKE THEIR VEHICLES TO AN AUTHORIZED DEALER ON AN AGREED UPON SERVICE DATE AND DO

DEALER WILL REPLACE DEFECTIVE CARBURETOR FREE OF CHARGE.