

RECALL CAMPAIGNS RELATING TO SUDDEN UNWANTED VEHICLE ACCELERATION  
AUDIT 5000 VEHICLES WITH AUTOMATIC TRANSMISSIONS

1950

REF #	NHTSA RECALL #	DATE ANNOUNCED	VEHICLES INCLUDED	PROBLEM TO BE CORRECTED	REMEDY SELECTED BY MFR.	EXPLANATION OF REMEDY	NHTSA ACTIVITY WHICH PRECEDED AND INFLUENCED MFR'S RECALL DECISION	RELATIONSHIP TO OTHER AUDIT 5000 RECALLS
1	82V-037	FN APR. 14, 1982	1978 THROUGH 1982 MODELS. LATER EXTENDED TO 1983 MODELS	GAS PEDAL CAN GET STUCK DUE TO INTERFERENCE WITH FLOOR MAT	ADD SHOOTH SHIELD TO BOTTOM OF GAS PEDAL TO PREVENT SHARP EDGE FROM CATCHING ON FLOOR	SOME DRIVERS FULLY DEPRESS THE GAS PEDAL BEFORE STARTING ENGINE. IF PEDAL GETS STUCK, VIOLENT ACCELERATION BEGINS WHEN TRANSMISSION IS SHIFTED OUT OF PARK	EAB2-002 ACTIVITY. EXTENSION OF RECALL TO SOME '83 MODELS RESULTED FROM AUDIT A83-02	SIMILAR SYMPTOMS AS LATER SUDDEN ACCELERATION RECALLS
2	83V-095	FR SEP. 22, 1983	1978 THROUGH 1983 MODELS	FOOT ON THE BRAKE PEDAL MAY ACTIVATE BOTH PEDALS & ACCELERATE VEHICLE	ADD A SPACER TO RAISE THE HEIGHT OF THE BRAKE PEDAL	BRAKE PEDAL IS CLOSE TO GAS PEDAL AND REQUIRES PUSHING BELOW IDLE HEIGHT OF GAS PEDAL BEFORE BRAKING OCCURS. APPLYING THE BRAKES TRIGGERED SOME INCIDENTS	AUDIT A83-02; NHTSA 8/12/83 LTR. RECOMMENDING RECALL BASED ON COMPLAINTS AND NHTSA TEST RESULTS	SIMILAR SYMPTOMS
3	86V-103	GA JUL. 28, 1986	1985 & 1986 MODELS EXCEPT WITH TURBO ENGINE	1) ENGINE COMPARTMENT FIRES. 2) INSTALL IMPROVED IDLE STABILIZER VALVE	1) MODIFY AIR FILTER ASSEMBLY TO PREVENT FIRES. 2) REPLACE IDLE STABILIZER WITH IMPROVED VERSION	1) FIRES HAD STARTED AT THE AIR FILTER IF THE ENGINE BACKFIRED DURING ENGINE STARTING 2) NO REASON GIVEN BY VVOA	1) EAB3-037 ACTIVITY (FIRE INVESTIGATION). 2) STABILIZER REPLACEMENT NOT REQUESTED BY NHTSA	1) FIRE PREVENTION NOT RELATED TO SUDDEN ACCELERATION. 2) STABILIZER REPLACEMENT IS SAME REMEDY AS #5
4	SERVICE ACTION. NOT NHTSA APPROVED	FF SEP. 1986 (APPROX.)	ALL 1984 THROUGH 1986 MODELS	INADVERTANT & UNKNOWNING DRIVER APPLICATION OF THE GAS PEDAL INSTEAD OF THE BRAKE PEDAL	INSTALL AUTOMATIC SHIFT LOCK DEVICE.	SHIFT LOCK PREVENTS SHIFTING OUT OF PARK UNLESS THE DRIVER'S FOOT IS PLACED ON THE BRAKE PEDAL. ACCIDENTS HAD BEEN REPORTED WHERE DRIVERS WERE CERTAIN THEY WERE PUSHING ON THE BRAKE PEDAL, BUT CONCLUSIVE EVIDENCE SHOWS THEY WERE PUSHING ON THE GAS PEDAL	NOT REQUESTED BY NHTSA EAB6-016 IN PROGRESS	SAME REMEDY AS #5 EXCEPT SAFETY RECALL PROCEDURE NOT FOLLOWED & IDLE SPEED NOT CHECKED IN #4
5	87V-008	GD JAN. 14, 1987	ALL 1978 THROUGH 1986 MODELS	1) SAME AS ABOVE (#4) 2) MISC. IDLE SPEED PROBLEMS	1) SAME AS ABOVE (#4) 2) PERFORM DIAGNOSTIC TEST AND CORRECT IDLE SPEED PROBLEMS FOUND DURING TEST	POWER OR BRAKE FAILURE BUT CAN SURPRISE DRIVERS, CAUSING ACCIDENTS IN CONFINED SITUATIONS. ALSO, SUDDEN INCREASE IN POWER MAY STARTLE DRIVERS AND THEY MAY BE MORE LIKELY TO STEP ON THE WRONG PEDAL	1) & 2) CB6-01; NHTSA 12/23/86 LTR. RECOMMENDING FORMAL SAFETY RECALL FOR IDLE PROBLEMS & SHIFT LOCK	SAME REMEDY AS #4 EXCEPT #5 IS FORMAL SAFETY RECALL, COVERS MORE VEHICLES, AND INCLUDES IDLE SPEED CHECK
6	87V-009	GC JAN. 14, 1987	1985 & 1986 MODELS EXCEPT WITH TURBO ENGINE	IDLE STABILIZER VALVE MAY MALFUNCTION & CAUSE EXCESSIVE IDLE SPEED	REPLACE ALL SUSPECT IDLE STABILIZER VALVES WITH NEW IMPROVED UNITS	SAME AS ABOVE (#6) EXCEPT THAT ECU MALFUNCTION MORE LIKELY TO BE INTERMITTENT AND MORE DIFFICULT TO DIAGNOSE THAN STABILIZER FAILURE	CB6-01; NHTSA 12/23/86 LTR. RECOMMENDING FORMAL SAFETY RECALL FOR IDLE PROBLEMS & SHIFT LOCK	SAME REMEDY AS STABILIZER REPLACEMENT PORTION OF #3 EXCEPT #6 COVERS MORE VEHICLES
7	87V-170	GC OCT. 23, 1987	ALL 1984 MODELS & TURBO 1985 MODELS	ELECTRONIC IDLE SPEED CONTROL UNIT (ECU) MAY MALFUNCTION & INCREASE IDLE SPEED UNPREDICTABLY	REPLACE ALL SUSPECT IDLE ECUs WITH NEW IMPROVED UNITS	SAME AS ABOVE (#6) EXCEPT THAT ECU MALFUNCTION MORE LIKELY TO BE INTERMITTENT AND MORE DIFFICULT TO DIAGNOSE THAN STABILIZER FAILURE	CB6-01 ACTIVITY; MFR. HAD BEEN ASKED SPECIFIC ECU RELATED QUESTIONS IN A 6/4/87 INFORMATION REQUEST	ECUs & MATCHING STABILIZER VALVES WERE SUPPLIED BY THE BOSCH CO. FOR VEHICLES IN #6; & VVO FOR #7. BOSCH STABILIZERS #16 & VVO ECUs (#7) WERE RECALLED