

VIN

3TMJU62N07M [REDACTED]

3TMJU62N97M [REDACTED]

5TEKU72N07Z [REDACTED]

5TEKU72N17Z [REDACTED]

5TEKU72N47Z [REDACTED]

5TELU42N17Z [REDACTED]

5TELU42N17Z [REDACTED]

5TELU42N57Z [REDACTED]

5TELU42N57Z [REDACTED]

5TELU42N67Z [REDACTED]

5TELU42N67Z [REDACTED]

5TELU42N97Z [REDACTED]

5TEMU52N07Z [REDACTED]

5TENX22N07Z [REDACTED]

5TETU62N07Z [REDACTED]

5TETU62N27Z [REDACTED]

5TETU62N57Z [REDACTED]

5TETX22N37Z [REDACTED]

5TETX22N37Z [REDACTED]

5TEUU42N07Z [REDACTED]

5TEUU42N17Z [REDACTED]

5TEUU42N37Z [REDACTED]

5TEUU42N37Z [REDACTED]

5TEUU42N57Z [REDACTED]

5TEUU42N67Z [REDACTED]

5TEUU42N67Z [REDACTED]

5TEUU42N67Z [REDACTED]

5TEUU42N87Z [REDACTED]

5TEUX42N37Z [REDACTED]

	High Idle	Pedals too close	Revs/flare	Floor Mat	Throttle Stuck	SL Switch	Prop "Thunk"	Other Issue
1	x	x		x				
2				x				
3		x		x				
4		x		x			x	
5				x	x			
6		x		x	x			
7		x		x				
8				x				
9	x	x	x					
10		x		x		x	x	
11		x		x		x		
12	x	x	x	x				
13		x	x				x	
14		x						
15								
16	x		x					
17								
18		x		x	x			
19		x		x	x	x		
20		x		x		x		
21							x	
22								x
23		x						
24								
25		x		x	x			
26			x					
27	x							
28				x	x			
29		x	x	x	x			
30	x				x			
31	x		x					
32	x							
33			x					
34								

Go&C Candidate

Yes	maybe
x	
	x
x	
xx	
x	
	x
x	
xx	
xx	
xx	
x	
xx	
	x
x	
xx	
x	
	x

no	TMS inspect	NHTSA	VIN
		likely	3TMJU62N07M [REDACTED]
	<input checked="" type="checkbox"/>	yes	3TMJU62N97M [REDACTED]
	<input checked="" type="checkbox"/>		5TEKU72N07Z [REDACTED]
<input checked="" type="checkbox"/>			5TEKU72N17Z [REDACTED]
<input checked="" type="checkbox"/>			5TEKU72N47Z [REDACTED]
		yes	5TELU42N17Z [REDACTED]
	<input checked="" type="checkbox"/>		5TELU42N17Z [REDACTED]
			5TELU42N57Z [REDACTED]
			5TELU42N57Z [REDACTED]
		yes	5TELU42N67Z [REDACTED]
	<input checked="" type="checkbox"/>		5TELU42N67Z [REDACTED]
			5TELU42N97Z [REDACTED]
			5TEMU52N07Z [REDACTED]
<input checked="" type="checkbox"/>			5TENX22N07Z [REDACTED]
			5TENX22N67Z [REDACTED]
	<input checked="" type="checkbox"/>		5TETU22N57Z [REDACTED]
			5TETU62N [REDACTED]
			5TETU62N [REDACTED]
			5TETU62N07Z [REDACTED]
			5TETU62N27Z [REDACTED]
		yes	5TETU62N57Z [REDACTED]
<input checked="" type="checkbox"/>			5TETX22N37Z [REDACTED]
<input checked="" type="checkbox"/>			5TETX22N37Z [REDACTED]
			5TEUU42N [REDACTED]
		yes	5TEUU42N07Z [REDACTED]
<input checked="" type="checkbox"/>			5TEUU42N17Z [REDACTED]
<input checked="" type="checkbox"/>			5TEUU42N37Z [REDACTED]
	<input checked="" type="checkbox"/>		5TEUU42N37Z [REDACTED]
			5TEUU42N57Z [REDACTED]
			5TEUU42N67Z [REDACTED]
<input checked="" type="checkbox"/>			5TEUU42N67Z [REDACTED]
<input checked="" type="checkbox"/>			5TEUU42N67Z [REDACTED]
<input checked="" type="checkbox"/>			5TEUU42N87Z [REDACTED]
			5TEUU42N87Z [REDACTED]

Comments

SM Robbuie Cortis scheduled appt for 9-18 for eval.

Dealer confirmed floor mat wedged. **Customer got rid of truck.**

FTS Mike Houghtling inspected. report done 11-9-2006.

Customer later refused inspection and admits he might have caused. Only 1 of 3 drivers had experienced condition. Roger Lepin FTS. "engine continued to race" afer put in park. Test drive with tech and driving better.

Customer traded vehicle. Dealer adv. Customer about foot on gas pedal (noted large shoe size).

Customer commented that "he may have been pushing both (pedals)". Field Contact Report requested by legal. FTS inspected and found stacked floor mats w/ no clips. Came to dealer with website info for surge.

Dealer confirmed all weather floor mats on top of OEMs had crept under gas pedal.

Customer purse arbitration.

Good candidate due to multiple symptoms.

We have the pics of this. Go and see requested. We have pics and ECM freeze frame.

Good candidate due to compared to other vehicles seemed different.

Already trying to get FTS to review (customer and dealer).

Customer admits pushihg brake and gas at one time. Dealer confirmed all OK.

Skip

FTS has already seen vehicle and done parts swap. Vehicle was replaced.

Interesting related comments, but no actual vehicle by this person.

Not much info.

Customer mentions they pressed the gas on one occur. Inspected by FTS J. Addison on 5/8 and FCR completed on 5-11. NTF. Customer traded out of vehicle.

Customer confirmed the same condition in other vehicles. Would be good Go&C to confirm propshaft "thunk"

Throttle broken ECU. Will not go over 25mph.

Multiple unrelated complaints, but customer states that "The brake and gas pedal are located so it is too easy to get your foot on both at the same time and placement seems to invite this problem"

Just general statement about "not safe". No detail.

NTF by dealer.

Manual tranny flare.

High idle, but no reported incident.

FTS Brian H. inspected and completed FCR. Dealer confirmed double floor mats.

Complaints about engine flare (manual) multiple calls. Also "throttle sticks".

Idles at 1800 rpm and won't drop. Dealer states has fixed, but no detail in report.

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Specifically reports manual flare.

Transmission issue.

35

14.3%	22.4%	13.5%	x	26.8%	9.7%	3.5%	6.2%	3.2%
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TMS inspect	NHTSA	VIN
	likely	3TMJU62N07M [REDACTED]
x	yes	3TMJU62N97M [REDACTED]
x		5TEKU72N07Z [REDACTED]
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	yes	5TEUU42N07Z [REDACTED]
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35

17.66	27.64	16.66	32.98	11.99	4.33	7.66	4	122.92
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14.3	22.4	13.5	26.8	9.7	3.5	6.2	3.2
------	------	------	------	-----	-----	-----	-----

x

High Idle	Pedals too close	Revs/flare	Floor Mat	Throttle Stuck	SL Switch	Prop "Thunk"	Other Issue
8	17	8	18	8	4	4	1
8.0%	17.0%	8.0%	18.0%	8.0%	4.0%	4.0%	1.0%

