

I'm not robot!



Two of the vehicles under recall: the Toyota Camry (top) and the Toyota Corolla. The 2009–11 Toyota vehicle recalls involved three separate but related recalls of automobiles by the Toyota Motor Corporation, which occurred at the end of 2009 and start of 2010. Toyota initiated the recalls, the first two with the assistance of the U.S. National Highway Traffic Safety Administration (NHTSA), after reports that several vehicles experienced unintended acceleration. The first recall, on November 2, 2009, was to correct a possible incursion of an incorrect or out-of-place front driver's side floor mat into the foot pedal well, which can cause pedal entrapment. The second recall, on January 21, 2010, was begun after some crashes were shown not to have been caused by floor mat incursion. This latter defect was identified as a possible mechanical sticking of the accelerator pedal causing unintended acceleration, referred to as Sticking Accelerator Pedal by Toyota. The original action was initiated by Toyota in their Defect Information Report, dated October 5, 2009, amended January 27, 2010.[11] Following the floor mat and accelerator pedal recalls, Toyota also issued a separate recall for hybrid anti-lock brake software in February 2010.[2] As of January 28, 2010, Toyota had announced recalls of approximately 5.2 million vehicles for the pedal entrapment/floor mat problem, and an additional 2.3 million vehicles for the accelerator pedal problem. Approximately 1.7 million vehicles are subject to both.[3] [4] Certain related Lexus models and the Pontiac Vibe (the latter being based on the Corolla) were also affected.[5][6] The next day, Toyota widened the recall to include 1.8 million vehicles in Europe and 75,000 in China.[7] By then, the worldwide total number of cars recalled by Toyota stood at 9 million.[8] Sales of multiple recalled models were suspended for several weeks as a result of the accelerator pedal recall.[9] with the vehicles awaiting replacement parts. As of January 2010, 21 deaths were alleged due to the pedal problem since 2000, but following the January 28 recall, additional NHTSA complaints brought the alleged total to 37.[10] The number of alleged victims and reported problems sharply increased following the recall announcements,[11] which were heavily covered by U.S. media,[12] although the causes of individual reports were difficult to verify.[13][14][15] Government officials, automotive experts, Toyota, and members of the general public contested the scope of the sudden acceleration issue and the veracity of victim and problem reports.[16][17][18] Various parties attributed sudden unintended acceleration reports to mechanical, electric, and driver error causes.[19][20][21] Some US owners that had their recalled vehicles repaired still reported accelerator pedal issues, leading to investigations and the finding of improper repairs.[22][23] The recalls further led to additional NHTSA and Toyota investigations.[24][25] along with multiple lawsuits.[26] On February 8, 2011, the NHTSA, in collaboration with NASA, released its findings into the investigation on the Toyota drive-by-wire throttle system. After a 10-month search, NASA and NHTSA scientists found no electronic defect in Toyota vehicles.[27] Driver error or pedal misapplication was found responsible for most of the incidents.[28] The report ended stating, "Our conclusion is Toyota's problems were mechanical, not electrical." This included sticking accelerator pedals, and pedals caught under floor mats.[29] However, on October 24, 2013, a jury ruled against Toyota and found that unintended acceleration could have been caused due to deficiencies in the drive-by-wire throttle system or Electronic Throttle Control System (ETCS). Michael Barr of the Barr Group testified[30] that NASA had not been able to complete its examination of Toyota's ETCS and that Toyota did not follow best practices for real time life critical software, and that a single bit flip which can be caused by cosmic rays could cause unintended acceleration. As well, the run-time stack of the real-time operating system was not large enough and that it was possible for the stack to grow large enough to overwrite data that could cause unintended acceleration.[31][32] As a result, Toyota has entered into settlement talks with its plaintiffs.[33] Recall timeline Sep 26, 2007 - US: 55,000 Toyota Camry and ES 350 cars in "all-weather" floor mat recall.[34] Nov 02, 2009 - US: 3.8 million Toyota and Lexus vehicles again recalled due to floor mat problem, this time for all driver's side mats.[5] Nov 26, 2009 - US: floor mat recall amended to include brake override[4] and increased to 4.2 million vehicles.[citation needed] Jan 21, 2010 - US: 2.3 million Toyota vehicles recalled due to faulty accelerator pedals[6] (of those, 2.1 million already involved in floor mat recall).[3] Jan 27, 2010 - US: 1.1 million Toyotas added to amended floor mat recall.[35] Jan 29, 2010 - Europe, China: 1.8 million Toyotas added to faulty accelerator pedal recall.[7] Feb 08, 2010 - Worldwide: 436,000 hybrid vehicles in brake recall following 200 reports of Prius brake glitches.[2] Feb 08, 2010 - US: 7,300 model year 2010 Camry vehicles recalled over potential brake tube problems.[36] Feb 12, 2010 - US: 8,000 MY 2010 AWD Tacoma pick-up trucks recalled over concerns about possible defective front drive shafts.[37][38] Apr 16, 2010 - US: 600,000 MY 1998-2010 Toyota Sienna for possible corrosion of spare tire carrier cable.[39] Apr 19, 2010 - World: 21,000 MY 2010 Toyota Land Cruiser Prado and 13,000 Lexus GX 460 SUV's recalled to reprogram the stability control system.[40][41] Apr 28, 2010 - US: 50,000 MY 2003 Toyota Sequoia recalled to reprogram the stability control system.[42] May 21, 2010 - Japan: 4,509; US: 7,000 MY 2010 LS for steering system software update[43] July 5, 2010 - World: 270,000 Crown and Lexus models for valve springs with potential production issue.[44] July 29, 2010 - US: 412,000 Avalons and LX 470s for replacement of steering column components.[45] August 28, 2010 - US & Canada: approximately 1.13 million Toyota Corolla and Toyota Matrix vehicles produced between 2005 and 2008 for Engine Control Modules (ECM) that may have been improperly manufactured.[46] February 8, 2011 - US: NASA and NHTSA inquiry reveals that there were no electronic faults in Toyota cars that would have caused acceleration issues. However, accelerator pedal entrapments remains a problem.[47] February 22, 2011 - US: Toyota recalls an additional 2.17 million vehicles for accelerator pedals that became trapped on floor hardware.[48] Floor mat recall On September 26, 2007, Toyota recalled 55,000 sets of heavy-duty rubber floor mats from the Toyota Camry and ES 350 sedans.[34] The recalled mats were of the optional "all-weather" type. NHTSA stated that the recall was due to the risk that unsecured mats could move forward and trap the accelerator pedal.[34] External image Accelerator trapped by unsecured floor mat, causing wide-open throttle (Associated Press)[49] On August 28, 2009, a two-car collision killed four people riding in a Lexus dealer-provided loaner ES 350 in San Diego, California.[50][51][52][53] The NHTSA released a safety investigation report on October 25, finding that the accident vehicle was wrongly fitted with all-weather rubber floor mats meant for the RX 400h SUV, and that these mats were not secured by the two retaining clips.[54] The brake hardware also showed signs of heavy braking consistent with a stuck accelerator pedal.[54] The report stated that the accelerator pedal's hinge did not allow relieving obstructions, and the dashboard lacked directions for the three-second emergency press of the push button keyless ignition. NHTSA investigators also recovered the accident vehicle's accelerator pedal, which was still "bonded" to the SUV floor mat.[54] The return spring action of the accelerator pedal was found to be "smooth and unencumbered." [55] Another investigation conducted by the San Diego County Sheriff's Department found that three days prior to the crash another customer had complained to the dealership about the floor mat trapping the same loaner car's accelerator pedal while driving.[56] The prior driver had switched to neutral and tugged on the floor mat, which released the accelerator.[56] On November 2, 2009, the NHTSA denied a petition to reopen previously closed unintended acceleration investigations of Toyota vehicles, stating they had already been thoroughly investigated making it unlikely for the NHTSA to reach any new conclusions.[57] Later that day Toyota issued a voluntary recall of 3.8 million vehicles, with a letter sent to owners asking them to remove the driver floor mat and not replace it with any other type of mat.[5] In its November 2, 2009 recall announcement, Toyota appeared to claim the floor mats were solely at fault, stating, "The question of unintended acceleration involving Toyota and Lexus vehicles has been repeatedly and thoroughly investigated by NHTSA, without any finding of defect other than the risk from an unsecured or incompatible driver's floor mat".[5][58] but the NHTSA issued another statement stating, "This matter is not closed until Toyota has effectively addressed the defect", the letter was "inaccurate and misleading", and that, "removal of the floor mats is simply an interim measure, not a remedy of the underlying defect in the vehicles." [59][60] Affected vehicles for floor mat recall According to Toyota USA, the floor mat recall is confined to the following models:[61] MY 2005-2010 Toyota Avalon MY 2007-2010 Toyota Camry MY 2009-2010 Toyota Corolla MY 2008-2010 Toyota Highlander MY 2009-2010 Toyota Matrix MY 2004-2009 Toyota Prius MY 2005-2010 Toyota Tacoma MY 2007-2010 Toyota Tundra MY 2009-2010 Toyota Venza MY 2007-2010 Toyota Lexus ES 350 MY 2006-2010 Lexus IS 250 MY 2009-2010 Pontiac Vibe The Toyota UK states that the floor mat recall affects US models only.[62] Amended recall to include accelerator pedal On November 25, 2009, Toyota amended its floor mat recall involving the same 3.8 million vehicles sold in North America. Toyota will reconfigure the accelerator pedal, replace the all-weather floor mats with thinner mats, and install a brake override system to prevent[63] unwanted acceleration.[4] The brake override system, also called "brake to idle" and already a common design in German cars, allows the driver to override the accelerator by hitting the brakes. In a follow-up statement, the NHTSA announced the November 25, 2009 recall details as a "vehicle-based remedy" to address the floor mat pedal issue.[64] According to Toyota, the repair work done under the amended recall for floor mat incursion problems are as follows:[4] The accelerator pedal will be shaved to reduce risk of floor mat entrapment. All-weather floor mats will be removed and replaced with a newly designed mat. A brake override system, which cuts engine power if both the accelerator and brake are detected as pressed, will be installed. A replacement pedal with the same shape as the modified pedal would be made available at a later date. For drivers who have existing all-weather floor mat but do not need or want the newly designed all-weather floor mat, the existing mat will be removed and the owner reimbursed. In its November 25, 2009 announcement, Toyota stated that dealers would be instructed first on how to reshape the accelerator pedal for the repair.[4] Installation of the brake override began in January 2010 on Toyota Camry and Lexus ES 350 models, the vehicles with the most units included in the recall.[40][65] Accelerator pedal recall On January 21, 2010, Toyota initiated a second recall, this time in response to reports of accelerator pedals sticking in cars without floor mats.[9] The company had received three such complaints in 2009.[66] In its recall announcement, Toyota stated that: The condition is rare and does not occur suddenly. It can occur when the pedal mechanism becomes worn and, in certain conditions, the accelerator pedal may become harder to depress, slower to return or, in the worst case, stuck in a partially depressed position.[41] A concurrent NHTSA press release identified the issue as the "Sticky Pedal Recall" and described the problem and remedy as follows: The accelerator pedal becomes harder to depress or slower to return to the closed position. The accelerator pedal may become stuck in partially depressed position. Should the pedal become stuck while driving, drivers should switch to neutral and stop. A repair fix would be applied by the manufacturer to prevent the sticky pedal condition. A new pedal would later be made available to replace repaired pedals.[67] The January 21 recall announcement for the accelerator pedal problem covered 2.3 million vehicles sold in the U.S.[3][4] Toyota then widened the recall to include 1.8 million vehicles in Europe and 75,000 in China.[7] On January 26, Toyota announced that until they had finalized an appropriate remedy to address the potential for sticking accelerator pedals, sales would be suspended for selected vehicles.[9] On January 31, 2010, The Wall Street Journal reported that U.S. regulators cleared Toyota's proposed repair for the pedals and the company would resume production by February 8.[68] On February 1, 2010 Toyota said that its dealers should get parts to fix the sticky accelerator pedal by the end of the week.[69] Affected vehicles and vehicle lines According to the manufacturer, Toyota's accelerator pedal recall and suspension of sales in North America is confined to the following vehicles (vehicles affected are based on certain Vehicle Identification Numbers):[4][70] MY 2005-2010 Toyota Avalon MY 2007-2010 Toyota Camry (excludes Camry Hybrid and some other models) MY 2009-2010 Toyota Corolla* MY 2010 Toyota Highlander* (excludes Highlander Hybrid) MY 2009-2010 Toyota Matrix MY 2009-2010 Toyota RAV4* MY 2008-2010 Toyota Sequoia MY 2007-2010 Toyota Tundra On January 27, 2010, Toyota USA issued an expanded list of vehicles under recall including:[1] MY 2008-2009 Toyota Highlander* (excludes Highlander Hybrid) MY 2009-2010 Toyota Venza *vehicles built in Japan use Denso pedals and are not subject to the recall On January 29, 2010, the Toyota recall was extended to Europe and China.[71] The number of vehicles likely to be affected in Europe was unconfirmed but Toyota said it may reach up to 1.8 million.[7] At the time of recall there had been 30 incidents involving the accelerator pedal problem in Europe.[72] The vehicles affected in Europe are:[72] Feb 2005 - Aug 2009 Toyota Aygo (automatic models only)[73] Nov 2008 - Nov 2009 Toyota iQ Nov 2005 - Sep 2009 Toyota Yaris Oct 2006 - Jan 2010 Toyota Auris Oct 2006 - Dec 2009 Toyota Corolla Feb 2009 - Jan 2010 Toyota Verso Nov 2008 - Dec 2009 Toyota Avensis Nov 2005 - Nov 2009 Toyota RAV4 On January 30, 2010, PSA Peugeot Citroën announced it was recalling cars built in a Czech Republic plant, Toyota Peugeot Citroën Automobile Czech, a joint venture with Toyota. Although the company did not say when it would begin the recall, nor how many cars were affected, the plant in question, which produces the Peugeot 107, Citroën C1 and the Toyota Aygo, produces 200,000 cars a year.[74] On February 2, 2010, Toyota announced that the recalls could extend to Africa, Latin America, and the Middle East, where Toyota said it had sold a total of 180,000 vehicles, although the company did not specify how many might be affected by a recall.[75] On February 3, 2010, Toyota Australia announced that its accelerator pedals are made by a different supplier and that there is no need for a recall of Australian made vehicles.[76] History of accelerator pedal design Automobile accelerator pedals have historically been mechanical assemblies which link the pedal to the engine throttle by mechanical linkages or a Bowden cable. With the advent of electronic throttle control, accelerator pedals consist of a spring-loaded pedal arm connected to an electronic transducer. This transducer, typically a potentiometer or Hall effect sensor, converts the position of the pedal arm to an electronic signal which is sent to an electronic control unit (ECU). The older mechanically designed accelerator pedals not only provided a spring return, but the mechanism inherently provided some friction. This friction introduced mechanical hysteresis into the pedal force versus pedal position transfer function. Put more simply, once the pedal was set at a specific position, the friction would help keep the pedal at this setting. This made it easier for the driver to maintain a pedal position. For example, if the driver's foot is slightly jostled by a bump in the road, the accelerator pedal would tend to stay at its setting. While these old purely mechanical designs did have some friction, the return spring force was always designed to overcome this friction with a considerable safety margin. The return spring force ensured that the throttle returned to zero if the pedal force applied by the driver was reduced or removed. With electronic accelerator pedals, there was little inherent friction because of the simplicity of the mechanical design. The tactile pedal response of only a spring force with no hysteresis can make it more difficult for a driver to maintain an accelerator pedal position. Manufacturers of electronic accelerator pedals designed their pedals with additional parts to recreate the tactile response of the older mechanical accelerator pedals. To quote from CTS Corporation's 2004 US patent application: ...drivers generally prefer the feel, i.e., the tactile response, of conventional cable-driven throttle systems. Designers have therefore attempted to address this preference with mechanisms for emulating the tactile response of cable-driven accelerator pedals.[77] The Toyota electronic accelerator pedals contain a special friction device made of nylon 4/6 or polyphenylene sulfide within the pedal assembly to recreate the tactile response of older pedals. According to the Toyota recall information, it is this device, which in some instances, has been preventing the accelerator pedal from returning to zero. To quote from the Toyota recall FAQ: The issue involves a friction device in the pedal designed to provide the proper "feel" by adding resistance and making the pedal steady and stable. This friction device includes a "shoe" that rubs against an adjoining surface during normal pedal operation. Due to the materials used, wear and environmental conditions, these surfaces may, over time, begin to stick and release instead of operating smoothly. In some cases, friction could increase to a point that the pedal is slow to return to the idle position or, in rare cases, the pedal sticks, leaving the throttle partially open.[78] According to Toyota, the tactile response friction device in the affected Toyota electronic accelerator pedals sometimes creates too much friction. This excess friction either slows the pedal return or completely stops it. In the worst case, once a pedal is pushed to a specific setting, it stays at the setting even if the driver removes their foot from the pedal. Early reports, in March 2007, involved the Tundra pickup truck, which used nylon 4/6 in the friction lever.[79] Some questions and confusion exist if the Toyota explanation fully accounts for all instances of the unintended acceleration involving Toyota vehicles. CTS Corporation,[80] the American manufacturer of the electronic accelerator pedals that Toyota claims are at fault, has announced that: The problem of sudden unintended acceleration has been reported to have existed in some Lexus vehicles and Toyota vehicles going back to 1999, when CTS did not even make this product for any customer. CTS believes that the rare slow return pedal phenomenon, which may occur in extreme environmental conditions, should absolutely not be linked with any sudden unintended acceleration incidents. CTS is also not aware of any accidents and injuries caused by the rare slow return pedal condition, to the best of its knowledge. CTS wishes to clarify that, and has never made, any accelerator pedals for Lexus vehicles and that CTS also has no accelerator pedals in Toyota vehicles prior to model year 2005.[81] In June 2010, Chrysler also recalled 35,000 Dodge and Jeep models for sticky accelerator pedals made by CTS Corporation. Chrysler stated that the CTS pedals have pivot bushings that may dislodge, causing the accelerator to become stuck or slow to return to idle.[82] Field workaroud for sudden unintended acceleration Different "workarounds", user actions that ameliorate or prevent a negative, previously unforeseen circumstance, have been suggested as temporary fixes: Putting the car's transmission in neutral during out-of-control acceleration disengages the gears.[83] Turning the ignition to the ACC (accessory) position, which, while cutting power to the engine, will also disable the power steering and the brake assist. Turning the ignition key to the OFF position, which will also cut power, but may cause lockage of the steering wheels and will also disable the power steering and the brake assist.[84] On whether braking alone may fail to stop affected vehicles, a driver account in the Los Angeles Times claimed that the attempt to stop a 2005 Camry was unsuccessful with both the brake and emergency brake.[85] However, tests of the Camry by Car and Driver in 2009, attempting to use the brakes to stop acceleration of a purposely stuck throttle at 70, 100 and 120 miles per hour (110, 160 and 190 km/h), found that the test driver was able to reduce speed to 10 mph (16 km/h) in all instances, and in the 70 and 100 mph (110 and 160 km/h) tests, "the Camry's brakes could overcome the accelerator in all cases even without a brake override, and that stopping distances with a wide-open throttle were largely indiscernible from regular braking.[86] In 2010, Edmunds.com also tested the stopping distances of a Toyota Camry SE V6 with a purposely stuck wide-open throttle. Their tests found that the car's brakes could override a stuck accelerator and bring the car to a stop. Although the transmission downshifted and the engine continued to propel the car, stopping distance compared "favorably to a normal panic stop on wet asphalt." [88] Edmunds.com did note that switching to neutral was the best option, given that average drivers may not press the brakes as firmly, and lighter presses will simply wear the brakes down.[88] The German Commission on Technical Compliance (TÜV) of Rheinland also tested the stopping distance of Toyota iQ, Aygo, Yaris, Auris, Verso, Avenis, and RAV4 models.[89] With the accelerator purposely jammed to 80% of maximum speed, each vehicle was able to brake safely to a halt.[89] The TÜV findings indicated that each model met the legal requirements for deceleration and stopping distances, and that all Toyota models tested had brakes which could override a stuck accelerator.[89] Anti-lock brake software recall On February 3, 2010, the NHTSA announced that it had received reports from 102 drivers of possible problems related to the braking system on the 2010 model year Toyota Prius.[90] while an additional 14 such reports had been received in Japan. Three of these reports claimed that brake problems had led to the car crashing, with one accident in July 2009 occurring when a Prius crashed head on into another car injuring two people.[91] The Prius was not involved in Toyota's second recall, although it had been involved

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