

July 13, 2012

The Honorable David L. Strickland, Administrator
National Highway Traffic Safety Administration (NHTSA)
1200 New Jersey Ave. SE
West Building
Washington, DC 20590

RECALL REMEDY & DEFECT PETITION

Dear Administrator Strickland

The Center for Auto Safety (“CAS”) files this petition on recall 04V-583 under 49 CFR Parts 552 and 557.¹ Recall 04V-583 (Mazda Recall 2704L) covers 2002-04 Mazda Tributes, and involves a safety defect in which the accelerator cable liner migrates out of position at the dash panel and contacts the accelerator pedal arm, preventing the pedal from returning, and also preventing the throttle body from returning to the idle position. The other end of the accelerator cable is attached to the throttle body cam in the engine alongside a speed (cruise) control cable which may be damaged by the 04V-583 recall repair or the cruise cable may fail on its own. Either can result in sudden unintended acceleration (SUA). Mazda initiated this recall based on Ford Recall 04V-574, which involved identical failures in the Ford Escape, the Mazda Tribute’s twin. CAS filed a recall remedy and defect petition on the Escape on July 8 incorporated herein by reference.²

On December 9, 2004, Mazda North American Operations (“Mazda”) filed a Defect and Non-Compliance Information Report with NHTSA pursuant to 49 CFR Part 573.³ In January of 2005, Mazda issued dealer and owner notices regarding this recall. Mazda conducted owner notification of the recall on January 28, 2005, and by September 30, 2005, Mazda had repaired 84,759 vehicles out of the 121,856 vehicles in the recall population.⁴

On October 6, 2005, Ford sent a bulletin to its dealers on recall 04V-574, which included updated illustrations and a warning regarding the correct procedures to follow when replacing the accelerator cable contrary to those in its original recall bulletin, citing damage to speed (cruise) control cables during the accelerator cable replacement procedure.⁵ (See Figure 1). There is no similar dealer bulletin in the 04V-583 Mazda recall file but there is no reason to believe

¹ Part 557 pertains to the adequacy of a recall remedy while Part 552 pertains to a safety defect for which there should be a recall. Since this involves a faulty repair under a recall which caused another component to fail, this should be considered a Petition for a Hearing on Notification and Remedy of Defects under Part 577. Since this involves a defect other than the one covered by Recall 04V-583, CAS requests this be treated also as a Petition for a Defect Order under Part 552.

² See www.autosafety.org/cas-seeks-ford-escape-sudden-acceleration-recall

³ See Attachment A, 04V-583 Part 573 Defect and Non-Compliance Information Report, December 9, 2004.

⁴ See Attachment B, Mazda Safety Recall Quarterly Report Information, October 31, 2005.

⁵ See Attachment C, Ford Owner and Dealer Communications, October 6, 2005.

Mazda dealers would be any better at avoiding damage to the cruise control cable than Ford dealers.

Specifically, the cruise control cable has a tubular guide around the end nearest the throttle body cam. If guide is cracked or otherwise compromised, the cruise control cable is no longer guided to move in parallel with accelerator cable and can kink causing its connector end to jam against a ridge in the engine appearance cover in open throttle causing SUA.

Mazda did not notify owners of the 84,759 vehicles that had already been repaired of the potential for damage to speed control cables caused by the faulty recall repair. Mazda did not file a Part 573 Defect Report with NHTSA which would have initiated a second recall. Nor did Mazda file a Part 573 Defect and Recall on the cruise control cable itself which can fail independent of being repaired improperly in Recall 04V-583. The only way to remedy this deadly defect is to replace the cruise control cable with a new one that does not have a fragile guide to keep it in place.

Examination of NHTSA's Consumer Complaint Database confirms that Recall 04V-583 did not correct SUA in 2002-04 Mazda Tributes. (See Tables 1 & 2.) NHTSA has received 55 complaints as of July 12 on 2002-04 Mazda Tribute SUA in the Vehicle Speed Control Categories of its complaint database. Additionally, we note that model year 2001 Mazda Tributes have a complaint rate suggesting that this model year should have been subject to the recall, and should be included in any future evaluation by NHTSA. NHTSA has received 15 complaints regarding SUA in the 2001 Mazda Tribute.

Pursuant to this Petition, CAS asks that NHTSA hold a hearing regarding whether Mazda reasonably met their obligation to notify owners and correct the defect at issue in recall 04V-583. CAS also requests that NHTSA open a defect investigation into all 2001-2004 Mazda Tributes equipped with cruise control cables of the same design used in Tributes subject to recall 04V-583.

Sincerely,

A handwritten signature in black ink, appearing to read 'm/b', is written over a faint circular stamp.

Michael Brooks
Staff Attorney

Attachments: 3

Figure 1: Dealer Bulletin Updated Illustrations and Warning

ATTACHMENT III
PAGE 1 OF 4
SAFETY RECALL 04525

2002 THROUGH 2004 MODEL YEAR LHD ESCAPE VEHICLES EQUIPPED WITH 3.0L ENGINES — ACCELERATOR CABLE REPLACEMENT

SERVICE PROCEDURE


ACCELERATOR CABLE REMOVAL

1. From inside the vehicle, disconnect the accelerator cable from the pedal.
2. Remove the engine appearance cover, if equipped.

NEW **CAUTION:** Damage to the speed control cable may result if the throttle body cam is rotated by lifting up on the speed control cable or the speed control cable connector end. When disconnecting the accelerator cable from the throttle body, rotate the throttle body cam only by lifting up on the cam itself. See Figure 1.

FIGURE 1

04X3441

 CPM © 2005 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
1005

JTIS-32134

Table 1: Summary Analysis of NHTSA 2001-04 Mazda Tribute SUA Complaints

Number of Complaints by Model Year in Vehicle Speed Control Categories*

Year	VSC	Accelerator Pedal	Cables	Cruise Control	Total
2001	9	3	1	2	15
2002	11	1	3	1	16
2003	10	7	5	2	24
2004	7	3	5	0	15
2001-04	37	14	14	5	70

* Does not include Cruise Control Fires, Stalling or non-SUA complaints.

Table 2: Mazda Tribute SUA Complaints to NHTSA

Make : MAZDA **Model :** TRIBUTE **Year :** 2001
Manufacturer : MAZDA MOTOR CORP
Crash : No **Fire :** No **Number of Injuries:** 0
ODI ID Number : 10316440 **Number of Deaths:** 0
Date of Failure: May 9, 2009
VIN : 4F2YU09151K...
Component: VEHICLE SPEED CONTROL

Summary:

2001 TRIBUTE WAS IN CRUISE CONTROL CRESTING A HILL WHEN TRAFFIC SLOWED, I APPLIED THE BRAKES BUT SOON REALIZED THAT NOT ONLY WAS THE CAR STILL IN CRUISE, BUT THAT THE ENGINE WAS BEGINNING TO RACE AND I WAS HAVING TO BRAKE HARD. I WAS ABLE TO GET TO THE SHOULDER AND PLACED THE CAR INTO NEUTRAL WHEREUPON THE ENGINE REVVED SO HIGH THAT IT SHUT ITSELF DOWN. I HAD IT TOWED TO MY MECHANIC WHO WAS UNABLE TO FIND ANYTHING WRONG WITH THE CAR. I FEARED THE WORST BUT SOME SYSTEM SHUT THE ENGINE DOWN BEFORE IT SELF-DESTRUCTED.
*TR

Make : MAZDA **Model :** TRIBUTE **Year :** 2001
Manufacturer : MAZDA MOTOR CORP
Crash : No **Fire :** No **Number of Injuries:** 0
ODI ID Number : 10280669 **Number of Deaths:** 0
Date of Failure: May 24, 2009
VIN : 4F2CU081X1K...
Component: VEHICLE SPEED CONTROL

Summary:

MY TRIBUTE HAS STARTED TO ACCELERATE BY ITSELF. IT SCARES ME ANYMORE TO DRIVE IT. WHEN I START IT SOMETIMES THE PEDAL GOES STRAIGHT DOWN BY ITSELF AND REVERSE UP THE MOTOR AND JUST THE OTHER DAY I WAS SLOWLY BACKING OUT OF A PARKING SPACE AND WHEN I PUT MY FOOT ON THE BRAKE THE ACCELERATOR PEDAL WENT TO THE FLOOR AND JERK ME BACK FAST I WAS LUCKY I HAD MY FOOT ON THE BRAKE. I JUST PUSHED THE BRAKE TO THE FLOOR AND IT STOPPED . THIS IS HAPPENING ALOT LATELY AND GETTING WORST. MY CAR SHOULD NOT ACCELERATE BY ITSELF. NOW AFTER READING THAT THERE ARE ALOT OF TRIBUTE OWNERS HAVING THE SAME PROBLEM I AM REALLY SCARED TO DRIVE MINE. *TR

Check to Request Research. Submit below.

Make : MAZDA **Model :** TRIBUTE **Year :** 2001
Manufacturer : MAZDA MOTOR CORP
Crash : No **Fire :** No **Number of Injuries:** 0

ODI ID Number : 10253666

Number of Deaths: 0

Date of Failure: December 21, 2008

VIN : 4F2YU06101K...

Component: VEHICLE SPEED CONTROL

Summary:

ON SUNDAY 12/21/08, WHILE DRIVING MY 2001 MAZDA TRIBUTE ON LOCAL FREEWAY AT APPROXIMATELY 55 MPH, IN CLOSE TO 0 DEGREE FAHRENHEIT WEATHER, I EXPERIENCED STUCK THROTTLE. GAS PEDAL AND THE PORTION OF ASSOCIATED LINKAGE VISIBLE FROM PASSENGER COMPARTMENT WERE NOT OBSTRUCTED IN ANY WAY. ALL EFFORTS TO RETURN ENGINE TO IDLE SPEED, INCLUDING RAPIDLY DEPRESSING GAS PEDAL TO NEAR THE FLOOR AND THEN RAPIDLY RELEASING IT, WERE UNSUCCESSFUL. THROTTLE WAS STUCK AT 4000 RPM. HAD TO PUT TRANSMISSION INTO NEUTRAL AND THEN COAST TO A STOP ON AN OFFRAMP. ONCE STOPPED, I TURNED OFF AND THEN RESTARTED ENGINE SEVERAL TIMES. AT RESTART, ENGINE WOULD IMMEDIATELY RACE UP TO AND STAY AT 4000 RPM, EVEN THOUGH I DID NOT EVEN TOUCH THE GAS PEDAL. WOUND UP HAVING TO GET VEHICLE TOWED TO A MAZDA DEALER REPAIR FACILITY, WHICH WAS CLOSED AT THE TIME DUE TO IT BEING SUNDAY. THE DEALERSHIP REPRESENTATIVE TOLD ME THAT, UPON RESTARTING THE VEHICLE THE NEXT DAY, THE THROTTLE WAS NO LONGER STUCK. SAID THE LINKAGE "PROBABLY FROZE UP" DUE TO THE PREVIOUS DAY'S COLD WEATHER BUT HAD "THAWED OUT". HE RECOMMENDED LUBRICATING IT, WHICH I AUTHORIZED. ON 1/1/09, I DROPPED THE VEHICLE AT A DIFFERENT MAZDA REPAIR FACILITY BECAUSE OF AN UNRELATED PROBLEM. THE DEALER REPRESENTATIVE TOLD ME THAT, WHEN HE DROVE THE VEHICLE INTO THE GARAGE FROM OUTSIDE (WHERE IT HAD SAT OVERNIGHT IN NEAR ZERO WEATHER), THE THROTTLE STUCK. THE THROTTLE STUCK A FEW TIMES LAST WINTER IN 10 DEGREE OR BELOW WEATHER BUT ONLY MOMENTARILY. I NOTED TODAY, ACCORDING TO YOUR WEBSITE, THAT THERE WAS A RECALL ON 2001MAZDA TRIBUTES EQUIPPED WITH "SPEED CONTROL" BECAUSE OF A DEFECT THAT CAUSED THROTTLES TO STICK. I AM NOT SURE WHAT "SPEED CONTROL" IS. MY TRIBUTE, WHICH I PURCHASED USED, DOES NOT HAVE "CRUISE CONTROL." WHETHER IT ORIGINALLY HAD "CRUISE CONTROL", WHICH MAY HAVE BEEN REMOVED BY SOMEONE PRIOR TO MY PURCHASE, I DO NOT KNOW. *TR

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10239609

Number of Deaths: 0

Date of Failure: August 23, 2008

VIN : 4F2CU08141K...

Component: VEHICLE SPEED CONTROL

Summary:

AFTER STARTING MY 2001 MAZDA TRIBUTE RECENTLY, THE ENGINE REVVED TO 4000RPM. THIS HAPPENED MORE THAN ONCE. DROVE TO MECHANIC AND HE INDICATED THAT THE THROTTLE CABLE WAS STICKING. THIS PRESENTS A SERIOUS SAFETY ISSUE. WENT ONLINE TO LOOK AT RECALLS. FOUND OUT THAT 121,000 TRIBUTES MADE BETWEEN 2002-2004 HAVE NHSTA RECALLS FOR STICKING THROTTLE CONTROL CABLES. MAZDA NORTH AMERICA INDICATED MY VEHICLE WAS NOT INCLUDED IN A RECALL CAMPAIGN FOR THE THROTTLE CABLE BASED ON THE VIN. *TR

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10215610

Number of Deaths: 0

Date of Failure: January 21, 2008

VIN : 4F2YU08191K...

Component: VEHICLE SPEED CONTROL

Summary:

TL*THE CONTACT OWNS A 2001 MAZDA TRIBUTE. WHILE IDLING AT A RED LIGHT, THE VEHICLE ACCELERATED AND INCREASED TO 4 RPM'S ON ITS OWN. THE VEHICLE WOULD NOT RETURN TO IDLE. THE VEHICLE HAD TO BE TURNED OFF AND WAS TOWED TO THE DEALER. THE DEALER CURRENTLY HAS THE VEHICLE AND IT HAS NOT BEEN DIAGNOSED. NHTSA CAMPAIGN ID NUMBER 00V210002 (VEHICLE SPEED CONTROL) WAS REFERENCED. THE CURRENT MILEAGE WAS 112,781 AND FAILURE MILEAGE WAS 112,779.



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10204780

Number of Deaths: 0

Date of Failure: October 2, 2003

VIN : 4F2YU08161K...

Component: VEHICLE SPEED CONTROL

Summary:

IN THE PAST 30 DAYS I HAVE HAD 5 INCIDENTS WHERE UPON EXITING FROM THE HIGHWAY THE RPMS ON MY 2001 MAZDA TRIBUTE FAILED TO COME DOWN TO IDLE SPEED WHEN I WAS TRYING TO STOP. THIS CAUSED THE VEHICLE TO PULL AND I HAD TO APPLY THE BREAKS HARD. I TRIED PUTTING THE VEHICLE INTO NEUTRAL AND WHEN I DID THE VEHICLE'S RPMS INCREASED TO OVER 4000. I WAS ABLE TO PULL OVER AND SHUT THE VEHICLE OFF. IT TAKES ABOUT 20 MINUTES OF THE VEHICLE BEING OFF BEFORE I AM ABLE TO RESTART AND RESUME NORMAL OPERATION. I HAVE TAKEN THE VEHICLE INTO THE DEALERSHIP BUT THEY WERE UNABLE TO FIND ANYTHING WRONG WHEN THEY RAN THEIR DIAGNOSTICS AN THEY WERE UNABLE TO RECREATE THE PROBLEM. I CONTACTED MAZDA AFTER SEEING A DESCRIPTION OF A SIMILAR PROBLEM IN NHTSA CAMPAIGN ID: 00V210002, BUT WAS TOLD THAT THERE WAS NO RECALL AND THEY REFUSED TO ACKNOWLEDGE THAT THERE WERE ANY INVESTIGATIONS OR RECALLS FOR THE 2001 TRIBUTES. *JB



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA MOTOR CORP

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10164592

Number of Deaths: 0

Date of Failure: September 25, 2005

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

I WAS SHOPPING AT THE LOCAL WALMART WITH MY WIFE, WHO WAS DRIVING THE VEHICLE. WE WERE PARKED IN THE WALMART PARKING LOT. ON LEAVING, SHE ENGAGED THE CAR IN DRIVE AND BEGAN TO EASE OUT OF THE PARKING SPACE. THE CAR SUDDENLY SURGED FORWARD AND SHE WAS UNABLE TO STOP IT EVEN THOUGH SHE WAS APPLYING THE BRAKES VERY HARD. THIS HAD HAPPENED TO ME SEVERAL TIMES BEFORE BUT ALWAYS IN A PLACE THAT WAS SAFE AND WHERE I COULD BRING THE CAR TO A STOP. IT ALWAYS HAPPENED AS I WAS MOVING FROM A PARKED POSITION. ON THIS OCCASION, IT WAS NOT SAFE, AND WE CRASHED INTO ANOTHER CAR. THE TRIBUTE WAS DAMAGED AT A COST OF \$5,000 TO REPAIR. THE OTHER CAR ALSO HAD EXTENSIVE DAMAGES. I ASKED THE DEALER WHO REPAIRED THE CAR TO EXAMINE THE CRUISE CONTROL AND ACCELERATOR PEDAL FOR A DEFECT. HE ONLY TOLD ME THAT IT LOOKED "NORMAL". MY WIFE IS AFRAID TO DRIVE THIS CAR NOW AND I HAVE A LOT OF APPREHENSION WHEN I FIRST START THE CAR AND BEGIN TO DRIVE. I THINK THAT THERE MUST BE A SUBTLE DEFECT IN EITHER THE CRUISE CONTROL OR THE ACCELERATOR THAT CAUSES THIS UNEXPECTED SURGE WHEN FIRST STARTING FROM A PARKED POSITION. *NM

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10027270

Number of Deaths: 0

Date of Failure: July 14, 2003

VIN : 4F2YU07121K...

Component: VEHICLE SPEED CONTROL

Summary:

CONSUMER DEPRESSED ACCELERATOR PEDAL AND VEHICLE HESITATED, AND THEN SUDDENLY LURCHED FORWARD, ALMOST CAUSING A COLLISION. RELATED INVESTIGATION EA 02-027.*AK

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10015759

Number of Deaths: 0

Date of Failure: April 11, 2003

VIN : 4F2CU08141K...

Component: VEHICLE SPEED CONTROL

Summary:

THE CONSUMER PUT THE GEAR SHIFT IN THE DRIVE GEAR. WHEN THE DRIVER TAPPED THE ACCELERATOR PEDAL THE VEHICLE ACCELERATED IN FULL THROTTLE. *NLM *TS

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10125132

Number of Deaths: 0

Date of Failure: June 10, 2005

VIN : 4F2CU09161K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

OCCASSIONALLY, WHILE MY CAR IS IDLE BOTH PARKED BUT RUNNING OR WHILE I'M IN TRAFFIC, THE ENGINE ACCELERATES AND THE RPM GAUGE RACES. THE ENGINE WILL NOT STOP RACING UNLESS I TURN THE CAR OFF. ALSO, DRIVER CAR DOOR DOES NOT OPEN FROM THE INSIDE, SERVICE DEALER SAYS I NEED TO REPLACE ENTIRE LOCK INCLUDING COMPONENTS NOT COVERED UNDER MAP.

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10053779

Number of Deaths: 0

Date of Failure: November 1, 2003

VIN : 4F2CU08101K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

THE ACCELERATOR PEDAL STUCK ON TWO SEPARATE OCCASIONS. THIS OCCURRED WHILE ACCELERATING FROM A STOP POSITION. AS A RESULT, EXCESSIVE FORCE HAD TO BE APPLIED TO THE PEDAL WHICH RESULTED IN RAPID ACCELERATION. BOTH FAILURES WERE DUE TO THE THROTTLE BODY.*AK *MR

Check to Request Research. Submit below.

COMING OUT OF THE ENGINE COMPARTMENT. VEHICLE WAS TOWED AND DETERMINED TO HAVE A BLOWN ENGINE. OWNER ALLEGES THAT MAZDA DEALER (FLOW MAZDA IN FAYETTEVILLE) STATED THAT THERE IS RECALL CAMPAIGN (00V-210 002) FOR THIS ISSUE, BUT THAT HER VEHICLE IS NOT COVERED DUE TO HER VEHICLE'S BUILD DATE. PER RELEVANT 573, THE EFFECTED BUILD DATE RANGE IS FORD'S KCAP 4/17/00 THROUGH 7/24/00; SUBJECT VEHICLE BUILD DATE IS UNKNOWN. VIN RANGE IS 4F2*****1KM00137 THROUGH 4F2*****1KM11634. OWNER'S VIN IS 4F2CU09101KM05648. OWNER ALLEGES TO NEVER HAVE RECEIVED AN OWNER NOTIFICATION FOR THIS RECALL. *NM



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2001

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 8012303

Number of Deaths: 0

Date of Failure: June 4, 2002

VIN : 4F2CU08191K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

WHILE GOING 35-40MPH DOWN LONG HILL ENGINE QUIT. STEERING AND BRAKES FAILED. CONSUMER DOESN'T REMEMBER IF DASHBOARD LIGHTS ILLUMINATED. VEHICLE COASTED DOWN HILL WHILE STANDING ON THE BRAKES TO STOP. THIS WAS THE FIRST TIME VEHICLE EXPERIENCED THE PROBLEM. DEALER RPLACED BYPASS AIR CONTROL VAVLE DUE TO VEHICLE IDLING TOO LOW. PLEASE PROVIDE MORE INFORMATION.*AK

2002

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA MOTOR CORP

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10314174

Number of Deaths: 0

Date of Failure: November 18, 2009

VIN : 4F2YU06152K...

Component: VEHICLE SPEED CONTROL

Summary:

VEH.WAS JUST FIXED BY MAZDA 3 WEEKS EARLIER FOR THROTTLE DAMAGE CABLE DAMAGE/ IAC VALVE DEF. &WIDE OPEN "SEE REF #10289784 10/26/09" WHEN SAME ISSUE OCCURED. THROTTLE STUCK AND CAR RACED FORWARD HITTING PARKED CAR AND RIPPING GUARD RAIL 2 FT OUT OF GROUND. CAR FLOORED DISTANCE APPROX.15 FT. WIFE WAS INJURED AND TAKEN BY AMB TO HOSP. POLICE/FIRE CALLED BY WITNESSES. CAR TAKEN BACK TO SAME MAZDA DEALER WHERE THEY CALLED MAZDA HDQTRS FOR HELP. CAR SAT UNTOUCHED FOR 9 DAYS BEFORE MAZDA DECLINED TO SHOW @ DEALERS,TELLING THEM TO TOTAL CAR. I GOT MAD W/DEALER AND HAD CAR TOWED TO ANOTHER MAZDA DEALER WHO SAID THEY WOULD HAVE MAZDA REP LOOK INTO TRBL. AFTER 3 DAYS MAZDA DECLINED TO COME OUT AGAIN STATING CAR HAD BEEN TOTALED AND WOULD NOT LOOK ANY FURTHER. INSURANCE CO. SENT INDEPENDENT INVEST OUT WHO SAID CAR /SCENE HAD BEEN DISTURBED AND REPORTS VARY . CASE APPEARS TO BE COMP BY INSURANCE .MAZDA INSISTS THAT I AM ONLY

PERSON IN ENTIRE U.S. TO COMPLAIN ABOUT THIS PROBLEM. RECALL FOR EXACT SAME DEFECT WAS DONE 2/05 AND REPAIRED, NEVER TO COME BACK. THEY PUT BACK SAME TYPE/MODEL PARTS EVERY TIME BUT STILL REFUSED TO LOOK INTO FAILURE AFTER TWO MAZDA DEALERS CALLED TO REPORT. *TR



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA MOTOR CORP

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10289784

Number of Deaths: 0

Date of Failure: October 13, 2009

VIN : 4F2YU06152K...

Component: VEHICLE SPEED CONTROL

Summary:

TL*THE CONTACT OWNS A 2002 MAZDA TRIBUTE. THE VEHICLE SUDDENLY ACCELERATED WHEN THE DRIVER ATTEMPTED TO PARK WHICH CAUSED HER TO LOSE CONTROL. SHE WAS UNABLE TO STOP THE VEHICLE, CRASHED INTO THE PARKING LOT WALL AND TWO PARKED VEHICLES. THE VEHICLE WAS TOWED TO THE DEALER WHO STATED THAT THE ACCELERATOR CABLE WAS STUCK BETWEEN THE ENGINE CONTROL MOTOR. THE DEALER REPLACED THE ACCELERATOR CABLE, GASKET, AND THE IAC VALVE. THE REPAIR COST WAS \$4,100. THE MANUFACTURER WAS NOTIFIED. THE MANUFACTURER STATED THAT THE FAILURE WAS REPAIRED IN 2005 UNDER RECALL 04V583000 VEHICLE SPEED CONTROL: CABLES; THEREFORE, THEY WOULD NOT OFFER ANY ASSISTANCE. THE DRIVER WAS TAKEN TO THE HOSPITAL. THE CRASH CAUSED HER HEAR HEART TO RACE AND GO INTO SHOCK. A POLICE REPORT IS AVAILABLE. THE CURRENT AND THE FAILURE MILEAGE WERE 89,000.



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10274029

Number of Deaths: 0

Date of Failure: June 16, 2009

VIN : 4F2CU08152K...

Component: VEHICLE SPEED CONTROL

Summary:

THE VEHICLE LURCHED OUT OF CONTROL WHILE STOPPED IN THE DRIVEWAY. IT WAS VERY DIFFICULT TO CONTROL WHILE TRYING TO BRAKE AND ENDED UP PINNED UNDER THE GARAGE DOOR. THIS HAPPENED TWO TIMES WITHIN FOUR DAYS OF EACH OTHER. HAD THE BEEN AT A STOP LIGHT IT WOULD HAVE GONE RIGHT THROUGH THE INTERSECTION. *TR



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10262991

Number of Deaths: 0

Date of Failure: March 23, 2009

VIN : 4F2CU08182K...

Component: VEHICLE SPEED CONTROL

Summary:

I HAVE A 2002 MAZDA TRIBUTE, IN LATE 2005 I RECEIVED A RECALL NOTICE ON THE ACCELERATOR CABLE, AND I TOOK MY CAR TO THE DEALER AND THEY REPLACED THE RECALLED CABLE. NOW I AM HAVING THE SAME PROBLEM WITH THE ACCELERATOR CABLE, THE ENGINE IS REVING IN THE IDLE POSITION. I BELIEVE THEY REPLACED THE ORIGINAL RECALLED CABLE WITH ANOTHER DEFECTIVE PART. I'D LIKE TO KNOW IF I AM THE ONLY OWNER WITH THE SAME RECURRING PROBLEM. *TR

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : Yes

Number of Injuries: 0

ODI ID Number : 10262773

Number of Deaths: 0

Date of Failure: March 20, 2009

VIN : 4F2CU081X2K...

Component: VEHICLE SPEED CONTROL

Summary:

TL*THE CONTACT OWNS A 2002 MAZDA TRIBUTE. WHILE ACCELERATING FROM A STOP, THE ACCELERATOR PEDAL BECAME STUCK AND CAUSED THE VEHICLE TO GAIN SPEED. THE SPEED REACHED 65 MPH AND THE VEHICLE RAN TWO TRAFFIC LIGHTS. THE CONTACT ATTEMPTED TO DEPRESS THE BRAKE PEDAL, BUT THERE WAS NO RESPONSE. SHE THEN ATTEMPTED TO APPLY THE PARKING BRAKE, BUT THE VEHICLE CONTINUED TO ACCELERATE. AFTER SEVERAL ATTEMPTS, SHE WAS ABLE TO PLACE THE VEHICLE INTO PARK AND IT SLAMMED FORWARD. THE CONTACT EXITED THE VEHICLE AND NOTICED A BURNING ODOR COMING FROM THE BRAKE SYSTEM. SHE CALLED A TOW COMPANY TO TOW THE VEHICLE AND THE DRIVER HAD TO DISLodge THE THROTTLE CABLE IN ORDER TO START AND TOW THE VEHICLE. THE THROTTLE CABLE WAS REPLACED ON OCTOBER 6, 2008 ACCORDING TO NHTSA CAMPAIGN ID NUMBER 04V583000 (VEHICLE SPEED CONTROL:CABLES). THE CONTACT IS IN THE PROCESS OF TAKING THE VEHICLE TO THE DEALER FOR INSPECTION AND NOTIFYING THE MANUFACTURER. THE FAILURE AND CURRENT MILEAGES WERE 73,000.

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10170988

Number of Deaths: 0

Date of Failure: October 16, 2006

VIN : 4F2CU09142K...

Component: VEHICLE SPEED CONTROL

Summary:

2002 MAZDA TRIBUTE. ON 10/12/2006 WHILE MY WIFE WAS DRIVING THE MENTIONED VEHICLE IT ACCELERATED BY ITSELF TO SPEEDS IN EXCESS OF 55 MILES PER HOUR, WHILE SHE WAS IN A TARGET STORE PARKING LOT. IT DID NOT BRAKE OR STOP UNTIL IT HIT AN STOP SIGN AND MY WIFE WAS ABLE TO TURN THE IGNITION OFF. THE POLICE DEPT. OF THE CITY OF DAVIE WAS CALLED, THEY VERIFIED IT WAS SOME MECHANICAL PROBLEM WITH THE ACCELERATOR. NO TICKETS WERE ISSUED. WE CALLED THE AAA AND THE DRIVER INFORMED US THAT THE THROTTLE CABLE WAS STUCK AND THAT PRODUCED THE ACCELERATION. WE CALLED THE MAZDA DEALERSHIP WHERE THE VEHICLE WAS PURCHASED. THEY STATED THAT THERE WAS A RECALL FOR THE THROTTLE AND TO BRING THE CAR IN FOR SERVICE. MY WIFE AND SON BROUGHT THE CAR IN UNDER THE IMPRESSION THAT THEY WILL TAKE CARE OF THIS PROBLEM. THEY SAID WHEN THE CAR WAS READY IT COST \$157.20 AND IT HAD TO BE PAID OR THE CAR WOULD NOT BE RELEASED. SAID THAT MY SON AUTHORIZED THE CHARGE. HAD TO PAY TO HAVE CAR RELEASED. MAZDA SHOULD PAY. *NM

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10103702

Number of Deaths: 0

Date of Failure: November 23, 2004

VIN : 4F2CU09162K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE BACKING OUT OF A PARKING SPACE THE BACK BUMPER SLIGHTLY BUMPED THE LIGHT POLE. WHEN THE CONSUMER SHIFTED THE VEHICLE INTO DRIVE IT COMMENCED TO ACCELERATE AT HIGH SPEED, LURCHED FORWARD AND RAN INTO A CENTER BLOCK WALL. NO INJURIES WERE REPORTED. THE INSURANCE COMPANY TOTALED THE VEHICLE, AND THEY NOTIFIED THE DEALER AND THE MANUFACTURER.*AK

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10033988

Number of Deaths: 0

Date of Failure: August 14, 2003

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

VEHICLE EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING AT THE PARKING LOT, AND VEHICLE COLLIDED WITH A BRICK WALL, SMASHING THE FRONT. DEALER NOTIFIED. *AK

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10010623

Number of Deaths: 0

Date of Failure: February 12, 2003

VIN : 4F2CU08122K...

Component: VEHICLE SPEED CONTROL

Summary:

THROTTLE STICKS WHEN ACCELERATING FROM COMPLETE STOP DUE TO BUILD-UP ON THROTTLE PLATE. OWNER HAS PROVIDED MAINTENANCE AND FUEL AS SPECIFIED IN MANUAL, YET WAS TOLD MAZDA DOES NOT COVER UNDER WARRANTY. PROBLEM APPEARED WITH LESS THAN 15000 MILES. CLEANING (AT OWNER COST) PROVIDES ONLY SHORT-TERM REMEDY. *NLM

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 8017212

Number of Deaths: 0

Date of Failure: August 23, 2002

VIN : 1J4GX48S81C...

Component: VEHICLE SPEED CONTROL

Summary:

CAR WAS IN PARK WITH ENGINE RUNNING AND VEHICLE SUDDENLY STARTED TO BACK UP AND HIT A METAL FENCE. PLEASE PROVIDE ANY FURTHER INFORMATION. *AK

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 8009876

Number of Deaths: 0

Date of Failure:

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

WHILE PLACING VEHICLE IN REVERSE AND ACCELERATING VEHICLE WILL STALL, AND ACCELERATE FORWARD A COUPLE FEET. DEALER HAS BEEN NOTIFIED, AND HAS BEEN AWARE OF PROBLEM FOR 2ND TIME.*AK

Make : MAZDA

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

ODI ID Number : 10121980

Date of Failure: May 29, 2002

VIN : 4F2YU07192K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

DT: VEHICLE SHUTS OFF COMPLETELY DURING MOVEMENT. IT ALSO SPEEDS UP WITHOUT THE ACCELERATOR PEDAL BEING DEPRESSED. ALSO, TRANSMISSION DOES NOT CHANGE GEARS.*AK

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10343662

Number of Deaths: 0

Date of Failure: June 4, 2010

VIN : 4F2YU08122K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

TL* THE CONTACT OWNS A 2002 MAZDA TRIBUTE. WHILE DRIVING AT 35 MPH, THE VEHICLE ABNORMALLY ACCELERATED. THE CONTACT APPLIED THE BRAKES AND ALTHOUGH THE VEHICLE BEGAN TO DECREASE IN SPEED, THERE WAS AN EXCESSIVE INCREASE IN ENGINE RPMS. THE VEHICLE WAS TAKEN TO A LOCAL REPAIR FACILITY BUT THE MECHANIC WAS UNABLE TO DUPLICATE THE FAILURE. THE FAILURE RECURRED WITHIN TWO WEEKS. THE VEHICLE WAS NOT REPAIRED. THE CONTACT

WAS ABLE TO LOCATE A RECALL FOR THE FAILURE YET WHEN CONTACTING THE DEALER, HE WAS ADVISED HIS VIN WAS NOT INCLUDED IN THE RECALL (NHTSA CAMPAIGN ID NUMBER: 04V583000, VEHICLE SPEED CONTROL: CABLES). THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 130,000 AND THE CURRENT MILEAGE WAS 133,000.



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10119596

Number of Deaths: 0

Date of Failure: December 5, 2003

VIN : 4F2YU08192K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

CONTACT STATES: THE ACCELERATOR IS STICKING. RECEIVED A RECALL LETTER, AND TOOK THE LETTER TO THE DEALER, WHO DID NOT FIX THE PROBLEM. ACCELERATOR STICKS MAINLY IN THE WINTER...WHEN TAKING FOOT OFF THE PEDAL FOR A FEW SECONDS AND TRYING TO HIT THE ACCELERATOR AGAIN VEHICLE SPEEDS UP AND IT JUMPS. *AK *JB



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10108769

Number of Deaths: 0

Date of Failure: January 22, 2005

VIN : 4S2YU09142K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

NHTSA RECALL 04V583000 ON THE ACCELERATOR CABLE. APPROXIMATELY TWO YEARS AFTER HAVING THE ACCELERATOR CABLE REPLACED THE PROBLEM RECURRED. WHILE DRIVING 2 MPH, THE VEHICLE ACCELERATED UNCONTROLLABLY. THE DRIVER APPLIED THE BRAKE PEDAL AND THE VEHICLE CONTINUED TO ACCELERATE. THE DRIVER WAS NOT ABLE TO MAINTAIN CONTROL OF THE VEHICLE AND COLLIDED INTO A LIGHT POLE. THIS CAUSED THE DRIVER TO SUSTAIN MINOR INJURIES AND WAS TAKEN TO THE HOSPITAL. THE VEHICLE WAS TOWED TO A DEALER FOR INSPECTION. *JB THE BATTERY WAS INOPERATIVE DUE TO A BROKEN CABLE AND A FRAYED MAIN BELT HAD COME OFF AND THE STEERING WAS IMPAIRED. *SC *JB

Make : MAZDA

Model : TRIBUTE

Year : 2002

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10091700

Number of Deaths: 0

Date of Failure: September 9, 2004

VIN : Not Available

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

CONSUMER HAD THE SPEED CONTROL FUNCTION ON. WHILE DRIVING AT 75 MPH VEHICLE SUDDENLY ACCELERATED UP TO 90 MPH. BRAKES WERE APPLIED TO DECELERATE VEHICLE WHICH DEACTIVATED THE CRUISE CONTROL. *AK

2003

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10413665

Number of Deaths: 0

Date of Failure: July 19, 2011

VIN : 4F2CZ06163K...

Component: VEHICLE SPEED CONTROL

Summary:

DRIVING 65MPH ON FREEWAY WENT TO SWITCH LANES AND ACCELERATOR PEDAL FELL COMPLETELY TO FLOORBOARD. IMMEDIATELY PUT ON EMERGENCY FLASHERS AND PUMPED BRAKES INTO EMERGENCY LANE. UPON INSPECTION SHOWED THROTTLE CABLE JUST SNAPPED CLEAN. *KB



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10409386

Number of Deaths: 0

Date of Failure: March 1, 2011

VIN : 4F2YZ92B23K...

Component: VEHICLE SPEED CONTROL

Summary:

TL* THE CONTACT OWNS A 2003 MAZDA TRIBUTE. THE CONTACT STATED THAT WHILE THE VEHICLE WAS IN NEUTRAL, THE ENGINE EXHIBITED AN ABNORMAL INCREASE IN RPMS. THE VEHICLE WAS INSPECTED BY AN INDEPENDENT MECHANIC AND THEY ADVISED HER THAT THE ACCELERATOR CABLE WOULD NEED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS

CONTACTED AND THEY ADVISED HER THAT THE VEHICLE WAS NOT INCLUDED IN NHTSA CAMPAIGN ID NUMBER: 04V583000(VEHICLE SPEED CONTROL:CABLES). THE FAILURE MILEAGE WAS APPROXIMATELY 115,000.

Check to Request Research. Submit below.

Make : MAZDA **Model :** TRIBUTE **Year :** 2003
Manufacturer : MAZDA MOTOR CORP
Crash : No **Fire :** No **Number of Injuries:** 0
ODI ID Number : 10386182 **Number of Deaths:** 0
Date of Failure: November 18, 2006
VIN : 4F2YZ92BX3K...
Component: VEHICLE SPEED CONTROL

Summary:

TL* THE CONTACT OWNS A 2003 MAZDA TRIBUTE. THE CONTACT WAS DRIVING AT AN UNKNOWN SPEED WHEN THE VEHICLE BEGAN JERKING ABNORMALLY. THE CONTACT STATED THAT THE FAILURE WOULD ONLY OCCUR IN COLD TEMPERATURES AND WHEN THERE WAS SNOW ON THE GROUND. IN ADDITION, THE ALTERNATOR HAD FAILED AND WAS REPLACED THREE TIMES BY THE LOCAL DEALER. THE VEHICLE WOULD ALSO ABNORMALLY ACCELERATE AND EXHIBIT AN UNUSUAL INCREASE IN ENGINE RPM'S TO 4000. THE CONTACT BELIEVED THE VEHICLE TO BE INVOLVED IN NHTSA CAMPAIGN ID NUMBER: 04V583000 (VEHICLE SPEED CONTROL: CABLES) AND NHTSA CAMPAIGN ID NUMBER: 07V157000 (SERVICE BRAKES, HYDRAULIC: ANTILOCK: CONTROL UNIT/MODULE) BUT WAS INFORMED BY THE MANUFACTURER THAT THE VEHICLE WAS NOT INCLUDED IN EITHER RECALL. THE VEHICLE WAS NOT. THE CURRENT MILEAGE WAS 175,000 AND THE FAILURE MILEAGE WAS UNKNOWN.

Check to Request Research. Submit below.

Make : MAZDA **Model :** TRIBUTE **Year :** 2003
Manufacturer : MAZDA MOTOR CORP
Crash : No **Fire :** No **Number of Injuries:** 0
ODI ID Number : 10312464 **Number of Deaths:** 0
Date of Failure: March 11, 2009
VIN : 4F2CZ96173K...
Component: VEHICLE SPEED CONTROL

Summary:

MAZDA 2003 TRIBUTE THE ACCELERATOR PEDAL HAS BEEN STICKING OFF AND ON SINCE MARCH 2009. WHEN THE CAR IS GOING ON HIGH SPEEDS, IT WOULD NOT SLOW DOWN. HAVE TO PUT IN NEUTRAL AND TURN OFF. TOOK TO MECHANIC, UNHOOKED CRUISE AND NEW ACCELERATOR CABLE IN 2009. NO CHANGES. TRADED CAR IN FOR A HONDA IN JANUARY, 2010. MAZDA WOULD NOT DO ANYTHING. *TR

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10303731

Number of Deaths: 0

Date of Failure: August 1, 2009

VIN : 4F2CZ96183K...

Component: VEHICLE SPEED CONTROL

Summary:

STICKY ACCELERATOR STICKS WHEN GAS PEDAL IS PRESSED (FROM A FULL STOP). STICKINESS INCREASES WITH COLDER WEATHER. CAUSES A LURCHING ACTION EVEN WHEN ADDING MINIMAL PRESSURE ON THE ACCELERATOR PEDAL. I'M WORRIED THAT IF THE PROBLEM PERSISTS OR GETS WORSE WITH THE COLDER WEATHER, IT MAY CAUSE WHIPLASH TO ANY CHILDREN RIDING IN MY CAR. OR WORSE - LURCHING INTO THE GARAGE AND CAUSING DAMAGE TO MY HOME. OR LURCHING IN A PARKING LOT AND HITTING A PEDESTRIAN/CHILD. I HAVE RESEARCHED THIS IN SEVERAL AUTO FORUMS AND THIS HAS BEEN AN ISSUE WITH FAR MORE CONSUMERS THAN MAZDA IS WILLING TO ACKNOWLEDGE. IT IS A SERIOUS ISSUE. IF TOYOTA CAN ADDRESS A STICKY ACCELERATOR PROBLEM, WHY CAN'T MAZDA DO THE SAME? OUR LIVES, AS WELL AS INNOCENT BYSTANDERS, ARE IN DANGER!
*TR

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10294932

Number of Deaths: 0

Date of Failure: February 9, 2009

VIN : 4F2CZ96123K...

Component: VEHICLE SPEED CONTROL

Summary:

VEHICLE IS A 2003 MAZDA TRIBUTE, WHICH HAD A RECALL 04V583000 FOR VEHICLE SPEED CONTROL CABLES. WAS TOLD THIS RECALL WAS FIXED ON 8/11/2005. THIS VEHICLE HAS HORRIBLE ISSUES WITH SUDDEN ACCELERATION WHILE DRIVING DOWN THE HIGHWAY, IT WILL NOT SLOW DOWN, THE ACCELERATOR IS STUCK WIDE OPEN AND BRAKING WILL NOT SLOW THE VEHICLE DOWN. THESE INCIDENTS HAPPEN AT LEAST THREE TIMES A WEEK, AND AT VARIOUS SPEEDS (25 MPH-55MPH), IT CAN SUDDENLY BE DRIVING DOWN THE ROAD UP TO 85 AND 90 MPH. HAPPENS BOTH IN RURAL AND CITY DRIVING. WAS TOLD BY MAZDA DEALER RECALL IS CLOSED AND WILL NOT CONSIDER THIS AS ANYTHING TO DO WITH THE RECALL. THERE WERE TWO RECALLS ON THIS VEHICLE FOR THIS ISSUE, AND I FEEL THIS ISSUE IS STILL RELATED TO THE SAME PROBLEM. THE INCIDENT IS ONGOING AND HAS BEEN SINCE FEBRUARY, 2009. *TR

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10248938

Number of Deaths: 0

Date of Failure: November 14, 2008

VIN : 4F2YZ02B83K...

Component: VEHICLE SPEED CONTROL

Summary:

I HAVE A 2003 MAZDA TRIBUTE DX WITH A 4CYLINDER ENGINE AND A 5 SPEED TRANSMISSION. THE ENGINE WILL SURGE WHEN THE ACCELERATOR IS NOT PRESSED ADDITIONALLY THE ENGINE SURGES WHEN THE CLUTCH IS PRESSED. AFTER CLEANING THE THROTTLE BODY THE PROBLEM STILL REMAINED. FURTHER TROUBLESHOOTING REVEALED THE ACCELERATOR CABLE STICKS. WHILE SEARCHING FOR AN ACCELERATOR CABLE ONLINE I FOUND A RECALL HERE BUT APPARENTLY IT DOES NOT APPLY TO THE 4 CYLINDER. *TR



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA MOTOR CORP

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10233476

Number of Deaths: 0

Date of Failure: July 1, 2008

VIN : 4F2CZ96113K...

Component: VEHICLE SPEED CONTROL

Summary:

BOUGHT MAZDA TRIBUTE 2003 FROM CARMAX ON 06/26/08. MOTHER WAS DRIVING TRUCK W/MY DAUGHTER (6), WHEN THE BRAKES FAILED AND COLLIDED W/VAN IN FRONT OF HER. TWO HRS AFTER THE ACCIDENT, TOOK THE TRUCK TO THE LOCAL CARMAX. EXPLAINED TO THEM WHAT HAPPENED AND ASKED WERE THERE ANY RECALLS ON THE TRUCK. THE LADY IN THE SERVICE DEPARTMENT SAID SHE DID NOT KNOW AND GAVE ME THE TOLL FREE NUMBER TO MAZDA. I CALLED FROM THEIR FACILITY AND FOUND OUT THAT THERE WAS AN OPEN RECALL FOR THE ABS MODULE. I EXPLAINED THAT TO THE SERVICE PERSON. THE MANAGER CAME OUT TO SPEAK WITH ME AND SAID THAT I WOULD HAVE TO TAKE IT TO MY INSURANCE COMPANY. BECAUSE I HAD GEICO INSURANCE, THE MANAGER SAID THAT THERE WAS AN ADJUSTER ACROSS THE STREET FROM THEIR BLDG. BY THIS TIME IT WAS 17:45. I RENTED A VEHICLE TO GET MY FAMILY HOME AND CALLED THE CARMAX THAT I PURCHASED THE CAR FROM. I SPOKE WITH LAURIE DOOLITTLE, THE MANAGER OF CARMAX IN CHARLOTTESVILLE, VIRGINIA, SHE ADVISED ME THERE WAS NOTHING THAT SHE COULD DO BUT SHE WOULD CHECK WITH SOMEONE HIGHER THAN HER. SHE CALLED ME BACK AROUND 1805 AND SAID THAT IT IS UNFORTUNATE WHAT HAPPENED, HOWEVER "THE ABS MODULE HAS NOTHING TO DO WITH THE BEING DRIVABLE". I WAS IN SHOCK. ME AND MY FAMILY COULD HAVE BEEN KILLED! WE ONLY HAD THE TRUCK 5 DAYS! I CALLED THAT MORNING BEFORE ACCIDENT TO GET A 2004 MAZDA TRIBUTE WITH LOWER MILES AND LOWER PRICE TRANSFERRED IN TO THE CARMAX IN CHARLOTTESVILLE! AFTER SEVERAL CALLS TO CARMAX'S CUSTOMER SVC (HEADQRTR) REPEATEDLY HEARING THAT I WAS AT FAULT FOR THE ACCIDENT BECAUSE I DID NOT REGISTER THE VEHICLE WITH MAZDA. WENT TO CHVILLE CARMAX TO SPEAK W/LAURIE DOOLITTLE IN PERSON. I ASKED HER TO REBUY THE CAR. LAURIE SAID NO. I HAD AN APPLICATION FROM CONSUMER AFFAIRS AND STARTED TO FILL IN THE BLANKS AND NOTED THE TIME AND DATE OF THE REQUEST TO REBUY THE CAR DUE TO THE RECALLS THAT WERE ON MY VIN. (07/07/08 TIME 17:05) TODAY 07/08/08, GEICO STILL WORKING ON IT! *TR



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10119157

Number of Deaths: 0

Date of Failure: December 1, 2004

VIN : 4F2YZ94163K...

Component: VEHICLE SPEED CONTROL

Summary:

ACCIDENT INVOLVING MAZDA TRIBUTE WHEREIN THE ACCELERATOR BECAME STUCK. *MR THE ATTORNEY REQUEST INFORMATION ON BEHALF OF CLIENT WHO WAS INJURED WHEN HER VEHICLE ACCELERATED SUDDENLY. THE VEHICLE WAS TOTALED. *NM



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10103722

Number of Deaths: 0

Date of Failure: December 12, 2004

VIN : 4F2CZ06133K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE DRIVING 40 MPH VEHICLE COMMENCED TO ACCELERATE. CONSUMER WAS ABLE TO DRIVE THE VEHICLE TO A SERVICE STATION. WHILE PARKED AND IDLING THE PROBLEM RECURRED. THIS TIME THE ACCELERATOR PEDAL WAS DOWN TO THE FLOOR. VEHICLE WAS TOWED TO THE DEALER, WHO INFORMED THE CONSUMER ACCELERATOR ASSEMBLY BURNED OUT AND NEEDED TO BE REPLACED.*AK



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10413665

Number of Deaths: 0

Date of Failure: July 19, 2011

VIN : 4F2CZ06163K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

DRIVING 65MPH ON FREEWAY WENT TO SWITCH LANES AND ACCELERATOR PEDAL FELL COMPLETELY TO FLOORBOARD. IMMEDIATELY PUT ON EMERGENCY FLASHERS AND PUMPED BRAKES INTO EMERGENCY LANE. UPON INSPECTION SHOWED THROTTLE CABLE JUST SNAPPED CLEAN. *KB



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10149101

Number of Deaths: 0

Date of Failure: January 26, 2006

VIN : 4F2CZ94133K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

DT*: THE CONTACT STATED WHILE THE CRUISE CONTROL IS ENGAGED, IF THE ACCELERATOR IS GENTLY APPLIED THE PEDAL PULLED DOWN TO THE FLOOR. THE VEHICLE SUDDENLY LURCHED FORWARD. THE CONTACT PULLED OVER AND PLACED THE VEHICLE IN NEUTRAL. WITH THE ACCELERATION SUBDUED, THE ENGINE WAS TURNED OFF AND ON, BUT THE ACCELERATOR PEDAL REMAINED ON THE FLOOR. THE VEHICLE WAS SEEN BY A DEALER, BUT THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. THE VEHICLE WAS SEEN BY A SECONDARY DEALER. ALTHOUGH THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM AS WELL, THE DEALER REPLACED THE ACCELERATOR CABLE AND CRUISE CONTROL. THE VEHICLE HAS NOT BEEN DRIVEN TO DETERMINE IF THIS REPAIR REMEDIED THE PROBLEM.



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10114588

Number of Deaths: 0

Date of Failure: March 8, 2005

VIN : 4F2CZ94113K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

I HAVE A 2003 MAZDA TRIBUTE. I RECEIVED A RECALL NOTICE IN LATE FEBRUARY JUST BEFORE GOING ON A BUSINESS TRIP ABOUT AN "ACCELERATOR CABLE" PROBLEM. SHORTLY AFTER I RETURNED FROM MY TRIP AND BEFORE I COULD BRING THIS VEHICLE TO THE DEALER I EXPERIENCED THIS PROBLEM WHILE ON THE HIGHWAY AT 65 MPH !!!!! IT WAS ICY AND SNOWY AND IN TRAFFIC !!! THE CAR WOULD

FORWARD. THE CONTACT PULLED OVER AND PLACED THE VEHICLE IN NEUTRAL. WITH THE ACCELERATION SUBDUED, THE ENGINE WAS TURNED OFF AND ON, BUT THE ACCELERATOR PEDAL REMAINED ON THE FLOOR. THE VEHICLE WAS SEEN BY A DEALER, BUT THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. THE VEHICLE WAS SEEN BY A SECONDARY DEALER. ALTHOUGH THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM AS WELL, THE DEALER REPLACED THE ACCELERATOR CABLE AND CRUISE CONTROL. THE VEHICLE HAS NOT BEEN DRIVEN TO DETERMINE IF THIS REPAIR REMEDIED THE PROBLEM.

Check to Request Research. Submit below.

Make : MAZDA **Model :** TRIBUTE **Year :** 2003
Manufacturer : MAZDA MOTOR CORP
Crash : No **Fire :** No **Number of Injuries:** 0
ODI ID Number : 10146998 **Number of Deaths:** 0
Date of Failure: January 4, 2006
VIN : 4F2CZ06113K...
Component: VEHICLE SPEED CONTROL:CABLES

Summary:

DT*: THE CONTACT STATED WHILE DRIVING HOME AT 25 MPH THE VEHICLE SUDDENLY ACCELERATED WITHOUT WARNING. THE EMERGENCY BRAKE HAD TO BE ENGAGED AND THE KEYS REMOVED FROM THE IGNITION BEFORE THE VEHICLE STOPPED. WHEN THE VEHICLE WAS RESTARTED THE ENGINE REVVED TO THE MAXIMUM RPMS. AFTER FIVE MINUTES THE VEHICLE RESTARTED AND IT OPERATED NORMALLY. AFTER THE VEHICLE WAS DRIVEN HOME IT WAS TOWED TO THE LOCAL DEALER. WHEN THE TOW TRUCK OPERATOR STARTED THE VEHICLE HE EXPERIENCED THE SAME PROBLEM WITH THE ENGINE REVVING TO THE MAXIMUM RPMS. AT THE DEALERSHIP THE MECHANIC ALSO OBSERVED THE ENGINE REVVING AT THE HIGHEST RPMS. THIS VEHICLE WAS REPAIRED UNDER NHTSA RECALL CAMPAIGN 04V583000 CONCERNING THE VEHICLE SPEED CONTROL IN MARCH 2005. THE CONTACT WAS CONCERNED THAT RECALL REPAIRS DID NOT REMEDY THE PROBLEM. THE VEHICLE IS CURRENTLY UNDERGOING DIAGNOSTIC TESTING. *AK

Check to Request Research. Submit below.

Make : MAZDA **Model :** TRIBUTE **Year :** 2003
Manufacturer : MAZDA NORTH AMERICAN OPERATIONS
Crash : Yes **Fire :** No **Number of Injuries:** 2
ODI ID Number : 10111725 **Number of Deaths:** 0
Date of Failure: February 9, 2005
VIN : 4F2YZ04153K...
Component: VEHICLE SPEED CONTROL:CABLES

Summary:

WHILE DRIVING THE VEHICLE, THE ACCELERATOR STUCK. THE CONSUMER PULLED OFF THE ROAD DUE TO HEAVY FOG BUT THE VEHICLE WENT INTO THE LAKE. *NM RECALL CAMPAIGN# 04V583000. *SC *JB

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10160004

Number of Deaths: 0

Date of Failure: May 2, 2006

VIN : 4F2YZ04173K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

DT*: THE CONTACT STATED WHILE DRIVING ABOUT 30 MPH, WITH ACCELERATOR PRESSURE APPLIED, THE ACCELERATOR PEDAL PULLED TO THE FLOOR WITHOUT WARNING. THE VEHICLE ACCELERATED AT A HIGH SPEED ONTO THE HIGHWAY. THE CONTACT ATTEMPTED TO DISENGAGE THE ACCELERATOR PEDAL BY PUMPING THE PEDAL SEVERAL TIMES WITHOUT SUCCESS. THE VEHICLE SLOWLY RESPONDED TO BRAKE PRESSURE AND THE VEHICLE WAS PLACED IN PARK. WHILE PARKED, THE ENGINE REVVED UNTIL THE IGNITION WAS TURNED OFF. THE VEHICLE WAS TOWED TO A DEALER WHO DETERMINED THE CASING ON THE CRUISE CONTROL CRACKED WHICH CAUSED THE CRUISE CONTROL CABLE TO STICK, ALTHOUGH THE CRUISE CONTROL WAS NOT ENGAGED AT THAT TIME. THE DEALER REPLACED THE CRUISE CONTROL CASING AND CABLES WHICH CORRECTED THE PROBLEM. THE VALVE COVER AND GASKET WERE REPLACED. UPDATED 07/07/06



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2003

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10149101

Number of Deaths: 0

Date of Failure: January 26, 2006

VIN : 4F2CZ94133K...

Component: VEHICLE SPEED CONTROL:CRUISE CONTROL

Summary:

DT*: THE CONTACT STATED WHILE THE CRUISE CONTROL IS ENGAGED, IF THE ACCELERATOR IS GENTLY APPLIED THE PEDAL PULLED DOWN TO THE FLOOR. THE VEHICLE SUDDENLY LURCHED FORWARD. THE CONTACT PULLED OVER AND PLACED THE VEHICLE IN NEUTRAL. WITH THE ACCELERATION SUBDUED, THE ENGINE WAS TURNED OFF AND ON, BUT THE ACCELERATOR PEDAL REMAINED ON THE FLOOR. THE VEHICLE WAS SEEN BY A DEALER, BUT THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM. THE VEHICLE WAS SEEN BY A SECONDARY DEALER. ALTHOUGH THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM AS WELL, THE DEALER REPLACED THE ACCELERATOR CABLE AND CRUISE CONTROL. THE VEHICLE HAS NOT BEEN DRIVEN TO DETERMINE IF THIS REPAIR REMEDIED THE PROBLEM.

2004

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10461195

Number of Deaths: 0

Date of Failure: June 5, 2012

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

TL* THE CONTACT OWNS A 2004 MAZDA TRIBUTE. THE CONTACT WAS DRIVING 60 MPH AND APPLIED THE BRAKES, BUT THE VEHICLE WOULD NOT RESPOND. HE WAS ABLE TO STOP BY SHIFTING THE VEHICLE INTO NEUTRAL AND APPLYING THE BRAKES. THE VEHICLE WAS NOT TAKEN TO THE DEALER. THE MANUFACTURER WAS CONTACTED AND STATED THAT THE VIN WAS INCLUDED IN NHTSA CAMPAIGN ID NUMBER: 04V583000 (VEHICLE SPEED CONTROL: CABLES). THE FAILURE AND CURRENT MILEAGE WAS 88,242. THE VIN WAS NOT AVAILABLE.

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10303748

Number of Deaths: 0

Date of Failure: January 30, 2010

VIN : 4F2YZ04114K...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS DRIVING A 2004 MAZDA TRIBUTE FOR ABOUT 45 MINUTES ON THE EXPRESSWAY IN 10 DEG. F TEMPERATURES WITH THE SPEED CONTROL ON AND SET TO 70 MPH. WHEN I APPROACHED THE EXIT RAMP I PRESSED THE SPEED CONTROL OFF BUTTON BUT NOTICED THAT THE VEHICLE WAS NOT SLOWING DOWN. I THEN TAPPED THE BRAKES WHILE GOING UP THE EXIT RAMP. STILL THE VEHICLE WAS NOT SLOWING DOWN. I WAS ABLE TO STOP THE VEHICLE AT THE STOP LIGHT AND PLACED THE TRANSMISSION IN NEUTRAL. THE ENGINE REVVED UP TO 4500RPM. I TURNED THE KEY COMPLETELY OFF THEN RESTARTED THE ENGINE. AGAIN IT REVVED UP TO 4500RPM. I TURNED IT OFF AND RESTARTED AGAIN. STILL THE ENGINE RAN UP TO 4500RPM IN NEUTRAL. THE LIGHT TURNED GREEN SO I CAREFULLY PUT THE TRANSMISSION IN DRIVE AND DROVE WITH MY FOOT ON THE BRAKE TO A NEARBY PARKING LOT. I STOPPED AND TURNED OFF THE ENGINE FOR SEVERAL MINUTES. I COULD TELL BY THE SMELL THAT THE BRAKES WERE HOT. THIS TIME WHEN I RESTARTED THE ENGINE IT REVVED UP TO ABOUT 3000 THEN SLOWLY CAME DOWN TO NORMAL IDLE SPEED. I DROVE IT THE REST OF MY TRIP WITHOUT ANY TROUBLE BUT DID NOT USE THE SPEED CONTROL. THE CHECK ENGINE LIGHT DID COME ON AS A RESULT OF THIS EPISODE. *TR

Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10267500

Number of Deaths: 0

Date of Failure: May 1, 2009

VIN : 4F2YZ04174K...

Component: VEHICLE SPEED CONTROL

Summary:

TL*THE CONTACT OWNS A 2004 MAZDA TRIBUTE. THE CONTACT STATED THAT THE VEHICLE EXPERIENCES A NO START CONDITION ACCOMPANIED BY AN UNEXPECTED INCREASE IN ENGINE IDLE SPEED WHEN ATTEMPTING TO PARK. THE MANUFACTURER STATED THAT THE VEHICLE WAS PREVIOUSLY REPAIRED ACCORDING TO NHTSA CAMPAIGN ID NUMBER 04V583000 (VEHICLE SPEED CONTROL:CABLES);THEREFORE, THEY WOULD NOT PROVIDE ANY ASSISTANCE. THE CONTACT STATED THAT A RECALL REPAIR WAS NEVER PERFORMED. THE FAILURE HAS NOT BEEN REMEDIED. THE FAILURE AND CURRENT MILEAGES WERE 59,000.



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA MOTOR CORP

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10264280

Number of Deaths: 0

Date of Failure: March 19, 2009

VIN : Not Available

Component: VEHICLE SPEED CONTROL

Summary:

TL*THE CONTACT OWNS A 2004 MAZDA TRIBUTE. WHILE DRIVING 55 MPH, THE VEHICLE ACCELERATED OVER THE 55 MPH SPEED LIMIT AND WOULD NOT STOP. THE CONTACT DEPRESSED THE BRAKE PEDAL, APPLIED THE EMERGENCY BRAKE, AND DOWNSHIFTED THE GEAR, BUT THE VEHICLE WOULD NOT STOP. SHE EXITED OFF THE NEAREST RAMP, TURNED THE VEHICLE TOWARDS AN EMBANKMENT, AND THEN JUMPED OUT OF THE VEHICLE. THE CONTACT SUSTAINED HEAD, NECK, AND BACK INJURIES. THE VEHICLE ROLLED OVER, STRUCK A TREE, AND THEN FINALLY CAME TO A STOP. THE CONTACT WAS THE ONLY OCCUPANT IN THE VEHICLE AT THE TIME. THE POLICE FILED A REPORT AND THE INSURANCE COMPANY STATED THAT THE VEHICLE WAS DESTROYED. THE VIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 90,000. UPDATED 03/29/10 *BF



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10181688

Number of Deaths: 0

Date of Failure: February 3, 2007

VIN : 4F2YZ941X4K...

Component: VEHICLE SPEED CONTROL

Summary:

I WAS DRIVING ON A FREEWAY (4 LANE - 65 MPH SPEED LIMIT) ON THE AFTERNOON OF 2/3/2007 WITH MY CRUISE CONTROL SET TO 65 MPH. I NOTICED THAT I WAS SPEEDING UP, AND WITHIN A SHORT TIME, MY SPEED HAD CLIMBED TO ABOUT 90 MPH. AT FIRST, I THOUGHT THIS WAS A MALFUNCTION OF MY SPEED CONTROL, BUT AFTER TOUCHING THE BRAKE AND TURNING THE SPEED CONTROL OFF, IT CONTINUED TO GO ABOUT 90 MPH. AT THIS TIME, I NOTICED AN EXIT COMING UP IN ABOUT 1 MILE - SO I KEPT TOUCHING THE BREAK TO KEEP THE SPEED ABOUT 75-80 AND WHEN I APPROACHED THE EXIT, SHUT OFF THE CAR AND COASTED TO THE TOP OF THE RAMP. WITH THE CAR SAFELY STOPPED, I WAS ABLE TO GET THE CAR TOWED TO A SERVICE STATION, WHERE THE MECHANIC PULLED OFF THE AIR FILTER ASSEMBLY GOING INTO WHAT I THINK IS A THROTTLE CHAMBER AND FOUND A LARGE PIECE OF ICE HOLDING EITHER THE CHOKE OR THROTTLE CAUSING THE PROBLEM. IT IS IMPORTANT TO NOTE THAT THE TEMPERATURES THAT DAY WERE VERY COLD - ABOUT 10 DEGREES F. BELOW ZERO. AFTER REMOVING THE ICE AND CLEANING OUT THE CHAMBER WITH SILICON, AND ALLOWING IT TO WARM UP FOR ABOUT 15 MINUTES - EVERYTHING WAS OKAY. I SHOULD NOTE THAT I HAD TAKEN THE VEHICLE INTO THE LOCAL MAZDA DEALER ABOUT A MONTH EARLIER BECAUSE I NOTICED THE THROTTLE WAS STICKING - THEY SERVICED IT AND IT SEEMED TO BE OKAY, UNTIL THE INCIDENT ON 2/3/07. WHEN I CALLED THE MAZDA DEALERSHIP, THEY TOLD ME THAT THERE WAS A SAFETY RECALL ON THE THROTTLE ASSEMBLY, BUT THEY SHOWED THIS PART HAD BEEN REPLACED ALREADY. I AM CONCERNED THAT ICE CAN BUILD UP IN THIS AREA AND THE SAME THING WILL HAPPEN AGAIN, WHENEVER IT IS COLD OUT. I HAVEN'T SEEN ANOTHER SIMILAR COMPLAINT, BUT THOUGHT IT WOULD BE A GOOD IDEA TO DOCUMENT THIS - THIS COULD HAVE EASILY CAUSED A MAJOR ACCIDENT. *NM



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10105214

Number of Deaths: 0

Date of Failure: October 21, 2004

VIN : 4F2YZ04114K...

Component: VEHICLE SPEED CONTROL

Summary:

WHILE DRIVING 60 MPH OR MORE THE VEHICLE ACCELERATED UP TO 110 MPH FOR NO KNOWN REASON, THE CONSUMER STATED, SHE ATTEMPTED TO STOP THE VEHICLE BY APPLYING THE BRAKE, WHICH FAILED TO SLOW DOWN OR STOP THE VEHICLE. THE CONSUMER THEN PLACED THE VEHICLE INTO NEUTRAL, WHICH CAUSED THE VEHICLE TO FISH TAIL SEVERELY. THE CONSUMER SHIFTED THE VEHICLE BACK INTO DRIVE, A LITTLE WHILE LATER SHE SHIFTED THE VEHICLE INTO PARKED, WHICH CAUSED THE VEHICLE TO COME TO A COMPLETE STOP. THE VEHICLE WAS TOWED TO THE DEALER. THE DEALER INSPECTED THE VEHICLE AND COULD NOT FIND ANYTHING WRONG. *JB



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10082337

Number of Deaths: 0

Date of Failure: May 7, 2004

VIN : 4F2CZ96114K...

Component: VEHICLE SPEED CONTROL

Summary:

PULLING INTO A PARKING SPOT AND THE CAR SURGED FORWARD AT A HIGH RATE. RESULTING IN \$2,206.79 IN DAMAGE THE DEALER SAID THAT IS NOT POSSIBLE AND SAID THAT HAS NEVER HAPPENED BEFORE. *LA

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10354530

Number of Deaths: 0

Date of Failure: September 8, 2010

VIN : 4F2TZ96174K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

TL*THE CONTACT OWNS A 2004 MAZDA TRIBUTE. WHILE DRIVING APPROXIMATELY 55 MPH HE APPLIED PRESSURE TO THE ACCELERATOR PEDAL. THE ACCELERATOR PEDAL BECAME STUCK WHILE IT WAS PARTIALLY DEPRESSED. HE APPLIED PRESSURE TO THE BRAKE PEDAL BUT THE VEHICLE WOULD NOT SLOW DOWN RAPIDLY ENOUGH. HE THEN REAPPLIED PRESSURE TO THE ACCELERATOR PEDAL UNTIL THE PEDAL WAS FULLY DEPRESSED TO THE FLOOR. WHEN THE PEDAL DEPRESSED TO THE FLOOR, THE VEHICLE STOPPED ACCELERATING. HE DROVE ONTO THE EMERGENCY LANE AND SHUT THE VEHICLE OFF. THE VEHICLE WAS TOWED TO HIS RESIDENCE AND HAD NOT BEEN EXAMINED FOR THE CAUSE OF FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 114,900.



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA MOTOR CORP

Crash : Yes

Fire : No

Number of Injuries: 1

ODI ID Number : 10286011

Number of Deaths: 0

Date of Failure: September 29, 2009

VIN : 4F2CZ06154K...

Component: VEHICLE SPEED CONTROL:ACCELERATOR PEDAL

Summary:

TL*THE CONTACT OWNS A 2004 MAZDA TRIBUTE. WHEN SHE APPLIED PRESSURE TO THE ACCELERATOR PEDAL IT STUCK TO THE FLOOR WHICH CAUSED HER TO CRASH INTO A BUILDING. SHE SUSTAINED SEVERE BRUISING TO HER BODY, A BROKEN LEG AND A FOOT. THE VEHICLE HAS NOT BEEN INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGES WERE

Date of Failure: December 14, 2007

VIN : 4F2YZ94174K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

TL*THE CONTACT OWNS A 2004 MAZDA TRIBUTE. DURING THE 2007 WINTER SEASON, THE ENGINE SUDDENLY REVVED WHEN THE VEHICLE WAS STARTED. THE CONTACT TURNED OFF THE VEHICLE AND WAITED A FEW SECONDS; HOWEVER, THE ISSUE RECURRED FOR APPROXIMATELY TEN MINUTES. AFTERWARDS, THE FAILURE CEASED. IN JANUARY OF 2008, THE FAILURE RECURRED AFTER PARKING THE VEHICLE WITH THE ENGINE RUNNING. THE VEHICLE ONCE AGAIN BEGAN TO REV. THE FAILURE OCCURRED A TOTAL OF TWO TIMES; HOWEVER, SHE NEVER NOTICED THE VEHICLE ACCELERATING BACKWARDS OR FORWARD. THE VEHICLE HAS NOT BEEN TAKEN TO THE DEALER OR SPOKEN WITH THE MANUFACTURER. THE CURRENT MILEAGE WAS 69,350 AND FAILURE MILEAGE WAS APPROXIMATELY 55,000. UPDATED 3/11/09 *CN UPDATED 03/16/09. *JB



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA MOTOR CORP

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10222996

Number of Deaths: 0

Date of Failure: March 30, 2008

VIN : 4F2CZ96194K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

MY WIFE PURCHASED A USED 2004 MAZDA TRIBUTE. THE ACCELERATOR CABLE FAILED AND WHEN IT FAILED THE CAR ENGINE WAS AT FULL THROTTLE WITHOUT THE ABILITY TO STOP IT. A FAILURE THAT DEFAULTS TO FULL ACCELERATION IS AN OBVIOUS DEFECT. I CHECKED THE INTERNET AND LEARNED THAT THE CAR HAD BEEN RECALLED TO CORRECT THAT DEFECT. I CALLED MAZDA AND WAS TOLD THAT THE RECALL WORK HAD BEEN DONE ON THE CAR. I TOLD MAZDA THAT THE RECALL WORK HAD NOT FIXED THE PROBLEM AND THAT A FAILURE THAT DEFAULTS TO A THROTTLE AT FULL ACCELERATION IS A MASSIVELY DANGEROUS DEFECT. THEY BASICALLY SAID WE DID ALL WE HAD TO DO. THIS IS VERY DANGEROUS CONDITION AND WILL CAUSE INJURY OR DEATH. *TR



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : No

Fire : No

Number of Injuries: 0

ODI ID Number : 10178811

Number of Deaths: 0

Date of Failure: January 14, 2007

VIN : 4F2YZ94124K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

TL* - THE CONTACT STATED THAT WHILE DRIVING A 2004 MAZDA TRIBUTE AT 25 MPH THE ACCELERATOR PEDAL GOT STUCK. THE CONTACT APPLIED THE BRAKES AND THE VEHICLE WOULDN'T COME TO A COMPLETE STOP, UNTIL THE CONTACT HEARD A POPPING NOISE, THAT'S WHEN THE VEHICLE SHIFTED INTO IDLE. WHILE INSPECTING THE VEHICLE THE CONTACT NOTICED THAT THE ACCELERATOR CABLE HAD SNAPPED. THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP (D DAHLE MAZDA IN MURRAY, UT) AND THEY STATED THAT THE CONTACT WOULD HAVE TO PAY FOR THE REPAIR SINCE THEY HAD ALREADY PERFORM THE RECALL REPAIR FOR CONTACT NHTSA CAMPAIGN ID NUMBER: 04V583000. THE CONTACT CAN PROVIDE PICTURES IF NEEDED.



Check to Request Research. Submit below.

Make : MAZDA

Model : TRIBUTE

Year : 2004

Manufacturer : MAZDA NORTH AMERICAN OPERATIONS

Crash : Yes

Fire : No

Number of Injuries: 0

ODI ID Number : 10119300

Number of Deaths: 0

Date of Failure: April 1, 2005

VIN : 4F2CZ06124K...

Component: VEHICLE SPEED CONTROL:CABLES

Summary:

2004 MAZDA TRIBUTE EXPERIENCING PROBLEMS WITH SUDDEN ACCELERATION. *MR THERE WERE TWO OCCASIONS WHEN THE CONSUMER APPLIED THE BRAKES BUT THE VEHICLE DID NOT STOP. ONE OCCASION THE VEHICLE WAS PULLING UP TO A BUILDING AND DAMAGED THE FRONT END OF THE VEHICLE AND ON THE SECOND OCCASION, THE CONSUMER WAS TRAVELING ON THE HIGHWAY WHEN THE VEHICLE SUDDENLY ACCELERATED WITHOUT INCIDENT. *SC *JB

ATTACHMENT A

Mazda North American Operations

RECEIVED

2004 FEB 10 10 43 AM



Mr. Kenneth N Weinstein
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

04V-583
(2 pages)

December 9, 2004

Dear Mr. Weinstein:

Re.: Submission of Part 573 report for certain 2002 through 2004 model year Mazda Tribute vehicles

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, "Defect and Noncompliance Reports," Mazda North American Operations (MNAO), on behalf of Mazda Motor Corporation of Hiroshima, Japan (Mazda), submits the following information concerning a safety-related recall action that it is initiating.

Sec. 573.6 (c)(1):

Mazda Motor Corporation with Designated Agent:

David G. Robertson
Manager,
Environmental and Safety Engineering
Mazda North American Operations
1500 Enterprise Drive, Allen Park
Michigan 48101-2053

Sec. 573.6 (c)(2):

Certain 2002 through 2004 model year Mazda Tribute vehicles built from May 30, 2001 through December 19, 2003 with the Vehicle Identification Number (VIN) range between 4F2**** 1**KM00001 and 4F2**** 1**K M66656.

Sec. 573.6 (c)(3):

Approximately 121,000 vehicles

Sec. 573.6 (c)(4):

All of the subject vehicles may experience the condition.

Sec. 573.6 (c)(5):

The accelerator cable inner liner may, over time, migrate out of the conduit at the dash panel fitting during vehicle operation. The liner may migrate to the point that it contacts the accelerator pedal arm (part of the accelerator pedal assembly). Under these conditions the liner may prevent the pedal from fully returning, which may not allow the throttle body to fully return to the "idle" position. Typically the condition results in a progressive increase in the "idle" speed if liner migration continues over time, but may cause a more sudden increase if a greater portion of the cable moves at one time.

Sec. 573.6 (c)(6):

Mazda was informed from Ford on December 1, 2004 that the affected vehicles may have potential defect of this accelerator cable, and Ford determined to conduct a recall campaign for Ford Escape vehicles. As a result of verification of the contents of this problem in Mazda, Mazda also determined to conduct a recall campaign for Mazda Tribute vehicles.

Sec. 573.6 (c)(7):

Not Applicable

Sec. 573.6 (c)(8):

Owners of record will be notified of the defect by first class mail in January 2005 and be instructed to bring their vehicle to Mazda dealer. Repairs will be performed at no cost to the vehicle owner.

A copy of the reimbursement plan to be sent to owners and dealers as an attachment to the owner notification letter will be sent with a separate cover letter when it becomes available. With respect to reimbursement, customers will be reimbursed based on the submission of a receipt indicating the amount paid by the customer to remedy this defect.

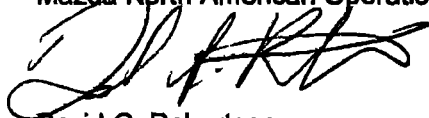
Sec. 573.6 (c)(9) & (10):

A copy of the notification letter to be sent to owners and dealers will be submitted for your review with a separate cover letter when it becomes available.

Sec. 573.6 (c)(11):

Mazda has assigned recall number 2704L to this action.

Sincerely yours,
Mazda North American Operations



David G. Robertson
Manager,
Environmental & Safety Engineering

ATTACHMENT B

Safety Recall Quarterly Report Information
Required per 49 CFR Part 573.6

Report Date: October 31, 2005 Calendar Quarter: The Third quarter of 2005

Safety Recall Quarterly Report from July 1, 2005 through September 30, 2005

Manufacturer: Mazda Motor Corporation

Recall Subject: 2002-2004 Tribute Accelerator Cable

1. NHTSA Safety Recall Campaign Number: 04V-583
Mazda Recall Campaign Code Number: #2704L

2. The date notification to purchasers began: January 28, 2005
The date notification of purchasers was completed: January 28, 2005

3. The Total Number of Items Involved: 121,856 units
Number of Items Returned from Inventory or Remedied Prior to Sale: 0 unit

4. Total Number of Receiving Corrective Action: 84,759 units

Repair Procedure	Number
Inventory Return	0
Inspection Only	0
Repaired/Replaced	84,759
Total	84,759

5. Items Determined to be Unreachable

Total Number Exported: 0 unit
Total Number Stolen: 0 unit
Total Number Scrapped: 362 units
Total Number Unable to Notify: 0 unit

Total Number Otherwise Unreachable:

Vehicle sold, name/address not provided	475	units
Do not own a Mazda	6	units
Blank reply card returned	5	units
Total	486	units

ATTACHMENT C



Frank M. Ligon
Director
Service Engineering Operations
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

October 6, 2005

TO: All U.S. Ford and Lincoln Mercury Dealers

SUBJECT: Safety Recall 04S25: *Update*
All 2002 through 2004 Model Year Left Hand Drive (LHD) Escape Vehicles Equipped
with 3.0L Engines
Accelerator Cable Replacement

RE: Safety Recall 04S25 dated December 2004

New! REASON FOR THIS UPDATE

The purpose of this update is to inform dealers that updated illustrations and a warning have been added to the technical instructions (Attachment III) to help prevent damage to the speed control cable while performing the accelerator cable replacement procedure. In addition, warranty edits have been incorporated to prevent the payment of related damage claims for speed control cable replacement.

AFFECTED VEHICLES

All 2002 through 2004 model year LHD Escape vehicles equipped with 3.0L engines and built at the Kansas City and Ohio Assembly Plants from Job #1 2002 through Job Last 2004. Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit <https://web.fsavinlists.dealerconnection.com>. This information was available on December 09, 2004.

REASON FOR THIS SAFETY RECALL

In some of the affected vehicles, it may be possible for the accelerator cable liner to migrate out of the accelerator cable conduit. If the liner migrates out of the conduit, the liner may prevent the throttle from returning to the idle position and may result in elevated engine speeds while driving. An unexpected increase in engine idle speed may increase stopping distance and may result in a vehicle crash without warning.

SERVICE ACTION

At no charge to the vehicle owner, dealers are to replace the accelerator cable with a newly designed cable, which was made available to dealers the week of 12/06/2004. This must be performed on all of the affected vehicles in your new vehicle inventory as well as vehicles that have been delivered to customers.

PLEASE NOTE:

Federal law requires dealers to complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$5,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

New! ATTACHMENTS

Attachment I: *Administrative Information*
Attachment II: *Labor Allowances and Parts Ordering Information*
Attachment III: *Technical Information*
Customer Notification Letter

QUESTIONS?

Claims Information: 1-800-423-8851
Special Service Support Center (Dealer Only) Questions: 1-800-325-5621

Sincerely,



Frank M. Ligon

Safety Recall 04S25
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines
Accelerator Cable Replacement

OASIS ACTIVATED? Yes, OASIS was activated on December 07, 2004.

FSA VIN LIST ACTIVATED? Yes

Available through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com> on December 09, 2004. Owner names and addresses were available on January 17, 2005.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

STOCK VEHICLES

Correct all affected units in your new vehicle inventory before delivery.

SOLD VEHICLES

- Owners of affected vehicles will be directed to dealers for repairs.
- Immediately contact any of your affected owners whose vehicles are not on your VIN lists but are identified in OASIS. Give the owner a copy of the Customer Notification Letter (when available) and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

New! RELATED DAMAGE

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

Note: Related damage claims will not be accepted for speed control cable replacement. Please review the revised technical instructions/illustrations found in Attachment III.

ADDITIONAL LABOR TIME

- If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.
- If you encounter aftermarket equipment or modifications to the vehicle, which might prevent the repair of the covered condition, call the Special Service Support Center.

Safety Recall 04S25
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines
Accelerator Cable Replacement

OWNER REFUNDS

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 04S25
 - Misc. Expense: ADMIN
 - Misc. Expense: REFUND
 - Misc. Expense: 0.2 Hrs.

RENTAL VEHICLES

The use of rental vehicles is not authorized for this program.

CLAIMS PREPARATION AND SUBMISSION

- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 04S25
All 2002 - 2004 Model Year LHD Escape Vehicles Equipped with 3.0L Engines
Accelerator Cable Replacement

LABOR ALLOWANCES

Description	Labor Operation	Labor Time
Replace Accelerator Cable - 3.0L Engine	04S25B	0.4 Hour

PARTS REQUIREMENTS / ORDERING INFORMATION

Parts will not be direct shipped for this program. Order your parts requirements through normal order processing channels.

Part Number	Description	Quantity
5L8Z-9A758-AA	Accelerator Cable – 3.0L DOHC Engine	1

The DOR/COR for this program is 50336. This number identifies parts ordered for this recall through the Special Service Support Center (1-800-325-5621).

DEALER PRICE

For latest prices, refer to DOES II.

PARTS RETENTION AND RETURN

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures."

CLAIM HANDLING PROCEDURE FOR RETURNING PRIOR LEVEL ACCELERATOR CABLES**Immediate Purge Required-----YL8Z-9A758-AD Accelerator Cable – 3.0L**

Prepare and submit a PCS claim as described below:

- DO NOT ship the parts until Return Authorization is granted.
- The return authorizations will include shipping addresses.

PCS CLAIM INSTRUCTIONS

When you create your PCS claim, use the following information for the REASON CODE, SHIPPER NBR, and LINE EXPLANATION fields:

- REASON CODE: GB
- SHIPPER NBR: 04S25
- LINE EXPLANATION: Purge Required

When preparing your PCS claim, list the part number being returned on the claim, and indicate the quantity of that part number being returned. Your PCS claim must be submitted by January 31, 2005. Claims filed after this date will be denied.

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

2002 THROUGH 2004 MODEL YEAR LHD ESCAPE VEHICLES EQUIPPED WITH 3.0L ENGINES — ACCELERATOR CABLE REPLACEMENT

SERVICE PROCEDURE

ACCELERATOR CABLE REMOVAL

1. From inside the vehicle, disconnect the accelerator cable from the pedal.
2. Remove the engine appearance cover, if equipped.

NEW

CAUTION: Damage to the speed control cable may result if the throttle body cam is rotated by lifting up on the speed control cable or the speed control cable connector end. When disconnecting the accelerator cable from the throttle body, rotate the throttle body cam only by lifting up on the cam itself. See Figure 1.

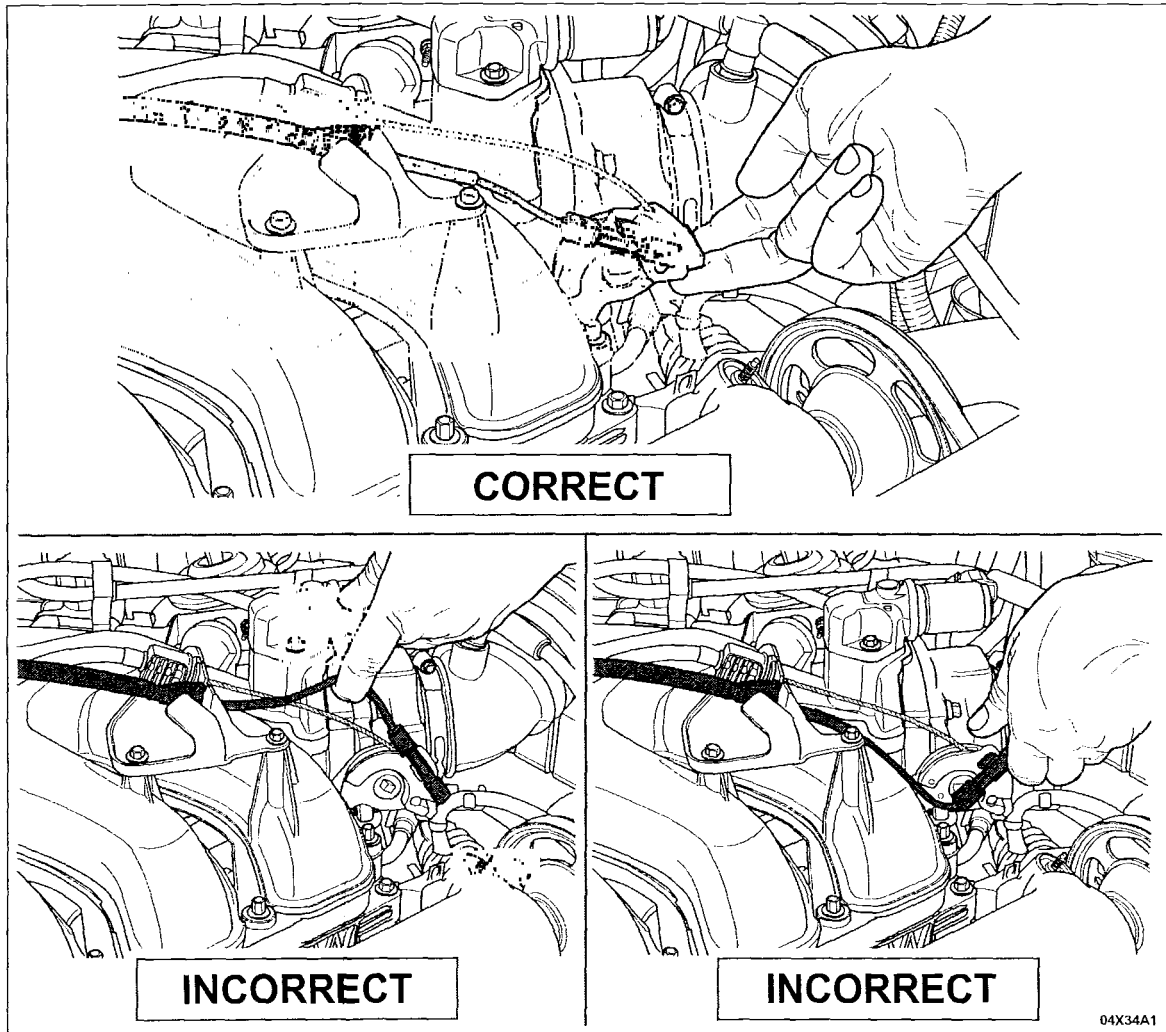


FIGURE 1



3. Disconnect the accelerator cable as follows: See Figure 2.

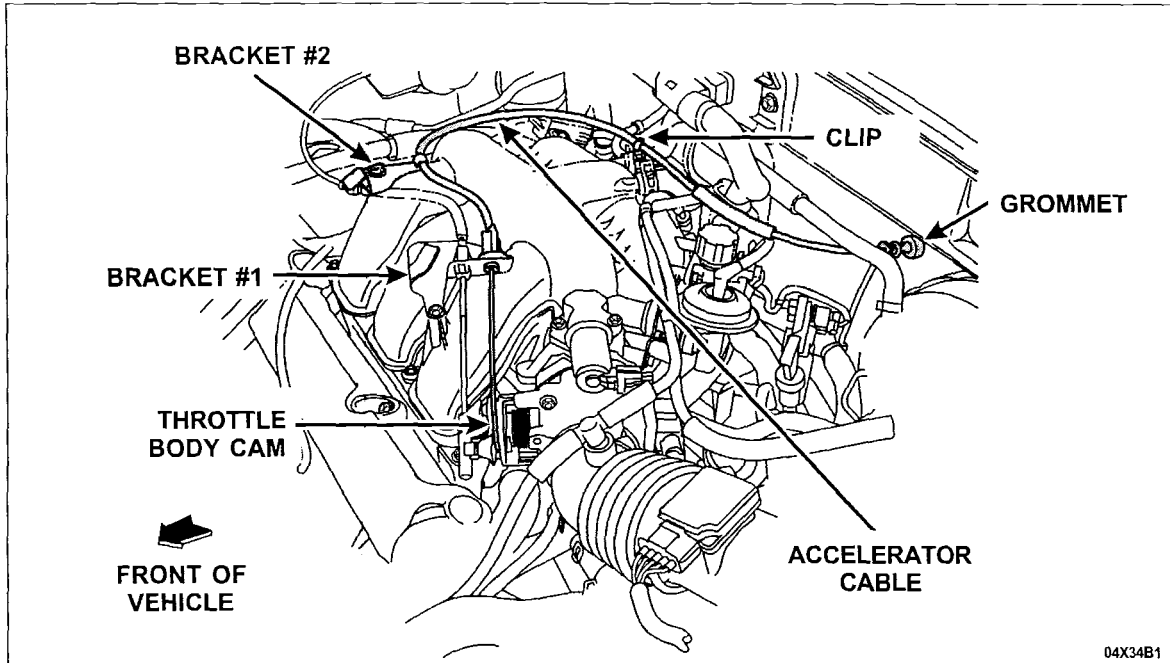


FIGURE 2

- A) Disconnect the cable by rotating the throttle body cam and sliding the cable barrel out of the cam.
- B) Remove the accelerator cable from bracket #1 by turning the cable housing 45 degrees either way and pulling it from the bracket.



- C) Open bracket #2 with a screwdriver and remove the accelerator cable from the bracket.
See Figure 3.

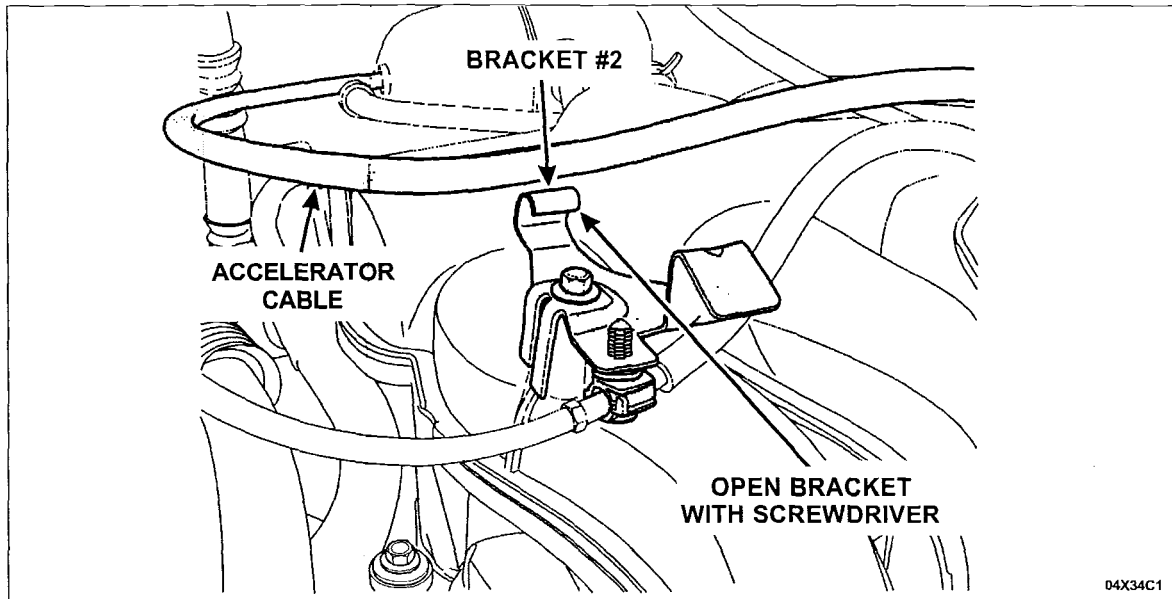


FIGURE 3

- D) Detach the accelerator cable from the clip located on the brake booster vacuum hose.
E) Disengage the grommet at the dash panel and remove the accelerator cable from the vehicle.



ACCELERATOR CABLE INSTALLATION

1. Feed the *new* cable through the dash panel and fully seat the grommet.
2. Install and connect the accelerator cable as follows:
 - A) Connect the cable to the throttle body by rotating the cam and sliding the cable barrel into the cam.
 - B) Attach the accelerator cable to the clip located on the brake booster vacuum hose.
 - C) Secure the accelerator cable to bracket #1 by inserting it and rotating the cable housing 45 degrees to lock it in place.
 - D) Position the accelerator cable in bracket #2 and, using a suitable tool, bend down the tab to retain the cable while ensuring the cable moves freely in the bracket. See Figure 4.

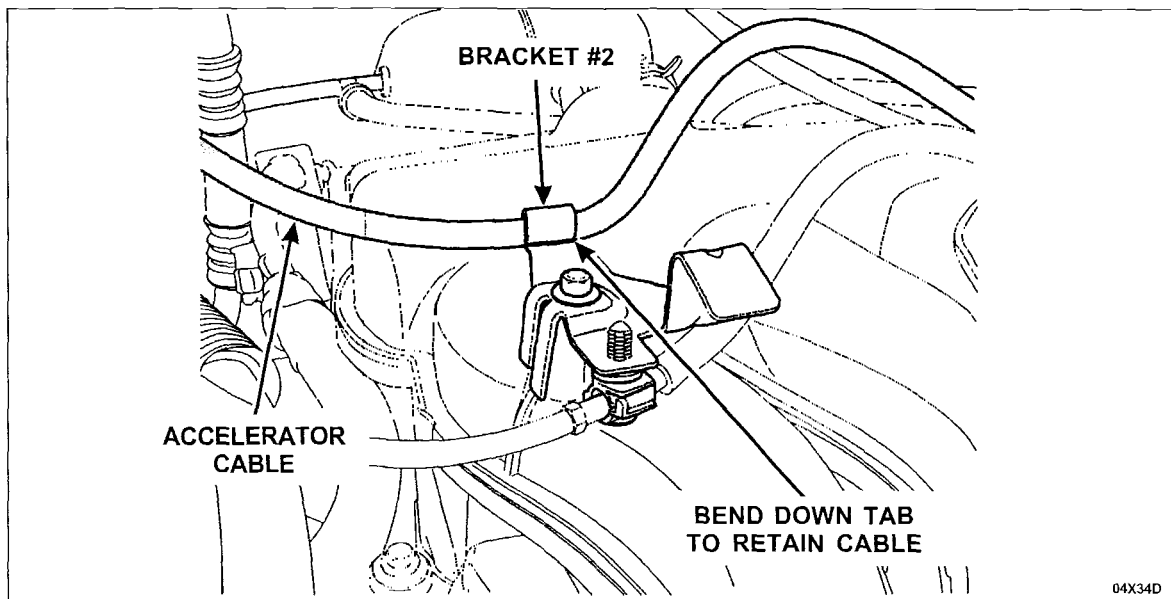


FIGURE 4

3. Connect the accelerator cable to the pedal.
4. Install the appearance cover, if equipped.
5. Check for free movement of the accelerator pedal and that there is no binding.





Frank M. Ligon
Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

January 2005

Safety Recall 04S25

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect, which relates to motor vehicle safety, exists in all 2002 through 2004 Escape vehicles.

We apologize for this situation and want to assure you that, with your assistance, we will correct this condition. Our commitment, together with Ford dealers, is to provide you with the highest level of service and support.

What is the issue? On your vehicle, it is possible that the accelerator cable may prevent the throttle from returning to the idle position, possibly resulting in elevated engine speeds while driving. An unexpected increase in engine idle speed may increase stopping distance and may result in a vehicle crash without warning.

What will Ford and your dealer do? Ford Motor Company and your dealer will replace the accelerator cable free of charge (parts and labor). We urge you to return to your dealer for this service.

How long will it take? The time needed for this repair is less than one-half day. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

What are we asking you to do? Please call your dealer without delay and request a service date for Recall 04S25. Provide the dealer with the Vehicle Identification Number (VIN) of your vehicle. The VIN is printed near your name at the beginning of this letter.

If you do not already have a servicing dealer, you can access <http://www.genuineflmservice.com> for dealer addresses, maps, and driving instructions.

Please note: Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Have you previously paid for this repair?

If you paid to remedy the issue addressed in this notice, you may be eligible for a refund either through your dealer or directly from Ford Motor Company.

To verify eligibility and expedite reimbursement, give your paid original receipt to your dealer. Refund requests, including all required documentation, may also be mailed to Ford at P.O. Box 6251, Dearborn, Michigan 48121-6251. Refund requests mailed to Ford may take up to 60 days to process.

Detailed information regarding eligibility for Ford's reimbursement program and documentation requirements may be obtained by contacting the Ford Customer Relationship Center at 1-866-436-7332. Owners who have previously paid for this repair are still eligible to have the recall described in this letter performed.

Have you changed your address or sold the vehicle?

If you have, please fill out the enclosed prepaid postcard and mail it to us so we can update our records. If you have sold the vehicle, the information you provide on the postcard will be used to notify the new owner about this recall.

Can we assist you further?

If you have difficulty getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager for assistance.

If you still have concerns, please contact the Ford Motor Company Customer Relationship Center and one of our representatives will be happy to assist you.

Call 1-866-436-7332. For the hearing impaired call 1-800-232-5952 (TDD).

Office Hours: (Eastern Time Zone)

Monday – Friday: 8AM – 8PM

Saturday: 9AM – 5:30PM

If you wish to contact us through the Internet, our address is:

www.ownerconnection.com

If you are still having difficulty getting your vehicle repaired in a reasonable time or without charge, you may write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline at 1-888-327-4236 or 1-800-424-9393.

Thank you for your attention to this important matter.

Sincerely,



Frank M. Ligon

Director

Service Engineering Operations