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2DB0827

FIELD TECHNICAL REPORT

Toyota Ireland

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/018/IRL	Ireland	Ray Maloney	2009/02/13
Model	Model Code	Year Model	Priority
YARIS 90 - TMMF	KSP90R-CHMRKW	2006	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
VNKKG98320A040928	5338690	35329Km	5
Component Code	Component		Production
K30	Accelerator - General, Others		10/2006
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-0D020	78110-0D020	Shipped to TME (as FTR part)	Unknown
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/02/13	2006/12/08	2009/01/27	2009/01/26

Subject

Yaris KSP90; Accelerator Pedal Sticking, Resulting in uncontrolled vehicle acceleration while driving.

Introduction

The purpose of this FTR is to inform TMC/TME of 5 additional cases of this concern in Ireland. During a dealer visit the dealer technician informed our Field Technical Representative of this occurrence on the headline vehicle. The technician experienced the customers concern first hand, and had already replaced the accelerator pedal assy. The customer reported that this concern was extremely dangerous because the vehicle will try to accelerate, although, the accelerator pedal was released.

Genuine Toyota floor mats were installed and properly secured using the retaining clips as per instructions of TSB PD7015.

Symptom/Condition

Customer complaint:

The headline customer complained that while driving the vehicle, the accelerator pedal stuck down. The engine RPM continued to increase to maximum RPM. This occurred on at least 3 occasions. The customer said this occurrence was extremely dangerous as the driver had no control over the engine RPM when this concern occurs. The vehicle accelerated in a dangerous fashion. When this concern occurred the customer pulled back the accelerator pedal with his foot and the RPM returned to normal. The customer is adamant that the floor mats were not at fault. The customer immediately brought the vehicle to the local AR.

AR2/ NMSC Investigation

The technician examined the vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period; he was able to reproduce the customers concern. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while depressing it. (i.e.) pedal effort is not as smooth as it usually feels. When the technician removed the accelerator pedal he worked it by his hand it felt un-smooth.

NMSC Investigation

The pedal was removed from the vehicle when the NMSC visited the AR. On inspection of the removed part he detected an internal malfunction. Please see the attached photographs for a better understanding of the affected area.

帳票管理部署と帳票No : お客様品質部第1車両室渉外G 0424-1

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Conditions

The headline vehicle is a privately owned vehicle.

Motorways: 30%

National Roads: 40%

City: 30%

Environmental conditions

The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.

Maintenance History

There are no other warranty repairs carried out to the headline vehicle.

5 Points Evaluation rating: 2.0

Correction

Repair:

The technician replaced the accelerator pedal to repair this concern.

Parts:

Accelerator Pedal 78110-0D020

Probable Cause

We detected an internal malfunction inside the accelerator pedal mechanism.

Result

Repair result:

The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.

Customer reflection:

The headline customer was very dissatisfied that his concern occurred. The customer reported that this gave the driver a big shock because of the sudden vehicle acceleration. He was happy that the dealer repaired it so quickly.

Comments

General:

Apart from the vehicles mentioned in this report, we recently received more reports of this type of concern on Yaris from our network. We will report the additional cases via FTR as soon as we recover the removed parts.

Parts Shipping Details:

The part from the headline vehicle will be shipped to TME via TNT tracking number GD 970 009 213 WW.

Other Affected Vehicles (Model Code, VIN/Frame No., km)

Please see below.

Request

Please investigate the returned parts and determine the root cause of this concern.

Please register this item as GR 1.

Please implement a suitable Field Fix & Production C/M Solution as soon as possible.

Attachment (Illustration, Photo, Chart, etc.)



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Yaris KSP 90 Throttle 001.jpg

種類: image/jpeg

名前: Yaris KSP 90 Throttle 001.jpg



Yaris KSP 90 Throttle 002.jpg

種類: image/jpeg

名前: Yaris KSP 90 Throttle 002.jpg



Yaris KSP 90 Throttle 003.jpg

種類: image/jpeg

名前: Yaris KSP 90 Throttle 003.jpg

▼ Other Affected Vehicles (Model Code, VIN/Frame No., km)

Control No.	Original Failed Parts No.	VIN		Model Code	Production Month	Status	Remarks	Status of Deliverance					
		Year Model		Engine No.	Delivery Date			Dist	OCS-TD		QD		Enginerr Div
		Dist Code	Mileage	Repair Date	OUT			IN	OUT	IN	OUT	IN	
78110-0D020		VNKKG98310A065237		KSP90R-CHMRKW	2007/01	Shipped to TME (as FTR part)							
		2006		5446930	2007/03/26								
		1401	47,531km		2009/01/22								
78110-0D020		VNKKG983501063071		KSP90R-CHMRKW	2006/12	Shipped to TME (as FTR part)							
		2006		5437179	2007/02/22								
		1308	36,309Km		2009/01/09								
78110-0D020		VNKKG983801065963		KSP90R-CHMRKW	2007/01	Shipped to TME (as FTR part)							
		2006		5450416	2007/07/09								
		1308	38,851Km		2009/01/16								
78110-0D020		VNKKG983201065814		KSP90R-CHMRKW	2007/01	Shipped to TME (as FTR part)							
		2006		5449676	2007/03/09								
		2702	12,762Km		2009/01/29								

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▶ Information Public Area

▶ Approval Persons

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Yaris KSP90: Accelerator Pedal Sticking, Resulting in uncontrolled vehicle acceleration while driving.
YARIS KSP90:
自由な乗り物加速走行中に帰着するアクセルペダル固着。

Intro : The purpose of this FIR is to inform TMC/TME of 5 additional cases of this concern in Ireland. During a dealer visit the dealer technician informed our Field Technical Representative of this occurrence on the headline vehicle. The technician experienced the customers concern first hand, and had already replaced the accelerator pedal assy. The customer reported that this concern was extremely dangerous because the vehicle will try to accelerate, although, the accelerator pedal was released. Genuine Toyota floor mats were installed and properly secured using the retaining clips as per instructions of TSB PD7015.

概要 : このFIRの目的はアイルランドでこの不具合の5つの追加のケースのTMC/TMEに通知することです。ディーラー訪問中に、ディーラー・テクニシャンはヘッドライン乗り物の上のこの発生を私たちのフィールドTechnical代表に通知しました。テクニシャンはお客様を経験しました...第1の手に関係があり、既にアクセルペダルASSYを交換した。お客様は、乗り物が加速しようとするのでこの不具合が非常に危険であると報道しました、であるが、アクセルペダルがリリースされました。純粋のTOYOTAフロアマットは、TSB PD7015の1つの指示ごととどのように保持するクリップを使用して、インストールされました。また、担保が適切につけられた。

Condition : Customer complaint:
The headline customer complained that while driving the vehicle, the accelerator pedal stuck down. The engine RPM continued to increase to maximum RPM. This occurred on at least 3 occasions. The customer said this occurrence was extremely dangerous as the driver had no control over the engine RPM when this concern occurs. The vehicle accelerated in a dangerous fashion. When this concern occurred the customer pulled back the accelerator pedal with his foot and the RPM returned to normal. The customer is adamant that the floor mats were not at fault. The customer immediately brought the vehicle to the local AR.
AR2/ NMSC Investigation
The technician examined the vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period; he was able to reproduce the customers concern. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while depressing it. (i.e.) pedal effort is not as smooth as it usually feels. When the technician removed the accelerator pedal he worked it by his hand it felt un-smooth.
NMSC Investigation
The pedal was removed from the vehicle when the NMSC visited the AR. On inspection of the removed part he detected an internal malfunction. Please see the attached photographs for a better understanding of the affected area.
Usage conditions
The headline vehicle is a privately owned vehicle.
Motorways: 30%
National Roads: 40%
City: 30%
Environmental conditions
The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.
Maintenance History
There are no other warranty repairs carried out to the headline vehicle.
5 Points Evaluation rating: 2.0

状況 : お客様苦情:
ヘッドラインお客様は、乗り物を運転している間アクセルペダルが下へ突き刺さると苦情を言いました。エンジンRPMは最大のRPMに増加し続けました。これが、少なくとも3度生じました。お客様は、この不具合が生じるときドライバーがエンジンRPMに対する管理を行っていませんでしたので、この発生が非常に危険であると言いました。乗り物は危険な方法の中で加速しました。この不具合が生じた時、お客様は足でアクセルペダルを退却させました。また、RPMは正常に戻りました。お客様は、フロアマットが故障していませんでしたことに意志が堅い。お客様は、直ちに地方のARへ乗り物を持って来ました。
AR2/NMSC調査
テクニシャンは乗り物を検査し、正確なフロアマットがインストールされ、担保が乗り物に適切にそれらにつけられたことを確認しました。テクニシャン達は、2日間の乗り物をテストしました。彼はお客様不具合を再生することができました。テクニシャンは、彼がこの不具合を再生した時アクセルペダルがそれを低下させる間に「notchy」を感じるとコメントしました。

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(つまり)ペダル踏力はそれが通常感じるほど滑らかではありません。
テクニシャンがアクセルペダルを削除した時、彼は、それが滑らかでなく思った手によってそれを動かしました。

NMSC調査

NMSCがARを訪れた時、ペダルは乗り物から取り除かれました。

離れた部分の点検においては、彼が内部機能不良を検知しました。

影響を受けたエリアについてのよりよい理解に関しては、付属の写真を参照してください。

使用法の状態

ヘッドライン乗り物は私有の乗り物です。

高速道路:

30%の全国道:

40%の都市:

30%

環境上の状態

温度が、摂氏-5度と摂氏10度の範囲に及ぶところで、その欠点が冬に生じました。

メンテナンス史

ヘッドライン乗り物に行なわれた他の保証修理はありません。

5 ポイント評価点:

2.0

Correction : Repair:

The technician replaced the accelerator pedal to repair this concern.

Parts:

Accelerator Pedal 78110-0D020

修理内容 :

修理:

テクニシャンは、この不具合を修理するためにアクセルペダルを交換しました。

部品:

アクセルペダル78110の0D020

Cause :

We detected an internal malfunction inside the accelerator pedal mechanism.

原因 :

私たちは、アクセルペダル・メカニズムの内部の内部機能不良を検知しました。

Result :

Repair result:

The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.

Customer reflection:

The headline customer was very dis-satisfied that his concern occurred. The customer reported that this gave the driver a big shock because of the sudden vehicle acceleration. He was happy that the dealer repaired it so quickly.

結果 :

修理結果:

テクニシャンは拡張ロードテストを実行し、アクセルペダルがこの不具合を修理したことを納得しました。

お客様リフレクション:

ヘッドラインお客様は、彼の不具合が生じることを非常にdis納得しました。

お客様は、これがドライバーに突然の乗り物加速のために大きなショックを与えるとして報告しました。

彼は、ディーラーがそれを非常に速く修理することを嬉しく思いました。

Comments :

General:

Apart from the vehicles mentioned in this report, we recently received more reports of this type of concern on Yaris from our network. We will report the additional cases via FIR as soon as we recover the removed parts.

Parts Shipping Details:

The part from the headline vehicle will be shipped to TME via TNT tracking number GD 970 009 213 WW.

コメント :

一般:

この報告の中で言及された乗り物とは別に、私たちは、最近ネットワークからYARISに関するこの種の不具合に関するより多くの報告を受け取りました。

離れた部品を回復すると直ちに、私たちはFIRによって追加の事例を報告するでしょう。

詳細を送る部品:

ヘッドライン乗り物からの部分は、数GD 970 009 213 WWを追跡するTNTによってTMEに送られるでしょう。

other_Veh. :

Please see below.

他車両 :

以下を見てください。

Request :

Please investigate the returned parts and determine the root cause of this concern.

Please register this item as GR 1.

Please implement a suitable Field Fix & Production C/M Solution as soon as possible.

要望事項 :

返された部品を調査して、この不具合の真の原因を決定してください。

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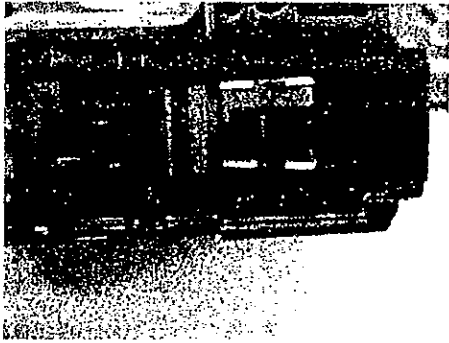
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： GR 1としてこのアイテムを登録してください。
適切な対策品&号口対策解決をできるだけ早くインプリメントしてください。

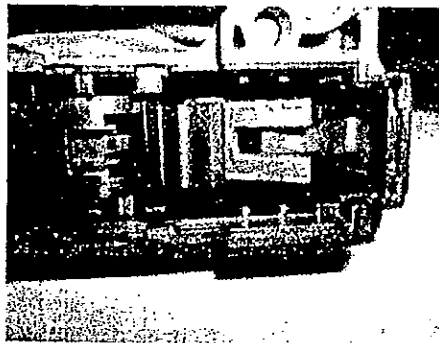
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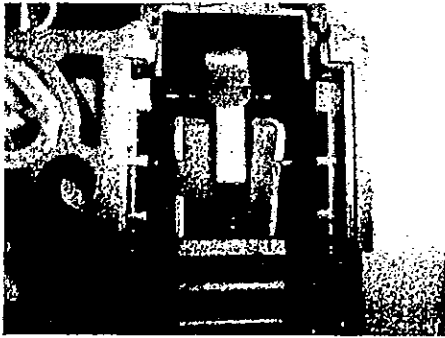
Yaris KSP 90 Throttle 001.jpg
Yaris KSP 90 Throttle 001.jpg



Yaris KSP 90 Throttle 002.jpg
Yaris KSP 90 Throttle 002.jpg



Yaris KSP 90 Throttle 003.jpg
Yaris KSP 90 Throttle 003.jpg

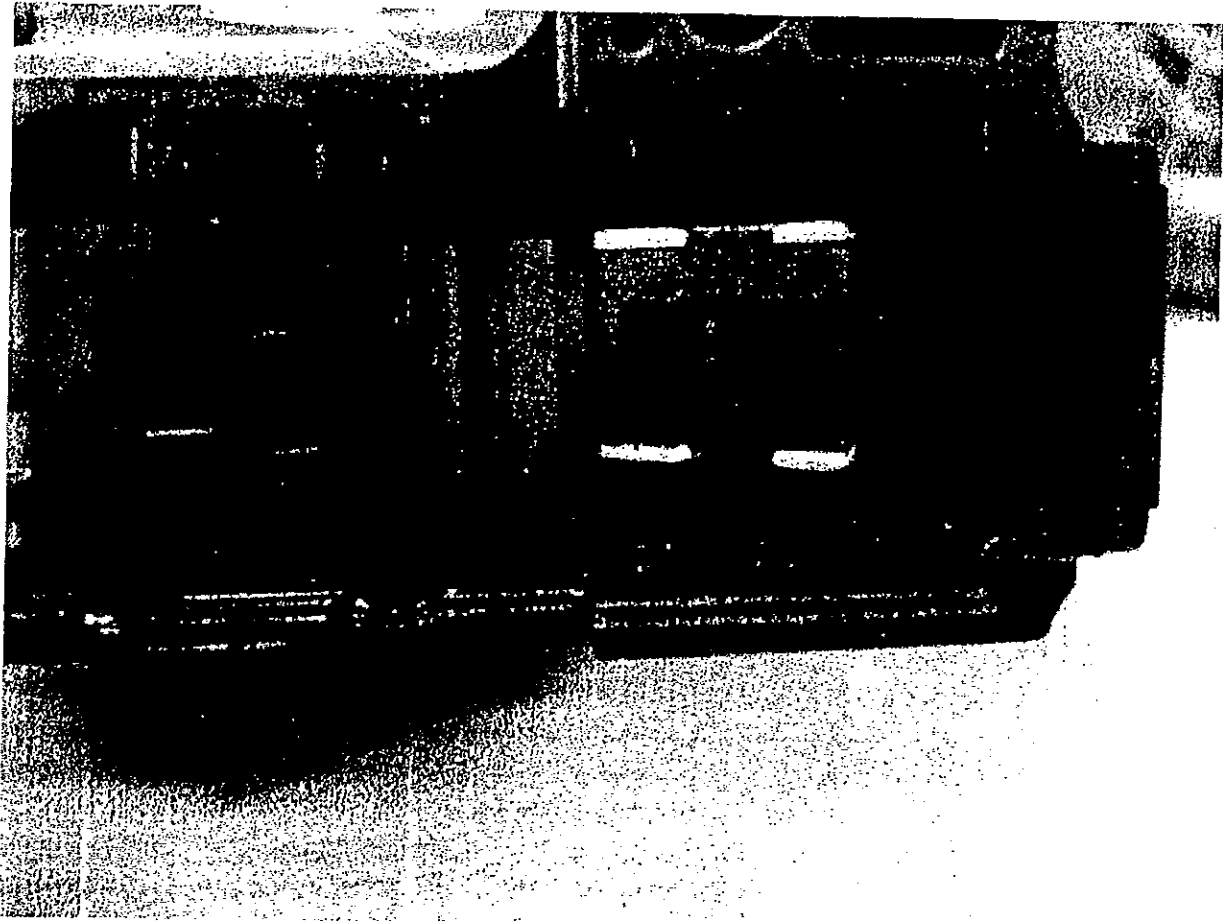


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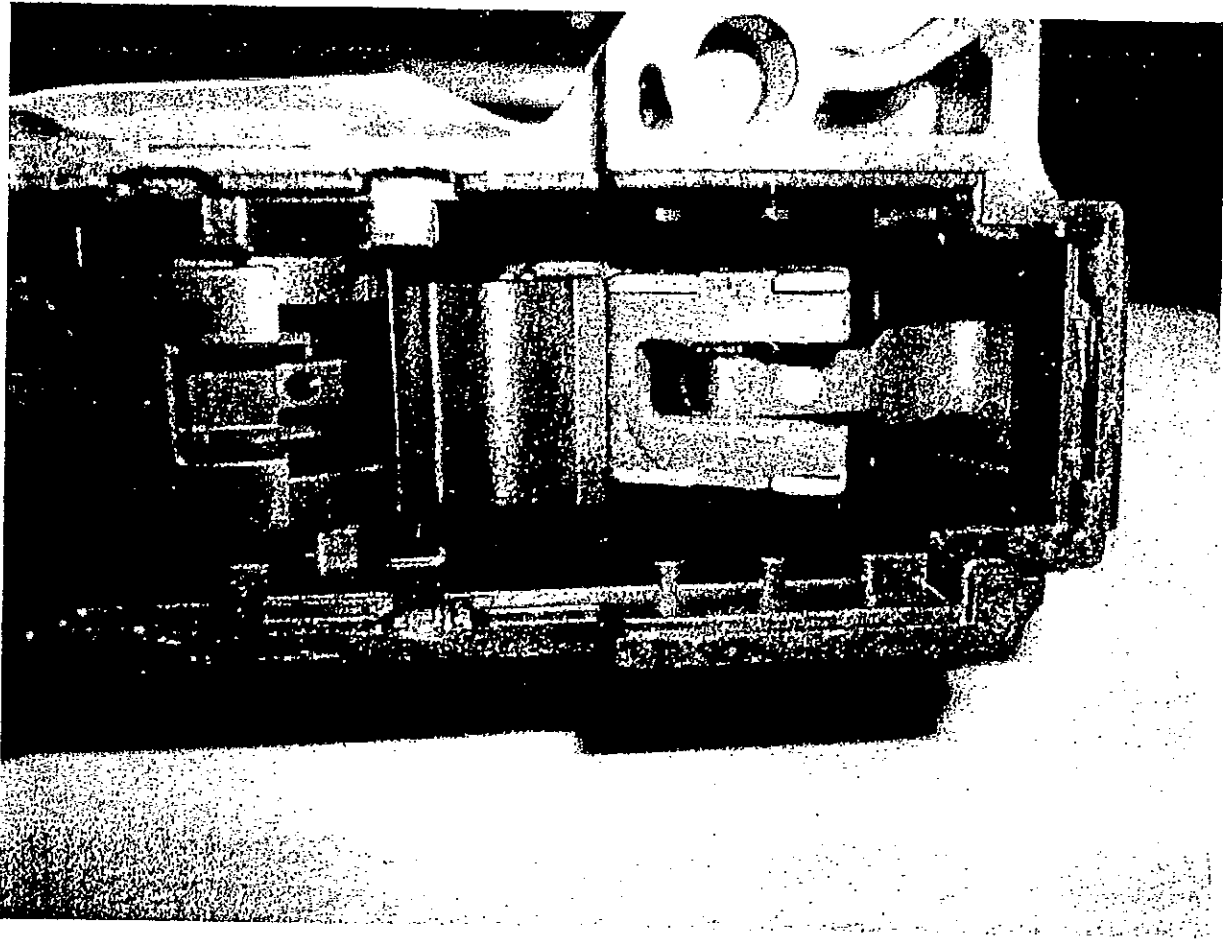
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型式= KSP90R-CHMRKW	フレームNo. = A040928	L/O= 061019	登録= 061208
荷姿=	ライン= F1 TMMF	Eng= 1KR-FE	Eng No. = 5338690
T/N= NC551	車種コード= 316W		
部位コード= F2101	現象コード= 930	重量係= A	添付
【配布先】 処理No. = 20090213-90036-0			
*TMMF/TMMF		2セン/2	C/Z C1
1車突/2DG		車突統/1G	
車突統/PG		高品質/技術員	
アボ設/3UB		客 品/2車両	
TME/R&D			
処理G = TME/ECQE/YQ			

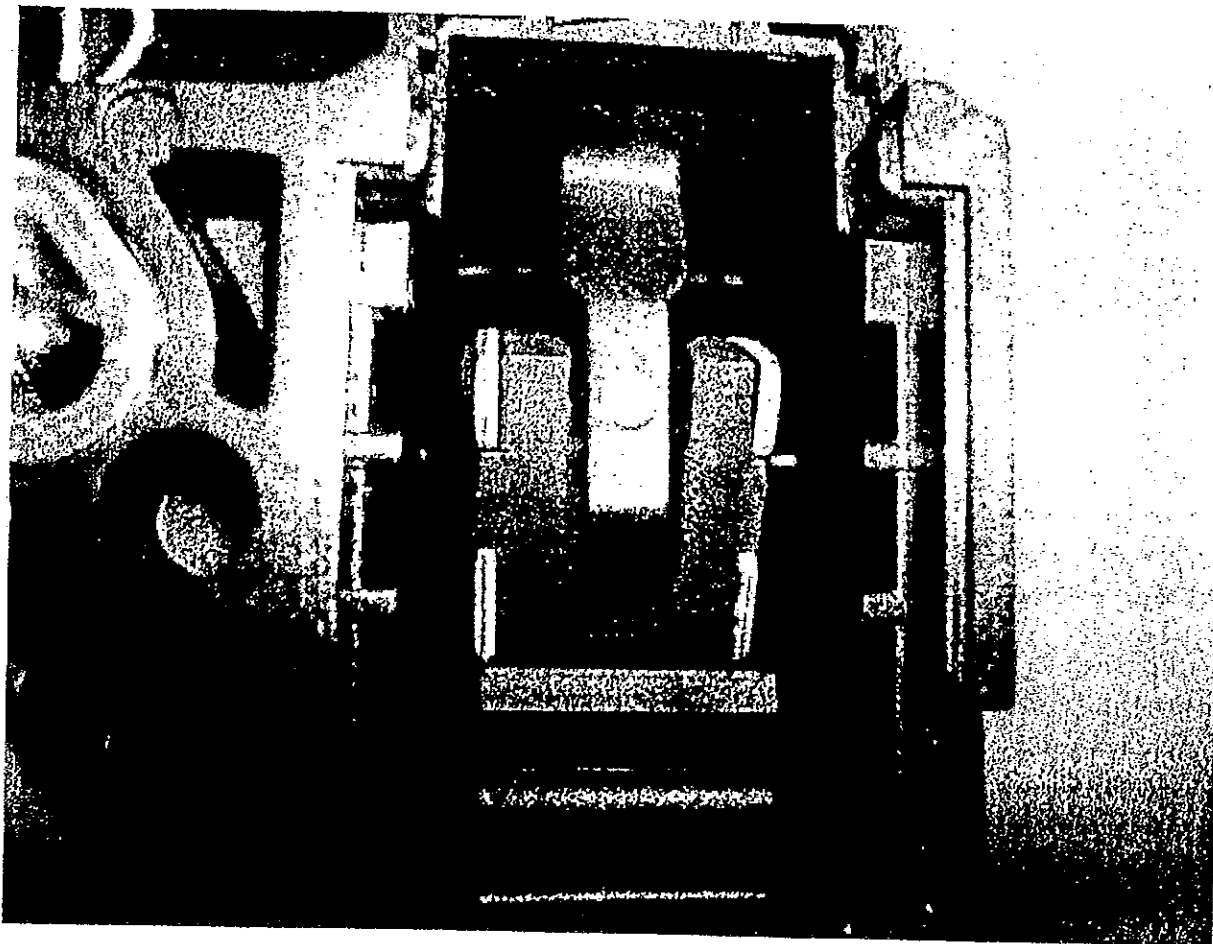
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Year's 1asp40 Throttle co 1sp



Yaris kspgo Throttle mechanism



Yaris ksp90 Throttle ω3.119

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FIELD TECHNICAL REPORT

Toyota Ireland

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/020/IRL	Ireland	Ray Maloney	2009/02/17
Model	Model Code	Year Model	Priority
AURIS - TMMT	NDE150R-DGMDYW	2007	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
NMTJC56E00R013080	0413028	16144Km	1
Component Code	Component		Production
K33	Accelerator - Accelerator Pedal		09/2007
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-02030	78110-02070	Shipped to TME (as FTR part)	Unknown
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/02/18	2008/01/02	2009/02/11	2009/02/08

Subject

Accelerator Pedal Sticking, Resulting in un-controlled acceleration while driving.

Introduction

The customer reported that this concern was intermittent, but, extremely dangerous, because, the vehicle will try to accelerate although the pedal is released.

The dealer is satisfied that the customer had Genuine Toyota floor mats installed and properly secured using the retaining clips as per instructions of TSB PD7015

Symptom/Condition

Customer complaint:

The headline customer complained that while driving the vehicle, the accelerator pedal remained stuck down. The engine RPM continued to increase resulting in un-controlled acceleration. This occurred on at least 4 occasions.

The customer said this occurrence was extremely dangerous, because, the driver had no direct control over engine RPM.

When this concern occurred the customer lifted the accelerator pedal with his foot and the RPM returned to normal at idle.

The customer is adamant that the floor mats were not at fault, and he immediately took the vehicle to the local AR.

AR2 Investigation:

The technician examined the headline vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period; he was able to reproduce the customers concern on two occasions. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while it was returning to the upper position, (i.e. IDL On). He commented that the accelerator pedal effort is not as smooth as it usually feels.

When the technician removed the accelerator pedal he worked it by his hand it felt un-smooth.

NMSC Investigation:

顧客管理部署と販売No : お客様品質部第1車両室渉外G 0424-1

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Dealer reported the concern and returned the affected accelerator pedal to us. On an initial inspection a removed part we feel there is an internal malfunction causing the pedal to become momentarily stuck down & causing the engine speed to rise as the customer experienced.

Usage conditions:

The headline vehicle is a privately owned vehicle.

Motorways: 20%

National Roads: 50%

City: 30%

Environmental conditions:

The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.

Maintenance History:

There are no other warranty repairs carried out to the headline vehicle.

5 Points Evaluation rating: 2.0

Correction

Repair:

The technician replaced the accelerator pedal to repair this concern.

Parts:

Accelerator Pedal 78110-02070

Probable Cause

We suspect that there may be an internal malfunction inside the accelerator pedal electronic sensor mechanism.

Result

Repair result:

The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.

Customer reflection:

The headline customer was very dis-satisfied that his concern occurred in the first instance.

The customer commented that this occurrence gave the driver a big fright, because of the sudden vehicle acceleration. He was satisfied that the dealer repaired it so quickly

Comments

This phemonon (Un-controlled Vehicle Acceleration) has occurred on several Auris & Corolla, in the past. We inspected many vehicles for this concern, and were satisfied that these cases there were due to ill fitting (Non Genuine) floor mats. Furthermore, when the O/E mats were installed the customers did not encounter the occurrence again.

We are aware that the shape of the accelerator pedal on Auris was improved to prevent interference with the vehicle floor carpet on 13/06/2008 at TMMT, we are also aware that this vehicle was produced prior to that date. However, the technician did reproduce the customers concern on his test drive, and was very aware to properly diagnose the exact failure occurrence conditions. We believe that the pedal did not become stuck fully down, (in the floor carpet) on this occasion.

(i.e.) The dealer technician did feel that the accelerator pedal did try to return partially but somehow it became stuck and would not return to the uppermost position.

We recently received dealer reports this type of concern on Yaris 90, we have written an FTR on the subject. FTR(2009/018/IRL): Yaris KSP90: Accelerator Pedal Sticking. Resulting in un-controlled vehicle

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eration while driving.)

It is our opinion that the pedal sensor housing on Auris is very similar in appearance and size to that of Yaris 90, therefore, we are concerned that a similar inherent defect could be present in Auris pedal also. (possibly same supplier?)

Parts Shipping Details:

The part from the headline vehicle will be shipped to TME via TNT tracking number GD 970 009 200 WW.

Other Affected Vehicles (Model Code, VIN/Frame No., km)

Request

Please investigate the returned part to identify & determine the root cause of this concern.

Please implement any necessary Field Fix or Production C/M's as soon as possible to prevent recurrence of this concern.

Attachment (Illustration,Photo,Chart,etc.)

▼ **Other Affected Vehicles (Model Code, VIN/Frame No., km)**

▶ **Information Public Area**

▶ **Approval Persons**

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Accelerator Pedal Sticking. Resulting in un-controlled acceleration while driving.
抑制されていない加速走行中に帰着するアクセルペダル固着。

Intro : The customer reported that this concern was intermittent, but, extremely dangerous, because, the vehicle will try to accelerate although the pedal is released.
The dealer is satisfied that the customer had Genuine Toyota floor mats installed and properly secured using the retaining clips as per instructions of TSB PD7015
概要 : お客様は、この不具合が断続的であると報道しました、しかし、非常に危険、ので、乗り物は、ペダルはリリースされませんが加速しようとするでしょう。
ディーラーは、お客様が、TSB PD7015の1つの指示ごととどのように保持するクリップを使用して、純粋のTOYOTAフロアマットをインストールし適切に安全になったことを納得します。

Condition : Customer complaint:
The headline customer complained that while driving the vehicle, the accelerator pedal remained stuck down. The engine RPM continued to increase resulting in un-controlled acceleration. This occurred on at least 4 occasions.
The customer said this occurrence was extremely dangerous, because, the driver had no direct control over engine RPM.
When this concern occurred the customer lifted the accelerator pedal with his foot and the RPM returned to normal at idle.
The customer is adamant that the floor mats were not at fault, and he immediately took the vehicle to the local AR.
AR2 Investigation:
The technician examined the headline vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period: he was able to reproduce the customers concern on two occasions. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while it was returning to the upper position, (i.e. IDL On). He commented that the accelerator pedal effort is not as smooth as it usually feels.
When the technician removed the accelerator pedal he worked it by his hand it felt un-smooth.
NMSC Investigation:
The dealer reported the concern and returned the affected accelerator pedal to us. On an initial inspection of the removed part we feel there is an internal malfunction causing the pedal to become momentarily stuck down & causing the engine speed to rise as the customer experienced.
Usage conditions:
The headline vehicle is a privately owned vehicle.
Motorways: 20%
National Roads: 50%
City: 30%
Environmental conditions:
The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.
Maintenance History:
There are no other warranty repairs carried out to the headline vehicle.
5 Points Evaluation rating: 2.0

状況 : お客様苦情:
ヘッドラインお客様は、乗り物を運転している間アクセルペダルが張り付けられ続けると苦情を言いました。エンジンRPMは抑制されていない加速に帰着して増加し続けました。
これが、少なくとも4度生じました。
お客様は、この発生が非常に危険であると言いました、ので、ドライバーは、エンジンRPMに対する直接の管理を行っていませんでした。
この不具合が生じた時、お客様は足でアクセルペダルを上げました。また、RPMはアイドルで正常に戻りました。
お客様は、フロアマットが故障していなかったことに意志が堅い。また、彼は直ちに地方のARへ乗り物に乗りました。
AR2調査:
テクニシャンはヘッドライン乗り物を検査し、正確なフロアマットがインストールされ、担保が乗り物に適切にそれらにつけられたことを確認しました。
テクニシャン達は、2日間の乗り物をテストしました:
彼は、2場合に関するお客様不具合を再生することができました。
テクニシャンはコメントしました……それ……彼がこの不具合を再生した時……アクセルペダル……感じる「notchy」はその間上部のポジション(つまり……IDL……の上で)へ返っていました、
彼は、アクセルペダル努力が、それが通常感じるほど滑らかではないとコメントしました。
テクニシャンがアクセルペダルを削除した時、彼は、それが滑らかでなく思った手によってそれを動かしました。
NMSC調査:
ディーラーは不具合を報告し、私たちに影響を受けたアクセルペダルを返しました。
私たちがそこに感じる離れた部分の初期の点検においては、ペダルに、エンジン・スピードを経験を積んだお客様として上昇させる&を下って瞬間的に突き刺されるためにならせる内部機能不良があります。

<Continues>

20090218-90101-0(4/7)

SECRET
秘

使用法の状態:
ヘッドライン乗り物は私有の乗り物です。
高速道路:
20%の全国道:
50%の都市:
30%
環境上の状態:
温度が、摂氏-5度と摂氏10度の範囲に及ぶところで、そのフォールトが冬に生じました。
メンテナンス史:
ヘッドライン乗り物に行なわれた他の保証修理はありません。
5 ポイント評価点:
2.0

Correction : Repair:
The technician replaced the accelerator pedal to repair this concern.

Parts:
Accelerator Pedal 78110-02070

修理内容 : 修理:
テクニシャンは、この不具合を修理するためにアクセルペダルを交換しました。
部品:
アクセルペダル 78110-02070

Cause : We suspect that there may be an internal malfunction inside the accelerator pedal electronic sensor mechanism.

原因 : 私たちは、内部機能不良があるかもしれないのではないかと疑問に思います……内側……アクセルペダル電子感知器メカニズム。

Result : Repair result:
The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.

Customer reflection:

The headline customer was very dis-satisfied that his concern occurred in the first instance. The customer commented that this occurrence gave the driver a big fright, because of the sudden vehicle acceleration. He was satisfied that the dealer repaired it so quickly

結果 : 修理結果:
テクニシャンは拡張ロードテストを実行し、アクセルペダルがこの不具合を修理したことを納得しました。
お客様リフレクション:
ヘッドラインお客様は、彼の不具合が第1のインスタンスに生じることを非常にdis納得しました。
お客様は、突然の乗り物加速のために、この発生がドライバーに大きな恐怖を与えるとコメントしました。
彼は、ディーラーがそれを非常に速く修理することを納得しました。

Comments : This phenomenon (Un-controlled Vehicle Acceleration) has occurred on several Auris & Corolla, in the past. We inspected many vehicles for this concern, and were satisfied that these cases there were due to ill fitting (Non Genuine) floor mats. Furthermore, when the O/E mats were installed the customers did not encounter the occurrence again.

We are aware that the shape of the accelerator pedal on Auris was improved to prevent interference with the vehicle floor carpet on 13/06/2008 at TMMT, we are also aware that this vehicle was produced prior to that date. However, the technician did reproduce the customers concern on his test drive, and was very aware to properly diagnose the exact failure occurrence conditions. We believe that the pedal did not become stuck fully down, (in the floor carpet) on this occasion.

(i.e.) The dealer technician did feel that the accelerator pedal did try to return partially but somehow it became stuck and would not return to the uppermost position.

We recently received dealer reports this type of concern on Yaris 90, we have written an FIR on the subject.

FTR(2009/018/IRL): Yaris KSP90: Accelerator Pedal Sticking, Resulting in un-controlled vehicle acceleration while driving.)

It is our opinion that the pedal sensor housing on Auris is very similar in appearance and size to that of Yaris 90, therefore, we are concerned that a similar inherent defect could be present in Auris pedal also. (possibly same supplier?)

Parts Shipping Details:

The part from the headline vehicle will be shipped to TME via TNT tracking number 6D 970 009 200 WW.

コメント : このphenomon(抑制されていないVehicle加速)が過去にいくつかのAuris&カローラに生じました。
私たちはこの不具合を求めて多くの乗り物を詳しく調べて、悪い取り付け(純粋のNon)によりなったケースがマットに床板を張ることを納得しました。
更に、O/Eマットがインストールされた時、……お客様は発生に再び遭遇しませんでした。
私たちは、13/06/2008にTMMTで乗り物フロア・カーペットを備えたinterferenceを防ぐために、Aurisの上のアクセルペ

<Continues>

20090218-90101-0(5/7)

SECRET
秘

ダルの形が改善されたことに気づいています。さらに、私たちは、この乗り物はその日付に先立って生産されたことに気づいています。

しかしながら、テクニシャンは、彼の試乗に関するお客様不具合を再生し、適切に正確な不具合occurrence状態を分析することに非常に気づいていました。

私たちは、ペダルがこの場合上で、完全に張り付けられるようには(フロア・カーペット中で)ならなかったと信じます。(つまり)

ディーラー・テクニシャンは、アクセルペダルが部分的に返ろうかと思いましたが、しかし、なんとかして、それは、突き刺されるようになり、最上部のポジションへ返らないでしょう。

私たちは最近ディーラーを受け取りました……YARIS 90の上でこの種の不具合を報告する、私たちは、課題上のFTRを書きました。

FTR: (2009/018/IRL)

YARIS KSP90:

抑制されていない乗り物加速走行中に帰着するアクセルペダル固着。

Aurisの上のペダル・センサ・ハウジングがしたがってYARIS 90のそれに外観とサイズにおいて非常に類似しているという事は私たちの見解です、私たちは同様の固有の欠陥がAurisペダルの中にさらにありえて心配しています。

(恐らく同じサプライヤー?)

詳細を送る部品:

ヘッドライン乗り物からの部分は、数GD 970 009 200 WYを追跡するTNTによってTMEに送られるでしょう。

other_Veh. :

他車両 :

Request :

Please investigate the returned part to identify & determine the root cause of this concern.
Please implement any necessary Field Fix or Production C/M's as soon as possible to prevent recurrence of this concern.

要望事項 :

識別すべき返された部分を調査してください、この不具合の真の原因を決定してください。
この不具合の再発を防ぐために任意の必要な対策品あるいは号口対策の対策品をできるだけ早くインプリメントしてください。

20090218-90101-0(6/7)

SECRET
秘

型式= NDE150R-DGMDYW	7L-4No. = R013080	L/O= 071107 登録= 080102
荷姿=	517= RI TMAT	Eng= 1ND-TV Eng No.=0413028
T/M= MCS3	車種コード= 345W	
部位コード= F2102	現象コード= 870	重要度= S

【配布先】 処理No. = 20090218-90101-0		
*TMUK/TMUK		2 セン/Z E/Z E 3
1 車突/2 DG		車突統/I G
車突統/P G		高品質/技術員
堤品管/技術員		2 車種/5 L F
アボ級/3 U B		客 品/2 車両
TME/R&D		TMAT/TMAT
処理G = TME/ECQE/VO		

20090218-90101-0(7/7)

SECRET
秘

36D0934

FIELD TECHNICAL REPORT

Toyota Ireland

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/024/IRL	Ireland	Derek Kirwan	2009/03/05
Model	Model Code	Year Model	Priority
YARIS 90 - TMMF	KSP90R-CHMRKW	2007	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
VNKKG98390A042806	5342692	42351Km	1
Component Code	Component		Production
K33	Accelerator - Accelerator Pedal		10/2006
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-0D020	78110-0D020	Shipped to TME (as FTR part)	TMMF Production
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/03/06	2007/01/09	2009/02/10	2009/02/06

Subject

Yaris TMMF Accelerator pedal sticking, causing un-controlled acceleration.

Introduction

The purpose of this FTR is to bring the following issue to the attention of TME/TMMF:

The customer complained of the accelerator pedal sticking intermittently.

Symptom/Condition

Customer complaint:

The customer reported that when the accelerator pedal was released, the engine speed stayed high causing un-controlled acceleration.

AR2/ NMSC Investigation:

The technician interrogated the ECU using IT2 to check for DTCs stored, there was no related DTCs stored.

When the vehicle was test driven, the concern occurred.

Usage conditions:

- City: 15%
- Highway: 15%
- Secondary: 40%
- Hilly areas: 30%

Environmental conditions:

Ambient temperatures have no affect on this concern.

Maintenance History:

There is no recorded crash history on this vehicle.
The warranty history only shows one claim for the seat belt campaign.
A full service history is present.

5 Points evaluation rating: 2.5

Correction

機票管理部署と機票No : お客様品質部第1車商室涉外G 0424-1

20090306-Y0031-0(1/5)

SECRET
秘

During the road test when the concern occurred, the technician pulled the accelerator pedal upwards with his foot and the engine speed returned to idle.

Repair History: The accelerator pedal was inspected, but it appeared to function correctly.

Measurement Results:

No measurement results could not be attained for the concern, as the engine could possibly over run.

Parts:

Throttle pedal assy. Part no:78110-0D020.

Probable Cause

Internal fault in the accelerator pedal assembly, causing the pedal to become stuck.

Result

Repair result:

The accelerator pedal was replaced and the vehicle road tested. The concern was no longer present.

Customer reflection:

The customer was happy that the repair was carried out promptly and a definitive explanation of the cause was explained to her.

Comments

General:

The failed part will be sent to TME for further inspection.
TNT tracking no: GD 970 009 054 WW.

Warranty/ parts sales data:

There is a high movement on this part, it is now averaging seven pieces per month. Part no:78110-0D0.

Other Affected Vehicles (Model Code, VIN/Frame No., km)

Request

We would request that TME/TMMF inspect the returned part and inform us of their findings.

Please carryout a production improvement as soon as possible.

Please register this concern as a GR1.

Attachment (Illustration,Photo,Chart,etc.)

▼ **Other Affected Vehicles (Model Code, VIN/Frame No., km)**

▶ **Information Public Area**

▶ **Approval Persons**

20090306-Y0031-0(2/5)

SECRET
秘

標 題 : Yaris TMMF Accelerator pedal sticking, causing un-controlled acceleration.
抑制されていない加速を引き起こすYARIS TMMFアクセルペダル固着。

Intro : The purpose of this FTR is to bring the following issue to the attention of TME/TMMF:
The customer complained of the accelerator pedal sticking intermittently.
概要 : このFTRの目的はTME/TMMFの注意に下記問題をもたらすこと次のとおりです:
お客様は、アクセルペダル固着について断続的に苦情を言いました。

Condition : Customer complaint:
The customer reported that when the accelerator pedal was released, the engine speed stayed high causing un-controlled acceleration.
AR2/ NMSC Investigation:
The technician interrogated the ECU using IT2 to check for DTCs stored, there was no related DTCs stored.
When the vehicle was test driven, the concern occurred.
Usage conditions:
City: 15%
Highway: 15%
Secondary: 40%
Hilly areas: 30%
Environmental conditions:
Ambient temperatures have no affect on this concern.
Maintenance History:
There is no recorded crash history on this vehicle.
The warranty history only shows one claim for the seat belt campaign.
A full service history is present.
5 Points evaluation rating: 2.5

状 況 : お客様苦情:
お客様は、アクセルペダルがリリースされた時エンジン・スピードがとどまる、その結果抑制されていない加速を高く引き起こしましたと報道しました。
AR2/WMSC調査:
テクニシャンは格納されたDTCをチェックするためにIT2を使用して、ECUを質問しました、関連するDTCはありませんでした……格納しました。
乗り物が運転されたテストだった時、不具合が生じました。
使用法の状態:
City:
15%のHighway:
第2の15%:
40%の山岳地方:
30%
環境上の状態:
周囲の温度はこの不具合の上にaffectを持っていません。
メンテナンス史:
この乗り物の上に記録された恐慌史はありません。
保証史は、シートベルト・キャンペーンのための1つの保証請求を単に示します。
フルサービス史は存在します。
5 ポイント評価点:
2.5

Correction : Repair:
During the road test when the concern occurred, the technician pulled the accelerator pedal upwards with his foot and the engine speed returned to idle.
Repair History:The accelerator pedal was inspected, but it appeared to function correctly.
Measurement Results:
No measurement results could not be attained for the concern, as the engine could possibly over run.
Parts:
Throttle pedal assy. Part no:78110-0D020.

修理内容 : 修理:
ロードテスト中に、不具合がoccuredした時、technicanはアイドルに足およびエンジン・スピードを返してアクセルペダル以上を引きました。
修理歴:アクセルペダルは検査されました。しかし、それは、正確に機能するように見えました。
測定結果:
エンジンができる(恐らく)ように、不具合のために測定結果に到達しないかもしれませんが……オーバーラン。
部品:
ペダルASSYを調節してください。
品番:78110の0D020。

20090306-Y0031-0(3/5)

SECRET

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原因 : Internal fault in the accelerator pedal assembly, causing the pedal to become stuck.
よく似合うスタックにペダルをもたらすアクセルペダルassyでの内部不具合。

Result : Repair result:
The accelerator pedal was replaced and the vehicle road tested. The concern was no longer present.
Customer reflection:
The customer was happy that the repair was carried out promptly and a definitive explanation of the cause was explained to her.

結果 : 修理結果:
アクセルペダルは交換されました。また、乗り物道がテストされました。
不具合はもはや存在しませんでした。
お客様リフレクション:
お客様は、修理が速やかに行なわれることを嬉しく思いました。また、原因の決定的な説明について彼女に説明されました。

Comments : General:
The failed part will be sent to TME for further inspection.
TNI tracking no: GD 970 009 054 YW.
Warranty/ parts sales data:
There is a high movement on this part, it is now averaging seven pieces per month. Part no:78110-0D0.

コメント : 一般:
不具合現品は一層の点検のためにTMEに送られるでしょう。
少しもなく追跡するTNI:
GD 970 009 054 YW。
保証/部品販売データ:
この部分上に高い移動があります。それは、今1月当たり7部分を平均しています。
品番:78110の0D0。

other_Veh. :
他車両 :

Request : We would request that TME/TMMF inspect the returned part and inform us of there findings.
Please carryout a production improvement as soon as possible.
Please register this concern as a GR1.

要望事項 : 私たちは、TME/TMMFが返された部分を検査し私たちに通知することを要求するでしょう……そこに見つけます。
どうぞお持ち帰り……号口改良……できるだけ早く。
GRIとしてこの不具合を示してください。

20090306-Y0031-0(4/5)

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型式= KSP90R-CHWRKN	フレームNo. = A042806	L/O= 061031 登録= 070109
荷姿=	サイズ= F1 THMF	Eng= 1XR-FE Eng No. =5342692
T/M= MCS51	車種コード= 318M	
部位コード= F2101	現象コード= 930	重要度= A

[配布先]	処理No. = 20090306-Y0031-0	
*THMF/THMF		2セン/2 C/ZC1
1車突/2DG		車突統/IG
車突統/PG		高品質/技術員
アボ設/3UB		容 品/2車両
THE/R&D		
処理G = THE/ECOE/VO		

20090306-Y0031-0(5/5)

SECRET
秘 GA70433

FIELD TECHNICAL REPORT

Toyota (GB) PLC

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/109/GB	U.K.	John Stergiou	2009/03/09
Model	Model Code	Year Model	Priority
AYGO - TPCA	KGB10R-AGGGKW	2005	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
JTDJG18C20N145841	5451852	14168Km	13
Component Code	Component	Production	
K33	Accelerator - Accelerator Pedal	20/02/2007	
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-0H020	78110-0H020	Stored at Dealer	TMC
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/03/09	2007/09/18	2009/02/24	2009/01/28

Subject

Aygo KGB10 w/ M-MT - Alleged Accelerator Pedal sticking - 3rd Report - TSR Report

Introduction

This is a follow-up report further to our previous FTR Nos 2008/026/GB and 2009/062/GB.

TGB are continuing to receive Dealer reports as well as Warranty Claims related to allegations of accelerator pedal sticking on Aygo KGB 10 with the M-MT transmission system.

TGB have carried out a warranty search on Part Number 78110-0H020 (Pedal assy, Accelerator) from 12/02/2009 (date of last FTR submission) to date and by CCR (Condition, Cause, Remedy) were able to identify additional 12 warranty claims of the same reported symptom.

This brings the number of reported cases in this FTR to 13 and the total number of cases to 53.

Symptom/Condition

Customer complaint

The owner of the headline vehicle complained that *'when driving the car it runs away with her when she comes off the throttle like the throttle is staying down. Also has lifted off and the car carried on driving at 70mph without touching the accelerator pedal'*. (NOTE: The headline vehicle is an M-MT).

AR² Investigation

The TSR Technician road tested the headline vehicle but was unable to reproduce the reported symptom. The TSR Technician checked for DTC codes; no DTC codes were detected/stored in the ECU's memory.

Note: The TSR technician reported that the headline vehicle was equipped with Genuine TOYOTA Carpet mats which were correctly/securely fitted.

However, the TSR technician stated that upon inspection he found that the Accelerator pedal was *'stiff and notchy to operate when pressed by hand'*.

販売管理部署と検票No : お客様品質部第1車両室涉外G 0424-1

20090310-G0025-0(1/8)

FIELD TECHNICAL REPORT

Toyota Ireland

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/018/IRL	Ireland	Ray Maloney	2009/02/13
Model	Model Code	Year Model	Priority
YARIS 90 - TMMF	KSP90R-CHMRKW	2006	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
VNKKG98320A040928	5338690	35329Km	5
Component Code	Component	Production	
K30	Accelerator - General, Others	10/2006	
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-0D020	78110-0D020	Shipped to TME (as FTR part)	Unknown
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/02/13	2006/12/08	2009/01/27	2009/01/26

Subject

Yaris KSP90: Accelerator Pedal Sticking, Resulting in uncontrolled vehicle acceleration while driving.

Introduction

The purpose of this FTR is to inform TMC/TME of 5 additional cases of this concern in Ireland. During a dealer visit the dealer technician informed our Field Technical Representative of this occurrence on the headline vehicle. The technician experienced the customers concern first hand, and had already replaced the accelerator pedal assy. The customer reported that this concern was extremely dangerous because the vehicle will try to accelerate, although, the accelerator pedal was released.

Genuine Toyota floor mats were installed and properly secured using the retaining clips as per instructions of TSB PD7015.

Symptom/Condition

Customer complaint:

The headline customer complained that while driving the vehicle, the accelerator pedal stuck down. The engine RPM continued to increase to maximum RPM. This occurred on at least 3 occasions. The customer said this occurrence was extremely dangerous as the driver had no control over the engine RPM when this concern occurs. The vehicle accelerated in a dangerous fashion. When this concern occurred the customer pulled back the accelerator pedal with his foot and the RPM returned to normal. The customer is adamant that the floor mats were not at fault. The customer immediately brought the vehicle to the local AR.

AR2/ NMSC Investigation

The technician examined the vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period; he was able to reproduce the customers concern. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while depressing it. (i.e.) pedal effort is not as smooth as it usually feels. When the technician removed the accelerator pedal he worked it by his hand it felt unsmooth.

NMSC Investigation

The pedal was removed from the vehicle when the NMSC visited the AR. On inspection of the removed part he detected an internal malfunction. Please see the attached photographs for a better understanding of the affected area.

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Operating conditions

The headline vehicle is a privately owned vehicle.

Motorways: 30%

National Roads: 40%

City: 30%

Environmental conditions

The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.

Maintenance History

There are no other warranty repairs carried out to the headline vehicle.

5 Points Evaluation rating: 2.0

Correction

Repair:

The technician replaced the accelerator pedal to repair this concern.

Parts:

Accelerator Pedal 78110-0D020

Probable Cause

We detected an internal malfunction inside the accelerator pedal mechanism.

Result

Repair result:

The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.

Customer reflection:

The headline customer was very dissatisfied that his concern occurred. The customer reported that this gave the driver a big shock because of the sudden vehicle acceleration. He was happy that the dealer repaired it so quickly.

Comments

General:

Apart from the vehicles mentioned in this report, we recently received more reports of this type of concern on Yaris from our network. We will report the additional cases via FTR as soon as we recover the removed parts.

Parts Shipping Details:

The part from the headline vehicle will be shipped to TME via TNT tracking number GD 970 009 213 WW.

Other Affected Vehicles (Model Code, VIN/Frame No., km)

Please see below.

Request

Please investigate the returned parts and determine the root cause of this concern.

Please register this item as GR 1.

Please implement a suitable Field Fix & Production C/M Solution as soon as possible.

Attachment (Illustration, Photo, Chart, etc.)



20090213-90036-0(2/9)

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Yaris KSP 90 Throttle 001.jpg

種類: image/jpeg
名前: Yaris KSP 90 Throttle 001.jpg

Yaris KSP 90 Throttle 002.jpg

種類: image/jpeg
名前: Yaris KSP 90 Throttle 002.jpg

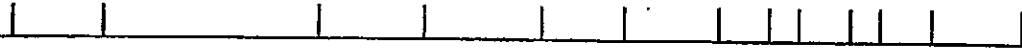
Yaris KSP 90 Throttle 003.jpg

種類: image/jpeg
名前: Yaris KSP 90 Throttle 003.jpg

Other Affected Vehicles (Model Code, VIN/Frame No., km)

Control No.	Original Failed Parts No.	VIN		Model Code	Production Month	Status	Remarks	Status of Deliverance							
		Year Model		Engine No.	Delivery Date			Dist	OCS-TD		QD		Enginerr Div		
		Dist Code		Mileage	Repair Date			OUT	IN	OUT	IN	OUT	IN		
78110-0D020		VNKKG98310A065237		KSP90R-CHMRKW	2007/01	Shipped to TME (as FTR part)									
	2006			5446930	2007/03/26										
	1401			47,531km	2009/01/22										
78110-0D020		VNKKG983501063071		KSP90R-CHMRKW	2006/12	Shipped to TME (as FTR part)									
	2006			5437179	2007/02/22										
	1308			36,309Km	2009/01/09										
78110-0D020		VNKKG983801065963		KSP90R-CHMRKW	2007/01	Shipped to TME (as FTR part)									
	2006			5450416	2007/07/09										
	1308			38,851Km	2009/01/16										
78110-0D020		VNKKG983201065814		KSP90R-CHMRKW	2007/01	Shipped to TME (as FTR part)									
	2006			5449676	2007/03/09										
	2702			12,762Km	2009/01/29										

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▶ Information Public Area

▶ Approval Persons

20090213-90036-0(4/9)

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課題:

Yaris KSP90: Accelerator Pedal Sticking, Resulting in uncontrolled vehicle acceleration while driving.
YARIS KSP90:
自由な乗り物加速走行中に掃着するアクセルペダル固着。

Intro:

The purpose of this FTR is to inform TMC/TME of 5 additional cases of this concern in Ireland. During a dealer visit the dealer technician informed our Field Technical Representative of this occurrence on the headline vehicle. The technician experienced the customer's concern first hand, and had already replaced the accelerator pedal assembly. The customer reported that this concern was extremely dangerous because the vehicle will try to accelerate, although, the accelerator pedal was released. Genuine Toyota floor mats were installed and properly secured using the retaining clips as per Instructions of TSB PD7015.

概要:

このFTRの目的はアイルランドでこの不具合の5つの追加のケースのTMC/TMEに通知することです。ディーラー訪問中に、ディーラー・テクニシャンはヘッドライン乗り物の上のこの発生を私たちのフィールドTechnical代表に通知しました。テクニシャンはお客様を経験しました...第1の手に関係があり、既にアクセルペダルASSYを交換した。お客様は、乗り物が加速しようとするのでこの不具合が非常に危険であると報道しました、であるが、アクセルペダルがリリースされました。純粋のTOYOTAフロアマットは、TSB PD7015の1つの指示ごととどのように保持するクリップを使用して、インストールされました。また、担保が適切につけられた。

Condition:

Customer complaint:
The headline customer complained that while driving the vehicle, the accelerator pedal stuck down. The engine RPM continued to increase to maximum RPM. This occurred on at least 3 occasions. The customer said this occurrence was extremely dangerous as the driver had no control over the engine RPM when this concern occurs. The vehicle accelerated in a dangerous fashion. When this concern occurred the customer pulled back the accelerator pedal with his foot and the RPM returned to normal. The customer is adamant that the floor mats were not at fault. The customer immediately brought the vehicle to the local AR.
AR2/ NMSC Investigation
The technician examined the vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period; he was able to reproduce the customer's concern. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while depressing it. (i.e.) pedal effort is not as smooth as it usually feels. When the technician removed the accelerator pedal he worked it by his hand it felt un-smooth.
NMSC Investigation
The pedal was removed from the vehicle when the NMSC visited the AR. On inspection of the removed part he detected an internal malfunction. Please see the attached photographs for a better understanding of the affected area.
Usage conditions
The headline vehicle is a privately owned vehicle.
Motorways: 30%
National Roads: 40%
City: 30%
Environmental conditions
The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.
Maintenance History
There are no other warranty repairs carried out to the headline vehicle.
5 Points Evaluation rating: 2.0

状況:

お客様苦情:
ヘッドラインお客様は、乗り物を運転している間アクセルペダルが下へ突き刺さると苦情を言いました。エンジンRPMは最大のRPMに増加し続けました。これが、少なくとも3度生じました。お客様は、この不具合が生じるときドライバーがエンジンRPMに対する管理を行っていなかったため、この発生が非常に危険であると言いました。乗り物は危険な方法の中で加速しました。この不具合が生じた時、お客様は足でアクセルペダルを退却させました。また、RPMは正常に戻りました。お客様は、フロアマットが故障していなかったことに意志が堅い。お客様は、直ちに地方のARへ乗り物を持って来ました。
AR2/NMSC調査
テクニシャンは乗り物を検査し、正確なフロアマットがインストールされ、担保が乗り物に適切にそれらにつけられたことを確認しました。
テクニシャン達は、2日間の乗り物をテストしました;彼はお客様不具合を再生することができました。テクニシャンは、彼がこの不具合を再生した時アクセルペダルがそれを低下させる間に「notchy」を感じるとコメントしました。

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(つまり)ペダル踏力はそれが通常感じるほど滑らかではありません。
テクニシャンがアクセルペダルを削除した時、彼は、それが滑らかでなく思った手によってそれを動かしました。

NMSC調査

NMSCがARを訪れた時、ペダルは乗り物から取り除かれました。
離れた部分の点検においては、彼が内部機能不良を検知しました。
影響を受けたエリアについてのよりよい理解に関しては、付属の写真を参照してください。
使用法の状態

ヘッドライン乗り物は私有の乗り物です。

高速道路:

30%の全国道:

40%の都市:

30%

環境上の状態

温度が、摂氏-5度と摂氏10度の範囲に及ぶところで、その欠点が冬に生じました。

メンテナンス史

ヘッドライン乗り物に行なわれた他の保証修理はありません。

5 ポイント評価点:

2.0

Correction :

Repair:

The technician replaced the accelerator pedal to repair this concern.

Parts:

Accelerator Pedal 78110-0D020

修理内容 :

修理:

テクニシャンは、この不具合を修理するためにアクセルペダルを交換しました。

部品:

アクセルペダル78110の0D020

Cause :

We detected an internal malfunction inside the accelerator pedal mechanism.

原因 :

私たちは、アクセルペダル・メカニズムの内部の内部機能不良を検知しました。

Result :

Repair result:

The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.

Customer reflection:

The headline customer was very dis-satisfied that his concern occurred. The customer reported that this gave the driver a big shock because of the sudden vehicle acceleration. He was happy that the dealer repaired it so quickly.

結果 :

修理結果:

テクニシャンは拡張ロードテストを実行し、アクセルペダルがこの不具合を修理したことを納得しました。

お客様リフレクション:

ヘッドラインお客様は、彼の不具合が生じることを非常にdis納得しました。

お客様は、これがドライバーに突然の乗り物加速のために大きなショックを与えると報道しました。

彼は、ディーラーがそれを非常に速く修理することを嬉しく思いました。

Comments :

General:

Apart from the vehicles mentioned in this report, we recently received more reports of this type of concern on Yaris from our network. We will report the additional cases via FTR as soon as we recover the removed parts.

Parts Shipping Details:

The part from the headline vehicle will be shipped to TME via TNT tracking number GD 970 009 213 WW.

コメント :

一般:

この報告の中で言及された乗り物とは別に、私たちは、最近ネットワークからYARISに関するこの種の不具合に関するより多くの報告を受け取りました。

離れた部品を回復すると直ちに、私たちはFTRによって追加の事例を報告するでしょう。

詳細を送る部品:

ヘッドライン乗り物からの部分は、数GD 970 009 213 WWを追跡するTNTによってTMEに送られるでしょう。

other_Veh. :

Please see below.

他車両 :

以下を見てください。

Request :

Please investigate the returned parts and determine the root cause of this concern.

Please register this item as GR 1.

Please implement a suitable Field Fix & Production C/M Solution as soon as possible.

要望事項 :

返された部品を調査して、この不具合の真の原因を決定してください。

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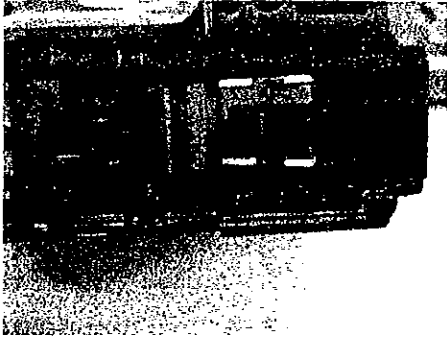
頁 :

GR 1としてこのアイテムを登録してください。
適切な対策品&号口対策解決をできるだけ早くインプリメントしてください。

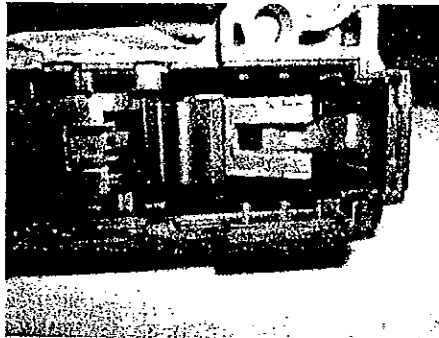
20090213-90036-0(7/9)

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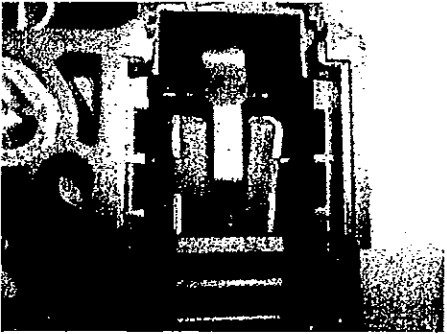
Yaris KSP 90 Throttle 001.jpg
Yaris KSP 90 Throttle 001.jpg



Yaris KSP 90 Throttle 002.jpg
Yaris KSP 90 Throttle 002.jpg



Yaris KSP 90 Throttle 003.jpg
Yaris KSP 90 Throttle 003.jpg

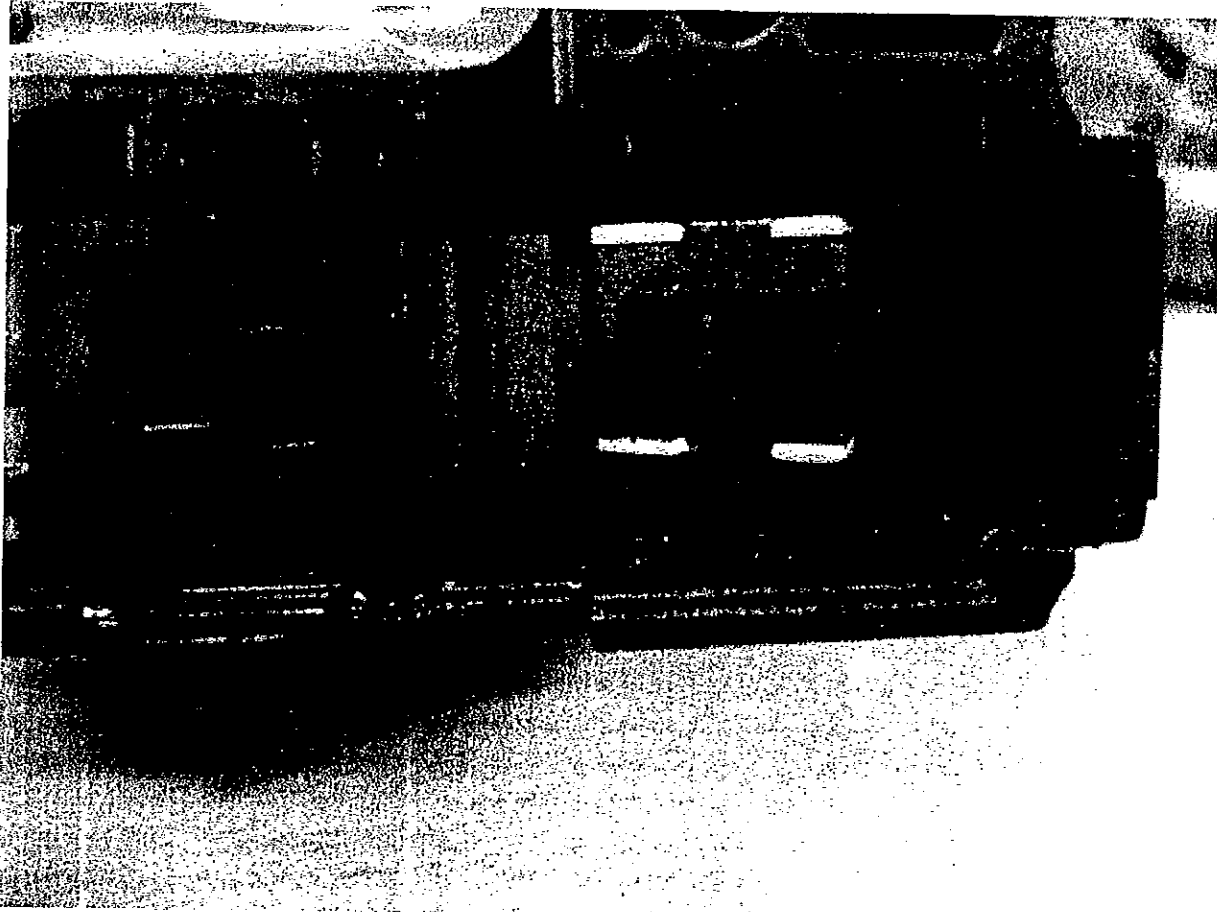


20090213-90036-0(8/9)

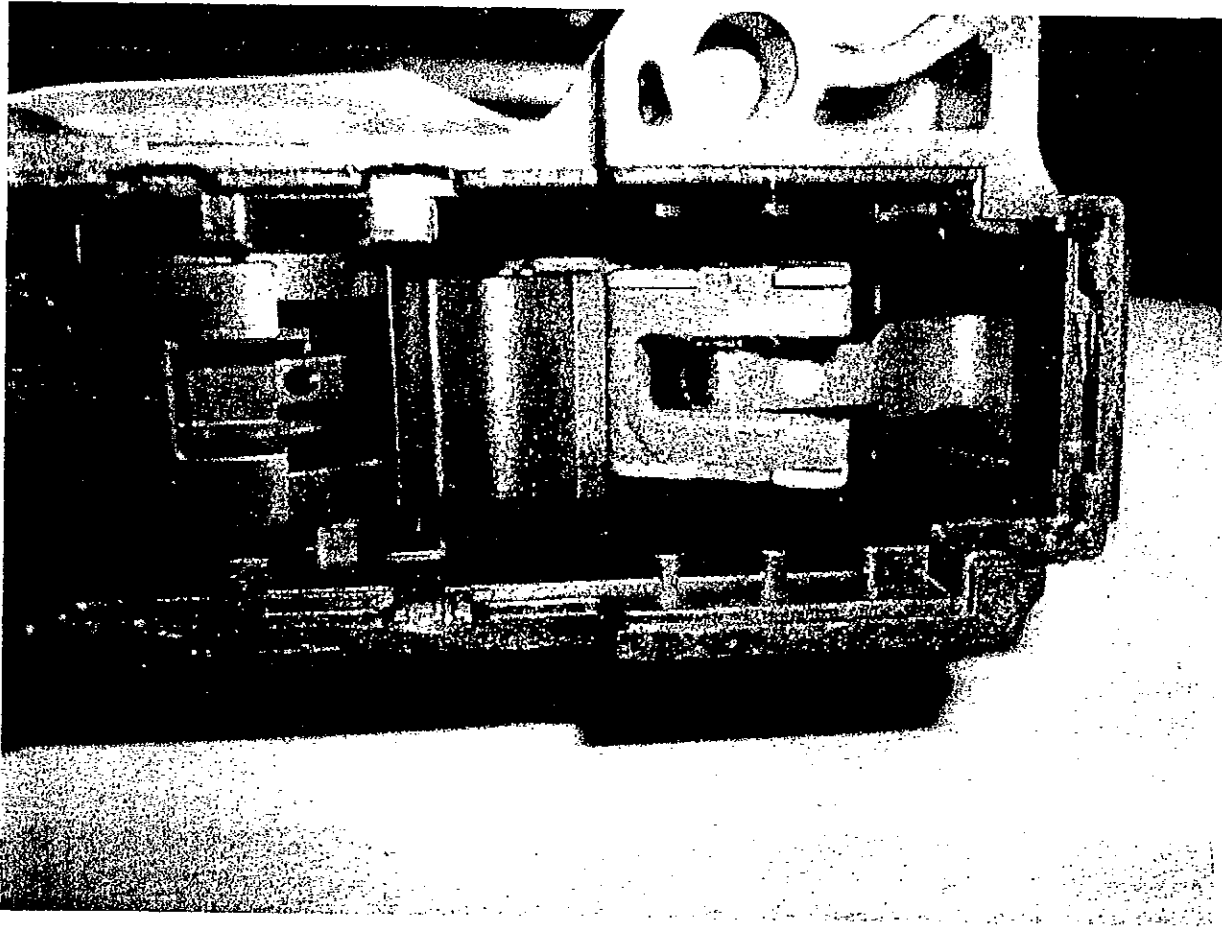
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型式= KSP90R-CHMRKW	フルムNo. = A040928	L/O= 061019	登録= 061208
荷姿=	ライン= F1 TMMF	Eng= 1KR-FE	Eng No. = 5338690
I/M= KC551	車種コード= 316W		
部位コード= F2101	現象コード= 930	重要度= A	添付
[配布先] 処理No. = 20090213-90036-0			
+TMMF/TMMF		2セン/2	C/Z C 1
1車突/2 DG		車突統/1 G	
車突統/PG		高品質/技術員	
アボ設/3UB		客 品/2車両	
TME/R&D			
処理G = TME/ECOE/VO			

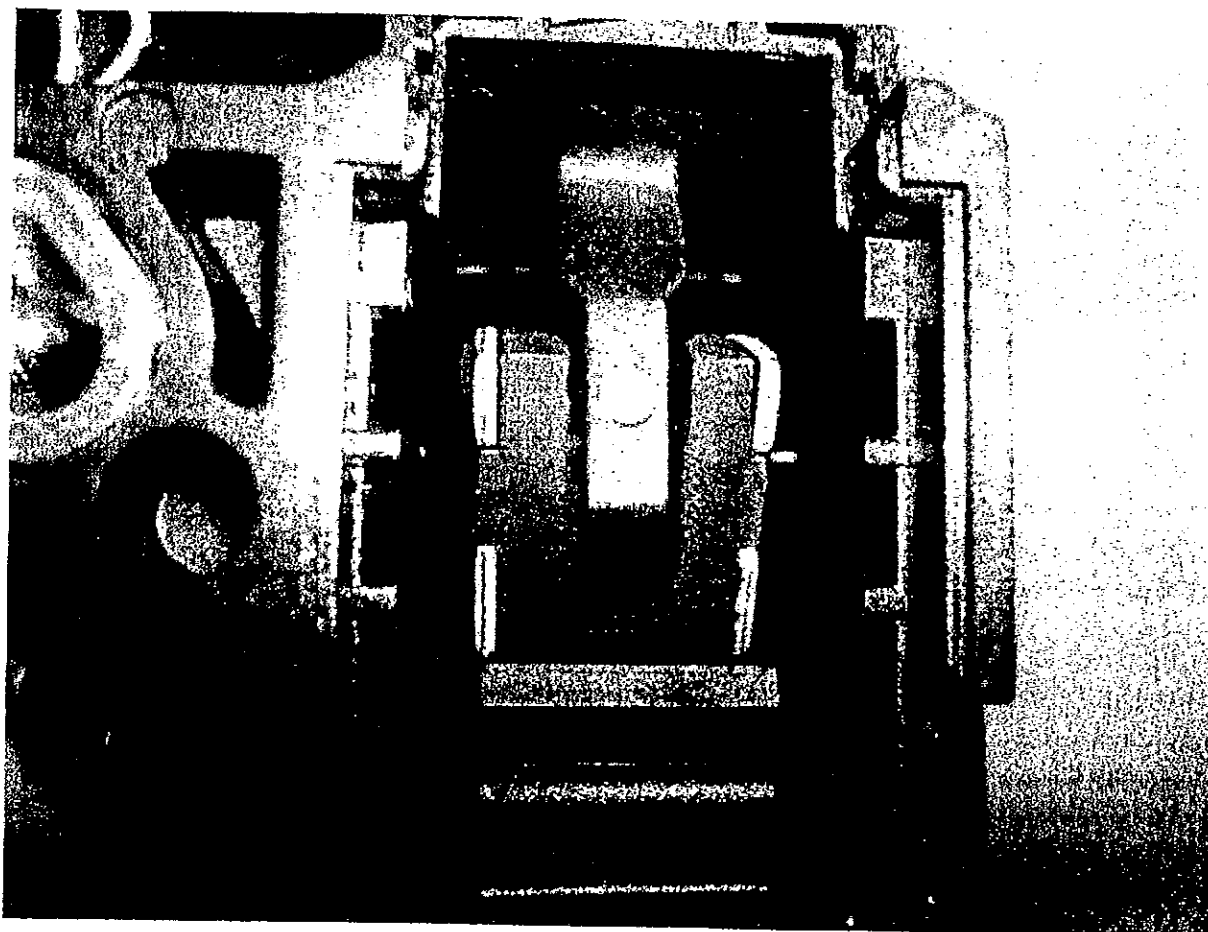
20090213-90036-0(9/9)



Yaris 1.8p90 Throttle co link



Yaris Espgo Throttle mechanism



Yan's ksp90 Throttle w3.jpg



ZIB1732

FIELD TECHNICAL REPORT

Toyota Ireland

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/020/IRL	Ireland	Ray Maloney	2009/02/17
Model	Model Code	Year Model	Priority
AURIS - TMMT	NDE150R-DGMDYW	2007	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
NMTJC56E00R013080	0413028	16144Km	1
Component Code	Component		Production
K33	Accelerator - Accelerator Pedal		09/2007
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-02030	78110-02070	Shipped to TME (as FTR part)	Unknown
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/02/18	2008/01/02	2009/02/11	2009/02/08

Subject**Accelerator Pedal Sticking, Resulting in un-controlled acceleration while driving.****Introduction**

The customer reported that this concern was intermittent, but, extremely dangerous, because, the vehicle will try to accelerate although the pedal is released.

The dealer is satisfied that the customer had Genuine Toyota floor mats installed and properly secured using the retaining clips as per instructions of TSB PD7015

Symptom/Condition**Customer complaint:**

The headline customer complained that while driving the vehicle, the accelerator pedal remained stuck down. The engine RPM continued to increase resulting in un-controlled acceleration. This occurred on at least 4 occasions.

The customer said this occurrence was extremely dangerous, because, the driver had no direct control over engine RPM.

When this concern occurred the customer lifted the accelerator pedal with his foot and the RPM returned to normal at idle.

The customer is adamant that the floor mats were not at fault, and he immediately took the vehicle to the local AR.

AR2 Investigation:

The technician examined the headline vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period; he was able to reproduce the customers concern on two occasions. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while it was returning to the upper position, (i.e. IDL On). He commented that the accelerator pedal effort is not as smooth as it usually feels.

When the technician removed the accelerator pedal he worked it by his hand it felt un-smooth.

NMSC Investigation:

販売管理部署と販売No : お客様品質部第1車両室渉外G 0424-1

20090218-90101-0(1/7)

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dealer reported the concern and returned the affected accelerator pedal to us. On an initial inspection the removed part we feel there is an internal malfunction causing the pedal to become momentarily stuck down & causing the engine speed to rise as the customer experienced.

Usage conditions:

The headline vehicle is a privately owned vehicle.

Motorways: 20%

National Roads: 50%

City: 30%

Environmental conditions:

The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.

Maintenance History:

There are no other warranty repairs carried out to the headline vehicle.

5 Points Evaluation rating: 2.0

Correction

Repair:

The technician replaced the accelerator pedal to repair this concern.

Parts:

Accelerator Pedal 78110-02070

Probable Cause

We suspect that there may be an internal malfunction inside the accelerator pedal electronic sensor mechanism.

Result

Repair result:

The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.

Customer reflection:

The headline customer was very dis-satisfied that his concern occurred in the first instance.

The customer commented that this occurrence gave the driver a big fright, because of the sudden vehicle acceleration. He was satisfied that the dealer repaired it so quickly

Comments

This phenomenon (Un-controlled Vehicle Acceleration) has occurred on several Auris & Corolla, in the past. We inspected many vehicles for this concern, and were satisfied that these cases there were due to ill fitting (Non Genuine) floor mats. Furthermore, when the O/E mats were installed the customers did not encounter the occurrence again.

We are aware that the shape of the accelerator pedal on Auris was improved to prevent interference with the vehicle floor carpet on 13/06/2008 at TMMT, we are also aware that this vehicle was produced prior to that date. However, the technician did reproduce the customers concern on his test drive, and was very aware to properly diagnose the exact failure occurrence conditions. We believe that the pedal did not become stuck fully down, (in the floor carpet) on this occasion.

(i.e.) The dealer technician did feel that the accelerator pedal did try to return partially but somehow it became stuck and would not return to the uppermost position.

We recently received dealer reports this type of concern on Yaris 90, we have written an FTR on the subject. FTR(2009/018/IRL): Yaris KSP90: Accelerator Pedal Sticking. Resulting in un-controlled vehicle

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eration while driving.)

It is our opinion that the pedal sensor housing on Auris is very similar in appearance and size to that of Yaris 90, therefore, we are concerned that a similar inherent defect could be present in Auris pedal also. (possibly same supplier?)

Parts Shipping Details:

The part from the headline vehicle will be shipped to TME via TNT tracking number GD 970 009 200 WW.

Other Affected Vehicles (Model Code, VIN/Frame No., km)

Request

Please investigate the returned part to identify & determine the root cause of this concern.

Please implement any necessary Field Fix or Production C/M's as soon as possible to prevent recurrence of this concern.

Attachment (Illustration, Photo, Chart, etc.)

▼ **Other Affected Vehicles (Model Code, VIN/Frame No., km)**

▶ **Information Public Area**

▶ **Approval Persons**

20090218-90101-0(3/7)

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課題: Accelerator Pedal Sticking. Resulting in un-controlled acceleration while driving.
抑制されていない加速走行中に掃着するアクセルペダル固着。

Intro: The customer reported that this concern was intermittent, but, extremely dangerous, because, the vehicle will try to accelerate although the pedal is released.
The dealer is satisfied that the customer had Genuine Toyota floor mats installed and properly secured using the retaining clips as per instructions of TSB PD7015
概要: お客様は、この不具合が断続的であると報道しました、しかし、非常に危険、ので、乗り物は、ペダルはリリースされませんが加速しようとするでしょう。
ディーラーは、お客様が、TSB PD7015の1つの指示ごととでのように保持するクリップを使用して、純粋のTOYOTAフロアマットをインストールし適切に安全になったことを納得します。

Condition: Customer complaint:
The headline customer complained that while driving the vehicle, the accelerator pedal remained stuck down. The engine RPM continued to increase resulting in un-controlled acceleration. This occurred on at least 4 occasions.
The customer said this occurrence was extremely dangerous, because, the driver had no direct control over engine RPM.
When this concern occurred the customer lifted the accelerator pedal with his foot and the RPM returned to normal at idle.
The customer is adamant that the floor mats were not at fault, and he immediately took the vehicle to the local AR.
AR2 Investigation:
The technician examined the headline vehicle and confirmed that the correct floor mats were installed and they were properly secured to the vehicle. The technician road tested the vehicle over a two day period; he was able to reproduce the customers concern on two occasions. The technician commented that when he reproduced this concern the accelerator pedal felt 'notchy' while it was returning to the upper position, (i.e. IDL On). He commented that the accelerator pedal effort is not as smooth as it usually feels.
When the technician removed the accelerator pedal he worked it by his hand it felt un-smooth.
NMSC Investigation:
The dealer reported the concern and returned the affected accelerator pedal to us. On an initial inspection of the removed part we feel there is an internal malfunction causing the pedal to become momentarily stuck down & causing the engine speed to rise as the customer experienced.
Usage conditions:
The headline vehicle is a privately owned vehicle.
Motorways: 20%
National Roads: 50%
City: 30%
Environmental conditions:
The fault occurred in our Winter season where temperatures would range between -5 degrees Celsius and 10 degrees Celsius.
Maintenance History:
There are no other warranty repairs carried out to the headline vehicle.
5 Points Evaluation rating: 2.0

状況: お客様苦情:
ヘッドラインお客様は、乗り物を運転している間アクセルペダルが張り付けられ続けると苦情を言いました。エンジンRPMは抑制されていない加速に掃着して増加し続けました。
これが、少なくとも4度生じました。
お客様は、この発生が非常に危険であると言いました、ので、ドライバは、エンジンRPMに対する直接の管理を行っていませんでした。
この不具合が生じた時、お客様は足でアクセルペダルを上げました。また、RPMはアイドルで正常に戻りました。
お客様は、フロアマットが故障していなかったことに意志が強い。また、彼は直ちに地方のARへ乗り物に乗りました。
AR2調査:
テクニシャンはヘッドライン乗り物を検査し、正確なフロアマットがインストールされ、担保が乗り物に適切にそれらにつけられたことを確認しました。
テクニシャン道は、2日間の乗り物をテストしました;
彼は、2場合に関するお客様不具合を再生することができました。
テクニシャンはコメントしました...それ...彼がこの不具合を再生した時...アクセルペダル...感じる「notchy」はそれの間上部のポジション(つまり...IDL...の上で)へ返っていました。
彼は、アクセルペダル努力が、それが通常感じるほど滑らかではないとコメントしました。
テクニシャンがアクセルペダルを削除した時、彼は、それが滑らかでなく思った手によってそれを動かしました。
NMSC調査:
ディーラーは不具合を報告し、私たちに影響を受けたアクセルペダルを返しました。
私たちがそこに感じる離れた部分の初期の点検においては、ペダルに、エンジン・スピードを経験を積んだお客様として上昇させる&を下って瞬間的に突き刺されるためにならせる内部機能不良があります。

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使用法の状態:
ヘッドライン乗り物は私有の乗り物です。
高速道路:
20%の全国道:
50%の都市:
30%
環境上の状態:
温度が、摂氏-5度と摂氏10度の範囲に及ぶところで、そのフォールトが冬に生じました。
メンテナンス史:
ヘッドライン乗り物に行なわれた他の保証修理はありません。
5 ポイント評価点:
2.0

Correction : Repair:
The technician replaced the accelerator pedal to repair this concern.
Parts:
Accelerator Pedal 78110-02070

修理内容 : 修理:
テクニシャンは、この不具合を修理するためにアクセルペダルを交換しました。
部品:
アクセルペダル 78110-02070

Cause : We suspect that there may be an internal malfunction inside the accelerator pedal electronic sensor mechanism.
原因 : 私たちは、内部機能不良があるかもしれないのではないかと疑問に思います……内側……アクセルペダル電子感知器メカニズム。

Result : Repair result:
The technician carried out an extended road test and was satisfied that the accelerator pedal had repaired this concern.
Customer reflection:
The headline customer was very dis-satisfied that his concern occurred in the first instance.
The customer commented that this occurrence gave the driver a big fright, because of the sudden vehicle acceleration. He was satisfied that the dealer repaired it so quickly

結果 : 修理結果:
テクニシャンは拡張ロードテストを実行し、アクセルペダルがこの不具合を修理したことを納得しました。
お客様リフレクション:
ヘッドラインお客様は、彼の不具合が第1のインスタンスに生じることを非常にdis納得しました。
お客様は、突然の乗り物加速のために、この発生がドライバーに大きな恐怖を与えるとコメントしました。
彼は、ディーラーがそれを非常に速く修理することを納得しました。

Comments : This phenomenon (Un-controlled Vehicle Acceleration) has occurred on several Auris & Corolla, in the past. We inspected many vehicles for this concern, and were satisfied that these cases there were due to ill fitting (Non Genuine) floor mats. Furthermore, when the O/E mats were installed the customers did not encounter the occurrence again.
We are aware that the shape of the accelerator pedal on Auris was improved to prevent interference with the vehicle floor carpet on 13/06/2008 at TMMT, we are also aware that this vehicle was produced prior to that date. However, the technician did reproduce the customers concern on his test drive, and was very aware to properly diagnose the exact failure occurrence conditions. We believe that the pedal did not become stuck fully down, (in the floor carpet) on this occasion.
(i.e.) The dealer technician did feel that the accelerator pedal did try to return partially but somehow it became stuck and would not return to the uppermost position.
We recently received dealer reports this type of concern on Yaris 90, we have written an FTR on the subject.
FTR(2009/018/IRL): Yaris KSP90: Accelerator Pedal Sticking, Resulting in un-controlled vehicle acceleration while driving.)
It is our opinion that the pedal sensor housing on Auris is very similar in appearance and size to that of Yaris 90, therefore, we are concerned that a similar inherent defect could be present in Auris pedal also.
(possibly same supplier?)
Parts Shipping Details:
The part from the headline vehicle will be shipped to TME via TNT tracking number GD 970 009 200 WW.

コメント : このphenomon(抑制されていないVehicle加速)が過去にいくつかのAuris&カローラに生じました。
私たちはこの不具合を求めて多くの乗り物を詳しく調べて、悪い取り付け(純粋のNon)によりなったケースがマットに床板を張ることを納得しました。
更に、O/Eマットがインストールされた時、……お客様は発生に再び遭遇しませんでした。
私たちは、13/06/2008にTMMTで乗り物フロア・カーペットを備えたinterferenceを防ぐために、Aurisの上のアクセルペ

<Continues>

20090218-90101-0(5/7)

SECRET

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ダルの形が改善されたことに気づいています。さらに、私たちは、この乗り物がその日付に先立って生産されたことに気づいています。

しかしながら、テクニシャンは、彼の試乗に関するお客様不具合を再生し、適切に正確な不具合occurrence状態を分析することに非常に気づいていました。

私たちは、ペダルがこの場合上で、完全に張り付けられるようには(フロア・カーペット中で)ならなかったと信じます。(つまり)

ディーラー・テクニシャンは、アクセルペダルが部分的に返ろうかと思いましたが、しかし、なんとかして、それは、突き刺されるようになり、最上部のポジションへ返らないでしょう。

私たちは最近ディーラーを受け取りました……YARIS 90の上でこの種の不具合を報告する、私たちは、課題上のFTRを書きました。

FTR: (2009/018/IRL)

YARIS KSP90:

抑制されていない乗り物加速走行中に掃着するアクセルペダル固着。

Aurisの上のペダル・センサ・ハウジングがしたがってYARIS 90のそれに外観とサイズにおいて非常に類似しているという事は私たちの見解です、私たちは同様の固有の欠陥がAurisペダルの中にさらにありえて心配しています。

(恐らく同じサプライヤー?)

詳細を送る部品:

ヘッドライン乗り物からの部分は、数GD 970 009 200 Wを追跡するTNTによってTMEに送られるでしょう。

other_Veh. :

他車両 :

Request :

Please investigate the returned part to identify & determine the root cause of this concern.
Please implement any necessary Field Fix or Production C/M's as soon as possible to prevent recurrence of this concern.

要望事項 :

識別すべき返された部分を調査してください、この不具合の真の原因を決定してください。
この不具合の再発を防ぐために任意の必要な対策品あるいは号口対策の対策品をできるだけ早くインプリメントしてください。

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SECRET
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型式= NDE150R-DGNDYH	フルムNo. = R013080	L/O= 071107	登録= 080102
荷姿=	ライン= RI TMNT	Eng= IND-TV	Eng No. =0413028
T/M= MGS3	車種コード= 345W		
部位コード= F2102	現象コード= B70	重要度= S	

【配布先】 処理No. = 20090218-90101-0			
*TMUK/TMLK		2セン/2	E/Z E3
1車突/2DG		車突統/1G	
車突統/PG		高品質/技術員	
堤品管/技術員		2車電/5LF	
アボ設/3UB		客 品/2車両	
TME/R&D		TMNT/TMNT	
			処理G = TME/ECQE/VQ

20090218-90101-0(7/7)

SECRET
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FIELD TECHNICAL REPORT

Toyota Ireland

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/024/IRL	Ireland	Derek Kirwan	2009/03/05
Model	Model Code	Year Model	Priority
YARIS 90 - TMMF	KSP90R-CHMRKW	2007	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
VNKKG98390A042806	5342692	42351Km	1
Component Code	Component		Production
K33	Accelerator - Accelerator Pedal		10/2006
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-0D020	78110-0D020	Shipped to TME (as FTR part)	TMMF Production
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/03/06	2007/01/09	2009/02/10	2009/02/06

Subject

Yaris TMMF Accelerator pedal sticking, causing un-controlled acceleration.

Introduction

The purpose of this FTR is to bring the following issue to the attention of TME/TMMF:

The customer complained of the accelerator pedal sticking intermittently.

Symptom/Condition

Customer complaint:

The customer reported that when the accelerator pedal was released, the engine speed stayed high causing un-controlled acceleration.

AR2/ NMSC Investigation:

The technician interrogated the ECU using IT2 to check for DTCs stored, there was no related DTCs stored.

When the vehicle was test driven, the concern occurred.

Usage conditions:

City: 15%

Highway: 15%

Secondary: 40%

Hilly areas: 30%

Environmental conditions:

Ambient temperatures have no affect on this concern.

Maintenance History:

There is no recorded crash history on this vehicle.

The warranty history only shows one claim for the seat belt campaign.

A full service history is present.

5 Points evaluation rating: 2,5

Correction

燃費管理部署と燃費No : お客様品質部第1車両室渉外G 0424-1

20090306-Y0031-0(1/5)

SECRET
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ir:

g the road test when the concern occurred, the technician pulled the accelerator pedal upwards with his foot and the engine speed returned to idle.

Repair History: The accelerator pedal was inspected, but it appeared to function correctly.

Measurement Results:

No measurement results could not be attained for the concern, as the engine could possibly over run.

Parts:

Throttle pedal assy. Part no:78110-0D020.

Probable Cause

Internal fault in the accelerator pedal assembly, causing the pedal to become stuck.

Result

Repair result:

The accelerator pedal was replaced and the vehicle road tested. The concern was no longer present.

Customer reflection:

The customer was happy that the repair was carried out promptly and a definitive explanation of the cause was explained to her.

Comments

General:

The failed part will be sent to TME for further inspection.

TNT tracking no: GD 970 009 054 WW.

Warranty/ parts sales data:

There is a high movement on this part, it is now averaging seven pieces per month. Part no:78110-0D0.

Other Affected Vehicles (Model Code, VIN/Frame No., km)

Request

We would request that TME/TMMF inspect the returned part and inform us of their findings.

Please carry out a production improvement as soon as possible.

Please register this concern as a GR1.

Attachment (Illustration, Photo, Chart, etc.)

▼ Other Affected Vehicles (Model Code, VIN/Frame No., km)

▶ Information Public Area

▶ Approval Persons

20090306-Y0031-0(2/5)

SECRET

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課題 : Yaris TMMF Accelerator pedal sticking, causing un-controlled acceleration.
抑制されていない加速を引き起こすYARIS TMMFアクセルペダル固着。

Intro : The purpose of this FTR is to bring the following issue to the attention of TME/TMMF:
The customer complained of the accelerator pedal sticking intermittently.

概要 : このFTRの目的はTME/TMMFの注意に下記問題をもたらすこと次のとおりです:
お客様は、アクセルペダル固着について断続的に苦情を言いました。

Condition : Customer complaint:
The customer reported that when the accelerator pedal was released, the engine speed stayed high causing un-controlled acceleration.
AR2/ HMSC Investigation:
The technician interrogated the ECU using IT2 to check for DTCs stored, there was no related DTCs stored.
When the vehicle was test driven, the concern occurred.
Usage conditions:
City: 15%
Highway: 15%
Secondary: 40%
Hilly areas: 30%
Environmental conditions:
Ambient temperatures have no affect on this concern.
Maintenance History:
There is no recorded crash history on this vehicle.
The warranty history only shows one claim for the seat belt campaign.
A full service history is present.
5 Points evaluation rating: 2.5

状況 : お客様苦情:
お客様は、アクセルペダルがリリースされた時エンジン・スピードがとどまる、その結果抑制されていない加速を高く引き起こしましたと報道しました。
AR2/HMSC調査:
テクニシャンは格納されたDTCをチェックするためにIT2を使用して、ECUを質問しました、関連するDTCはありませんでした……格納しました。
乗り物が運転されたテストだった時、不具合が生じました。
使用法の状態:
City:
15%のHighway:
第2の15%:
40%の山岳地方:
30%
環境上の状態:
周囲の温度はこの不具合の上にaffectを持っていません。
メンテナンス史:
この乗り物の上に記録された恐惶史はありません。
保証史は、シートベルト・キャンペーンのための1つの保証請求を単に示します。
フルサービス史は存在します。
5 ポイント評価点:
2.5

Correction : Repair:
During the road test when the concern occurred, the technician pulled the accelerator pedal upwards with his foot and the engine speed returned to idle.
Repair History:The accelerator pedal was inspected, but it appeared to function correctly.
Measurement Results:
No measurement results could not be attained for the concern, as the engine could possibly over run.
Parts:
Throttle pedal assy. Part no:78110-0D020.

修理内容 : 修理:
ロードテスト中に、不具合がoccuredした時、technicanはアイドルに足およびエンジン・スピードを返してアクセルペダル以上を引きました。
修理歴:アクセルペダルは検査されました。しかし、それは、正確に機能するよう見えました。
測定結果:
エンジンができる(恐らく)ように、不具合のために測定結果に到達しないかもしれません……オーバーラン。
部品:
ペダルASSYを調節してください。
品番:78110の0D020。

20090306-Y0031-0(3/5)

SECRET
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原因 : Internal fault in the accelerator pedal assembly, causing the pedal to become stuck.
よく似合うスタックにペダルをもたらすアクセルペダルassyでの内部不具合。

Result : Repair result:
The accelerator pedal was replaced and the vehicle road tested. The concern was no longer present.
Customer reflection:
The customer was happy that the repair was carried out promptly and a definitive explanation of the cause was explained to her.

結果 : 修理結果:
アクセルペダルは交換されました。また、乗り物道がテストされました。
不具合はもはや存在しませんでした。
お客様リフレクション:
お客様は、修理が速やかに行なわれることを嬉しく思いました。また、原因の決定的な説明について彼女に説明されました。

Comments : General:
The failed part will be sent to TME for further inspection.
TNT tracking no: GD 970 009 054 WW.
Warranty/ parts sales data:
There is a high movement on this part, it is now averaging seven pieces per month. Part no:78110-0D0.

コメント : 一般:
不具合現品は一層の点検のためにTMEに送られるでしょう。
少しもなく追跡するTNT:
GD 970 009 054 WW.
保証/部品販売データ:
この部分上に高い移動があります。それは、今1月当たり7部分を平均しています。
品番:78110の0D0。

other_Veh. :
他車両 :

Request : We would request that TME/TMMF inspect the returned part and inform us of there findings.
Please carryout a production improvement as soon as possible.
Please register this concern as a GR1.

要望事項 : 私たちは、TME/TMMFが返された部分を検査し私たちに通知することを要求するでしょう……そこに見つけます。
どうぞお持ち帰り……号口改良……できるだけ早く。
GRIとしてこの不具合を示してください。

20090306-Y0031-0(4/5)

SECRET
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型式= KSP90R-CHMRKH	フレームNo. = A042806	L/O= 061031	登録= 070109
荷姿=	ライン= F1 TMMF	Eng= IKR-FE	Eng No. = 5342692
T/M= MC551	車種コード= 316H		
部位コード= F2101	現象コード= 930	重要度= A	

[配布先]	処理No. = 20090306-Y0031-0		
*TMMF/TMMF		2セン/2	C/Z C1
1車突/2DG		車実統/1G	
車実統/PG		高品質/技術員	
アボ設/3UB		客 品/2車両	
TME/R&D			
			処理G = TME/ECQE/VO

20090306-Y0031-0(5/5)

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3A70433

FIELD TECHNICAL REPORT

Toyota (GB) PLC

(Approved)

FTR No.	Country, Region, Territory	Created by	Issue Date
2009/109/GB	U.K.	John Stergiou	2009/03/09
Model	Model Code	Year Model	Priority
AYGO - TPCA	KGB10R-AGGGKW	2005	A
VIN/Frame No.	Engine No.	Mileage	Number of Cases
JTDJG18C20N145841	5451852	14168Km	13
Component Code	Component	Production	
K33	Accelerator - Accelerator Pedal		20/02/2007
Original failed parts No.	Correction Parts No.	Status of original failed parts	Main Responsibility
78110-0H020	78110-0H020	Stored at Dealer	TMC
TMME/TMC Receiving Date	Delivery Date	Repair Date	First Complaint Date
2009/03/09	2007/09/18	2009/02/24	2009/01/28

Subject**Aygo KGB10 w/ M-MT - Alleged Accelerator Pedal sticking - 3rd Report - TSR Report****Introduction**

This is a follow-up report further to our previous FTR Nos 2008/026/GB and 2009/062/GB.

TGB are continuing to receive Dealer reports as well as Warranty Claims related to allegations of accelerator pedal sticking on Aygo KGB 10 with the M-MT transmission system.

TGB have carried out a warranty search on Part Number 78110-0H020 (Pedal assy, Accelerator) from 12/02/2009 (date of last FTR submission) to date and by CCR (Condition, Cause, Remedy) were able to identify additional 12 warranty claims of the same reported symptom.

This brings the number of reported cases in this FTR to 13 and the total number of cases to 53.

Symptom/Condition**Customer complaint**

The owner of the headline vehicle complained that *'when driving the car it runs away with her when she comes off the throttle like the throttle is staying down. Also has lifted off and the car carried on driving at 70mph without touching the accelerator pedal'*. (NOTE: The headline vehicle is an M-MT).

AR² Investigation

The TSR Technician road tested the headline vehicle but was unable to reproduce the reported symptom. The TSR Technician checked for DTC codes; no DTC codes were detected/stored in the ECU's memory.

Note: The TSR technician reported that the headline vehicle was equipped with Genuine TOYOTA Carpet mats which were correctly/securely fitted.

However, the TSR technician stated that upon inspection he found that the Accelerator pedal was *'stiff and notchy to operate when pressed by hand'*.

帳簿管理部署と帳票No : お客様品質部第1車両室海外G 0424-1

20090310-G0025-0(1/8)