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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 78 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, National Highway Traffic Safety Administration, 2011 OCLC Number: (OCoLC)702155764 Subject: Automobiles -- Defects -- Evaluation. Excerpt: . . . The first investigative action, opened in 2003, was initiated at the request of a petitioner who owned a 1999 Lexus LS400 who experienced three occurrences of UA allegedly occurring when the accelerator pedal was not applied, one of which resulted in a low-speed crash (for which the petitioner received a traffic citation). The petitioner cited other VOQ reports as evidence of a defect. ODI conducted a VOQ-based assessment of UA rates on the subject Lexus in comparison to two peer vehicles and concluded the Lexus LS400t vehicles were not over-represented in the VOQ database. Accordingly the petition was denied; a Federal Register notice 15 detailing the agencies analysis was published. 16 In late 2003, NHTSA conducted a pre-investigative assessment on the MY 2002-2003 Toyota Camry based on its review of vehicle owner complaints alleging UA in these ETC-equipped vehicles. One of several changes incorporated in MY 2002 Camry revisions was the implementation of ETC, which was highlighted in the ODI analysis as a potential area of concern. The initial evaluation (conducted by an ODI engineer with a graduate degree in electrical engineering) cited 38 VOQs as potentially involving an ETC problem. Shortly thereafter, in early 2004, ODI also received and reviewed a DP involving UA concerns on MY 2002-2003 Lexus ES300, so-called sister vehicles to the Camry model that share the same ETC 17 system. The petitioner alleged an ETC malfunction caused a low speed crash while parking and cited 37 additional VOQs as evidence of a possible defect in the ETC...



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