

STUCK ACCELERATOR

2009 AUGUST

Toyota Motor Corporation initiates a recall to correct a possible incursion of a front driver's side floor mat into the foot pedal well, which can cause pedal entrapment.

A crash killing California (USA) Highway Patrol Officer Mark Saylor, his wife, daughter, and brother-in-law became a watershed for a sudden unintended acceleration problem in vehicles manufactured by the Toyota Motor Corporation that first appeared in 2002.

2010 JANUARY

The IAED™ begins work on a protocol to handle stuck accelerators in both automatic and manual transmission vehicles and vehicles with different ignition types such as standard key vs. on/off button.

2009 NOVEMBER

Toyota initiates a second recall after some crashes were shown not to have been caused by floor mat incursion and halts sales of some of its most popular car and truck models in the U.S., Europe, and China.

2010 MARCH

2010 FEBRUARY

IAED releases Accelerator Stuck & Can't Stop Vehicle Protocol in manual card format (tabbed pullout style) that can be used by emergency dispatchers in all three disciplines (police, fire, and medical). Any emergency communication center, whether an MPDS® user or not,

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2010 APRIL

2010 MAY

The National Highway Traffic Safety Administration reports that from 2000 to mid-May 2010, it had received more than 6,200 complaints involving sudden acceleration in Toyota vehicles. The reports include 89 deaths and 57 injuries over the same period.

Chrysler initiates recall of 35,000 Dodge and Jeep models for sticky accelerator pedals.

2010 JUNE

2010 NOVEMBER

Toyota confirms a confidential settlement in the lawsuit involving the 2007 crash of a Camry that severely injured the driver, 76-year-old Jean Bookout, and killed her 80-year-old passenger, Barbara Schwarz.

IAED releases printable PDF of the protocol for placement at each workstation.

2015 OCTOBER

2013 OCTOBER

Brown County Public Safety Communications (Green Bay, Wisconsin, USA) EMD Julia Robak uses the ProQA Accelerator Stuck & Can't Stop Vehicle Protocol to help 16-year-old Olivia Crooks stop her out-of-control Chrysler PT Cruiser