REPORT NO. 124-KAR-06-004

SAFETY COMPLIANCE TESTING FOR FMVSS NO. 124

ACCELERATOR CONTROL SYSTEMS

FORD MOTOR COMPANY
2006 FORD RANGER
2-DOOR EXTRA CAB TRUCK

NHTSA NO. C60207

PREPARED BY:
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OCTOBER 04, 2006

FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
ROOM 6115 (NVS-220)
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WASHINGTON, D.C. 20590

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Prepared by: _____ Date: 10/04/06

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Mr. Frank D. Richardson, Program Manager
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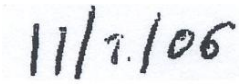
Accepted By: _____



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16. *Abstract* Compliance tests were conducted on the subject 2006 Ford Ranger 2-Door Extra Cab Truck on October 04, 2006 in accordance with the specifications of the Office of Vehicle Safety Compliance Laboratory Test Procedure No. TP-124-06 for the determination of FMVSS 124 compliance. There were no apparent test failures.			
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SECTION 1

PURPOSE OF COMPLIANCE TEST

1. PURPOSE OF COMPLIANCE TEST

Tests were conducted on a 2006 Ford Ranger 2-Door Extra Cab Truck, manufactured by Ford Motor Company, to determine compliance with FMVSS 124, “Accelerator Control Systems”. FMVSS 124 establishes requirements for the return of a vehicle’s throttle to the idle position when the driver removes the actuating force from the accelerator control, or in the event of a severance or disconnection in the accelerator control system. The purpose of this standard is to reduce the number of deaths and injuries resulting from engine over-speed caused by malfunctions in the accelerator control system.

All tests were conducted based on the current National Highway Traffic Safety Administration (NHTSA), Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedures, TP-124-06, dated April 20, 2000, and corresponding KARCO Engineering test procedure KTP-124A, dated May 24, 2006. As per directions of NHTSA, testing was not performed on a dynamometer or at high or low ambient temperature conditions. Detailed procedures for receiving, inspecting, testing and reporting of test results are described in the test procedures and are not repeated in this report.

This report is organized in sections containing pertinent test information and data tables as follows:

Section 2	-	Compliance Test Procedure and Data Summary
Section 3	-	Test Results
Appendix A	-	Photographs
Appendix B	-	Data Plots
Appendix C	-	Test Equipment List

SECTION 2

COMPLIANCE TEST PROCEDURE AND DATA SUMMARY

2. COMPLIANCE TEST PROCEDURE AND DATA SUMMARY

A 2006 Ford Ranger 2-Door Extra Cab Truck was subjected to FMVSS 124 compliance testing. The tests were conducted at KARCO Engineering in Adelanto, California on October 04, 2006. The following tests were performed:

- Inspection
- Time to Return to Idle Position (Complete Normal Operation)
- Time to Return to Idle Position (1st Energy Source Removed)
- Time to Return to Idle Position (2nd Energy Source Removed)
- Time to Return to Idle Position (Severance)

The tests were conducted per the FMVSS 124 test procedure. The significant aspects of the test procedure are described in the following paragraphs.

A. INSPECTION

The operation of all adjustable accelerator control systems shall be checked to ascertain that the systems operate correctly. The accelerator control systems shall have at least two sources of energy capable of returning the throttle to the idle.

B. COMPLIANCE TEST EXECUTION (STATIC TESTING OF ACCELERATOR CONTROL SYSTEMS)

B.1 FULLY OPERATIONAL SYSTEM

Continuously record ambient temperature, engine coolant temperature, throttle position versus time and engine RPM versus time for the duration of each test. The accelerator may be depressed by hand or foot pressure or by any other mechanical means. Conduct the tests for 25% WOT, 50% WOT, 75% WOT and 100% WOT. Conduct the test a second time with the engine off.

B.2 DISCONNECTION OF THE FIRST SOURCE OF THROTTLE RETURN ENERGY

Remove one of the throttle return springs. Continuously record ambient temperature, engine coolant temperature, throttle position versus time, and engine RPM versus time for the duration of each test. The accelerator may be depressed by hand or foot pressure or by any other mechanical means. Conduct the tests for 25% WOT, 50% WOT, 75% WOT and 100% WOT. Conduct the test a second time with the engine off. Return the system to original condition.

B.3 DISCONNECTION OF THE SECOND SOURCE OF THROTTLE RETURN ENERGY

Remove the second throttle return spring and reconnect the first spring. Continuously record ambient temperature, engine coolant temperature, throttle position versus time, and engine RPM versus time for the duration of each test. The accelerator may be depressed by hand or foot pressure or by any other mechanical means. Conduct the tests for 25% WOT, 50% WOT, 75% WOT and 100% WOT. Conduct the test a second time with the engine off. Return the system to original condition.

B.4 SEVERANCE

Identify the points determined in Section 11.3.4 of the KTP-124A test procedure to be the most critical in the accelerator control system. Induce severance or disconnection in the throttle return linkage. Continuously record ambient temperature, engine coolant temperature, throttle position versus time engine RPM versus time for the duration of each test. The accelerator may be depressed by hand or foot pressure or by any other mechanical means. Conduct the tests for 25% WOT, 50% WOT, 75% WOT and 100% WOT. Conduct the test a second time with the engine off. Return the system to original condition.

B.5 TEST SET-UP

Each series of tests were conducted in the same manner. Throttle plate position was measured using the vehicle's throttle plate position sensor. Engine RPM was obtained with an optical fifth wheel recording speed on the vehicle's engine belt. The Ford Ranger engine was RPM limited and the RPM of the engine remained relatively constant for multiple throttle plate positions. Release of the accelerator pedal and severance is time zero (0) on the data traces. The data trace for throttle plate is measured as a percentage where 0% is idle and 100% is wide open throttle. Time is for the engine RPM to return to approximate steady state idle on the Data sheet No.4. Severance was accomplished by disconnecting the accelerator cable from the throttle body and actuating the throttle plate with a piece of string. Time zero on the data plots equates to release of string simulating failure.

B.6 ENGINE SPEED FOR THE FOLLOWING THROTTLE PLATE POSITIONS :

Curb Idle Position	750 RPM
100% Wide Open Throttle (WOT)	3100 RPM
Throttle Position When Engine Limits	3100 RPM
75% WOT	3100 RPM
50% WOT	3100 RPM
25% WOT	3100 RPM

SECTION 3

TEST DATA

3. TEST DATA

The results of FMVSS 124 compliance tests that were conducted on the 2006 Ford Ranger 2-Door Extra Cab Truck on October 04, 2006 to determine compliance with FMVSS 124, “Accelerator Control Systems” are presented in this section.

DATA SHEET NO. 1

VEHICLE INSPECTION AND IDENTIFICATION

TEST VEHICLE INFORMATION			
Manufacturer	Ford Motor Company	VIN	1FTYR14U56PA17744
Manufacturing Date	09/2005	Delivery Date	09/25/2006
Dealer	John Nolan Ford	NHTSA No.	C60207
Odometer Reading (mi.)	262	Fuel Type	Gas
Engine Displacement (lit.)	3.6	Cylinders	V6
Transmission	Automatic	Final Drive	Rear
Engine Placement	Longitudinal	Color	Yellow
Tire Press./Max. Cap. Front	300 kpa (44 psi)	Cold Tire Press. Front	205 kpa (30 psi)
Tire Press./Max. Cap. Rear	300 kpa (44 psi)	Cold Tire Press. Rear	205 kpa (30 psi)
Recommend Tire Size	P235/70R16	Type of Spare	P235/70R16
Tire Size on Vehicle	P235/70R16	Manufacturer	Continental
GVWR	2250 kg (4960 lb)	Cargo Capacity	625 kg (1380 lb)
GAWR Front	1139 kg (2510 lb)	GAWR Rear	1179 kg (2600 lb)
Air Conditioning	Yes	Power Steering	Yes
Power Brakes	Yes	AM/FM/Cassette	Yes
Disc Brakes (Front)	Yes	Disc Brakes (Rear)	No
Power Windows	No	Tilt Steering	Yes
Anti-lock Brakes (ABS)	Yes	Power Seats	No
Driver Airbag	Yes	Passenger Airbag	Yes
Control System	Fuel Injected		
Comments:	None		

DATA SHEET NO. 2

VEHICLE THROTLE CONTROL INSPECTION

VEHICLE			
YEAR	**2006**	MAKE	**Ford Motor Company**
MODEL	**Ford Ranger**	BODY STYLE	**2-Door Extra Cab Truck**
NHTSA NO.	**C60207**	VIN	**1FTYR14U56PA17744**
TEST DATE:	**10/04/2006**	TEMPERATURE	**30.1° C**

Determine how many forms of energy are present on the vehicle to return throttle to idle. If more than two, describe the third in the comments below.	2
Describe the first energy source.	Linear spring mounted parallel to throttle cable.
Describe the second energy source.	Torsion spring mounted on throttle shaft.
Does vehicle have a return spring on the accelerator pedal?	No
Describe point of severance.	Throttle cable was disconnected from the throttle shaft.

Comments: None

TEST STATUS:	PASSED —	**x**	FAILED —	

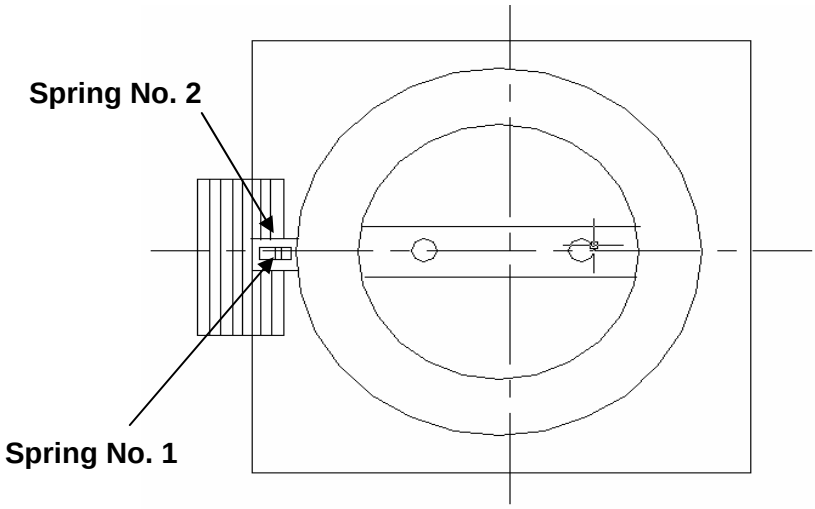
RECORDED BY: **RUPESH B. PATEL** DATE: **10/04/06**

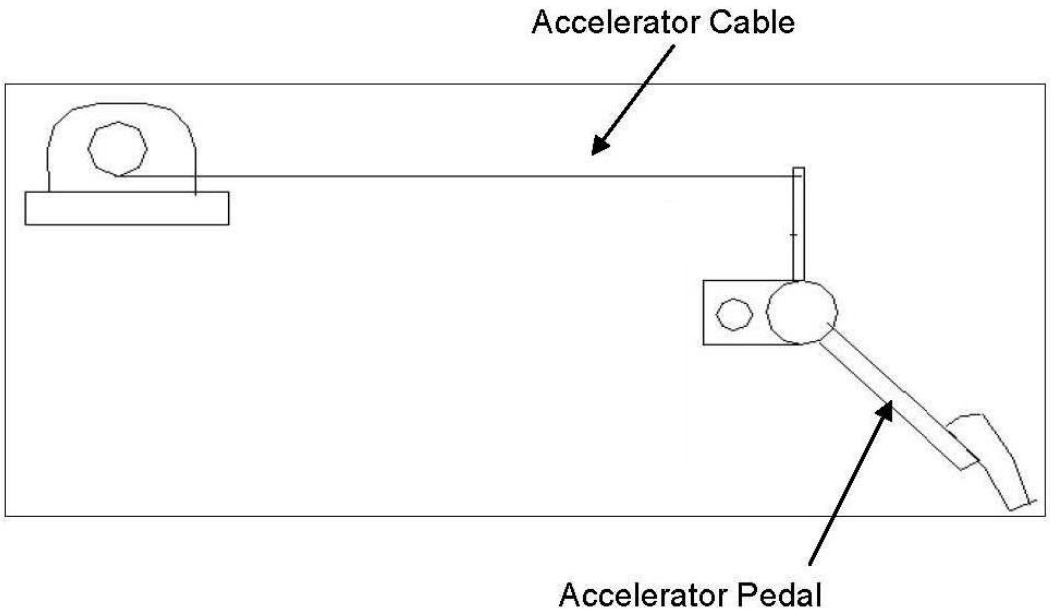
APPROVED BY: **MICHAEL L. DUNLAP** DATE: **10/04/06**

DATA SHEET NO. 3

MANUFACTURER'S DRAWINGS

VEHICLE			
YEAR	**2006**	MAKE	**Ford Motor Company**
MODEL	**Ford Ranger**	BODY STYLE	**2-Door Extra Cab Truck**
NHTSA NO.	**C60207**	VIN	**1FTYR14U56PA17744**
TEST DATE:	**10/04/2006**	TEMPERATURE	**26.3° C**





DATA SHEET NO. 4

TEST EXECUTION

VEHICLE			
YEAR	**2006**	MAKE	**Ford Motor Company**
MODEL	**Ford Ranger**	BODY STYLE	**2-Door Extra Cab Truck**
NHTSA NO.	**C60207**	VIN	**1FTYR14U56PA17744**
TEST DATE:	**10/04/2006**	TEMPERATURE	**26.3° C**

THROTTLE CONTROL SYSTEM CONDITION:				ACCELERATOR CONTROL SYSTEM INTACT, AMBIENT TEMPERATURE, ENGINE ON			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**25.0%**	**3173.7**	**106.3°C**	**0.0%**	**130 msec**	**Pass**
2	50%	**50.1%**	**3254.6**	**106.3°C**	**0.0%**	**150 msec**	**Pass**
3	75%	**75.2%**	**3256.7**	**106.3°C**	**0.0%**	**140 msec**	**Pass**
4	100%	**100.1%**	**3240.1**	**106.3°C**	**0.0%**	**140 msec**	**Pass**

THROTTLE CONTROL SYSTEM CONDITION:				ACCELERATOR CONTROL SYSTEM INTACT, AMBIENT TEMPERATURE, ENGINE OFF			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**25.2%**				**110 msec**	**Pass**
2	50%	**50.0%**				**120 msec**	**Pass**
3	75%	**75.1%**				**120 msec**	**Pass**
4	100%	**100.0%**				**120 msec**	**Pass**

RETURN TIME REQUIREMENTS:
1 second (1000 msec) for vehicles less than 4536 kg.
2 seconds (2000 msec) for vehicles more than 4536 kg.
3 seconds (3000 msec) for vehicle exposed to -18°C or less.

TEST STATUS:	PASSED —	**X**	FAILED —	

RECORDED BY: **RUPESH B. PATEL** DATE: **10/04/06**

APPROVED BY: **MICHAEL L. DUNLAP** DATE: **10/04/06**

DATA SHEET NO. 4…(CONTINUED)
TEST EXECUTION

VEHICLE			
YEAR	**2006**	MAKE	**Ford Motor Company**
MODEL	**Ford Ranger**	BODY STYLE	**2-Door Extra Cab Truck**
NHTSA NO.	**C60207**	VIN	**1FTYR14U56PA17744**
TEST DATE:	**10/04/2006**	TEMPERATURE	**26.3° C**

THROTTLE CONTROL SYSTEM CONDITION:				1ST RETURN SPRING REMOVED, AMBIENT TEMPERATURE, ENGINE ON			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**24.9%**	**3130.4**	**103.6°C**	**0.0%**	**100 msec**	**Pass**
2	50%	**50.0%**	**3179.9**	**103.6°C**	**0.0%**	**110 msec**	**Pass**
3	75%	**75.0%**	**3178.2**	**103.6°C**	**0.0%**	**120 msec**	**Pass**
4	100%	**100.0%**	**3182.5**	**103.6°C**	**0.0%**	**130 msec**	**Pass**

THROTTLE CONTROL SYSTEM CONDITION:				1ST RETURN SPRING REMOVED, AMBIENT TEMPERATURE, ENGINE OFF			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**25.0%**				**120 msec**	**Pass**
2	50%	**50.0%**				**120 msec**	**Pass**
3	75%	**75.0%**				**130 msec**	**Pass**
4	100%	**100.0%**				**110 msec**	**Pass**

RETURN TIME REQUIREMENTS:
1 second (1000 msec) for vehicles less than 4536 kg.
2 seconds (2000 msec) for vehicles more than 4536 kg.
3 seconds (3000 msec) for vehicle exposed to -18°C or less.

TEST STATUS:	PASSED —	**x**	FAILED —	

RECORDED BY: **RUPESH B. PATEL** DATE: **10/04/06**

APPROVED BY: **MICHAEL L. DUNLAP** DATE: **10/04/06**

DATA SHEET NO. 4…(CONTINUED)

TEST EXECUTION

VEHICLE			
YEAR	**2006**	MAKE	**Ford Motor Company**
MODEL	**Ford Ranger**	BODY STYLE	**2-Door Extra Cab Truck**
NHTSA NO.	**C60207**	VIN	**1FTYR14U56PA17744**
TEST DATE:	**10/04/2006**	TEMPERATURE	**26.3° C**

THROTTLE CONTROL SYSTEM CONDITION:				2ND RETURN SPRING REMOVED, AMBIENT TEMPERATURE, ENGINE ON			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**25.0%**	**3038.5**	**97.5°C**	**0.0%**	**110 msec**	**Pass**
2	50%	**50.0%**	**3023.6**	**97.5°C**	**0.0%**	**110 msec**	**Pass**
3	75%	**75.1%**	**3002.6**	**97.5°C**	**0.0%**	**140 msec**	**Pass**
4	100%	**100.1%**	**3075.4**	**97.5°C**	**0.0%**	**140 msec**	**Pass**

THROTTLE CONTROL SYSTEM CONDITION:				2ND RETURN SPRING REMOVED, AMBIENT TEMPERATURE, ENGINE OFF			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**25.0%**				**120 msec**	**Pass**
2	50%	**50.0%**				**130 msec**	**Pass**
3	75%	**75.1%**				**130 msec**	**Pass**
4	100%	**100.0%**				**120 msec**	**Pass**

RETURN TIME REQUIREMENTS:
1 second (1000 msec) for vehicles less than 4536 kg.
2 seconds (2000 msec) for vehicles more than 4536 kg.
3 seconds (3000 msec) for vehicle exposed to -18°C or less.

TEST STATUS:	PASSED —	**X**	FAILED —	

RECORDED BY: **RUPESH B. PATEL** DATE: **10/04/06**

APPROVED BY: **MICHAEL L. DUNLAP** DATE: **10/04/06**

DATA SHEET NO. 4…(CONTINUED)

TEST EXECUTION

VEHICLE			
YEAR	**2006**	MAKE	**Ford Motor Company**
MODEL	**Ford Ranger**	BODY STYLE	**2-Door Extra Cab Truck**
NHTSA NO.	**C60207**	VIN	**1FTYR14U56PA17744**
TEST DATE:	**10/04/2006**	TEMPERATURE	**26.2° C**

THROTTLE CONTROL SYSTEM CONDITION:				SEVERANCE, AMBIENT TEMPERATURE, ENGINE ON			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**25.0%**	**3092.2**	**105.7°C**	**0.0%**	**130 msec**	**Pass**
2	50%	**50.1%**	**3080.5**	**105.7°C**	**0.0%**	**110 msec**	**Pass**
3	75%	**75.1%**	**3152.3**	**105.7°C**	**0.0%**	**230 msec**	**Pass**
4	100%	**100.1%**	**3084.1**	**105.7°C**	**0.0%**	**130 msec**	**Pass**

THROTTLE CONTROL SYSTEM CONDITION:				SEVERANCE, AMBIENT TEMPERATURE, ENGINE OFF			
TEST NO.	NOMINAL THROTTLE POSITION	ACTUAL THROTTLE POSITION	ENGINE RPM	ENGINE COOLANT TEMPERATURE	THROTTLE POSITION SENSOR READING AT IDLE	TIME TO RETURN TO IDLE	PASS /FAIL
1	25%	**24.9%**				**110 msec**	**Pass**
2	50%	**50.1%**				**120 msec**	**Pass**
3	75%	**75.0%**				**140 msec**	**Pass**
4	100%	**100.0 %**				**130 msec**	**Pass**

RETURN TIME REQUIREMENTS:
1 second (1000 msec) for vehicles less than 4536 kg.
2 seconds (2000 msec) for vehicles more than 4536 kg.
3 seconds (3000 msec) for vehicle exposed to -18°C or less.

TEST STATUS:	PASSED —	**x**	FAILED —	

RECORDED BY: **RUPESH B. PATEL** DATE: **10/04/06**

APPROVED BY: **MICHAEL L. DUNLAP** DATE: **10/04/06**

APPENDIX A
PHOTOGRAPHS

2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-1: Front View of Vehicle

2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-2: Left Side View of Vehicle

2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-3: Right Side View of Vehicle

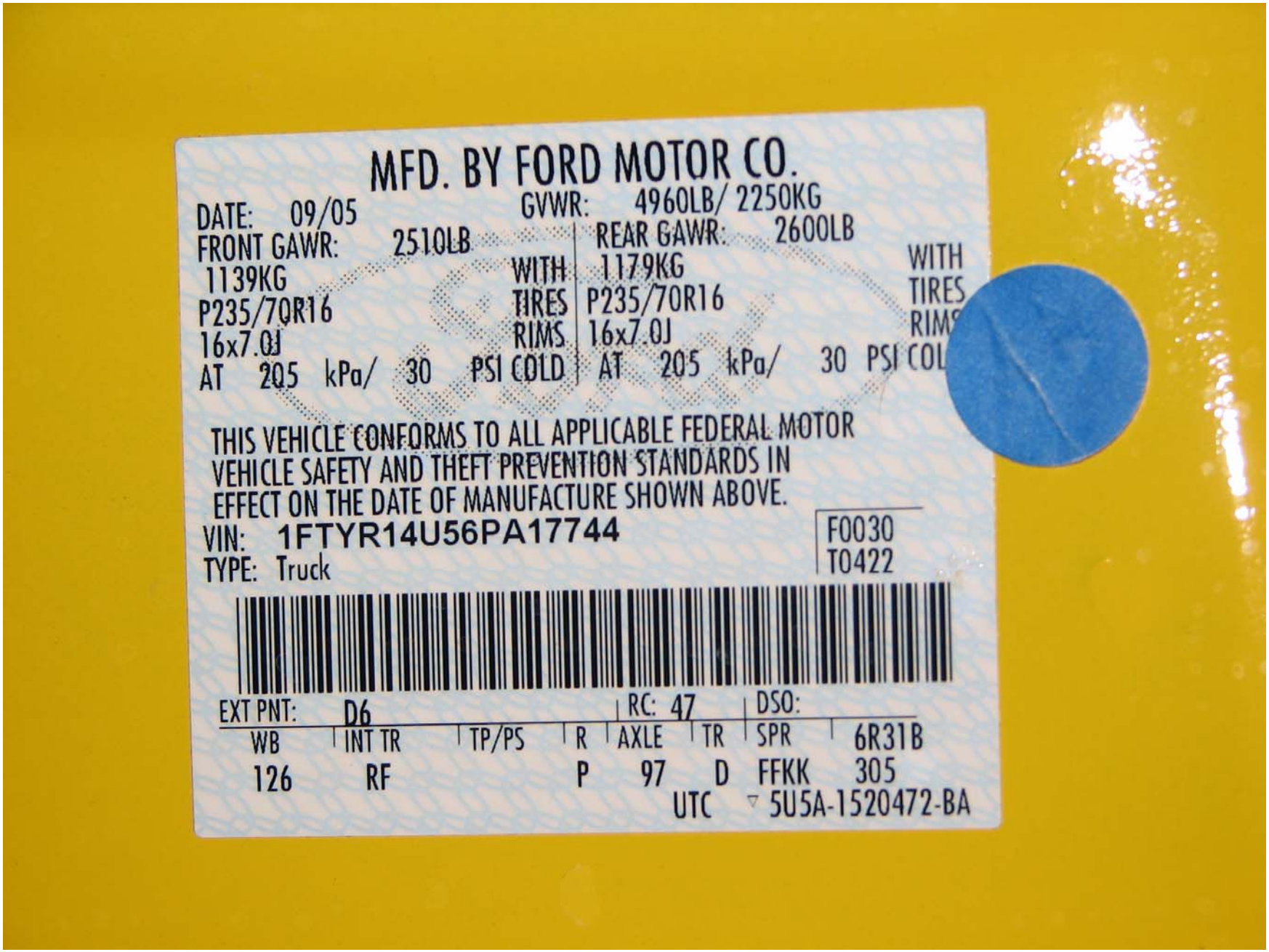
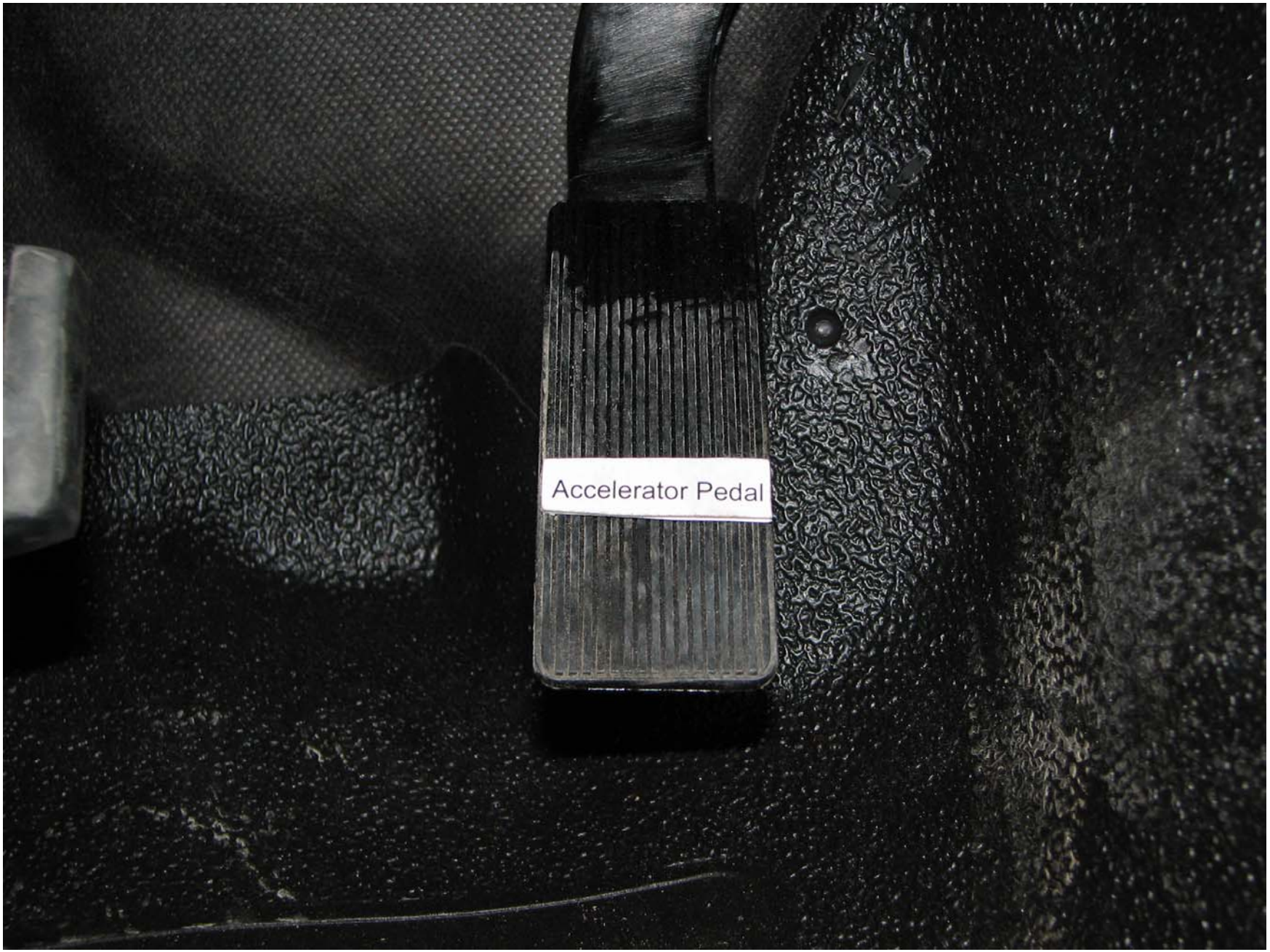


Figure A-4: Vehicle's Certification Label

2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

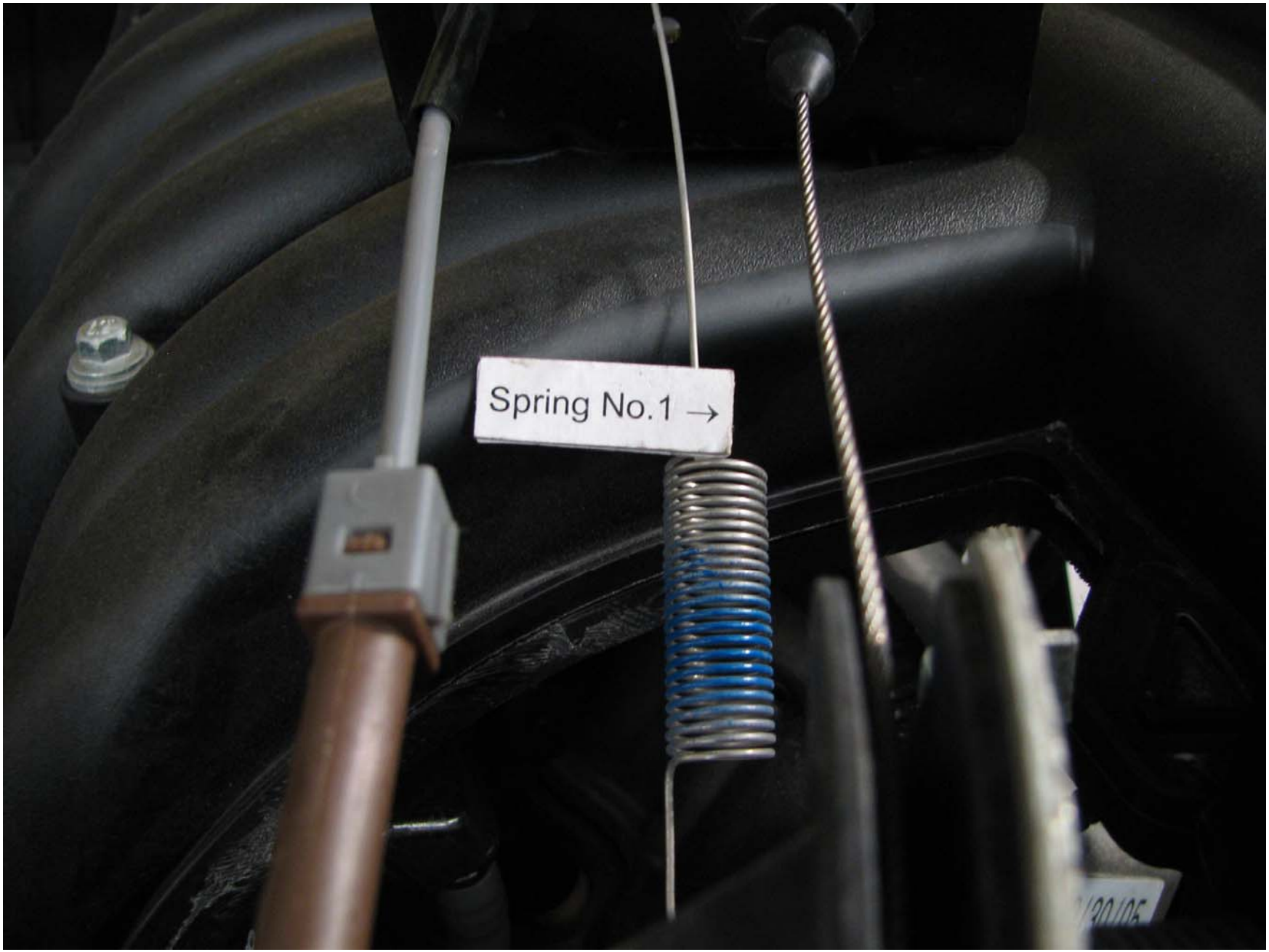
2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-5: Vehicle's Engine Compartment



2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-6: Vehicle's Accelerator Pedal

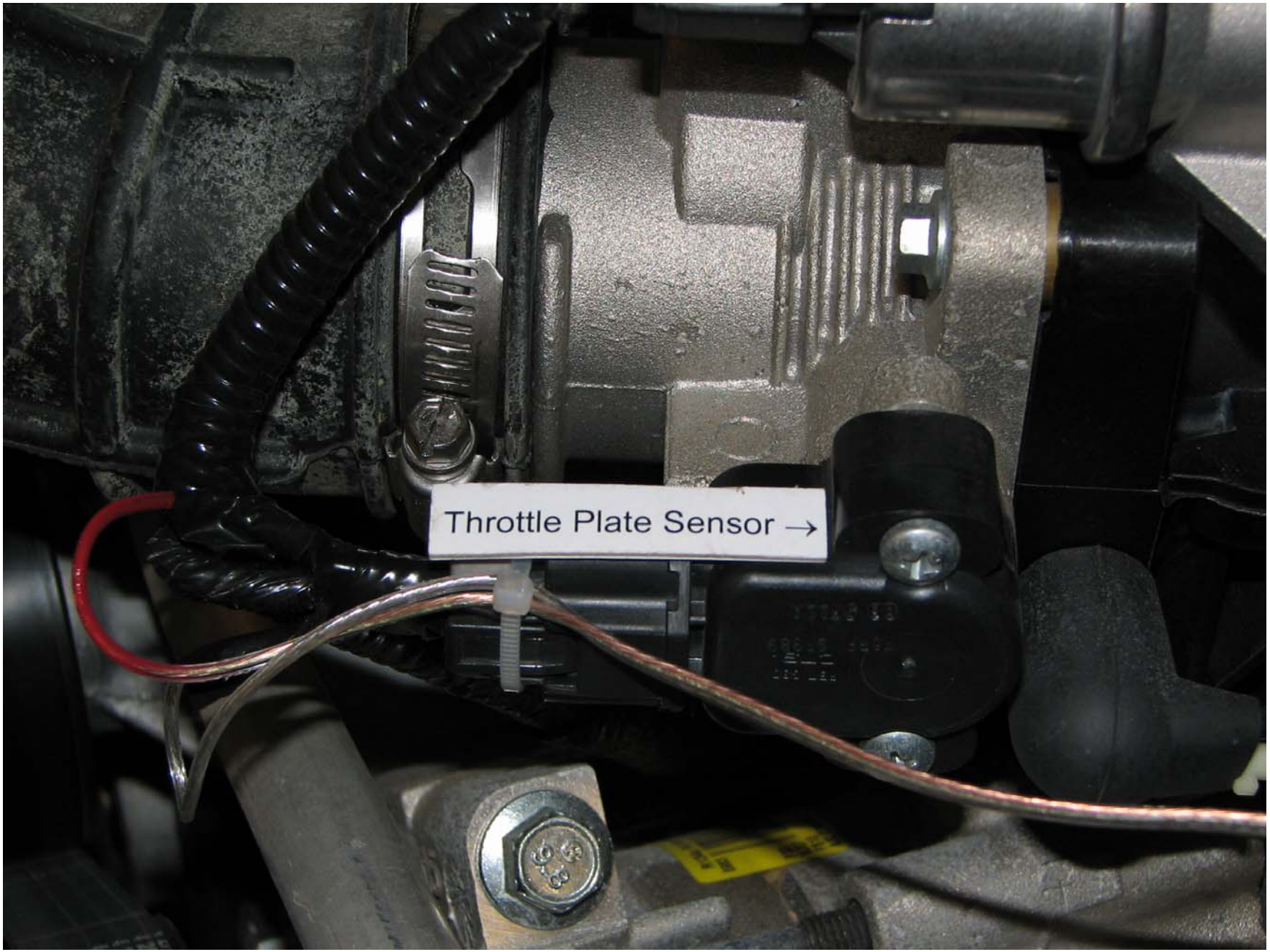


2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-7: Spring 1 Located on Vehicle's Accelerator Control System (Throttle Body)

2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-8: Spring 2 Located on Vehicle's Accelerator Control System (Throttle Body)



2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-9: Throttle Plate Sensor Located on Vehicle's Accelerator Control System

Figure A-10: Electronic Control Module

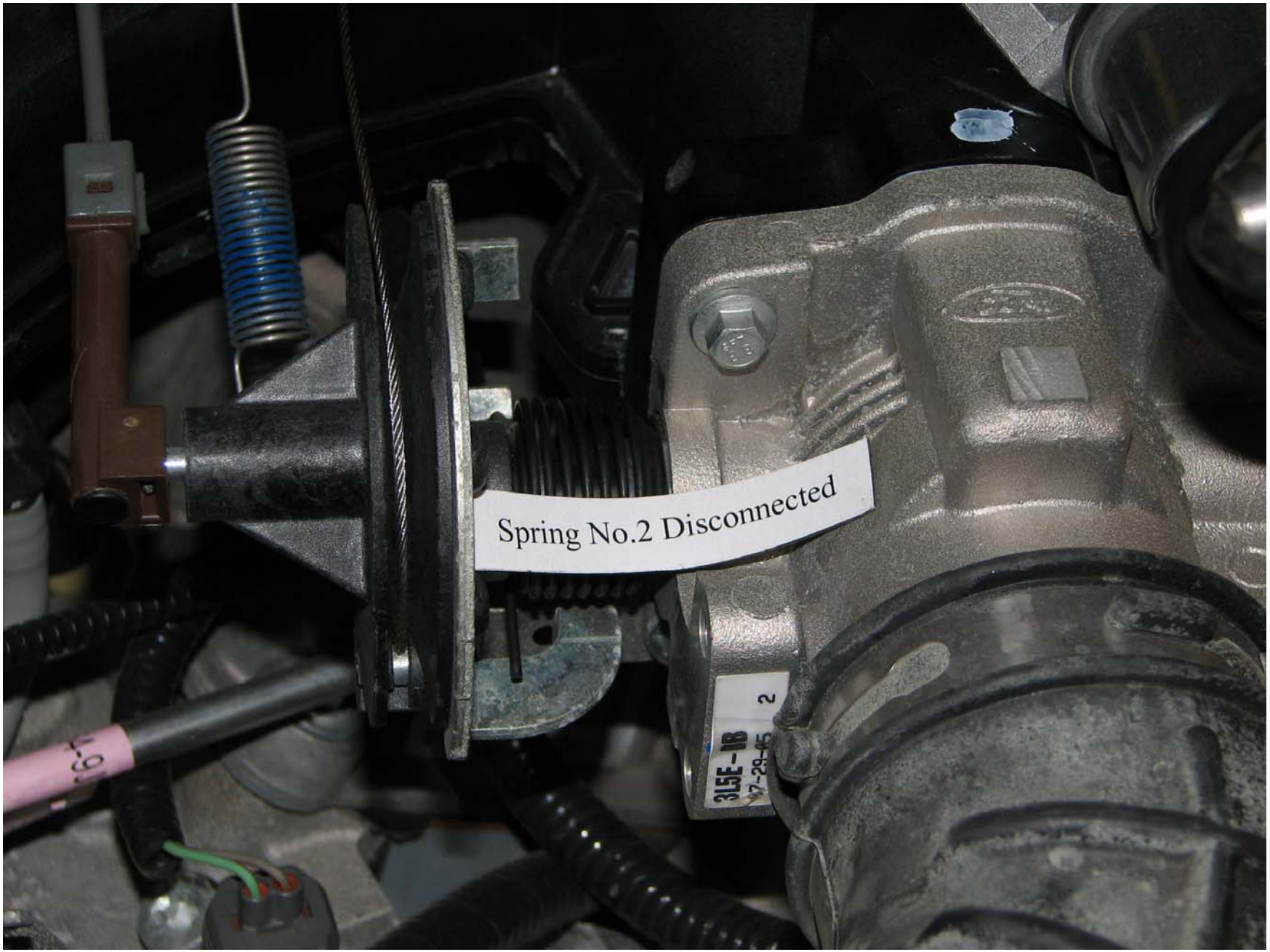
2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-11: Vehicle Test Setup

2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-12: Instrumentation

Figure A-13: Spring No. 1 Disconnected



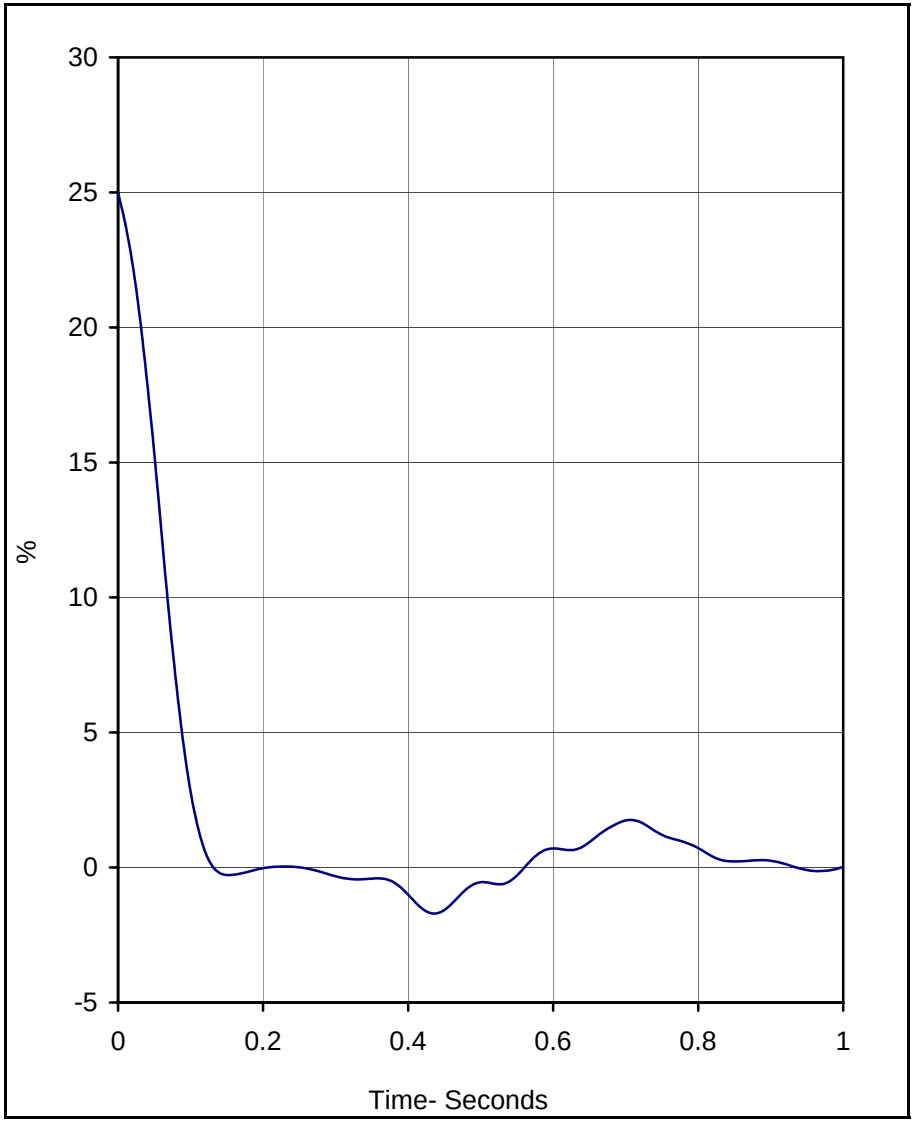
2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

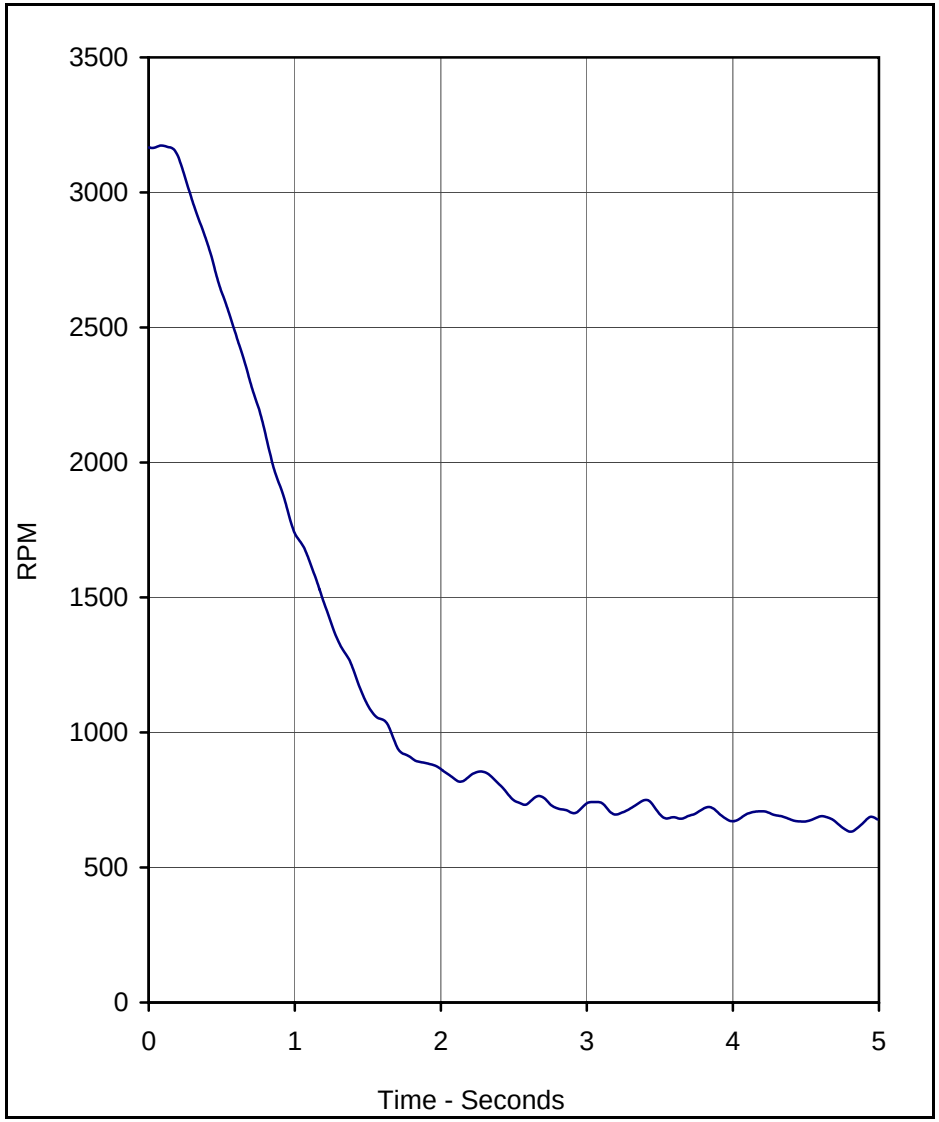
Figure A-14: Spring No. 2 Disconnected

2006 FORD RANGER
NHTSA NO. C60207
FMVSS NO. 124

Figure A-15: Severance of Throttle Body

APPENDIX B
DATA PLOTS





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3173.7	0.1	632.7	4.8	5

Test Program: FMVSS 124 (Normal Operation)

Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering

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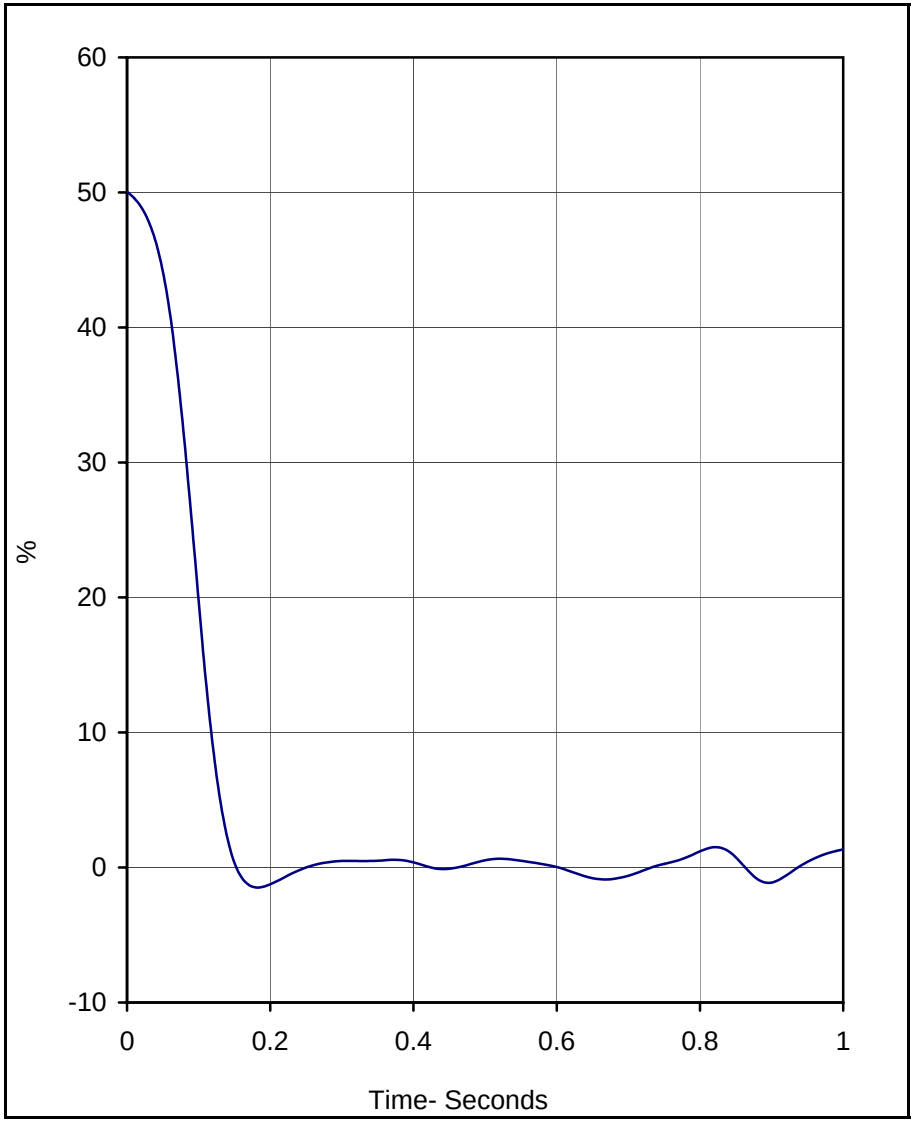
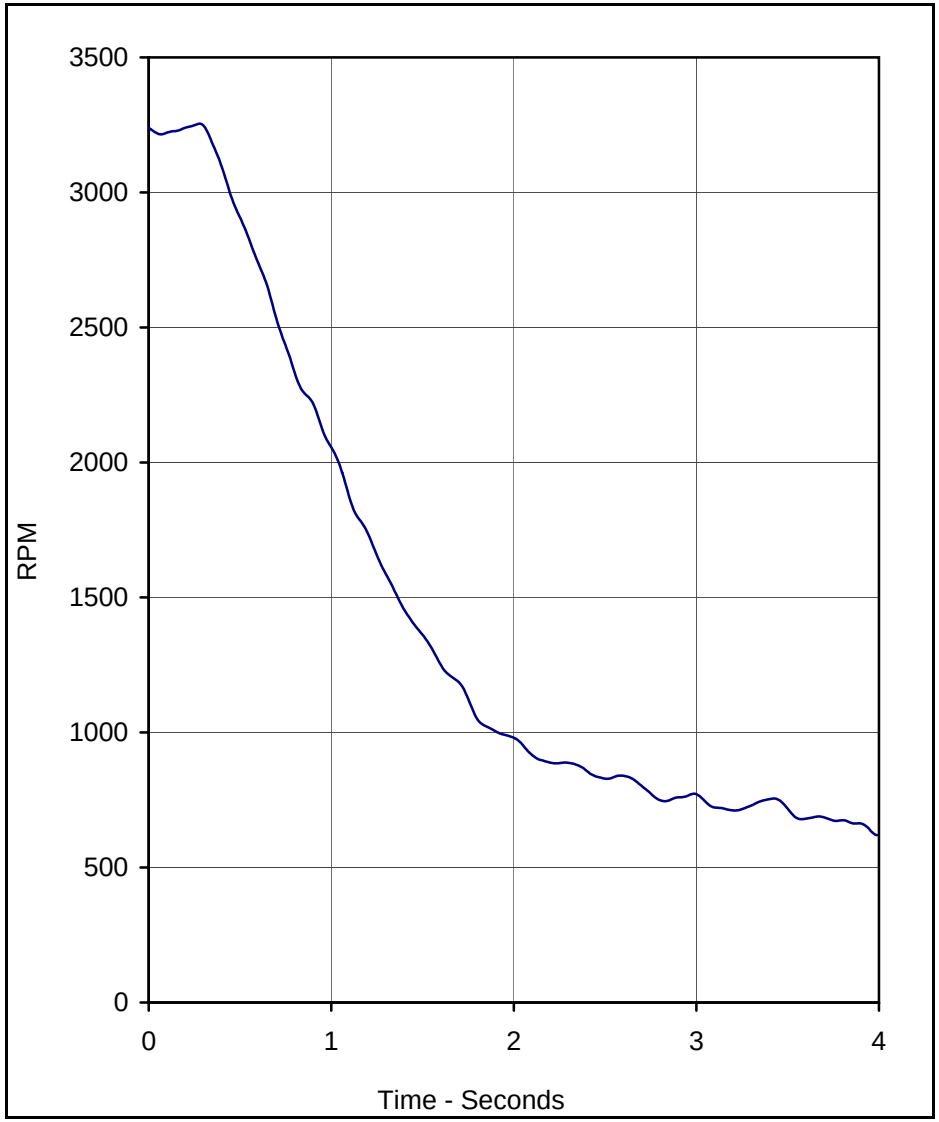
TR-P26009-04-NC





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.1	0.0	150.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3254.6	0.3	620.0	4.0	5

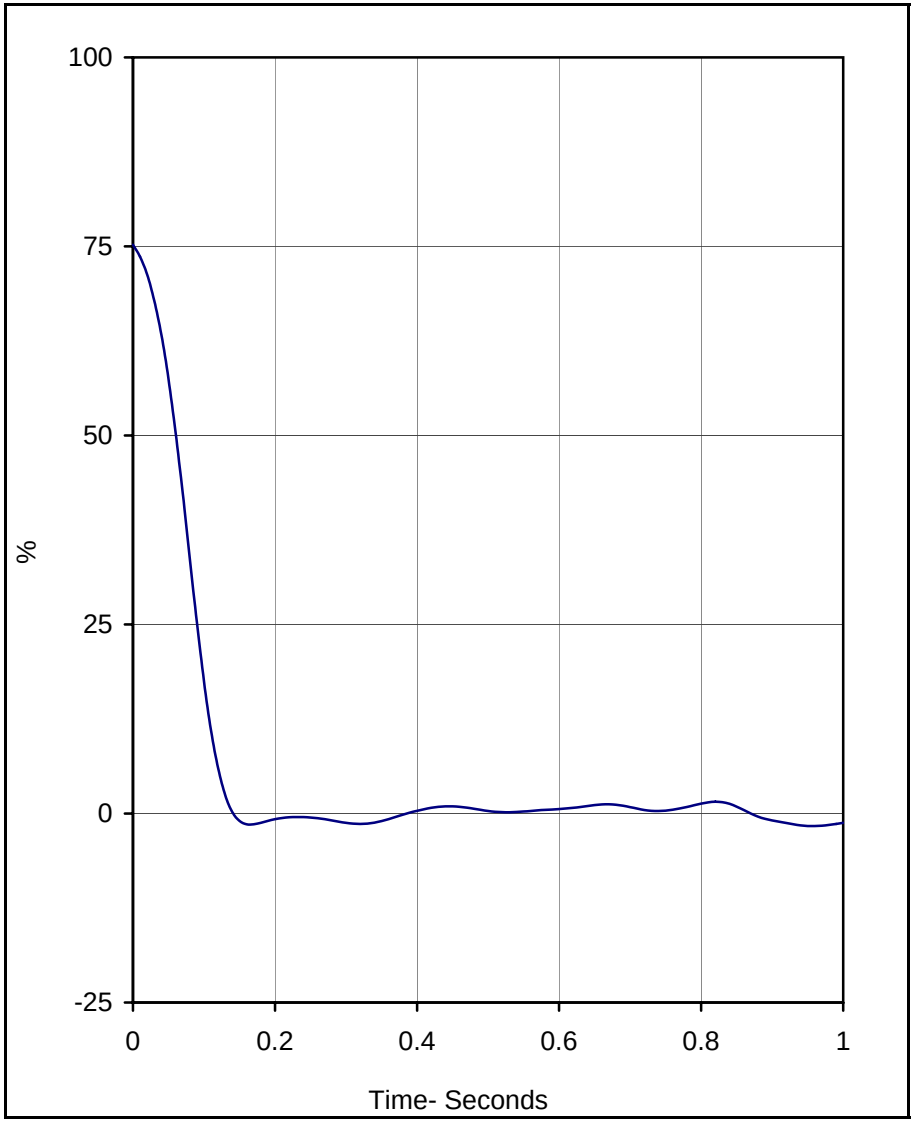
Test Program: FMVSS 124 (Normal Operation)

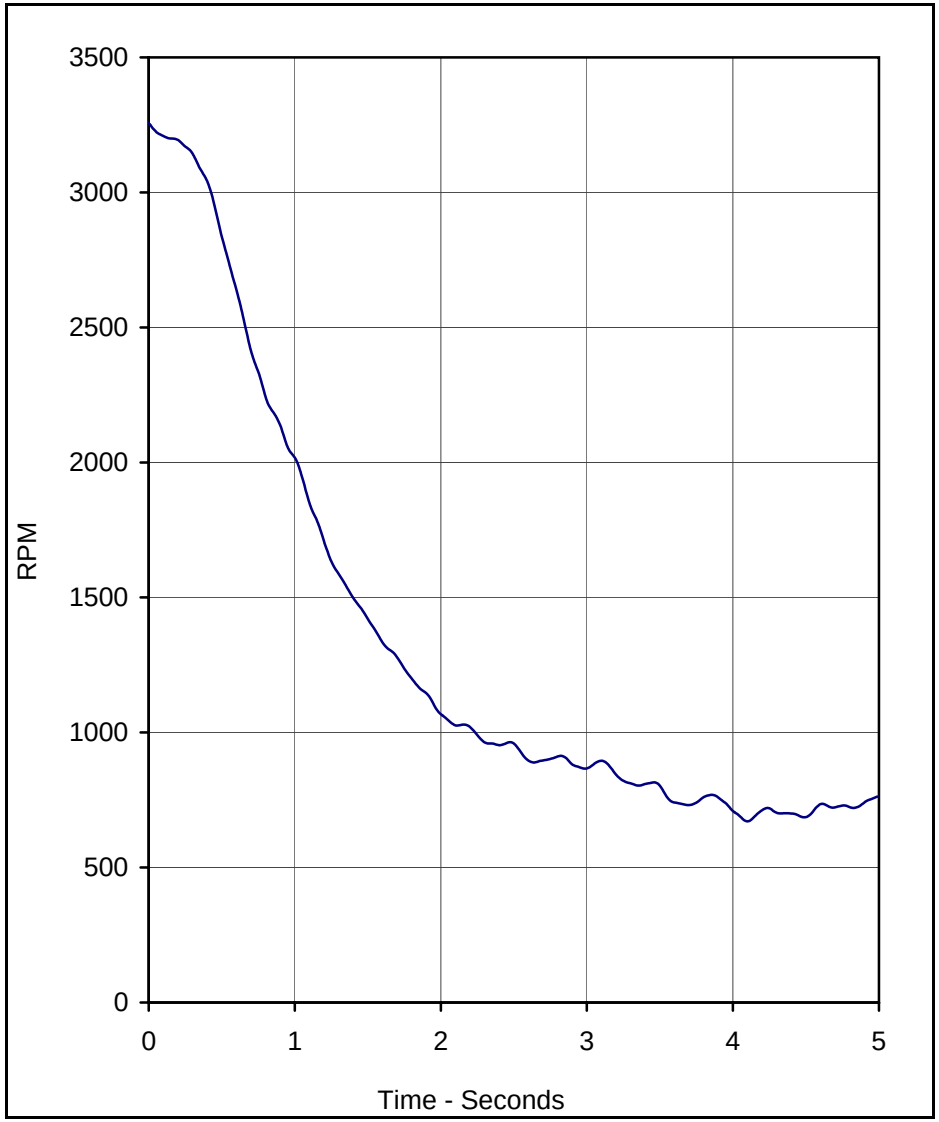
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.2	0.0	140.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3256.7	0.0	670.9	4.1	5

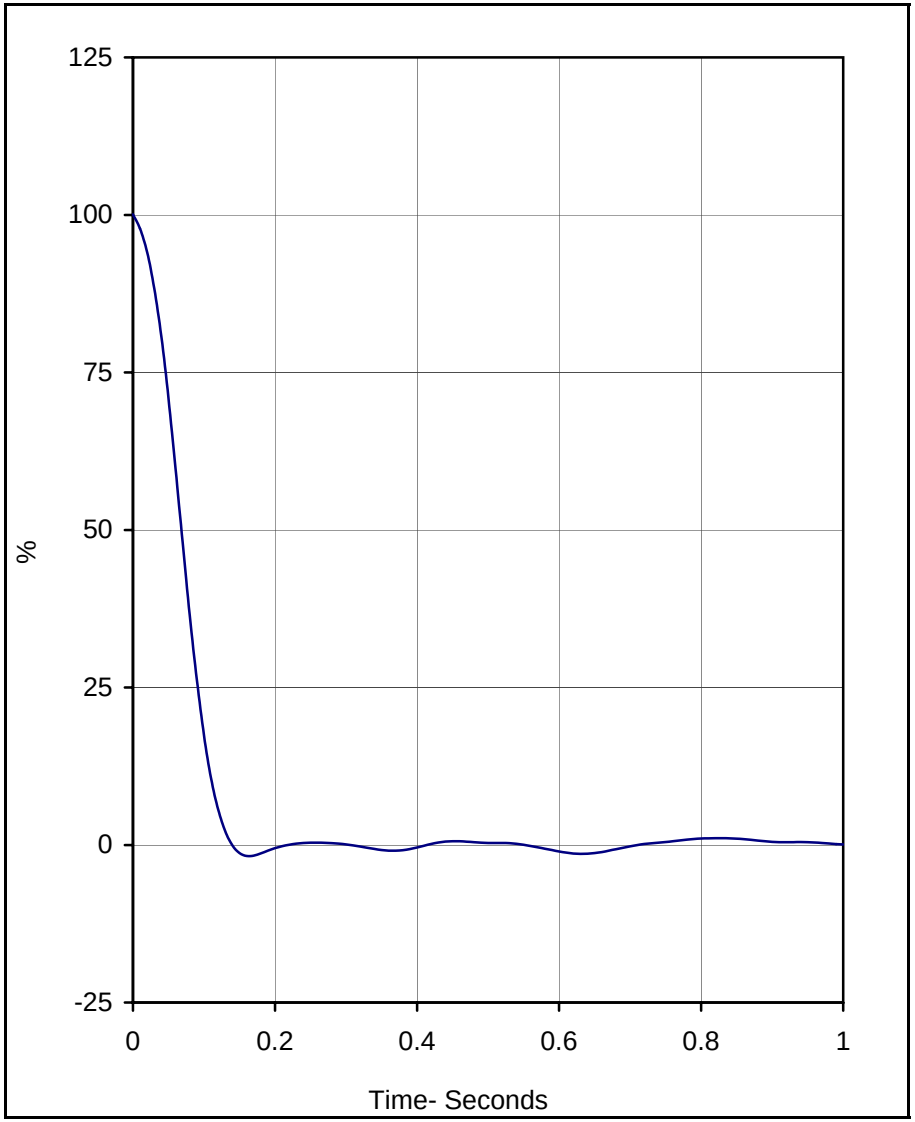
Test Program: FMVSS 124 (Normal Operation)

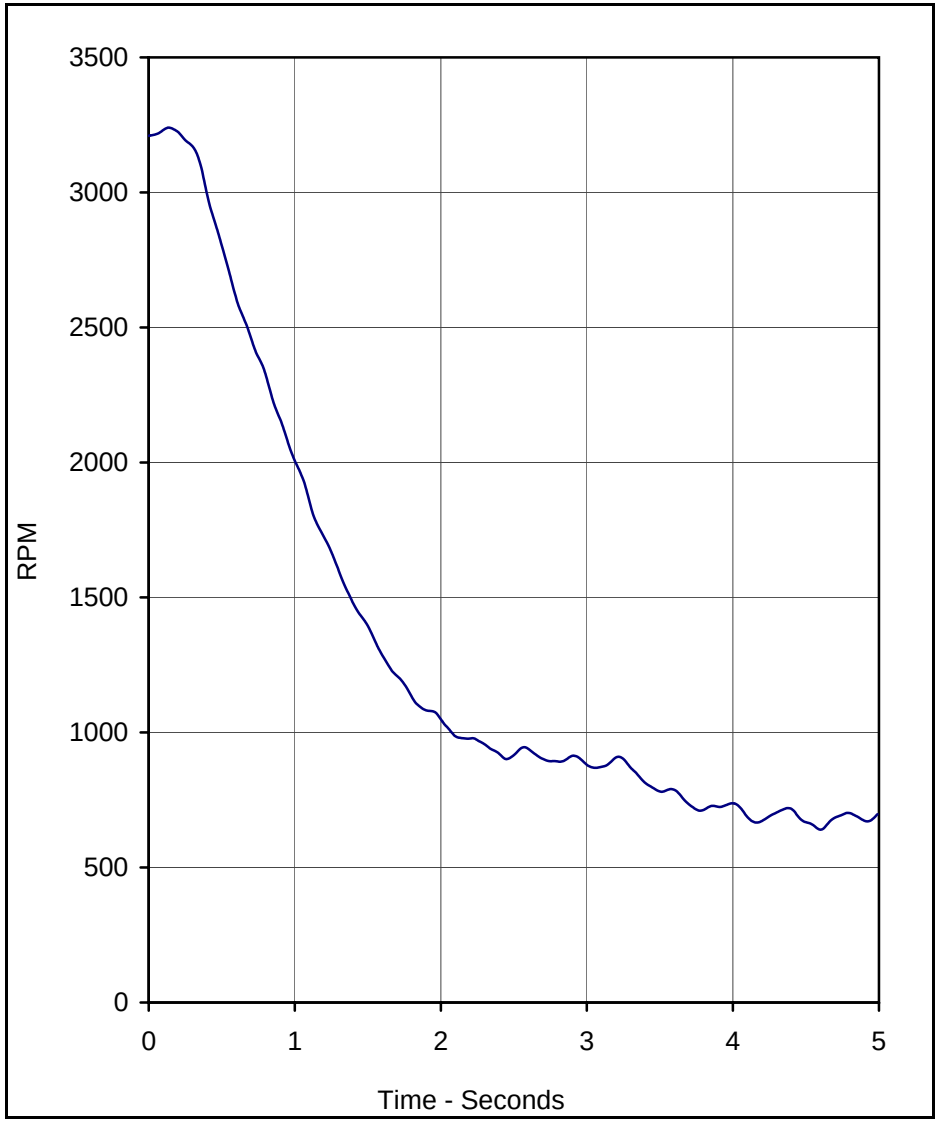
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.1	0.0	140.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3240.1	0.1	640.1	4.6	5

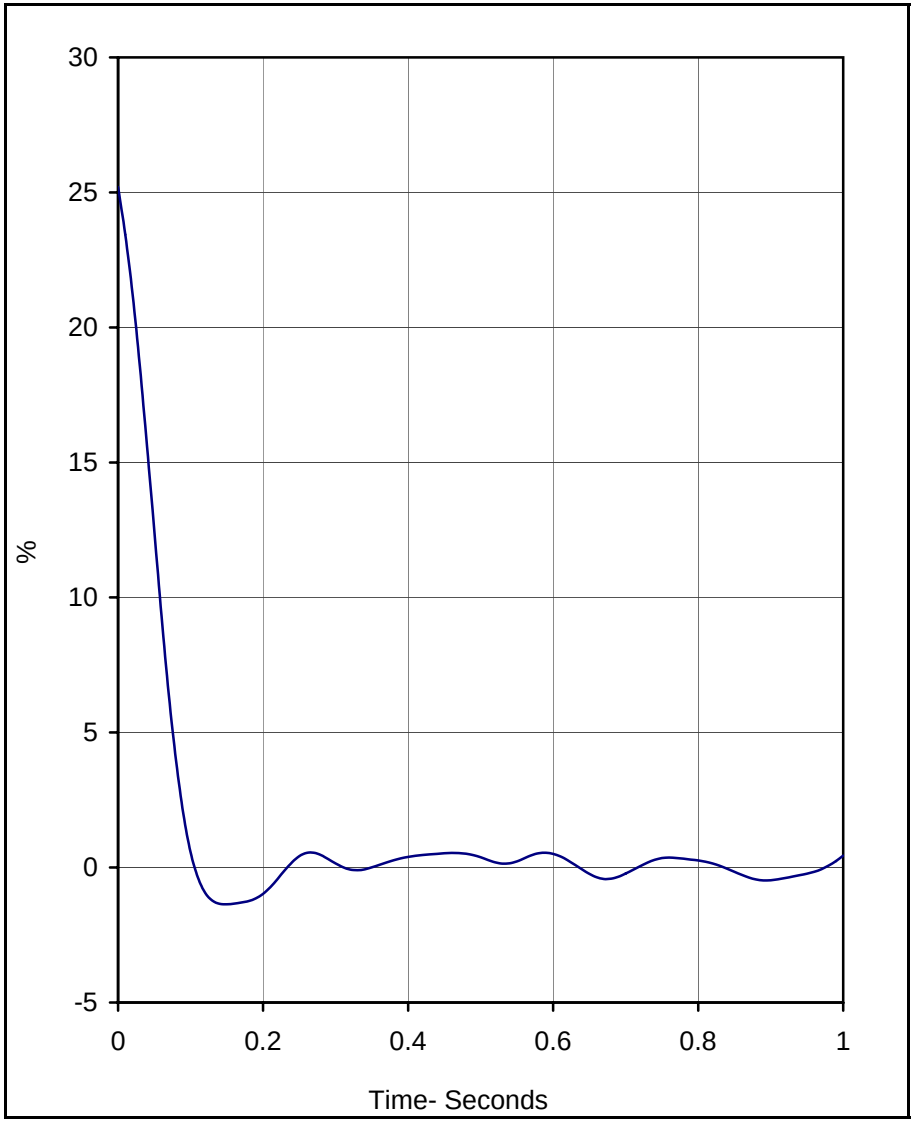
Test Program: FMVSS 124 (Normal Operation)

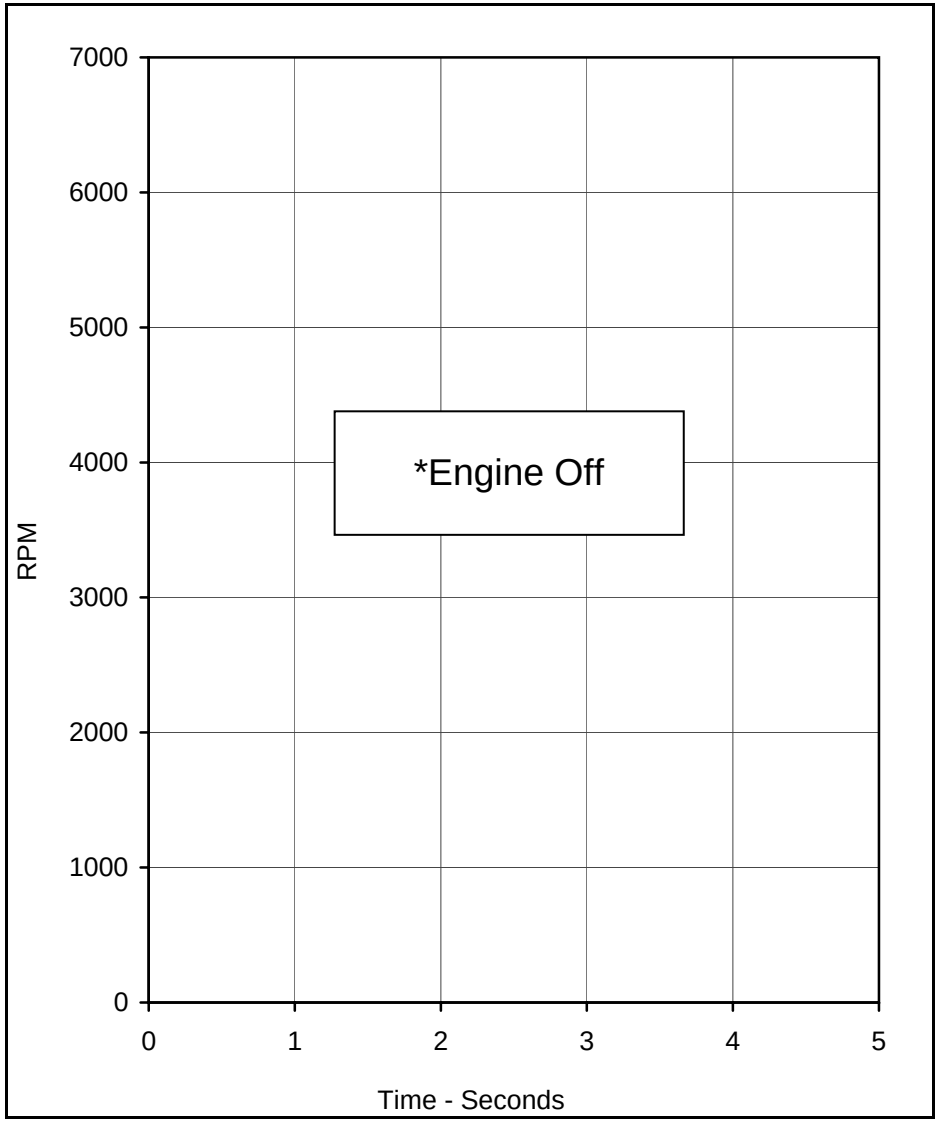
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.2	0.0	110.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

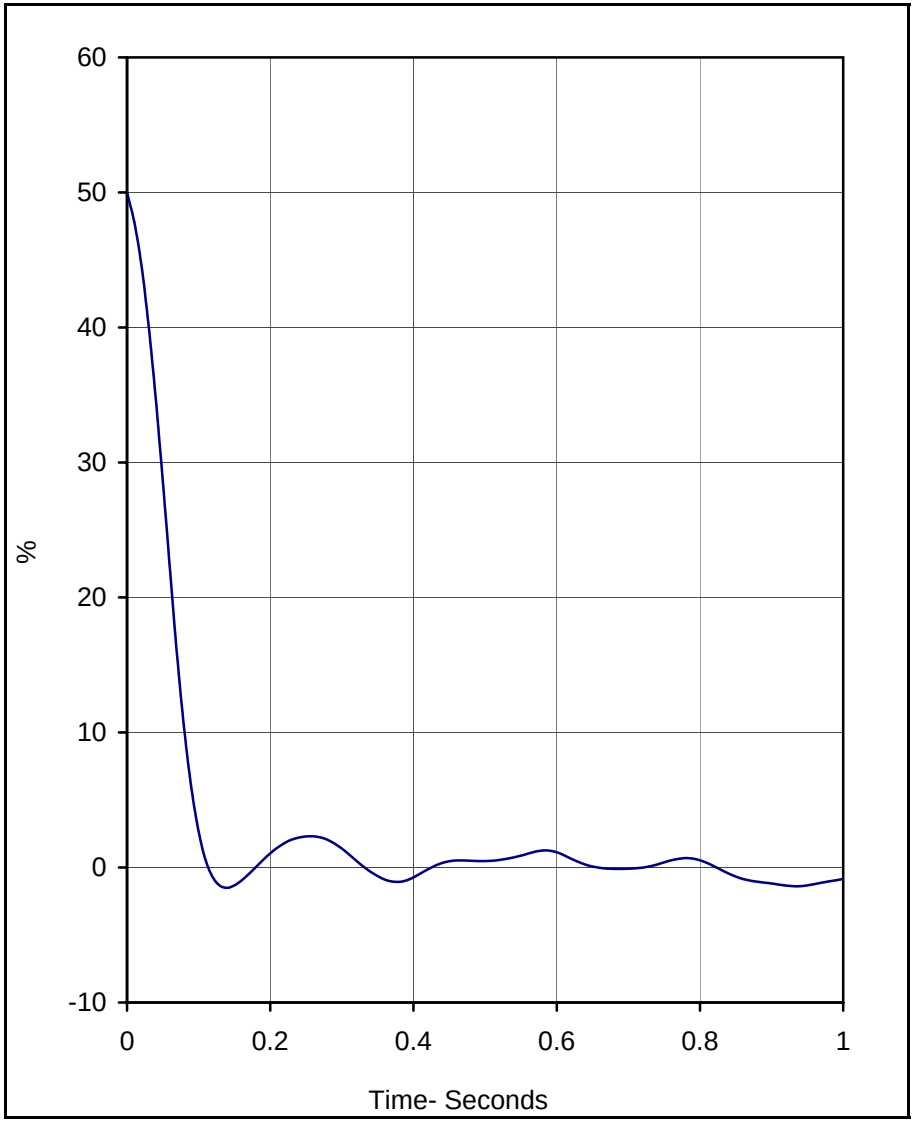
Test Program: FMVSS 124 (Normal Operation)

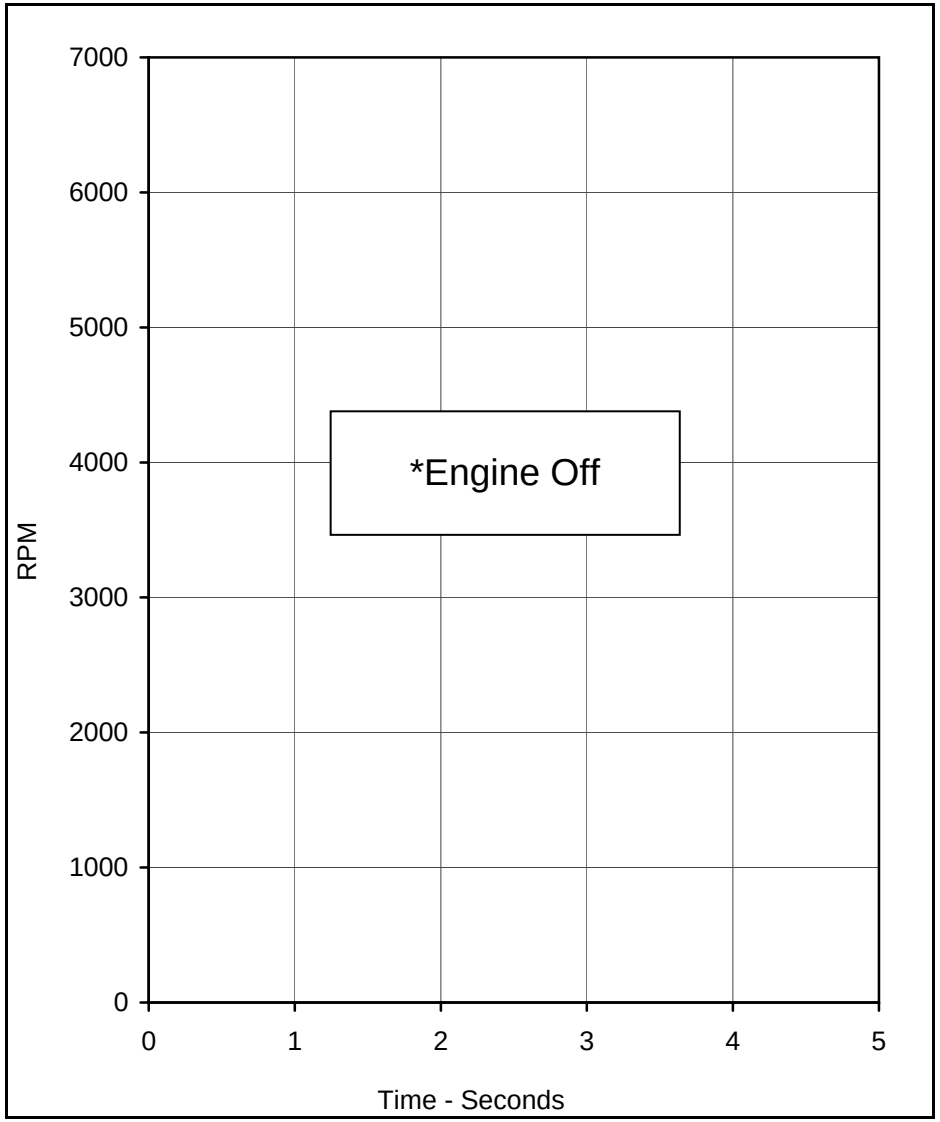
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.0	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

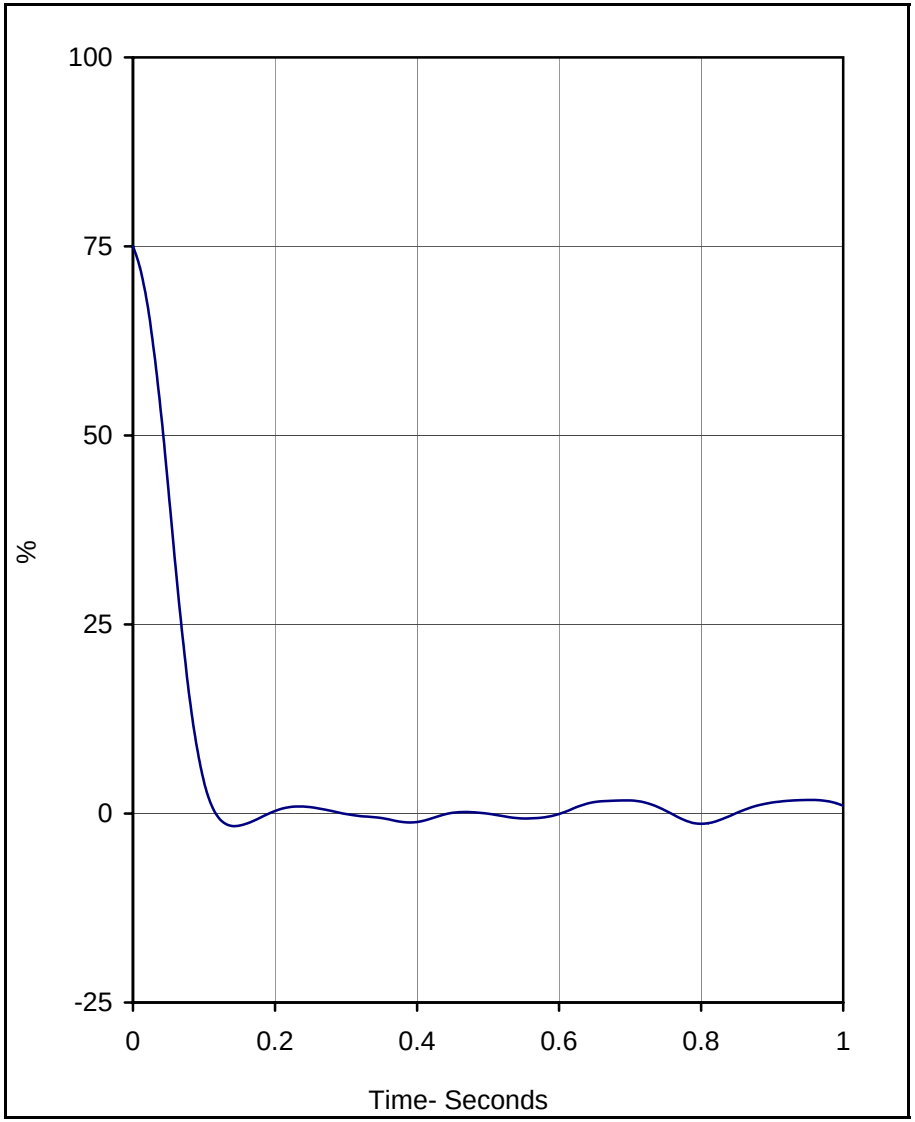
Test Program: FMVSS 124 (Normal Operation)

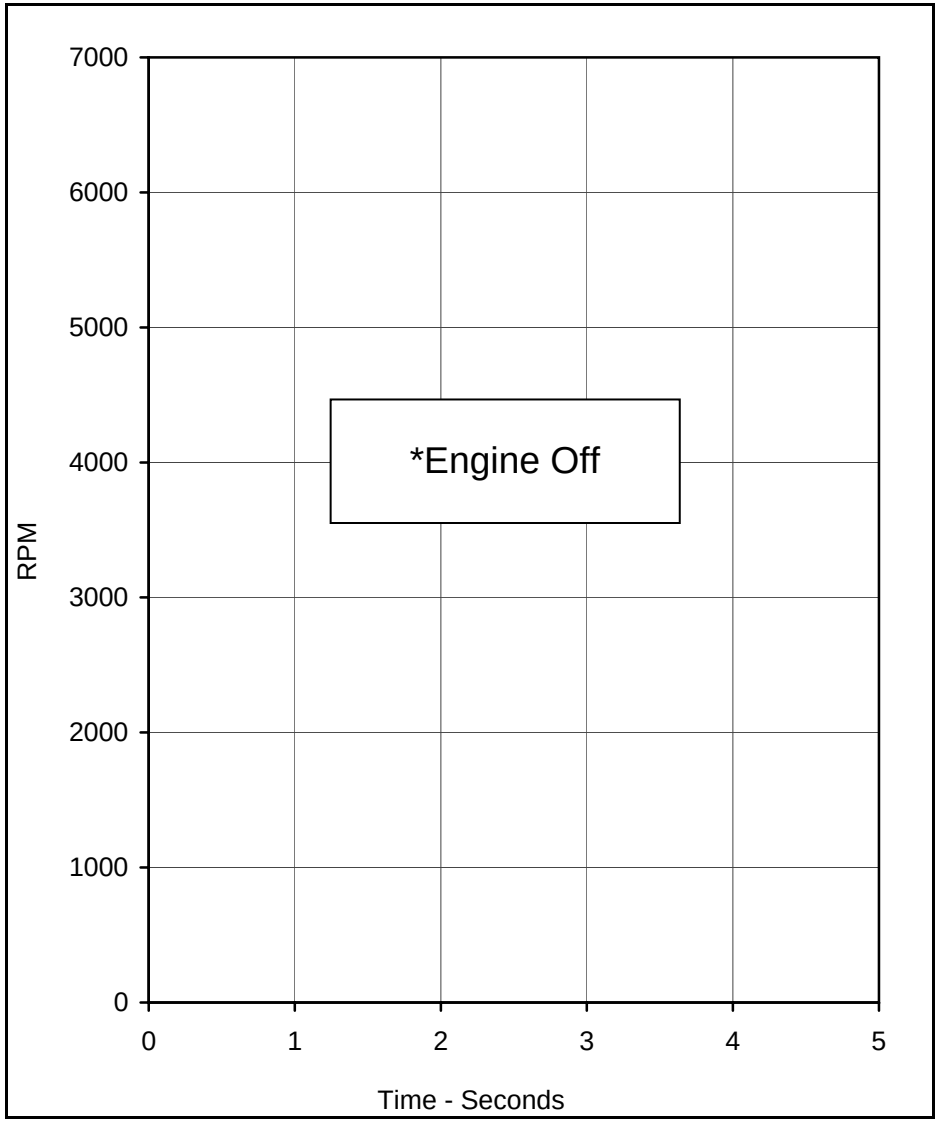
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

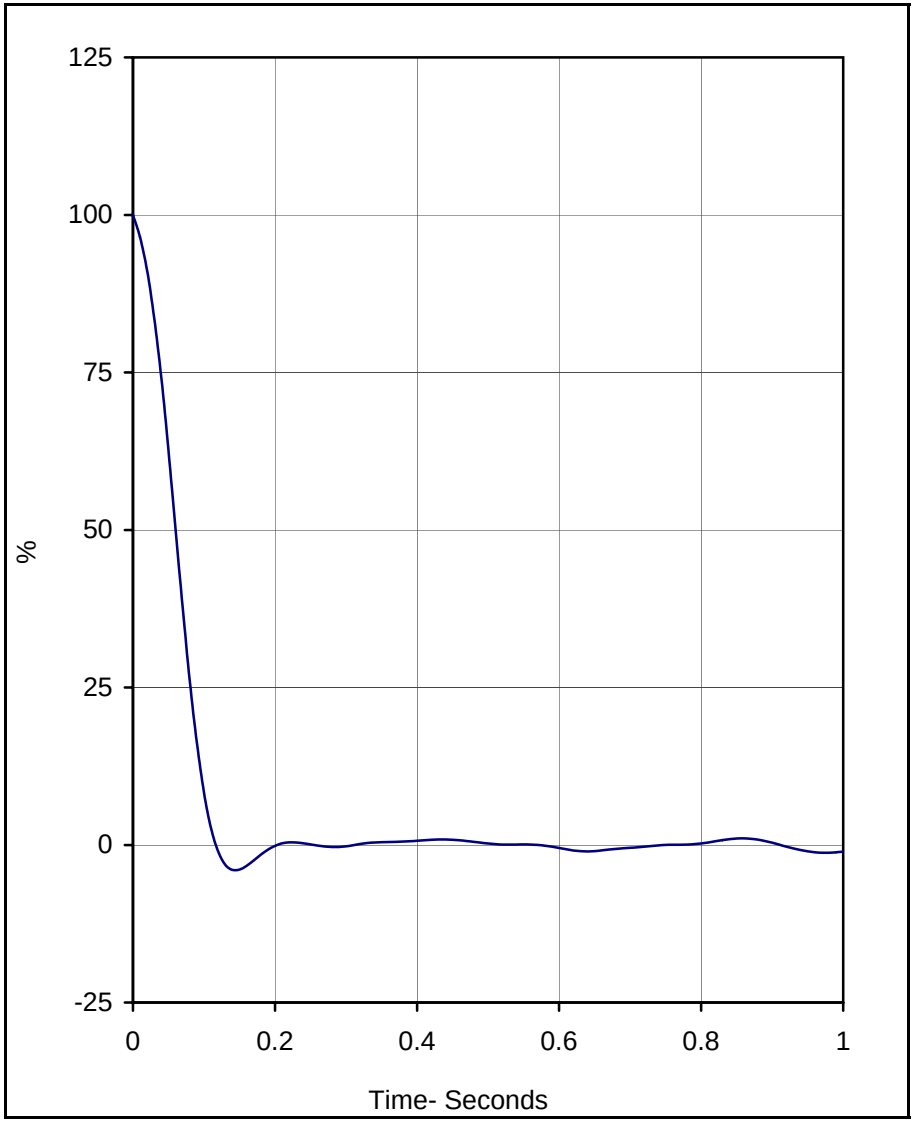
Test Program: FMVSS 124 (Normal Operation)

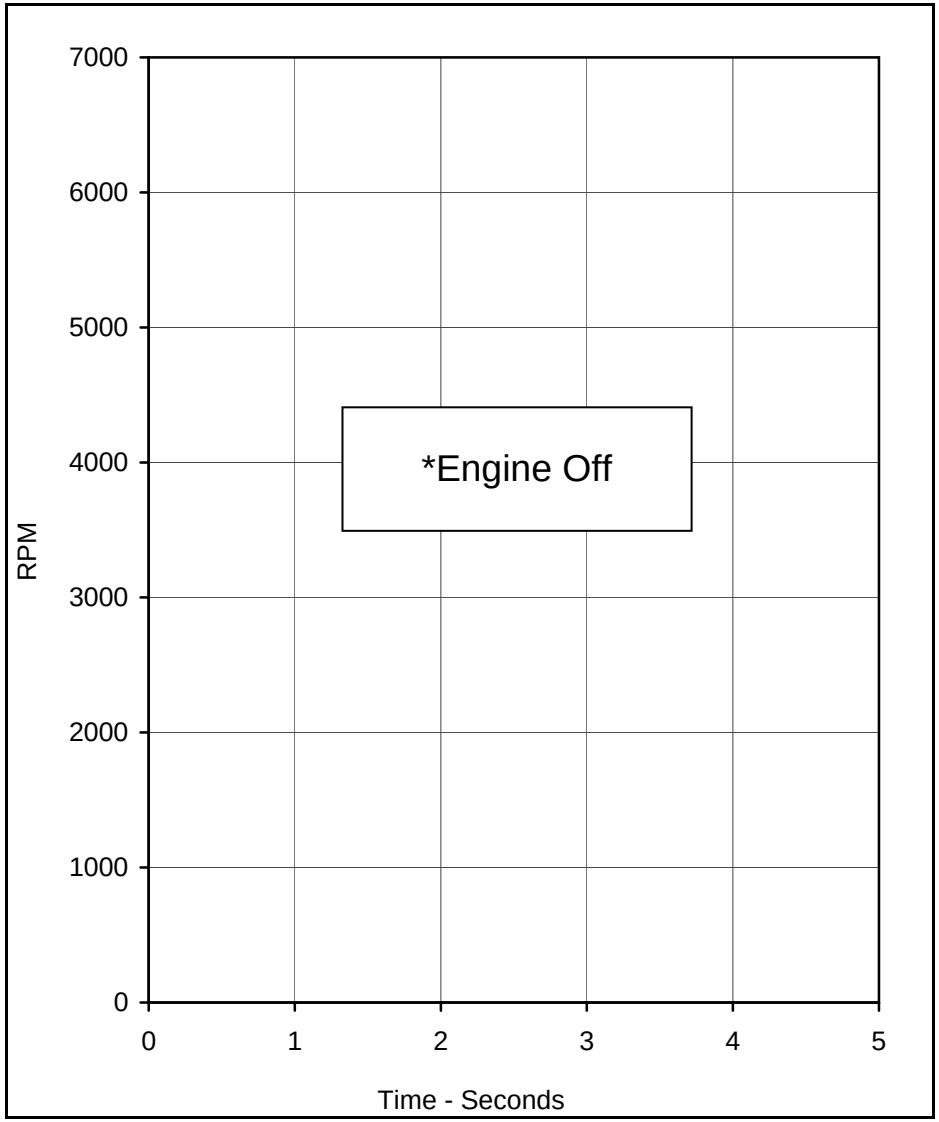
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

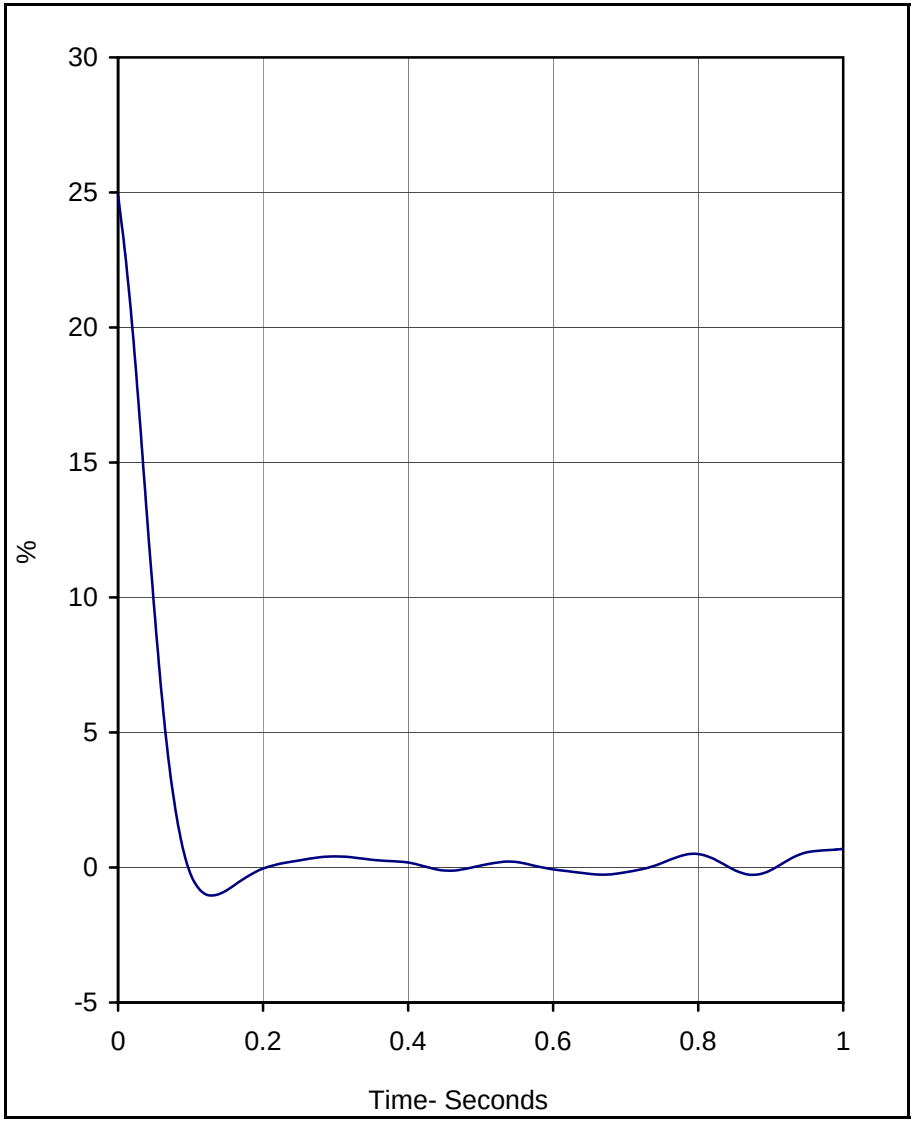
Test Program: FMVSS 124 (Normal Operation)

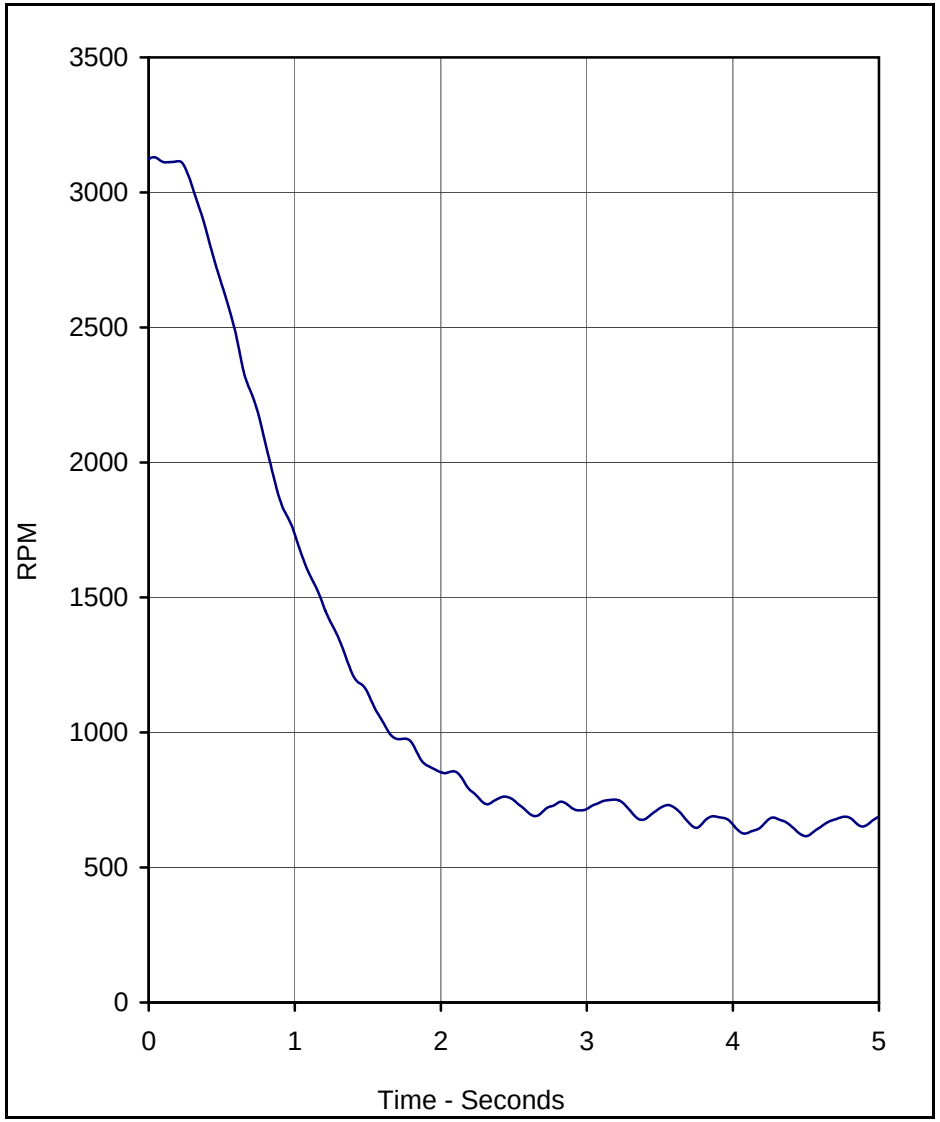
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	24.9	0.0	100.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3130.4	0.0	616.1	4.5	5

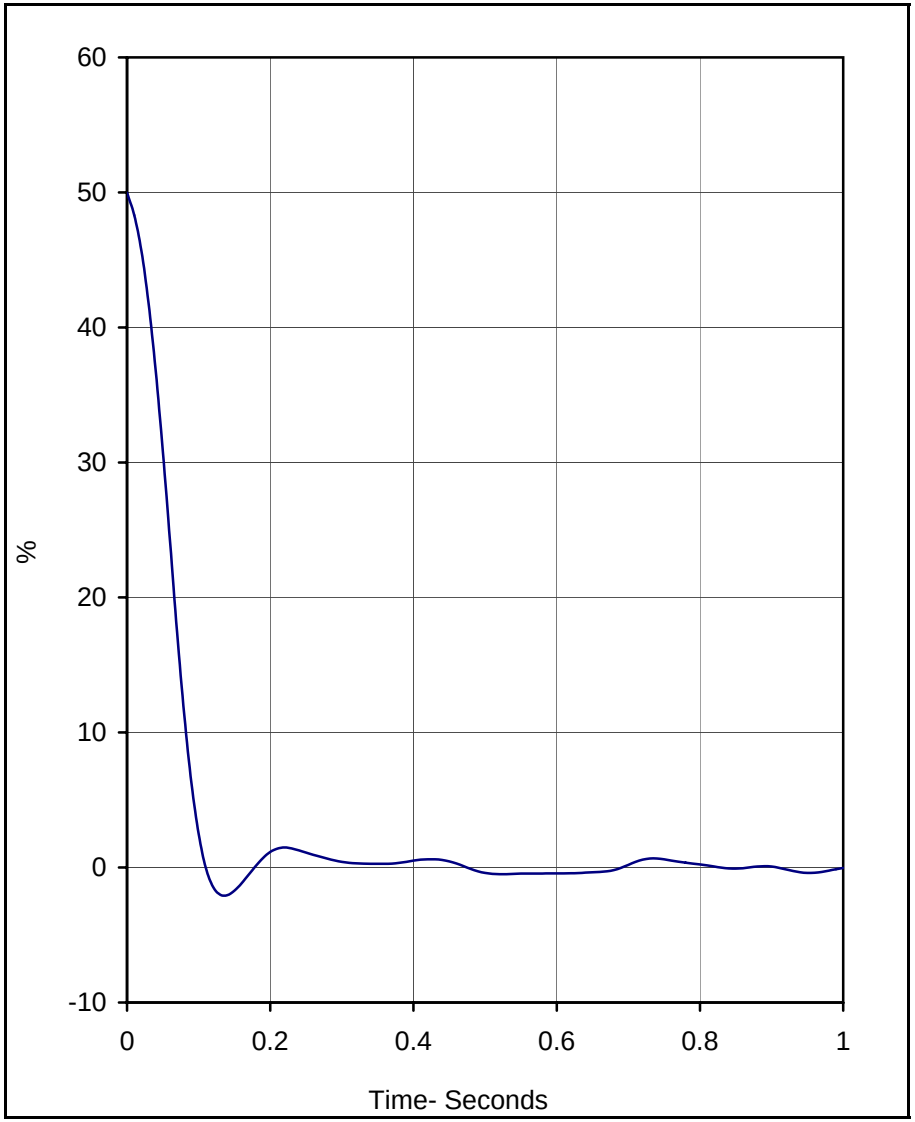
Test Program: FMVSS 124 (Spring #1 Disconnected)

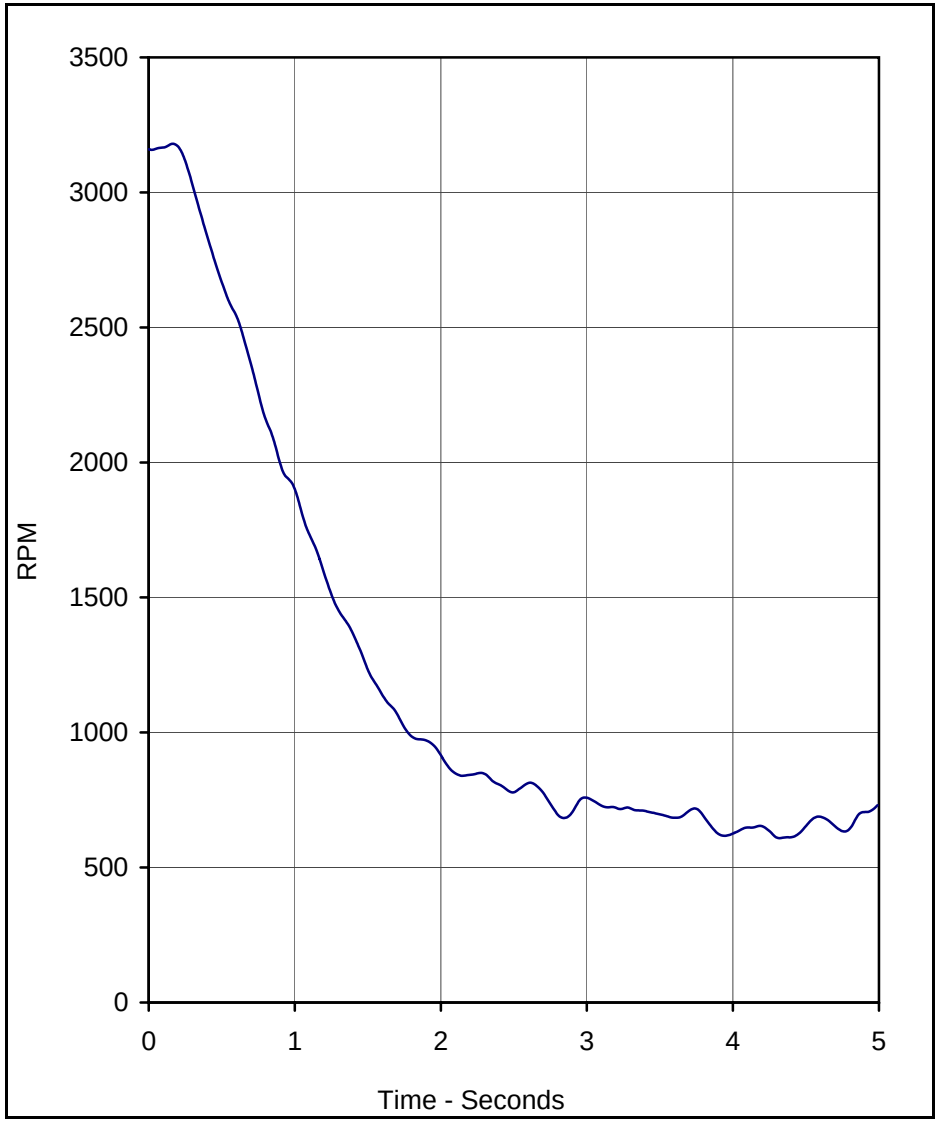
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.0	0.0	110.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3179.9	0.2	608.7	4.3	5

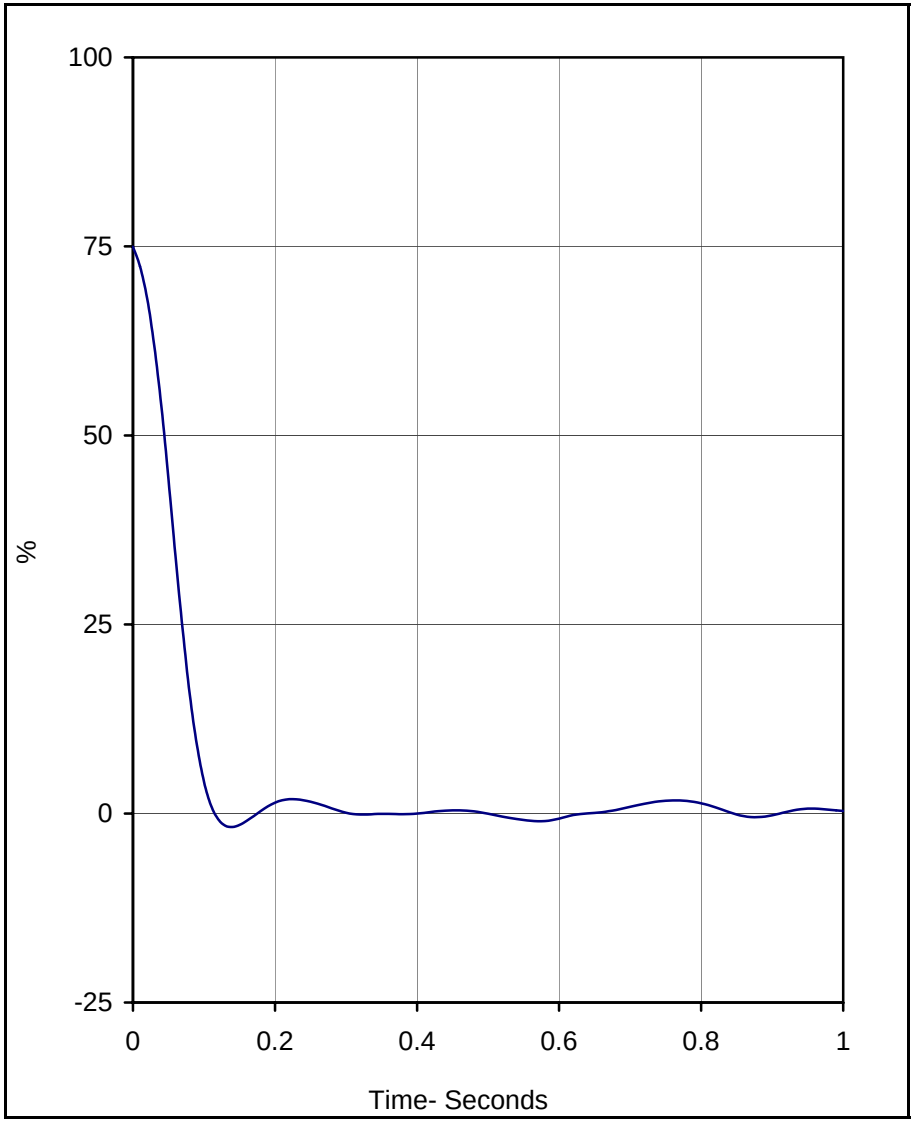
Test Program: FMVSS 124 (Spring #1 Disconnected)

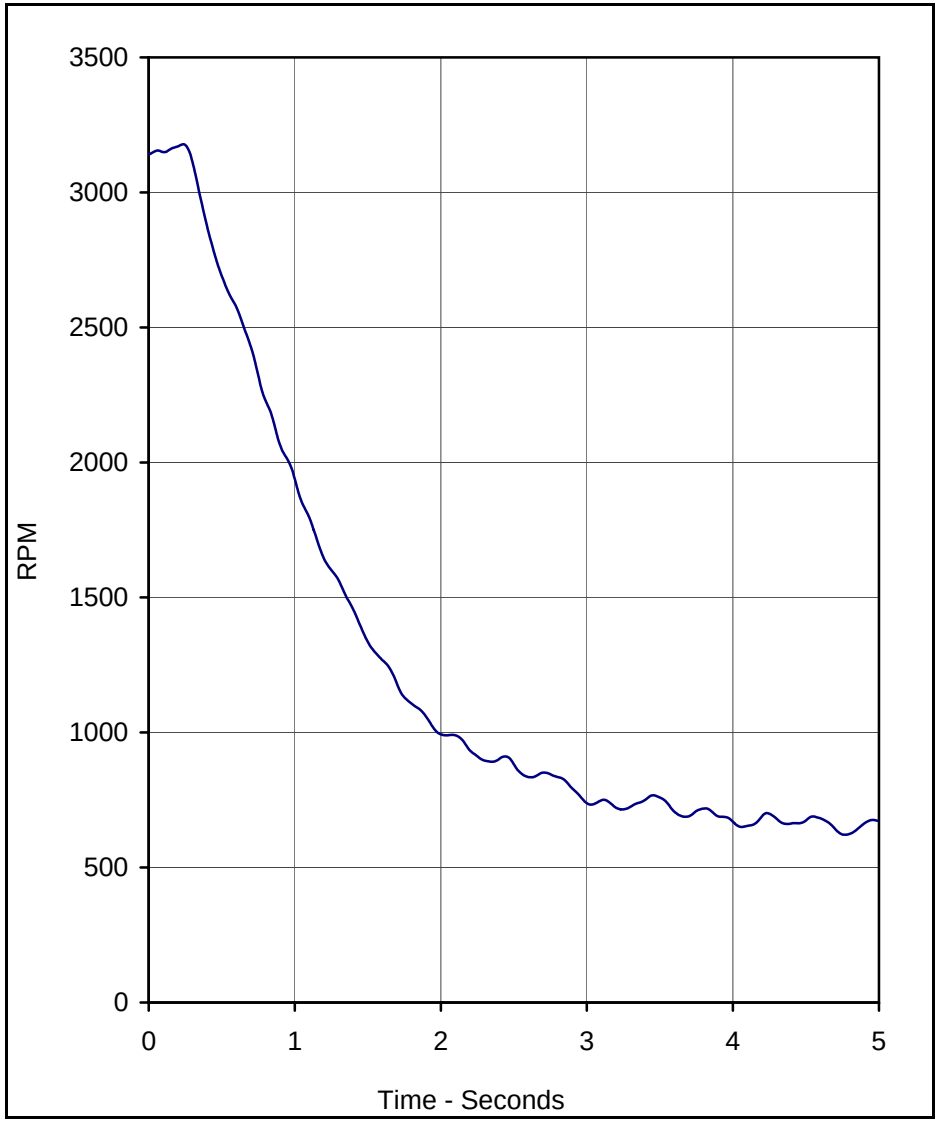
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.0	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3178.2	0.2	621.3	4.8	5

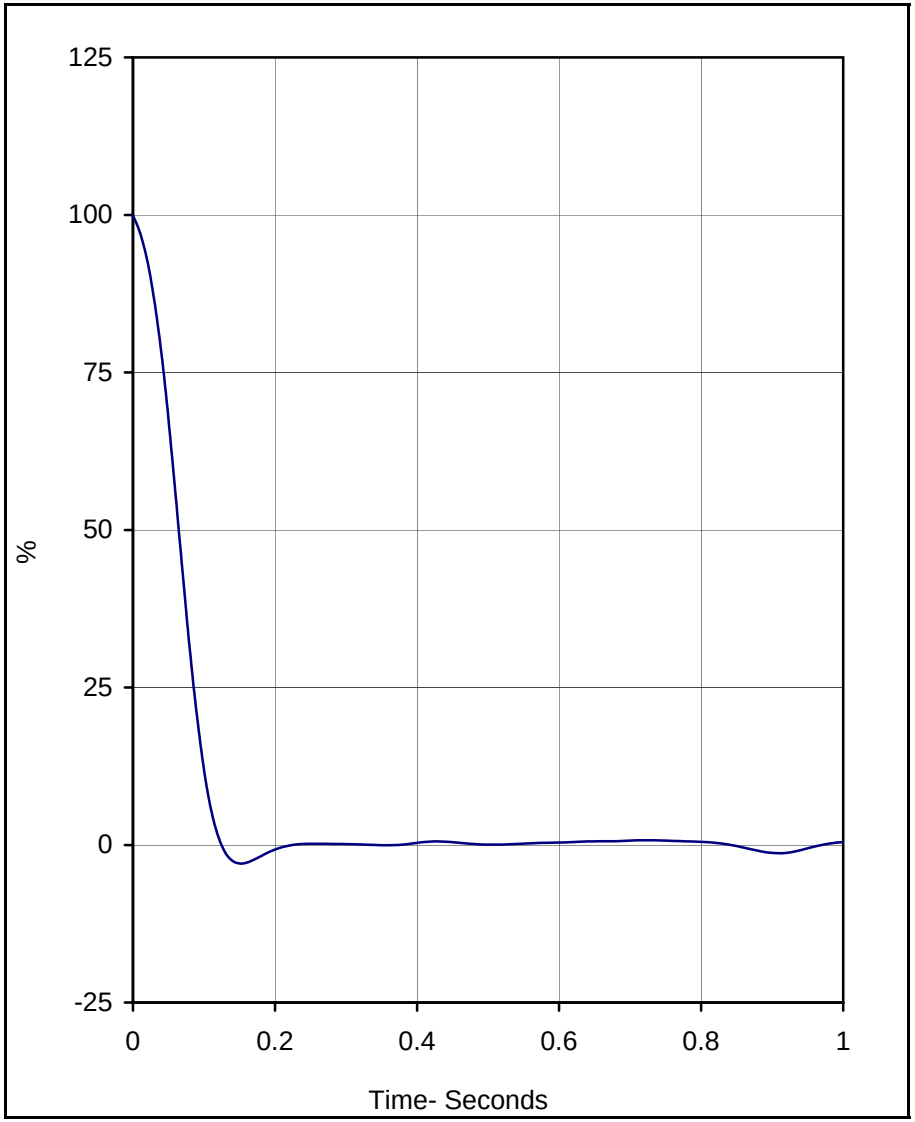
Test Program: FMVSS 124 (Spring #1 Disconnected)

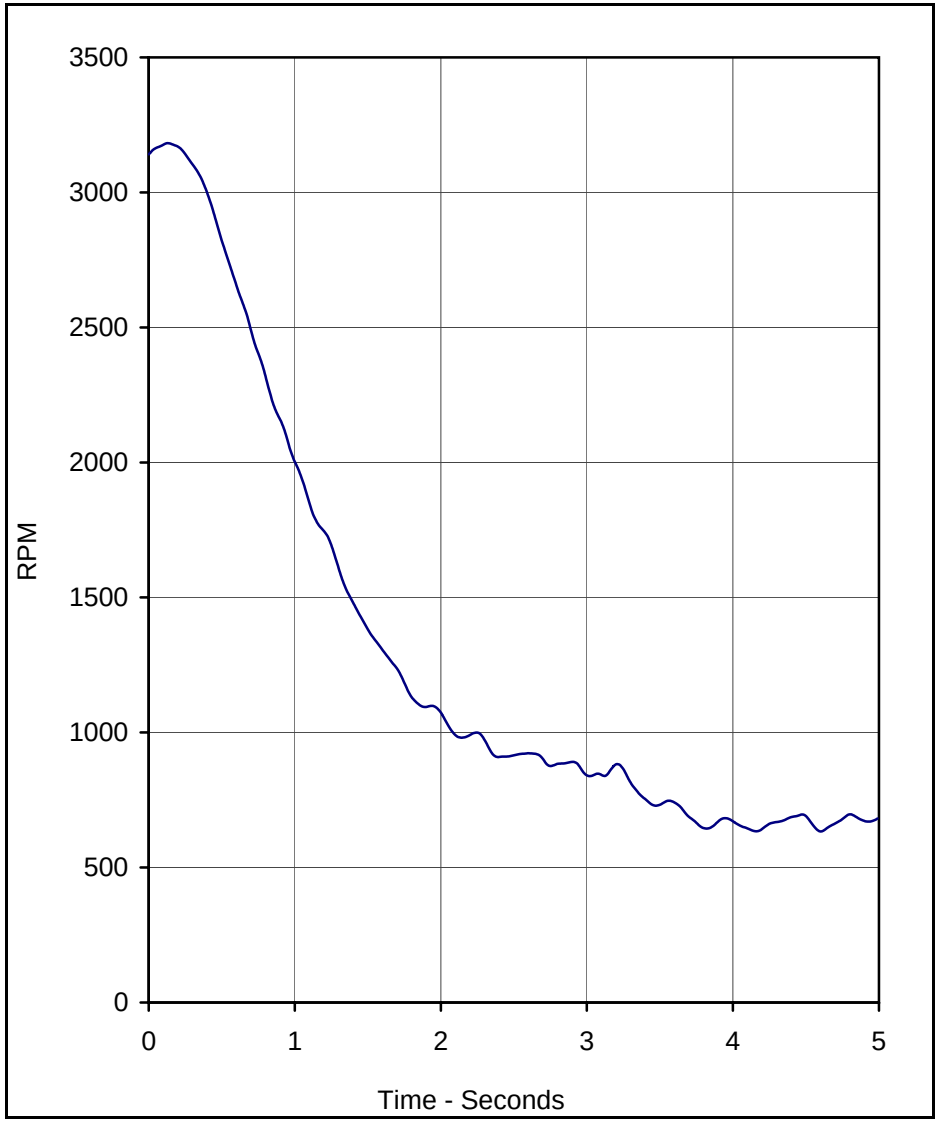
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3182.5	0.1	633.3	4.6	5

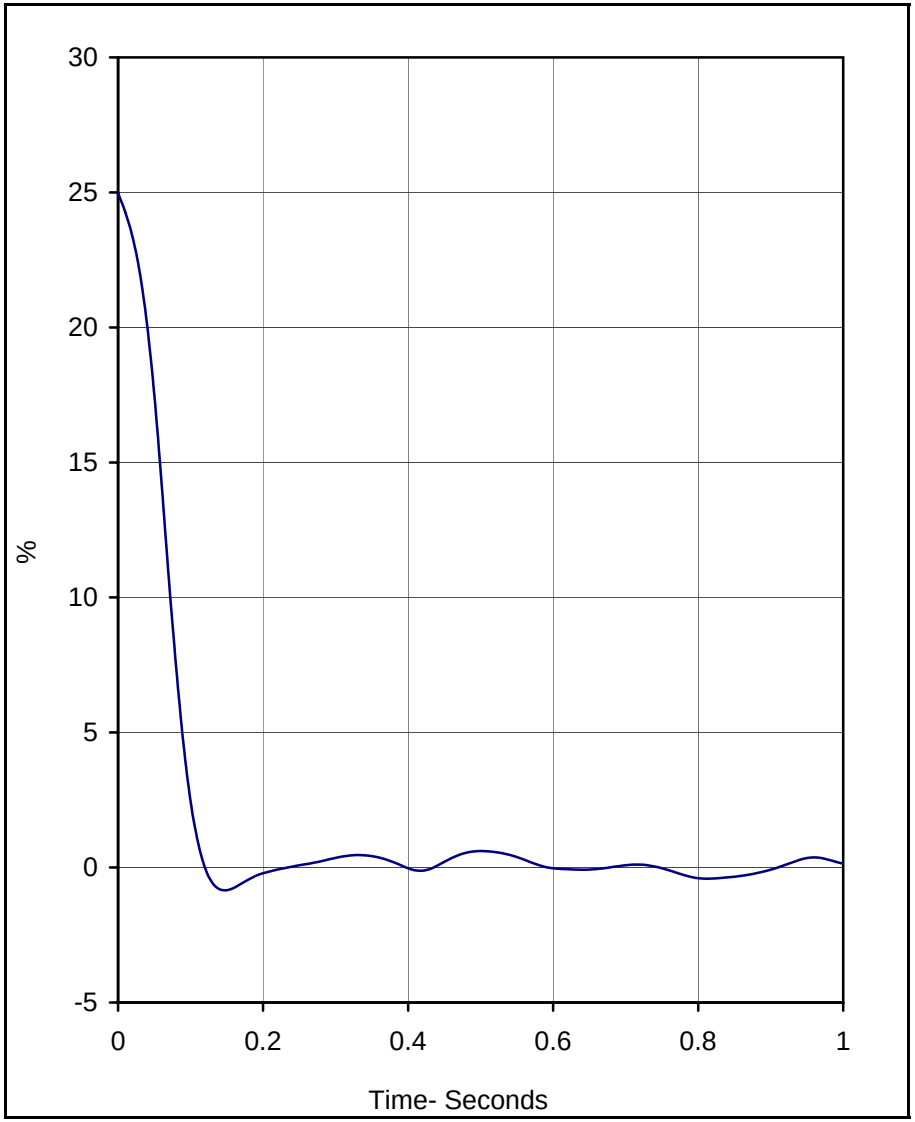
Test Program: FMVSS 124 (Spring #1 Disconnected)

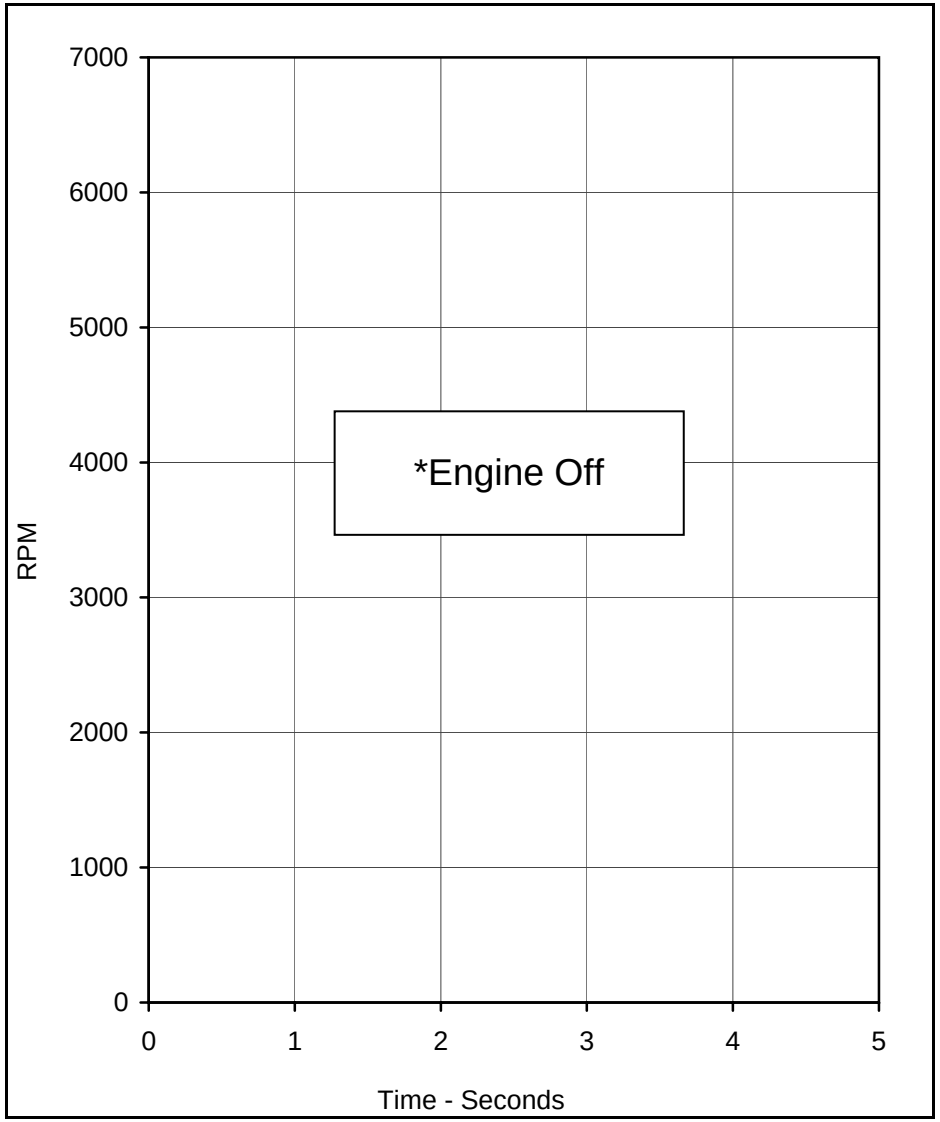
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

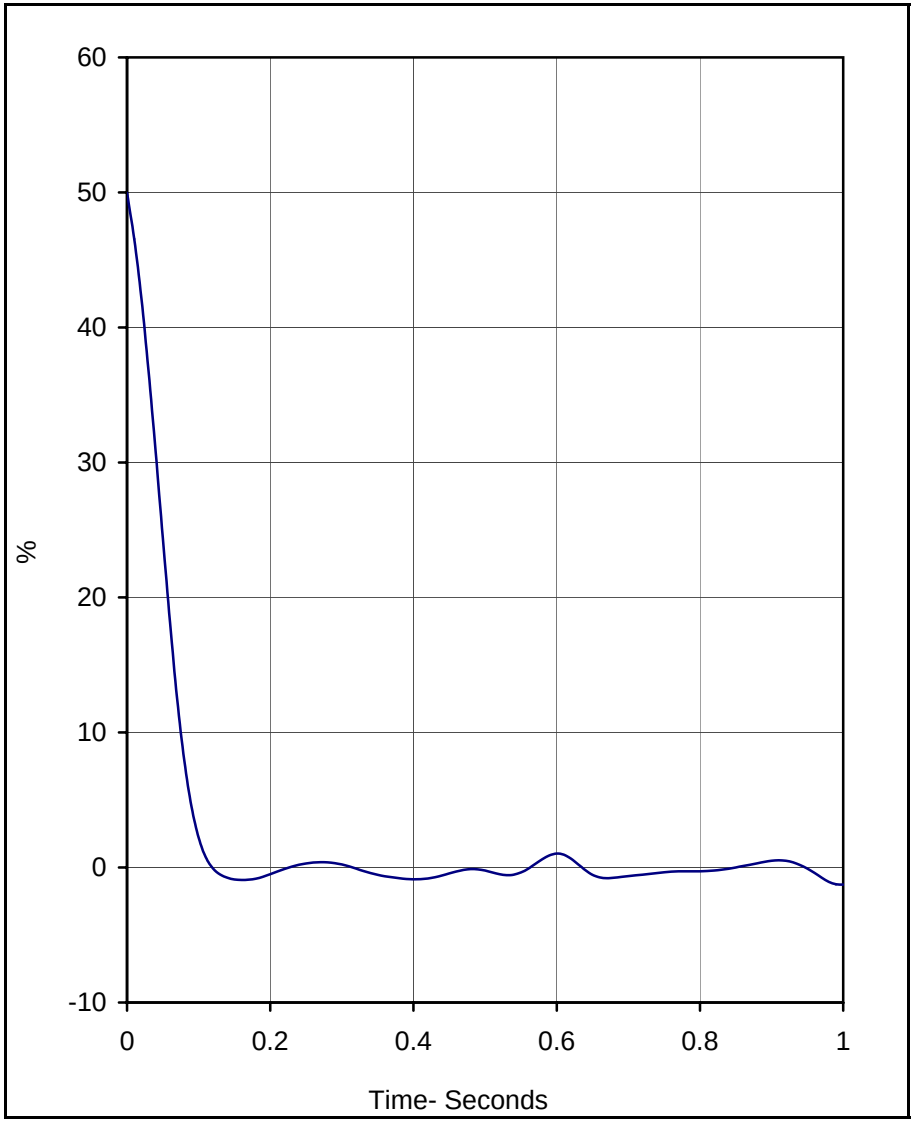
Test Program: FMVSS 124 (Spring #1 Disconnected)

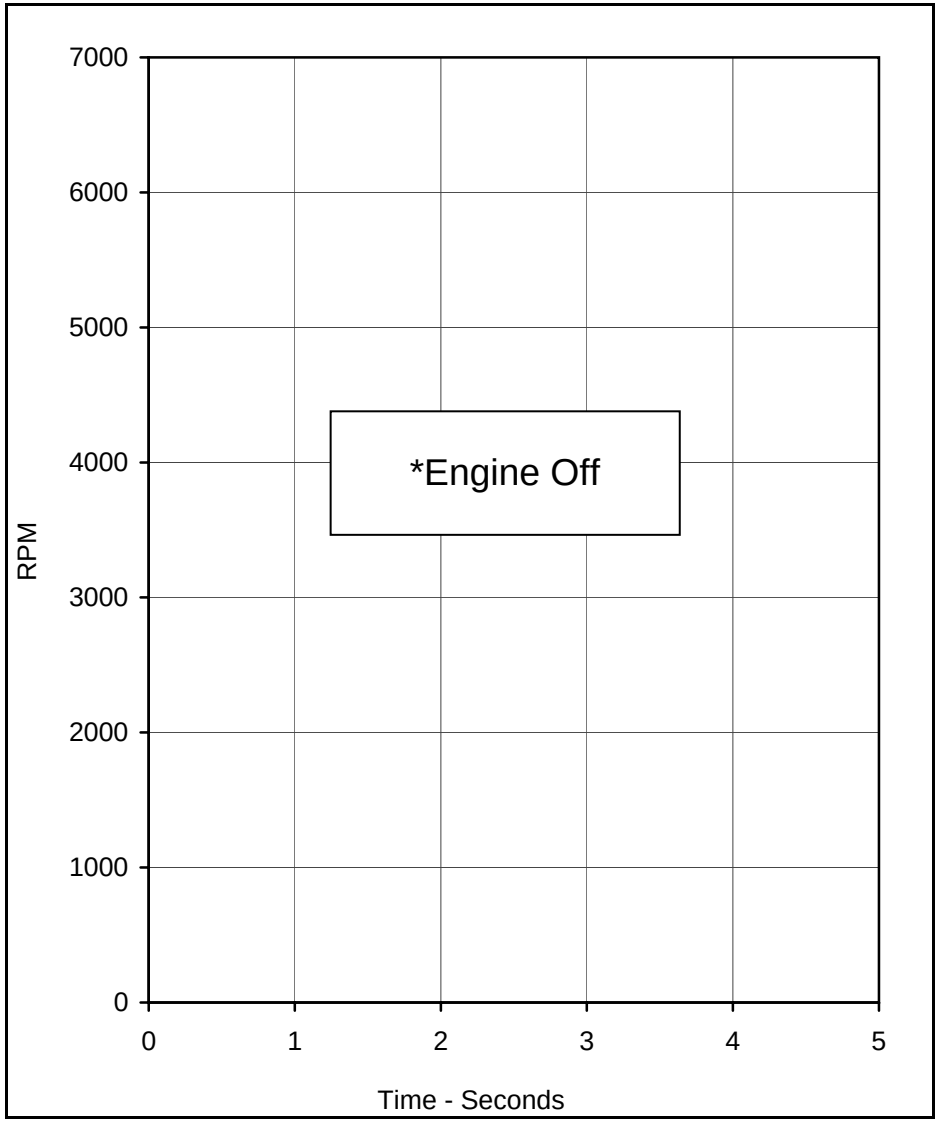
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.0	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

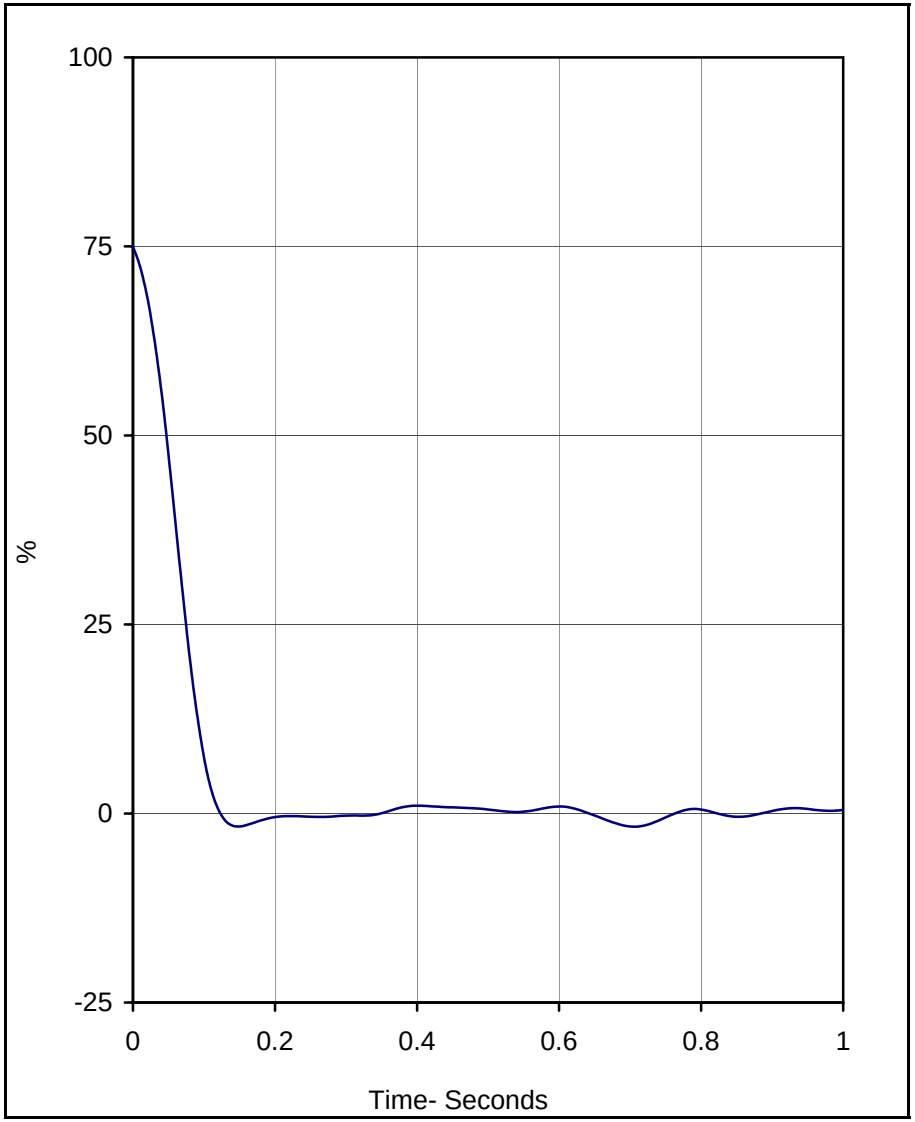
Test Program: FMVSS 124 (Spring #1 Disconnected)

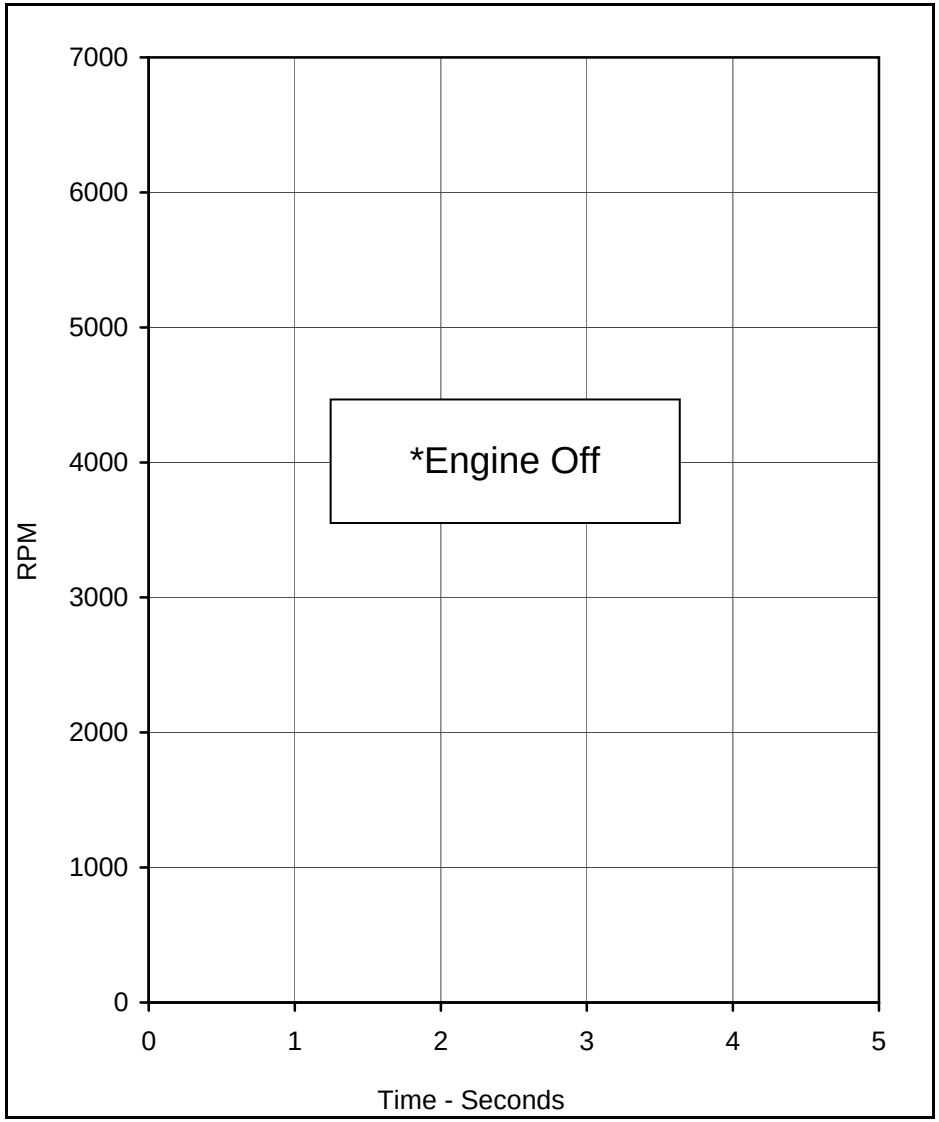
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.0	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

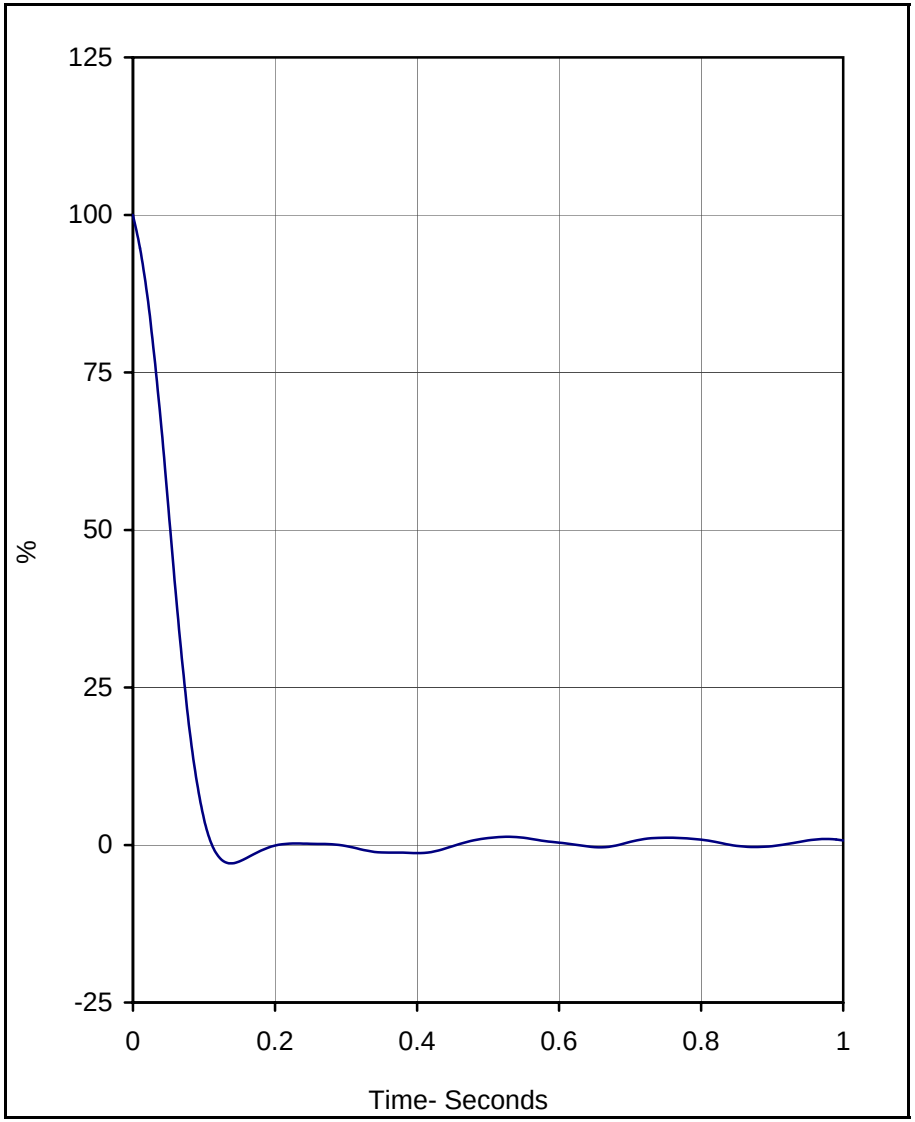
Test Program: FMVSS 124 (Spring #1 Disconnected)

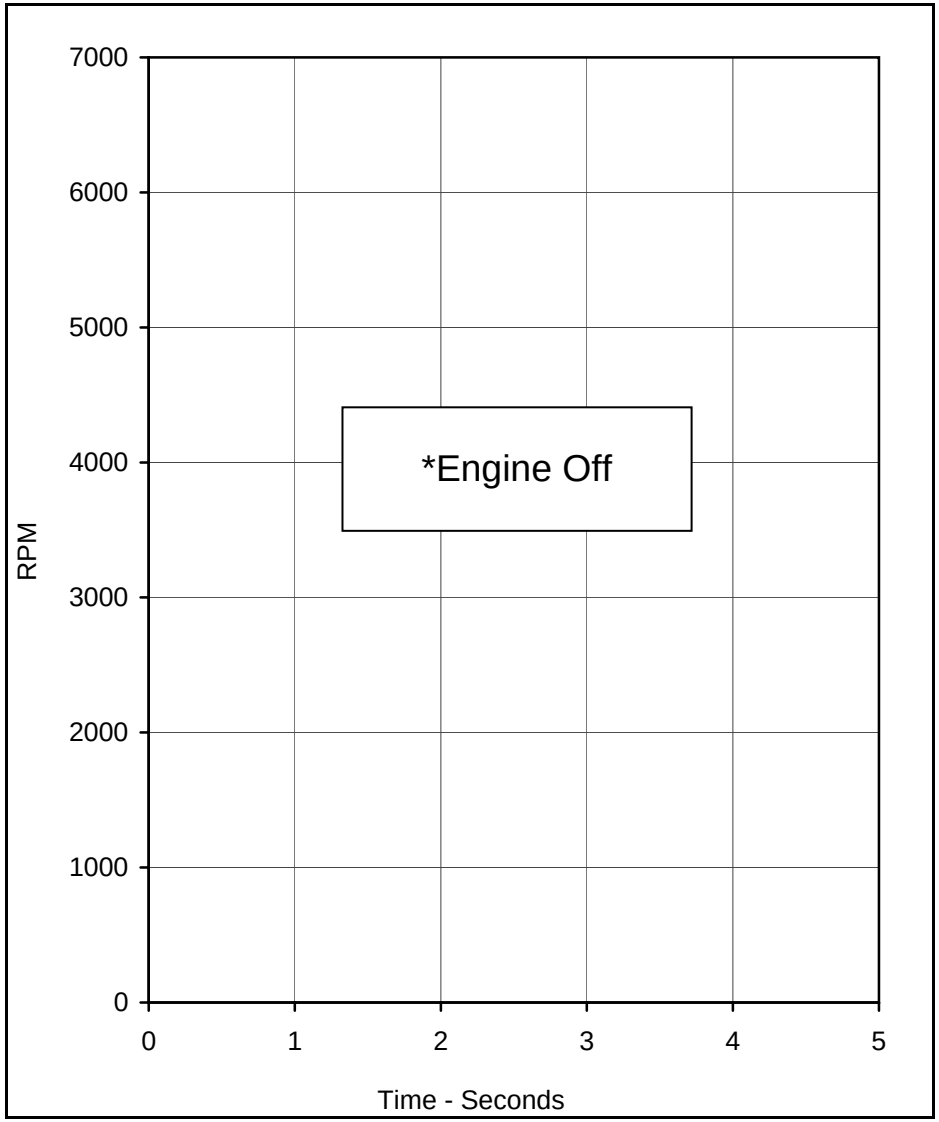
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	110.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

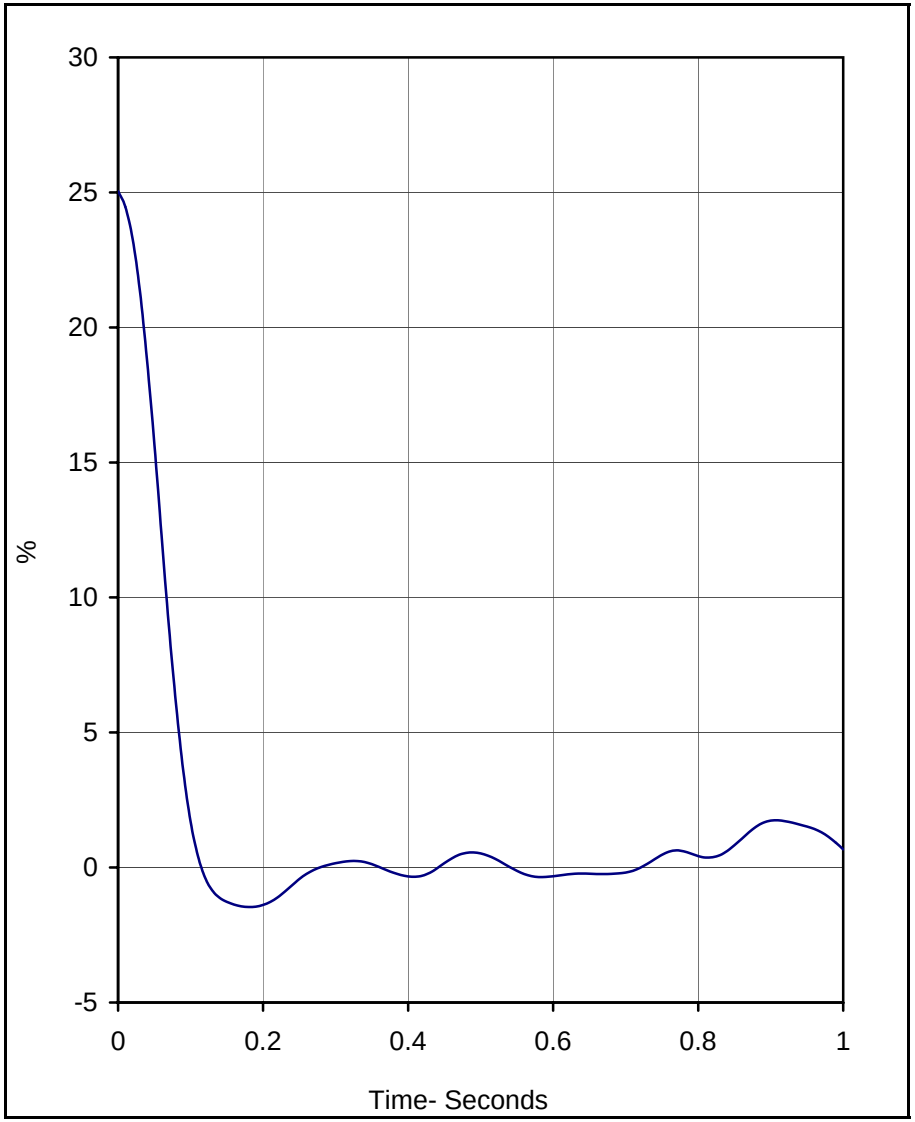
Test Program: FMVSS 124 (Spring #1 Disconnected)

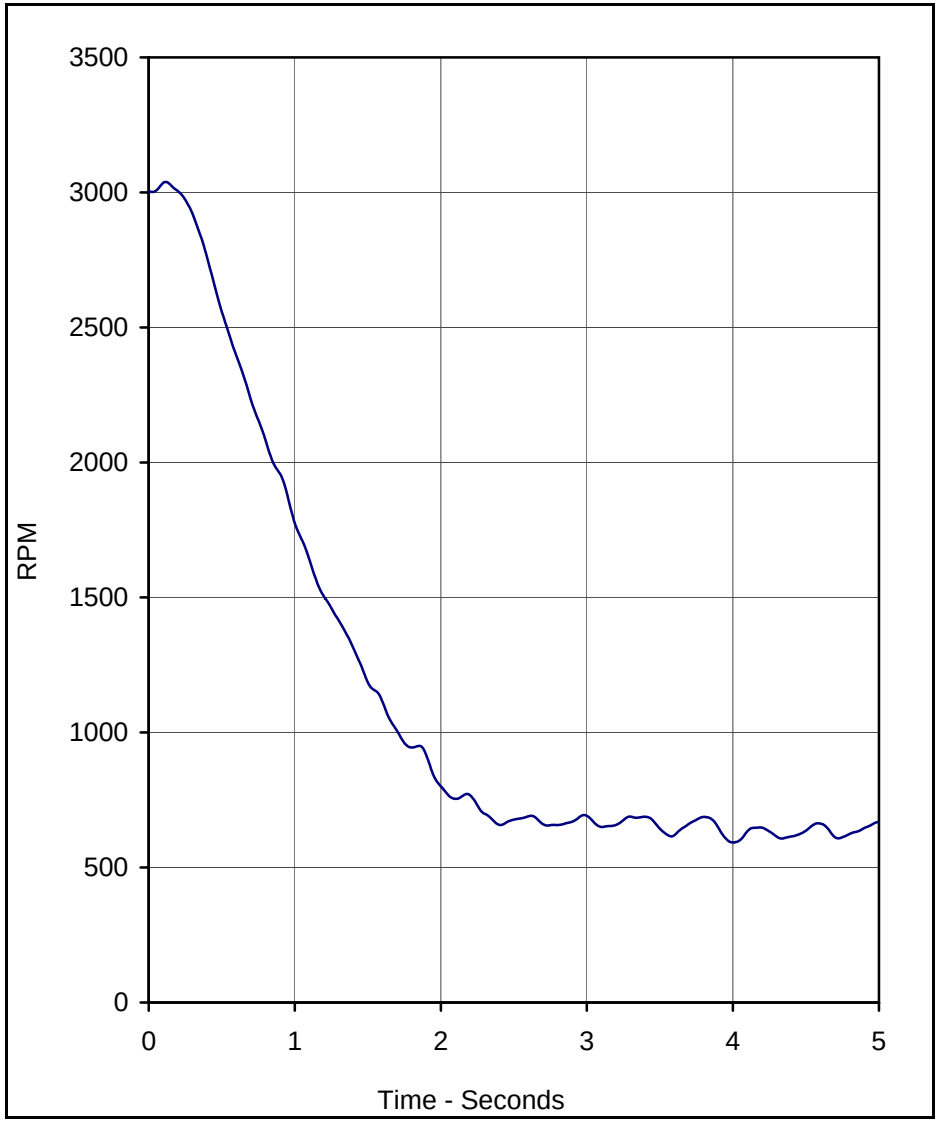
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	110.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3038.5	0.1	592.5	4.0	5

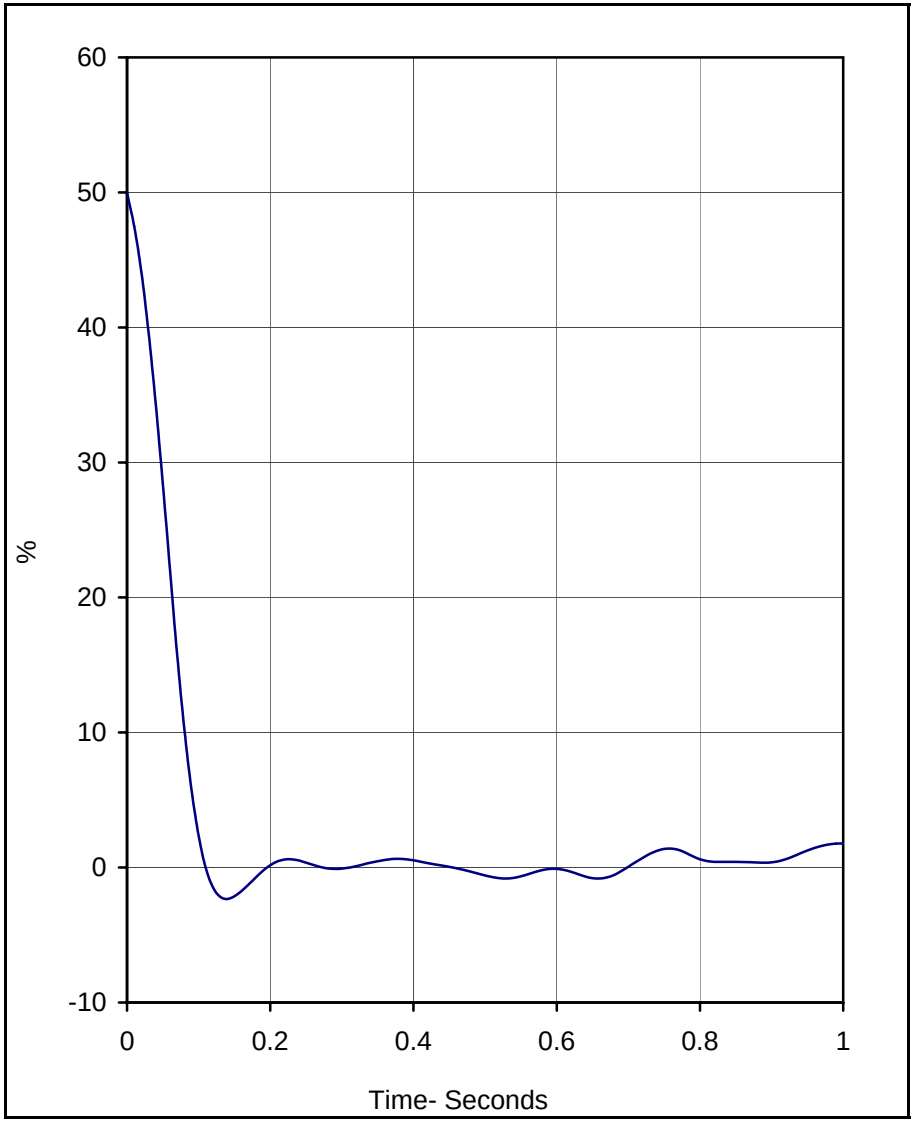
Test Program: FMVSS 124 (Spring #2 Disconnected)

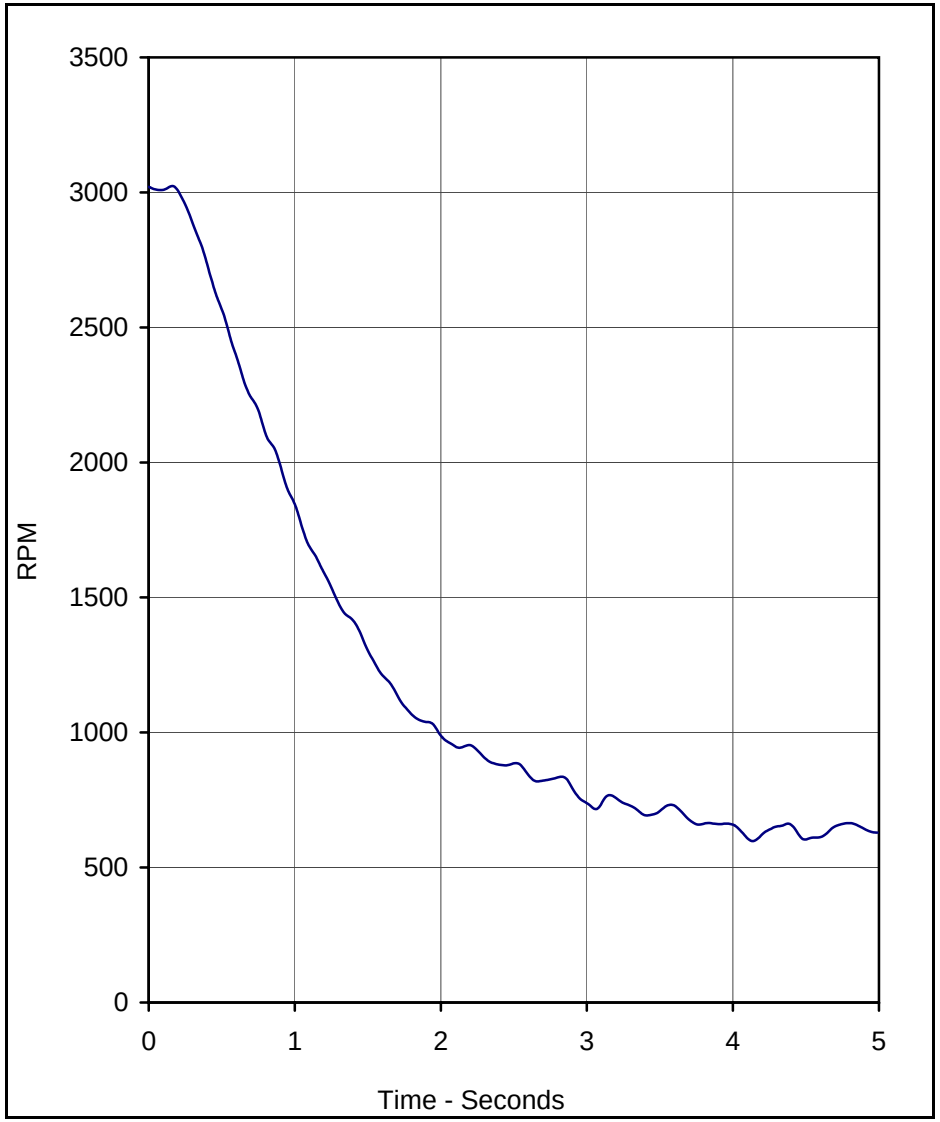
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.0	0.0	110.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3023.6	0.2	598.0	4.1	5

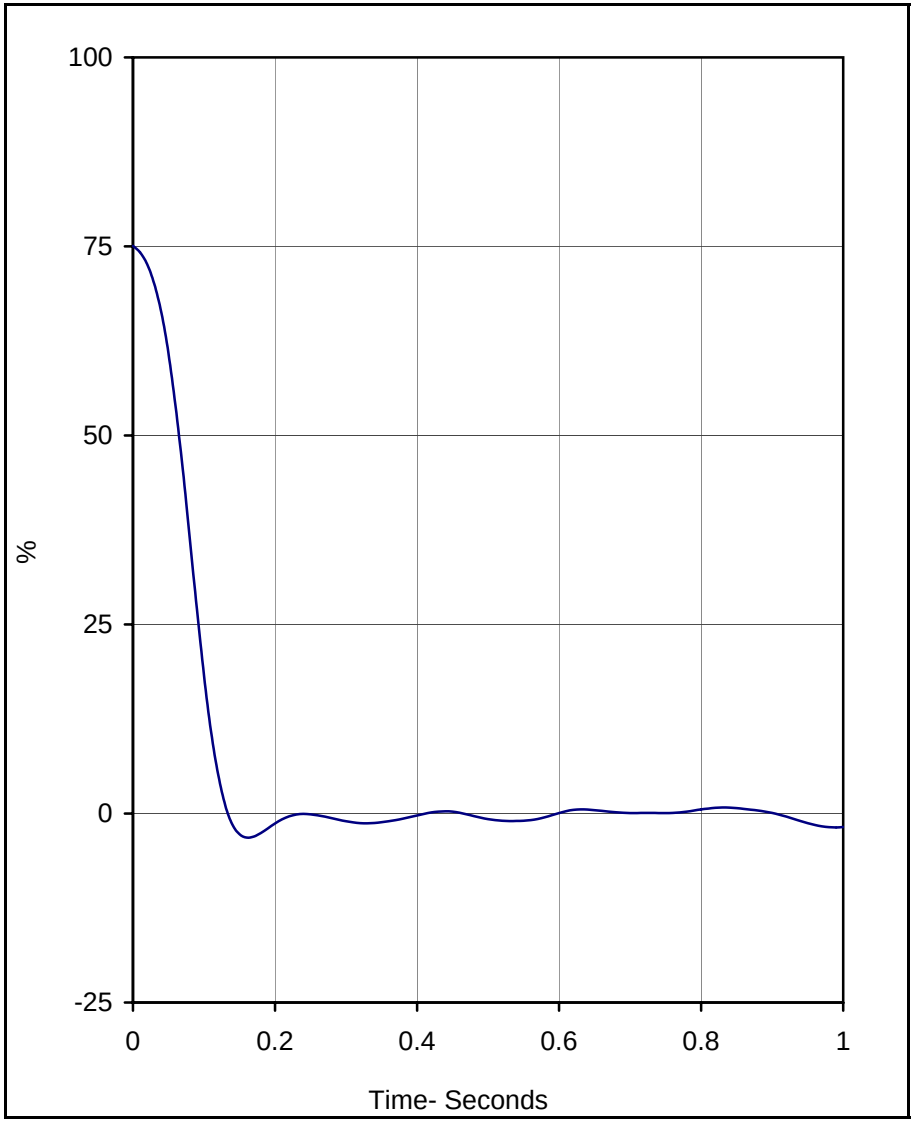
Test Program: FMVSS 124 (Spring #2 Disconnected)

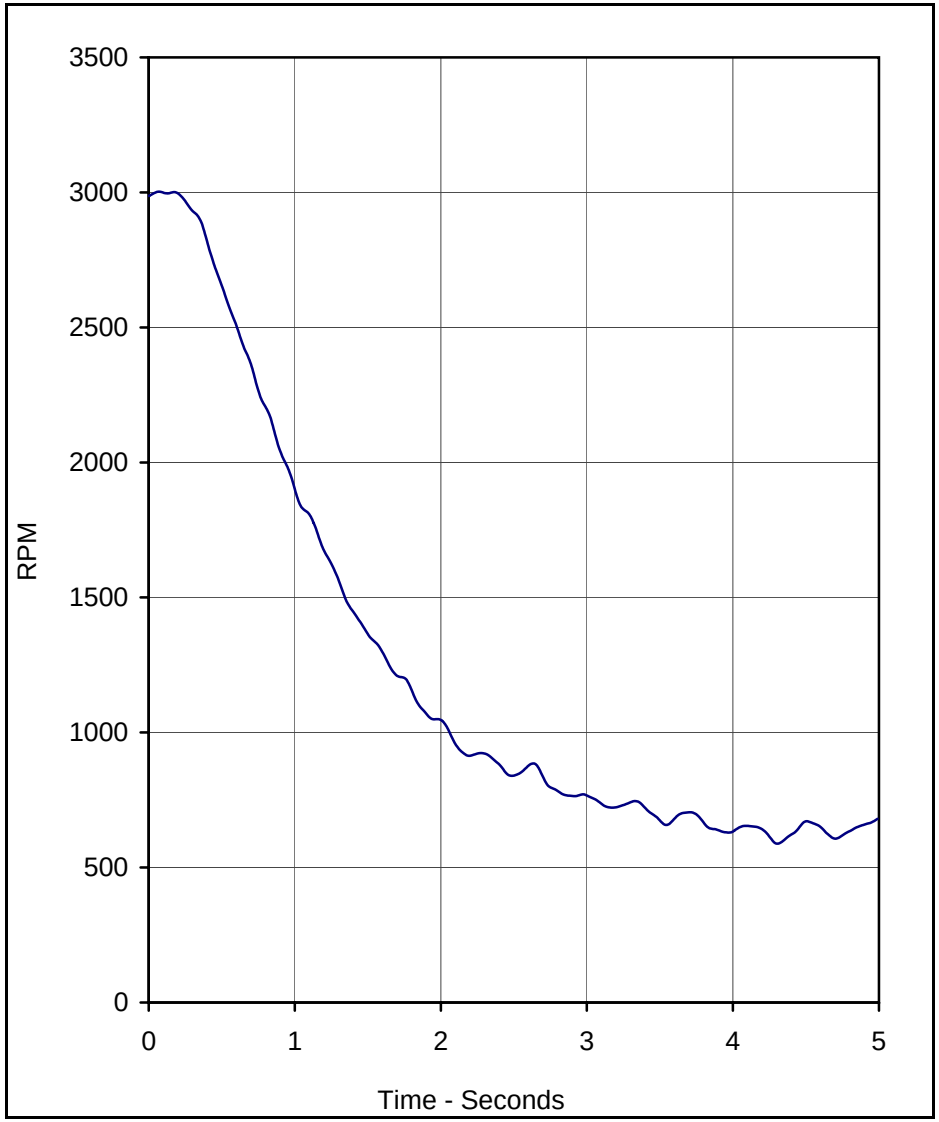
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	140.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3002.6	0.1	588.5	4.3	5

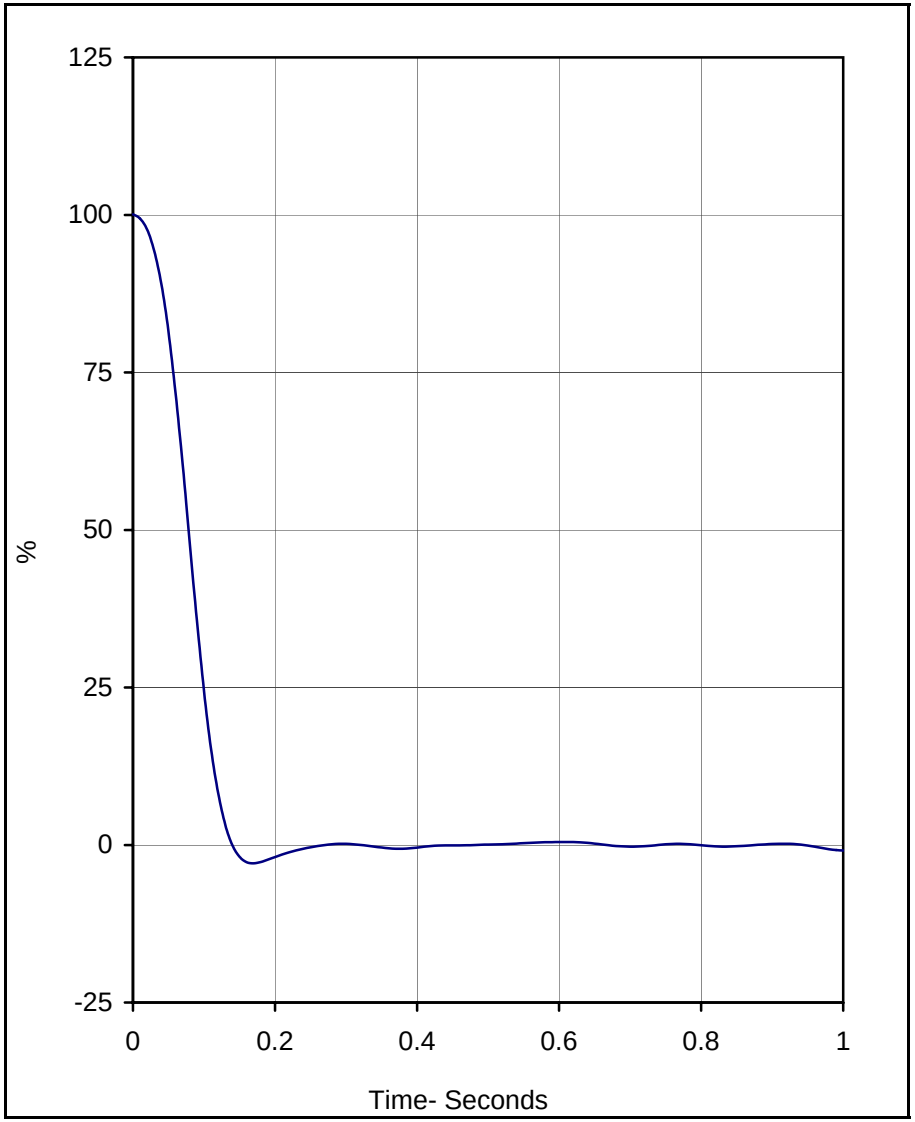
Test Program: FMVSS 124 (Spring #2 Disconnected)

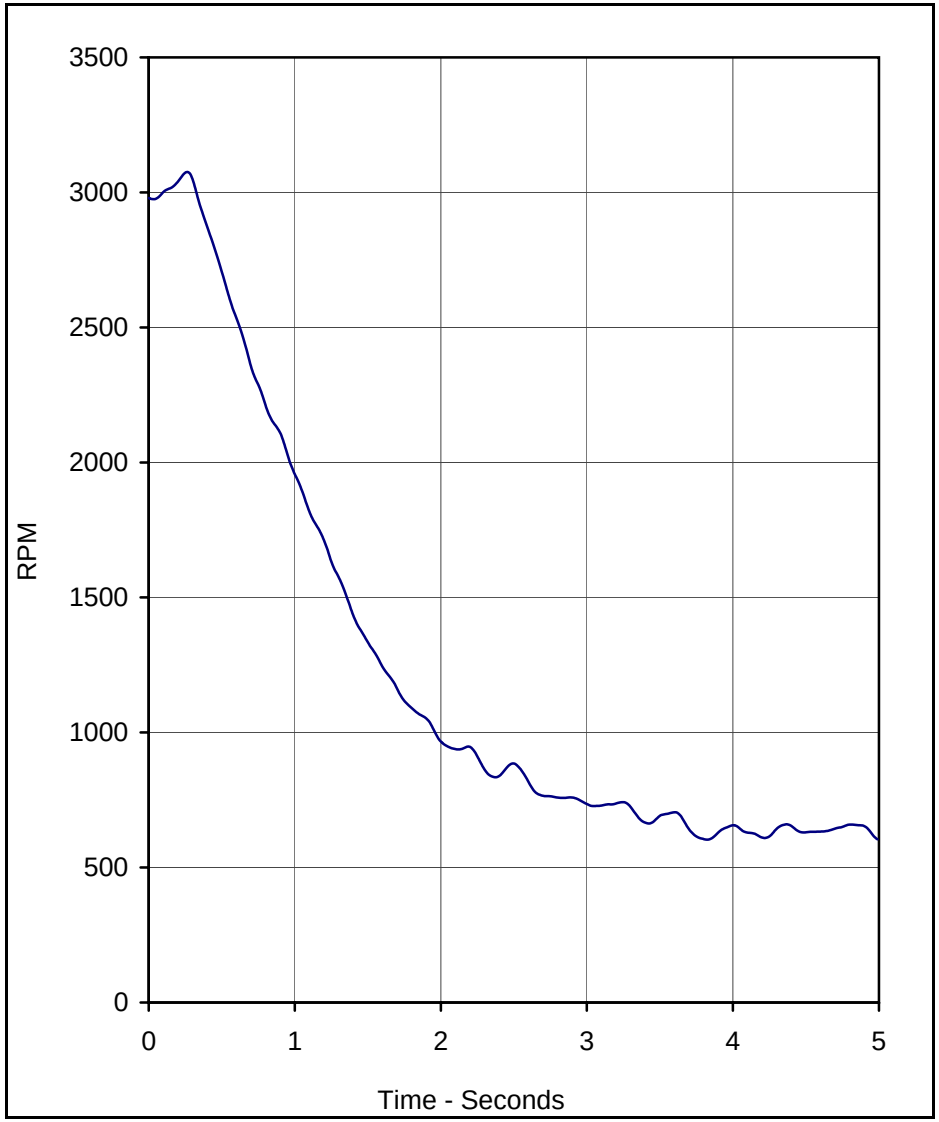
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.1	0.0	140.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3075.4	0.3	603.3	3.8	5

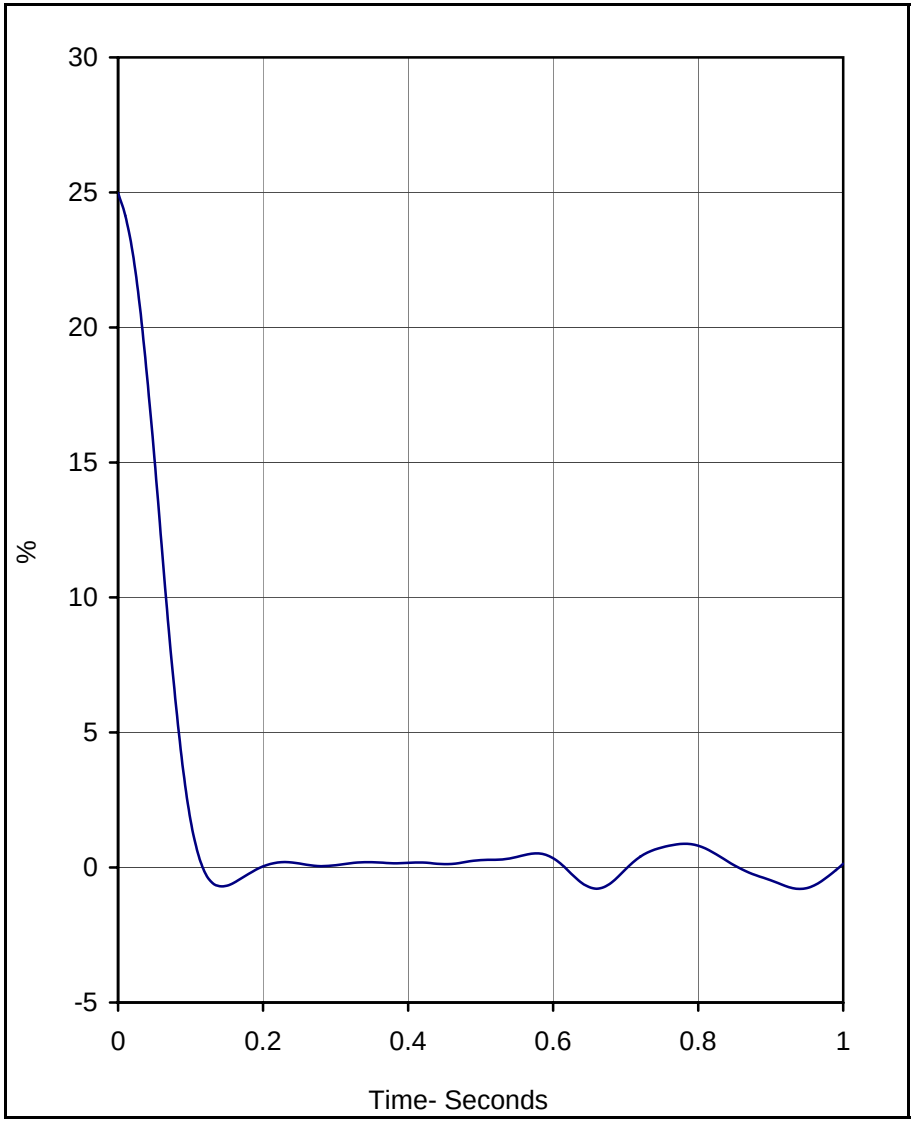
Test Program: FMVSS 124 (Spring #2 Disconnected)

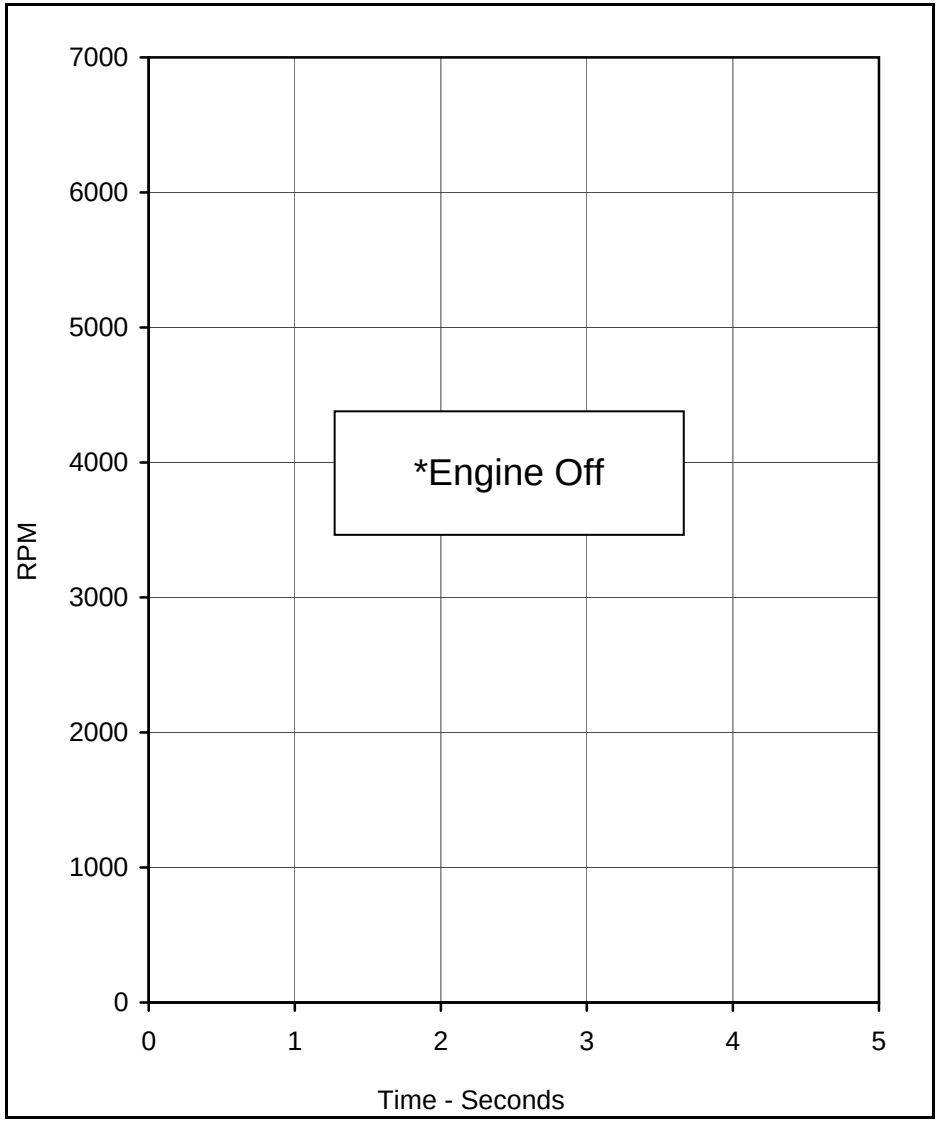
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

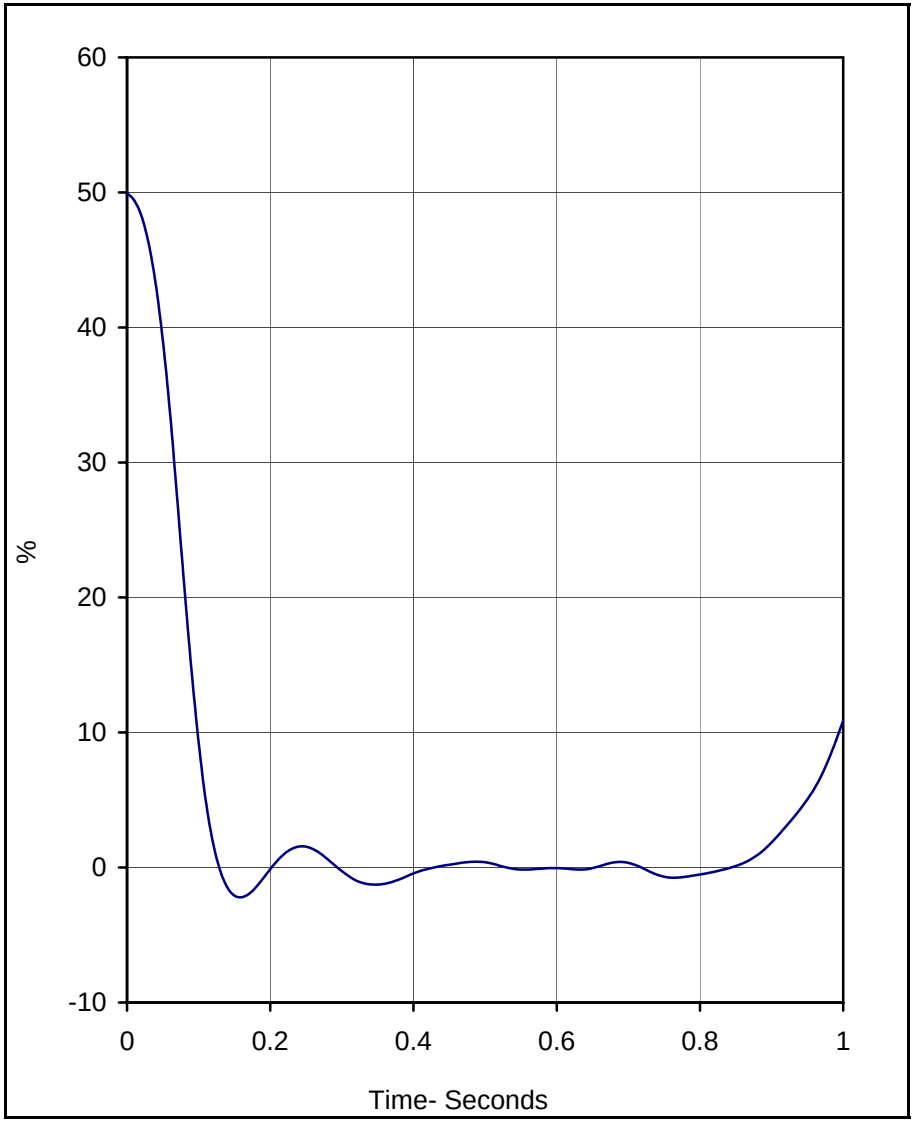
Test Program: FMVSS 124 (Spring #2 Disconnected)

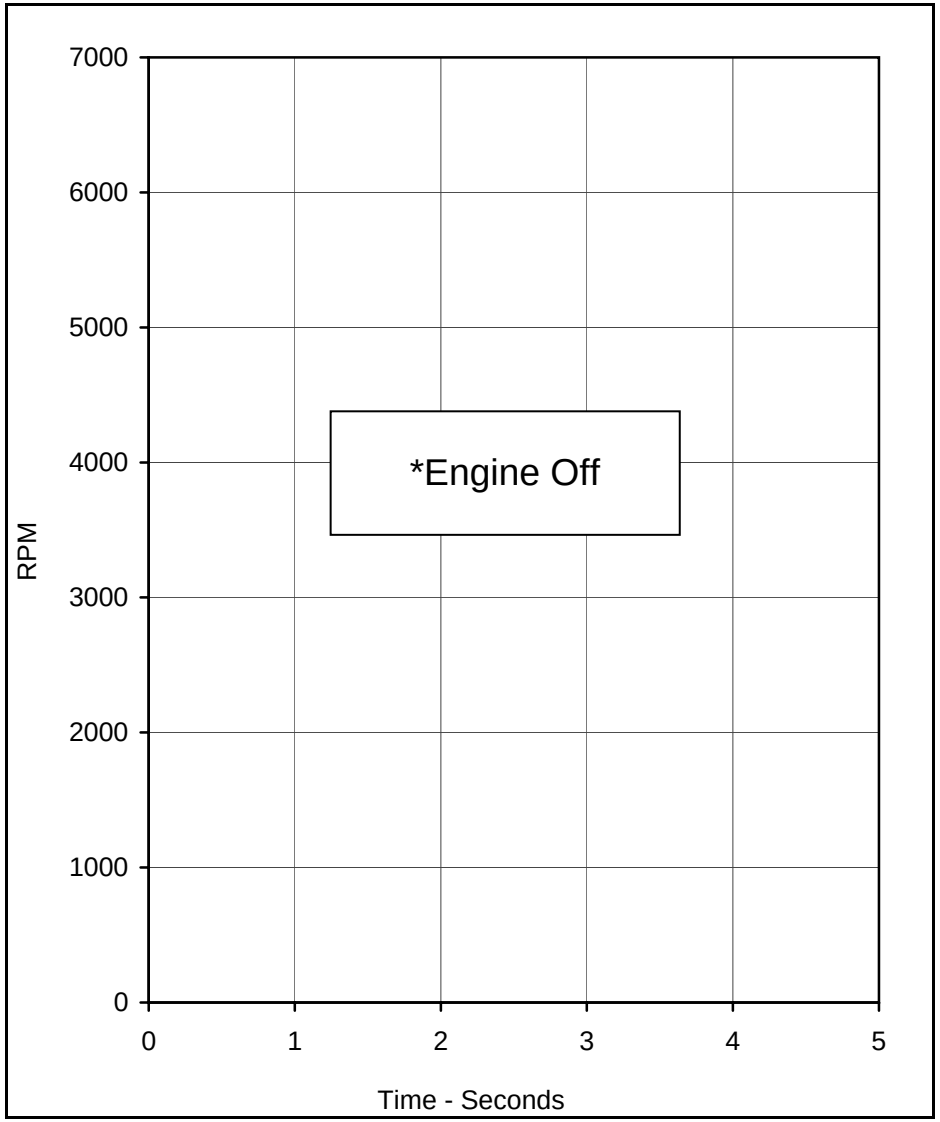
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.0	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

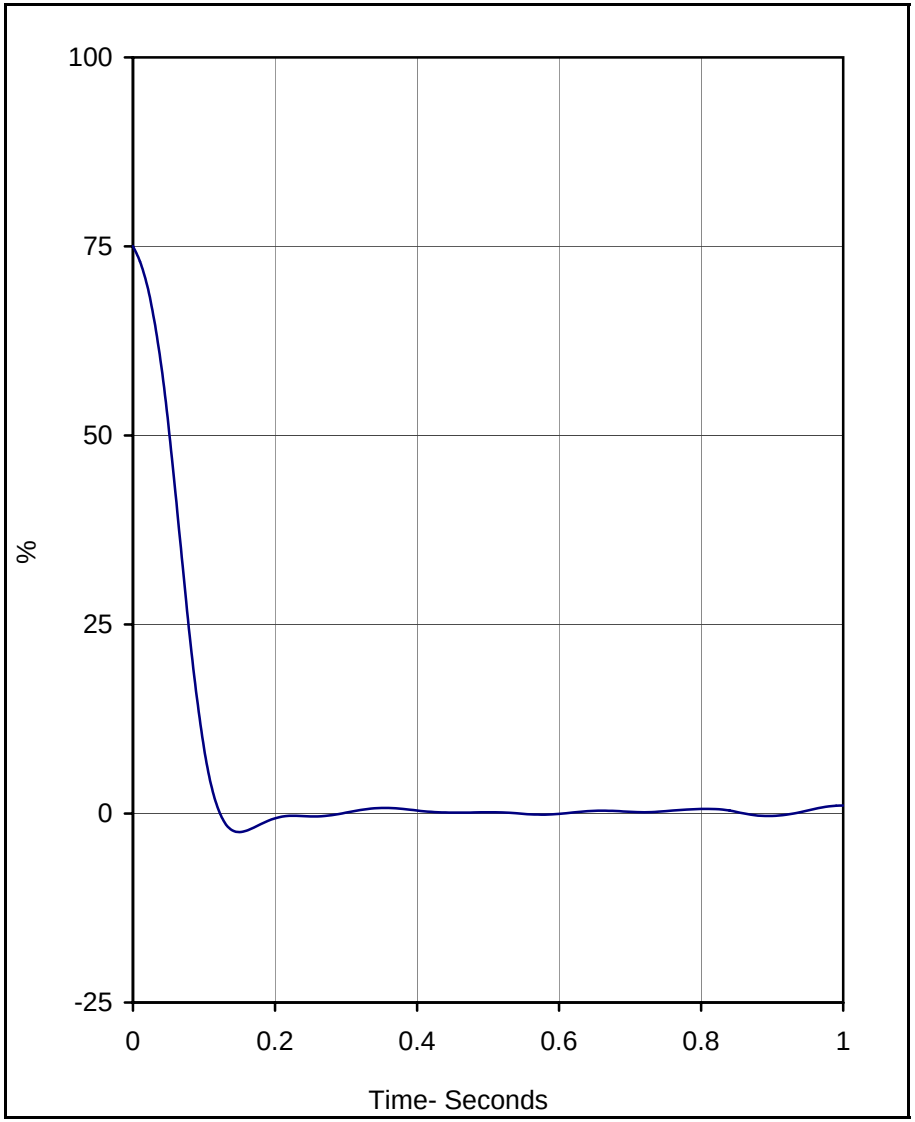
Test Program: FMVSS 124 (Spring #2 Disconnected)

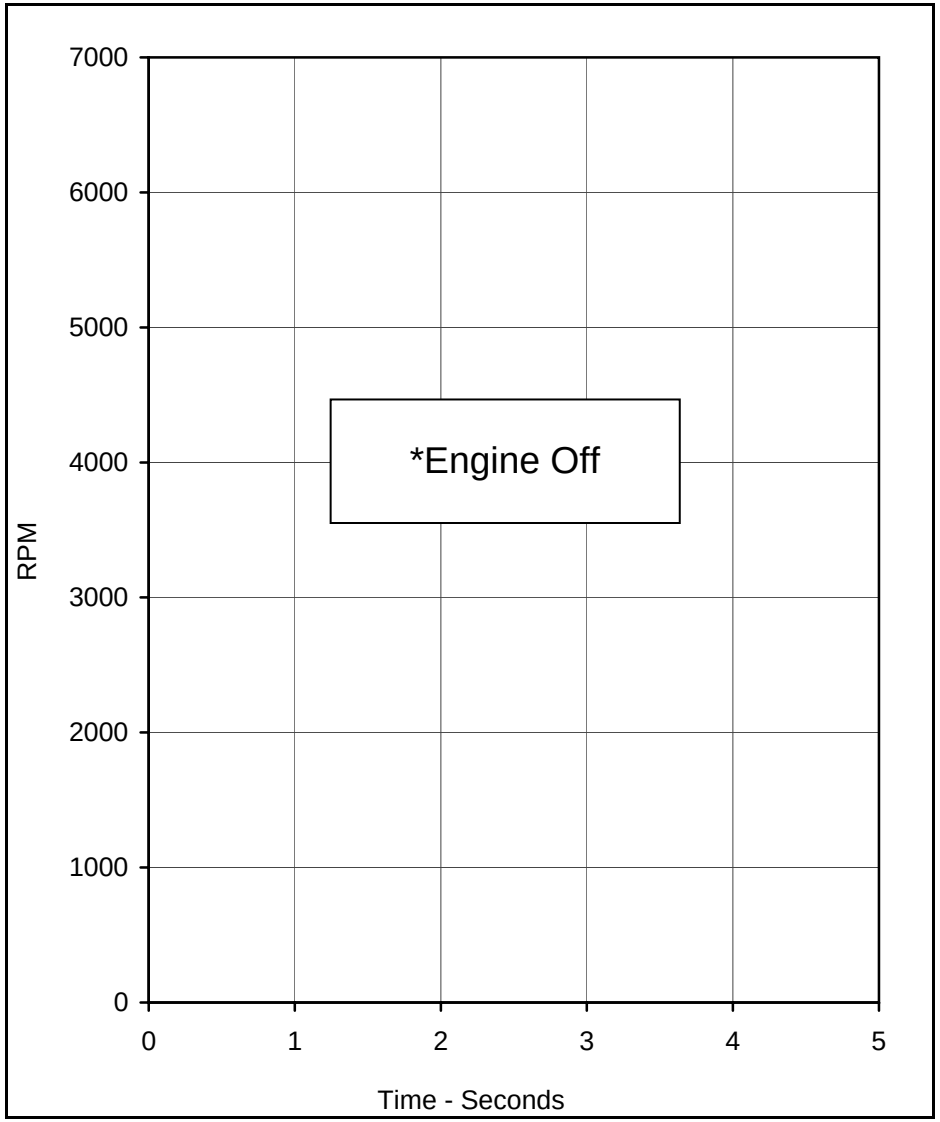
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

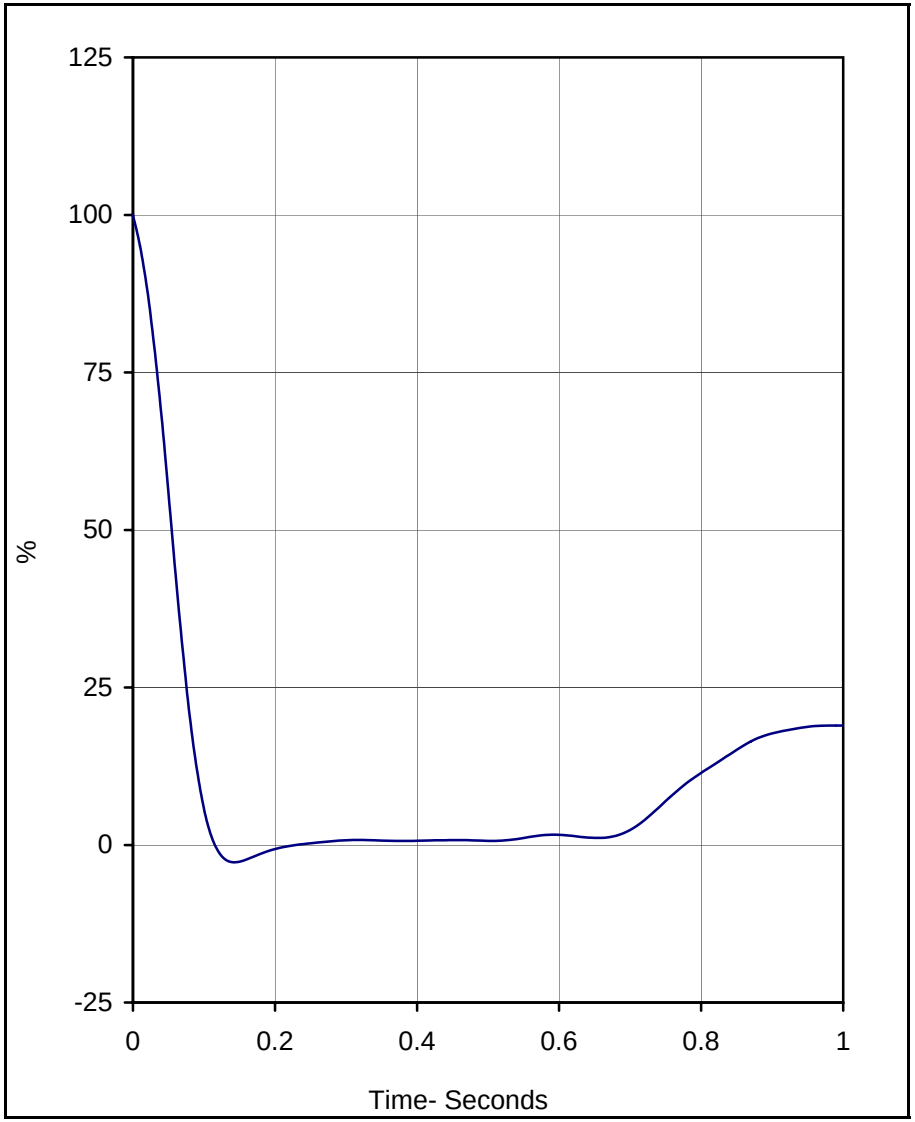
Test Program: FMVSS 124 (Spring #2 Disconnected)

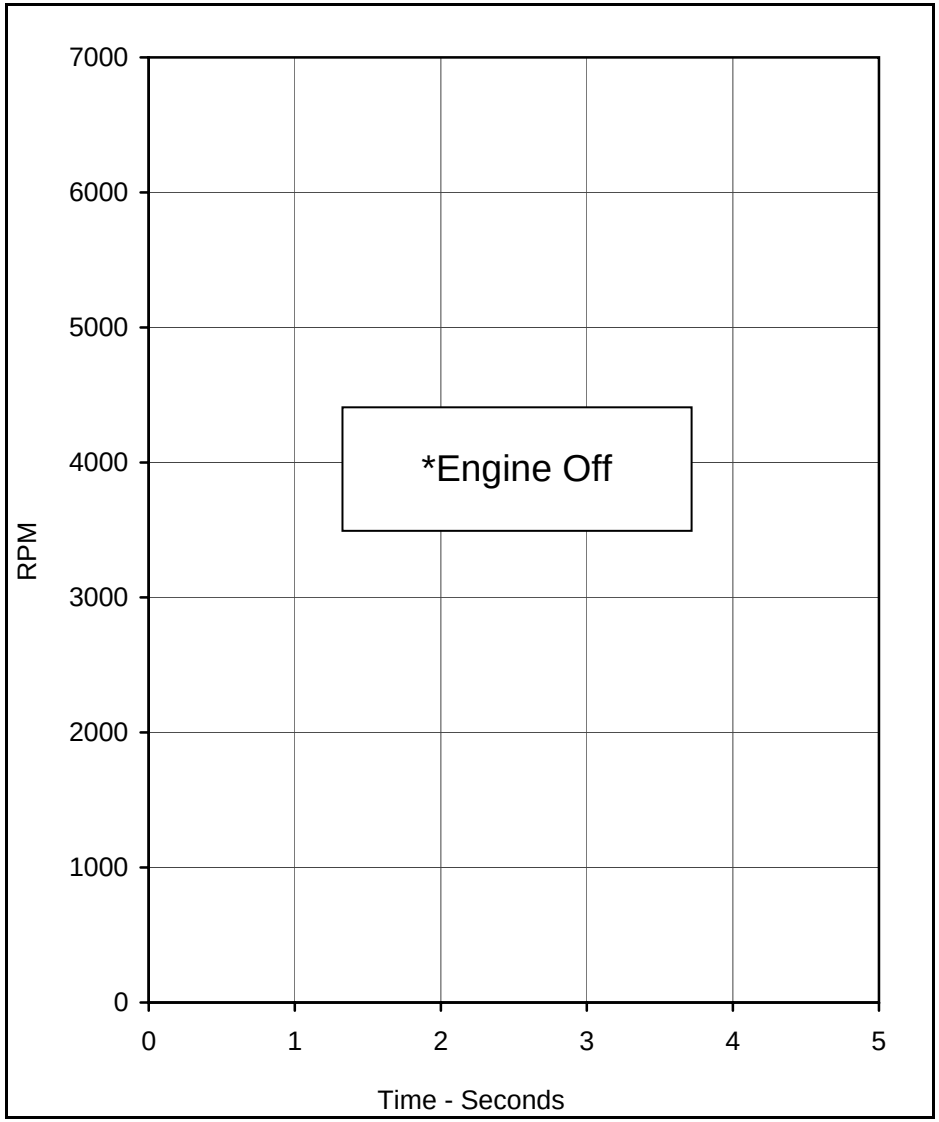
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

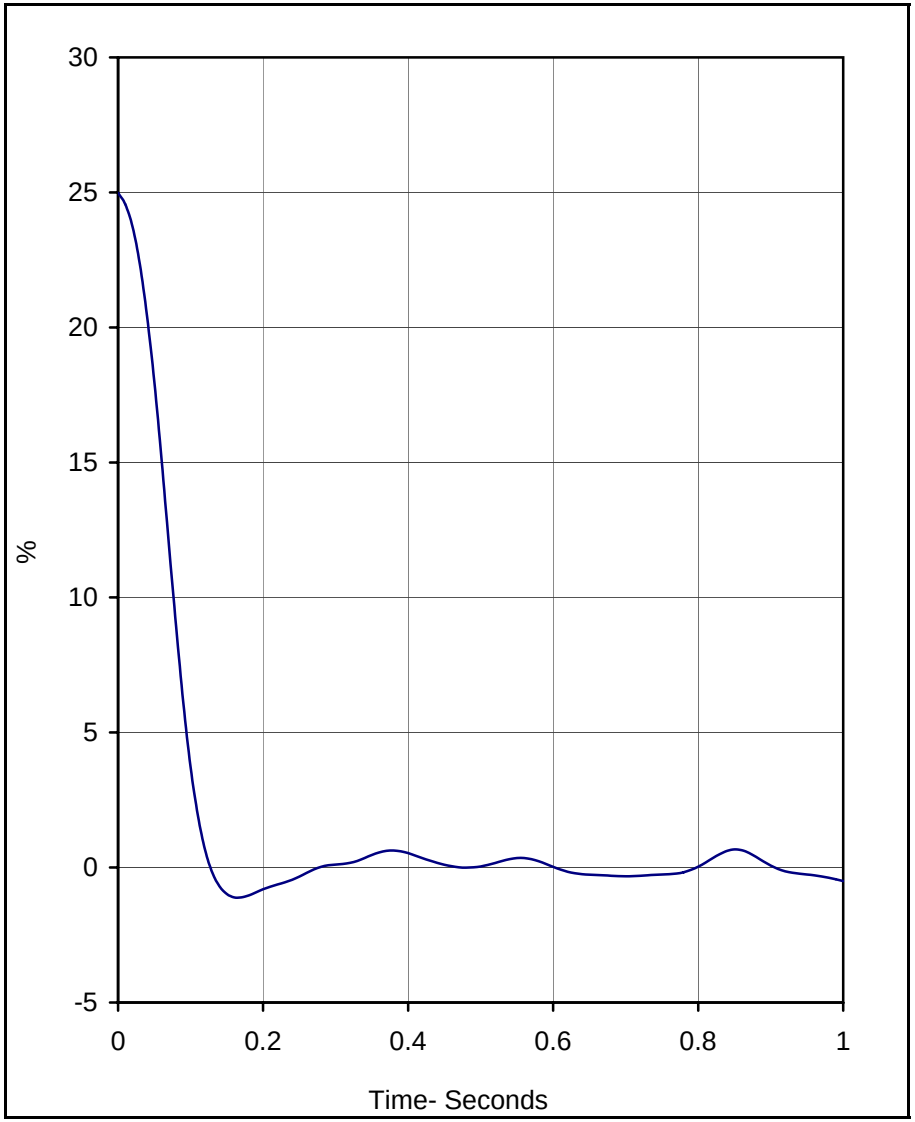
Test Program: FMVSS 124 (Spring #2 Disconnected)

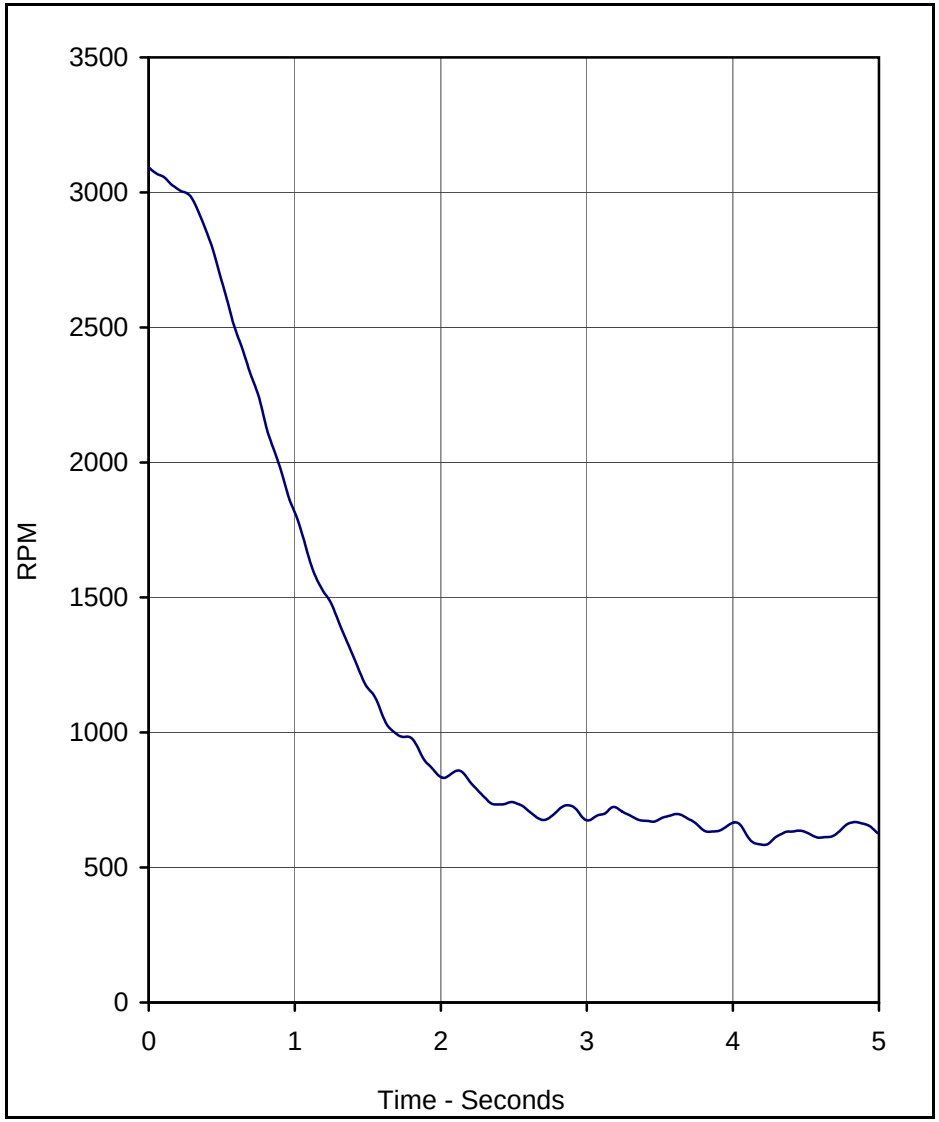
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3092.2	0.0	583.6	4.2	5

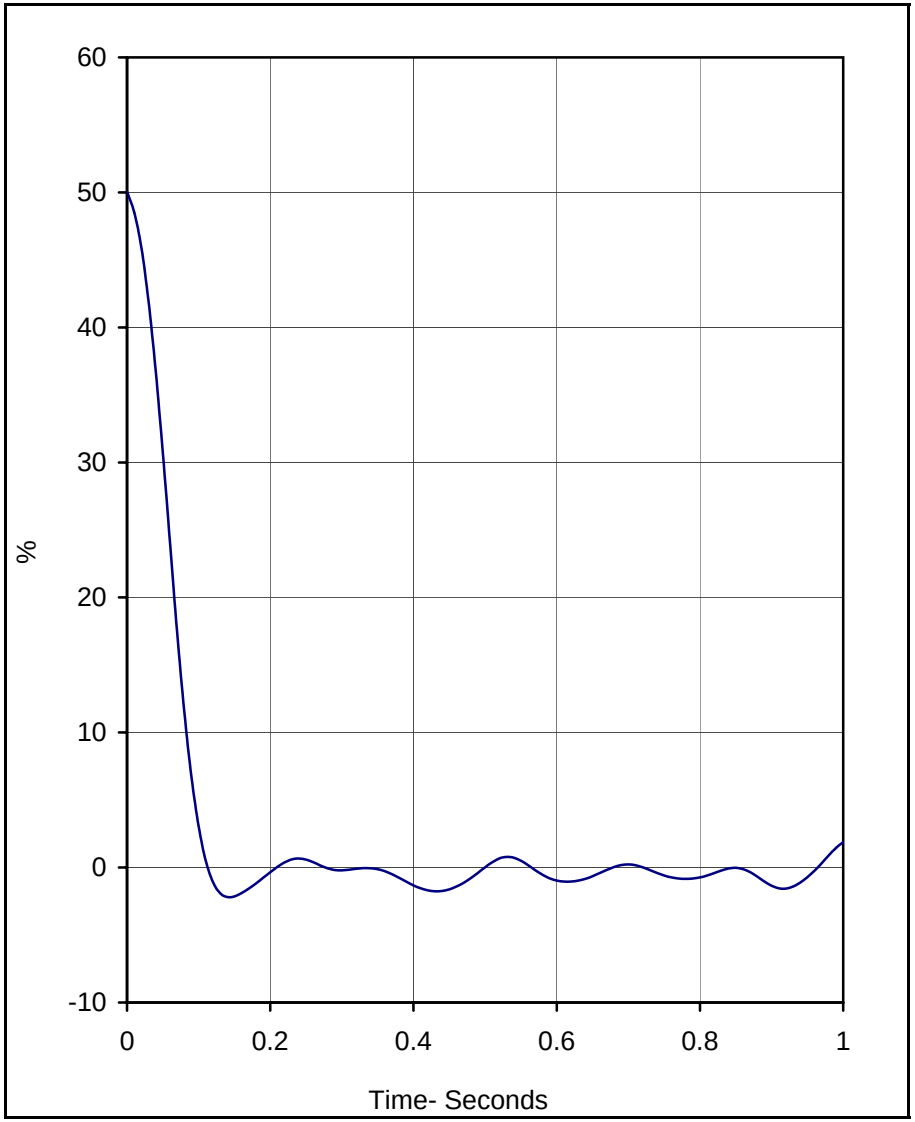
Test Program: FMVSS 124 (Severance of Throttle Cable)

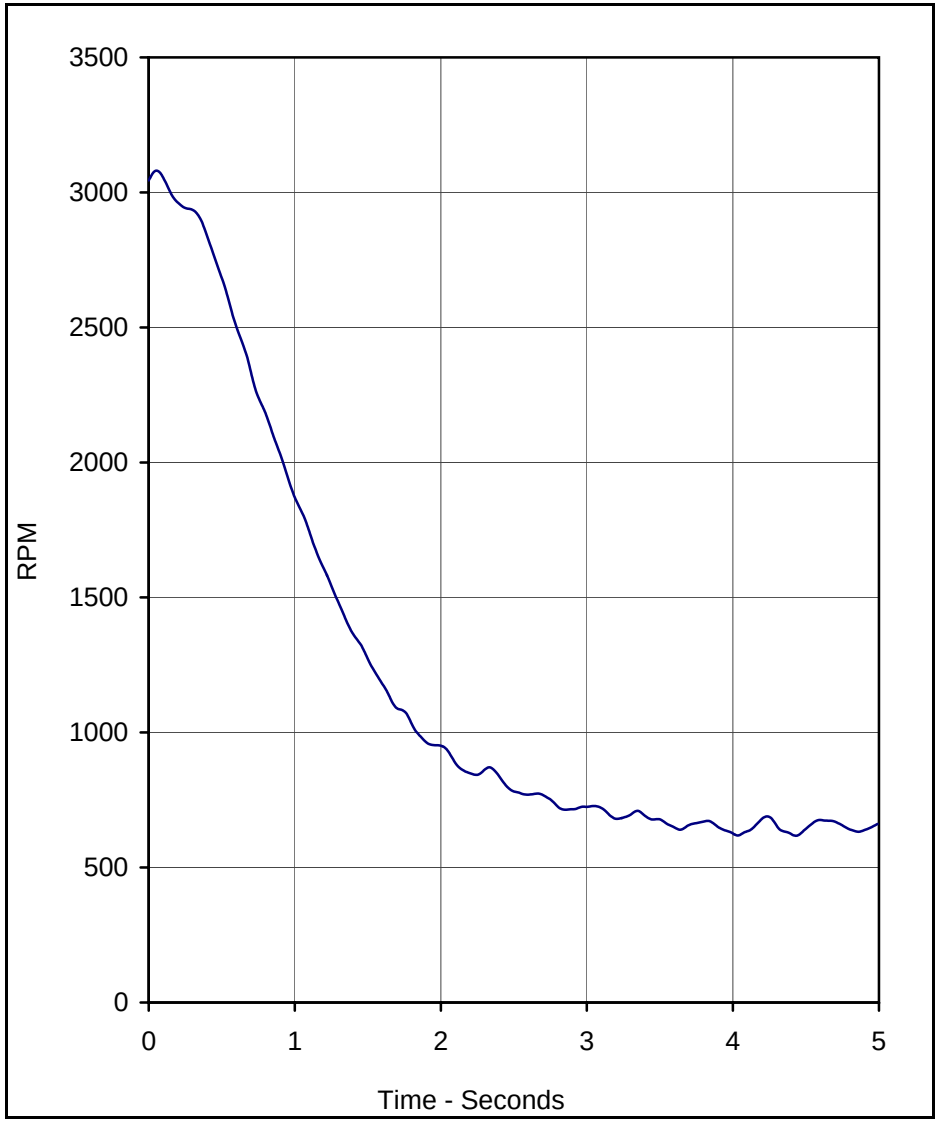
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.1	0.0	110.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3080.5	0.1	617.3	4.4	5

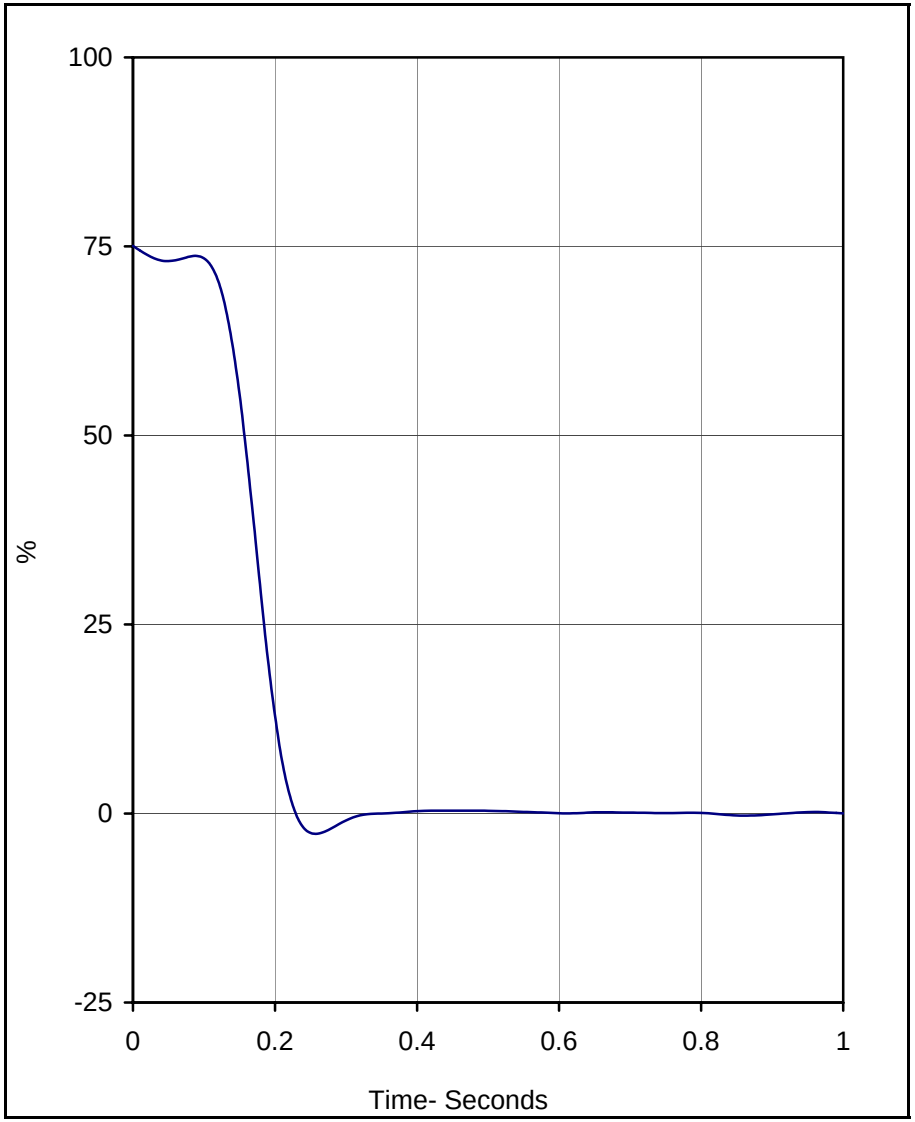
Test Program: FMVSS 124 (Severance of Throttle Cable)

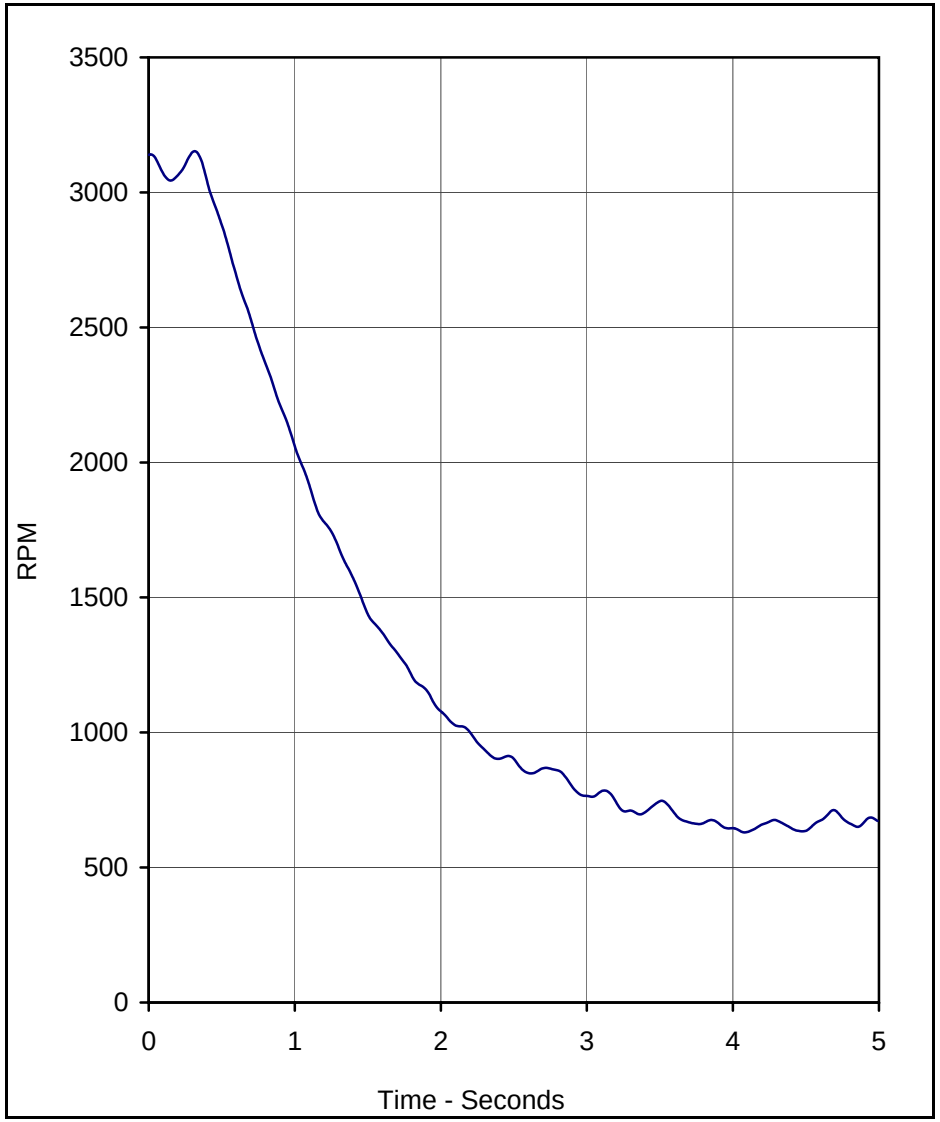
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	230.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3152.3	0.3	629.8	4.1	5

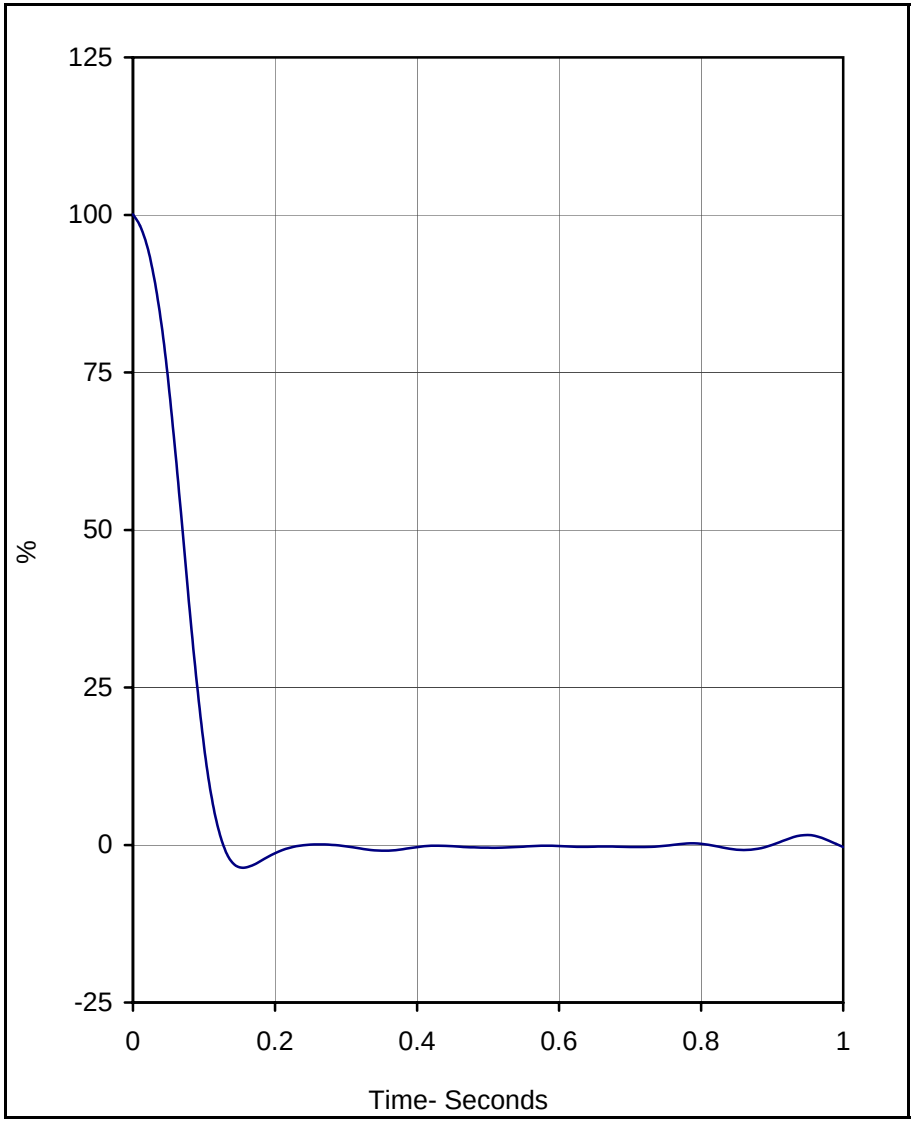
Test Program: FMVSS 124 (Severance of Throttle Cable)

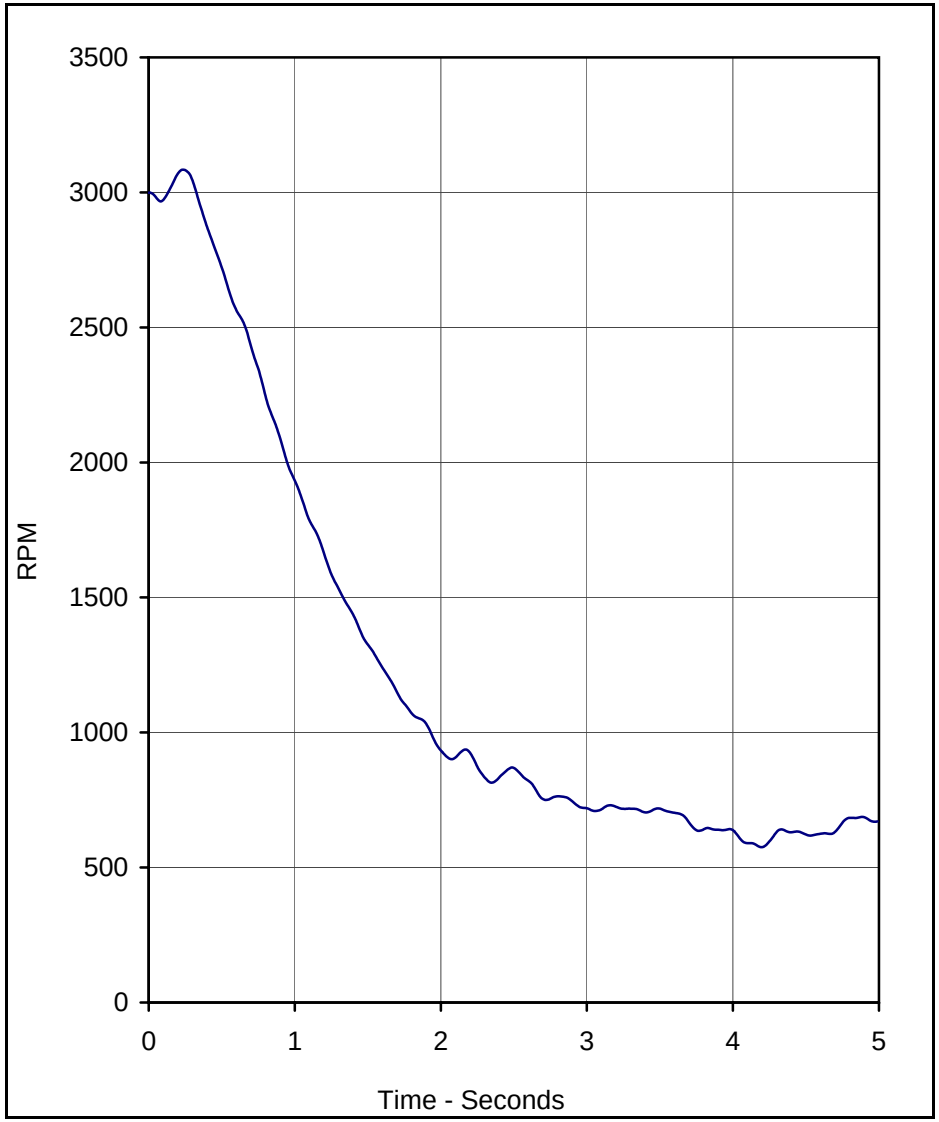
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.1	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	3084.1	0.2	575.2	4.2	5

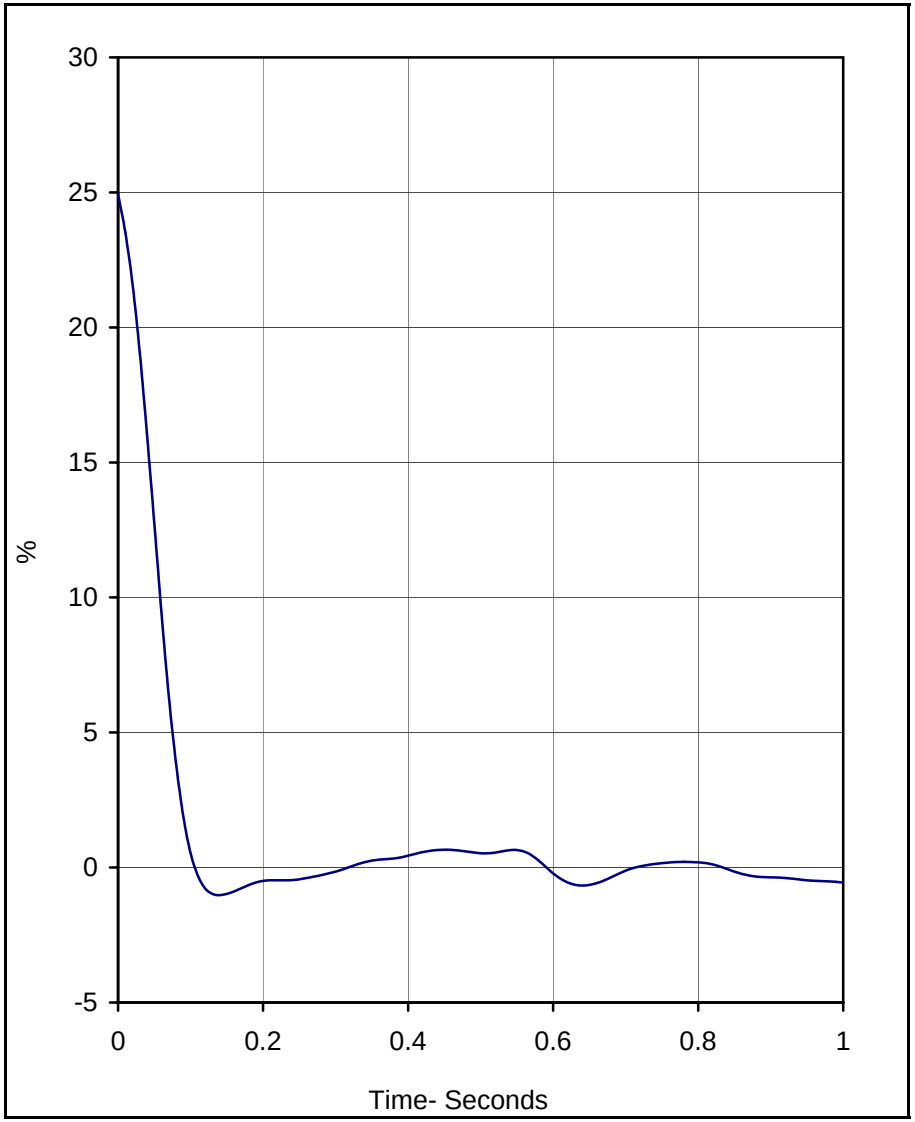
Test Program: FMVSS 124 (Severance of Throttle Cable)

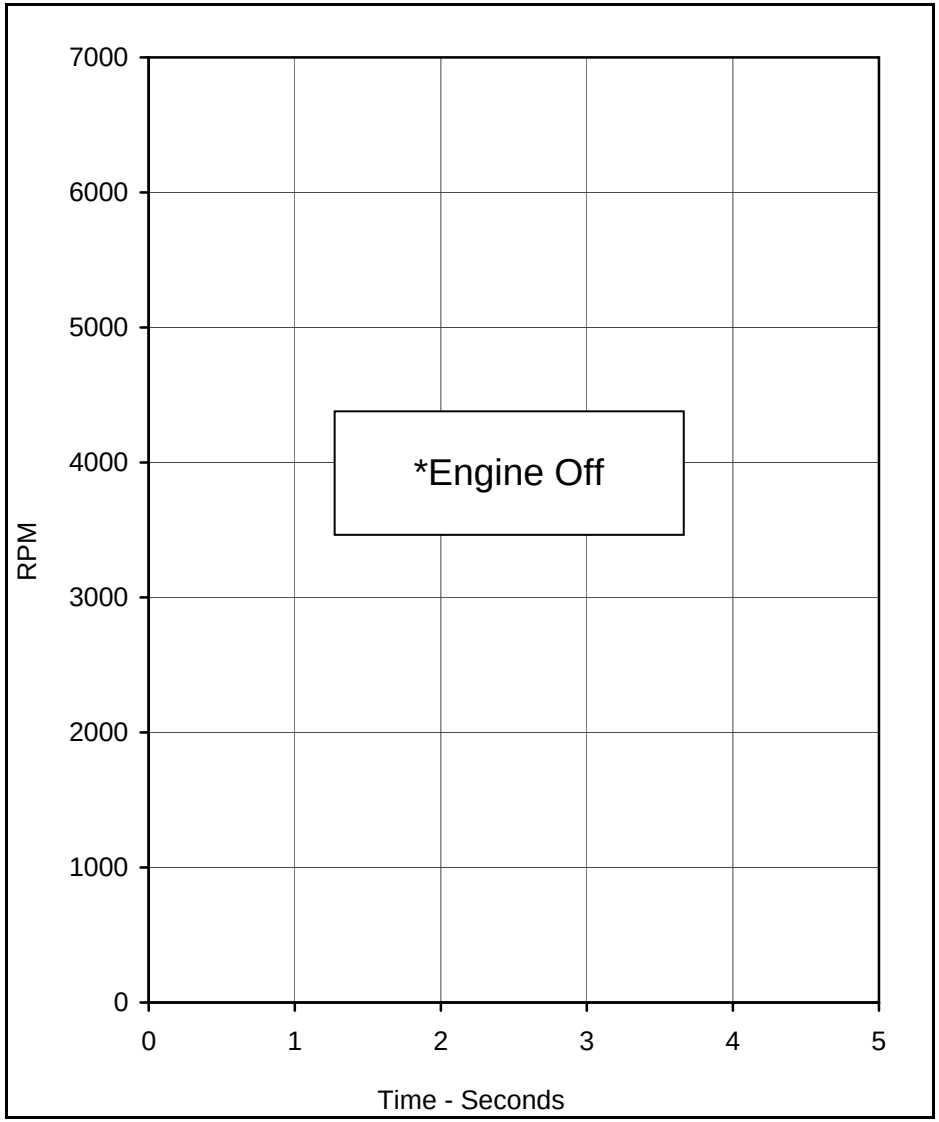
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	24.9	0.0	110.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

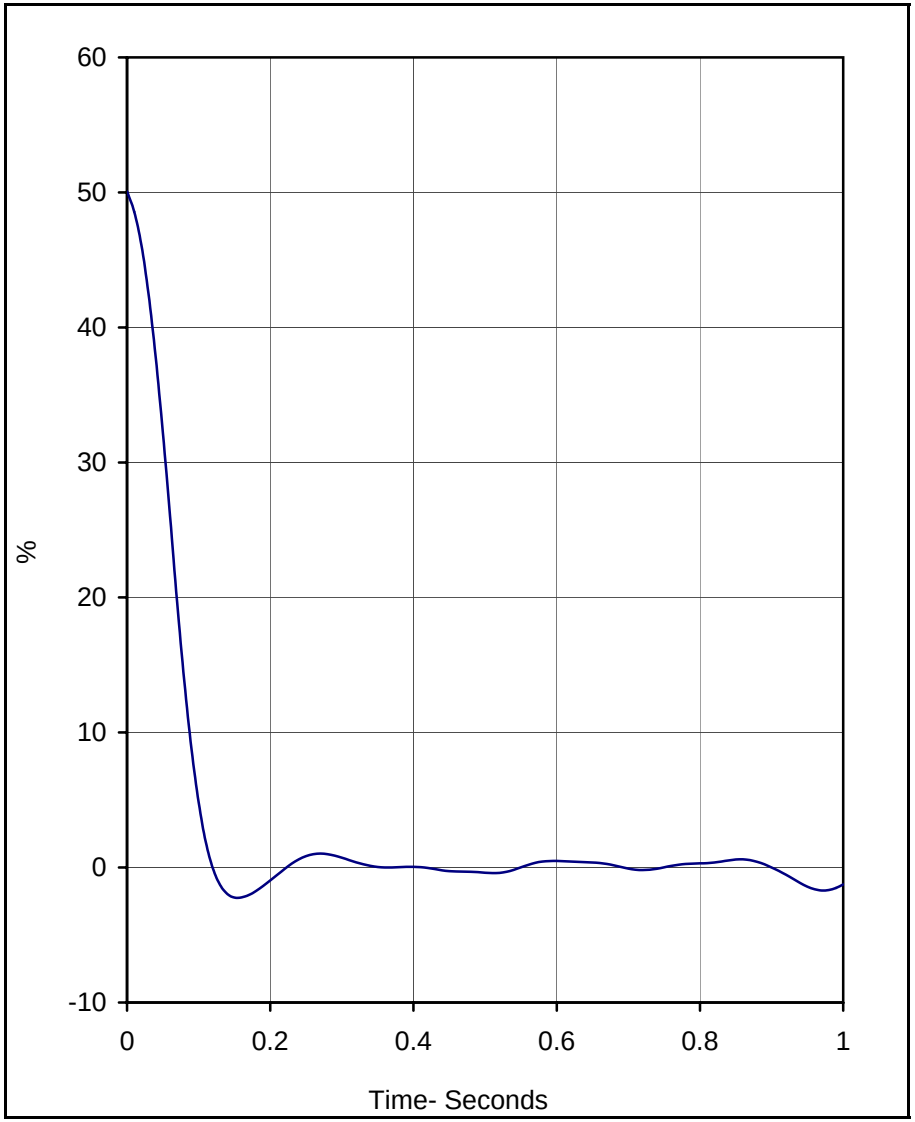
Test Program: FMVSS 124 (Severance of Throttle Cable)

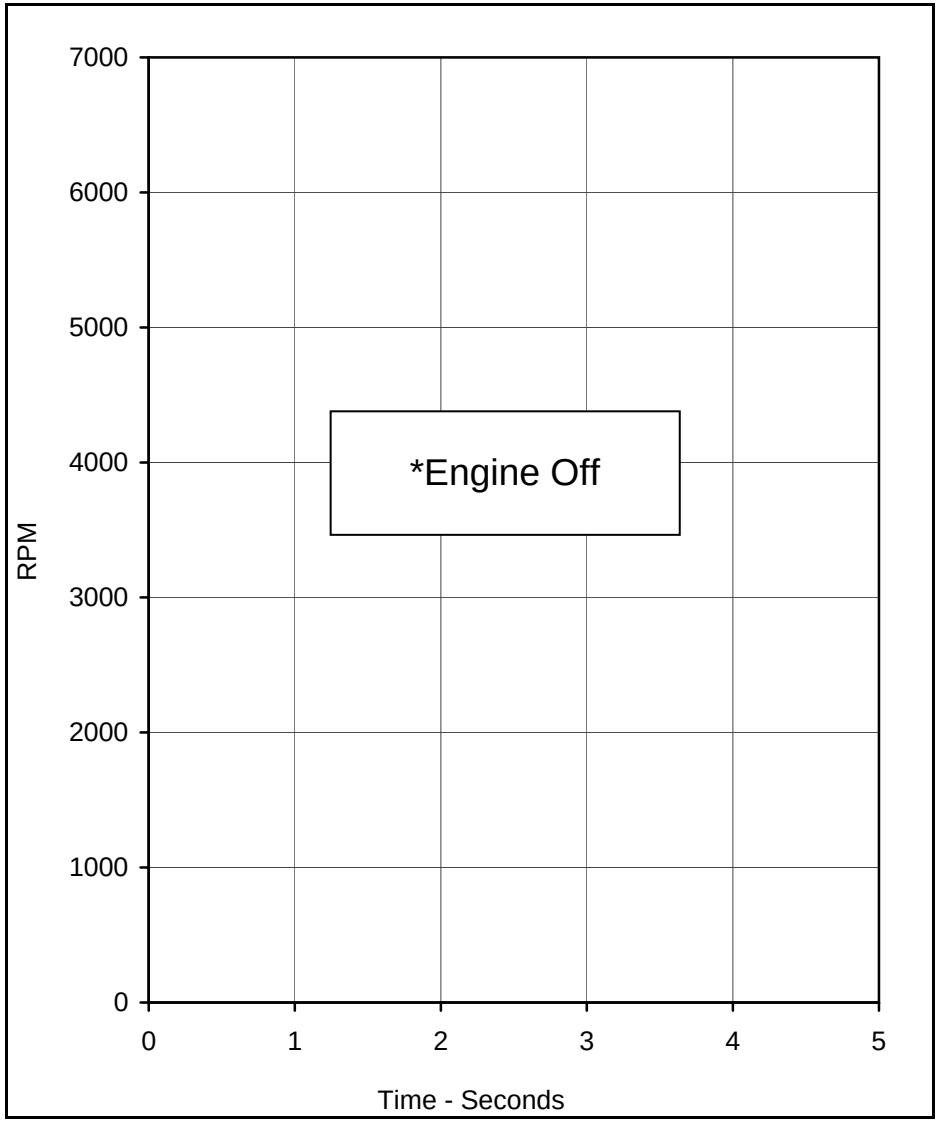
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.1	0.0	120.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

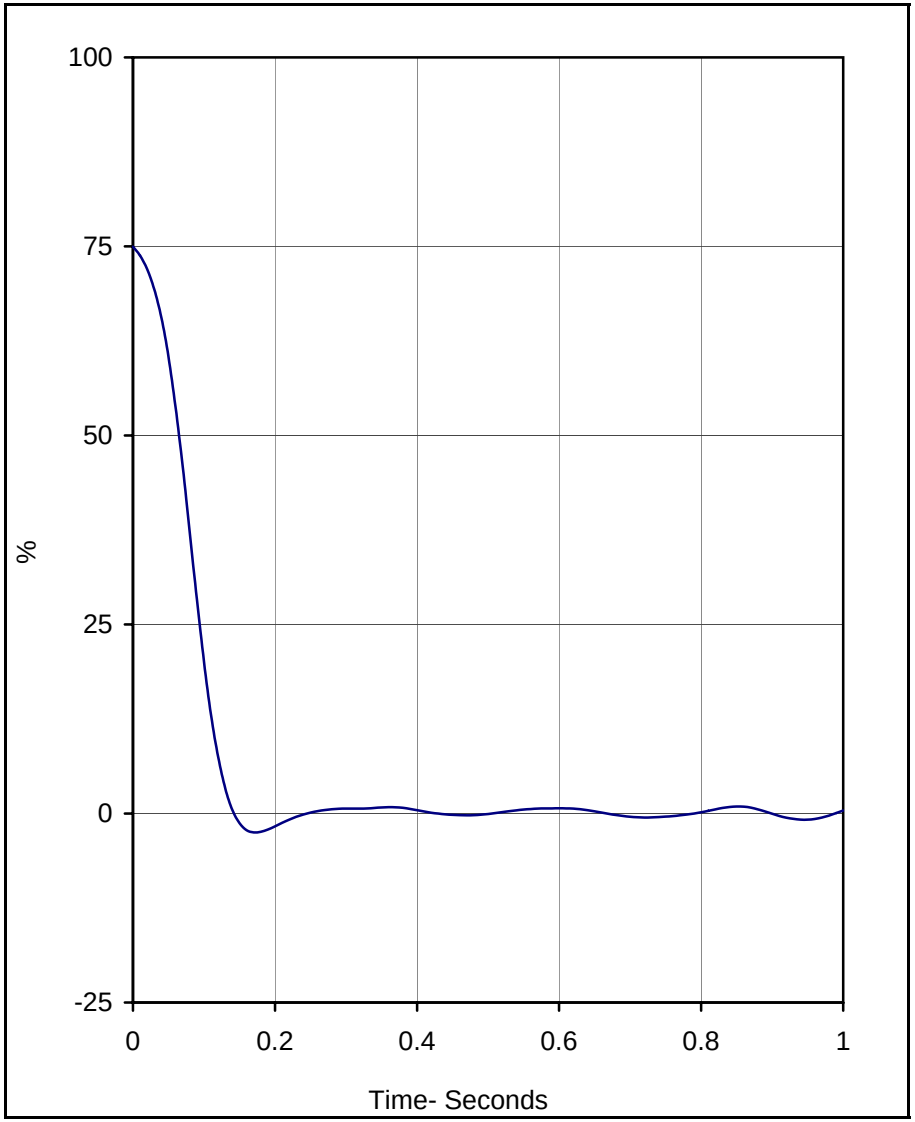
Test Program: FMVSS 124 (Severance of Throttle Cable)

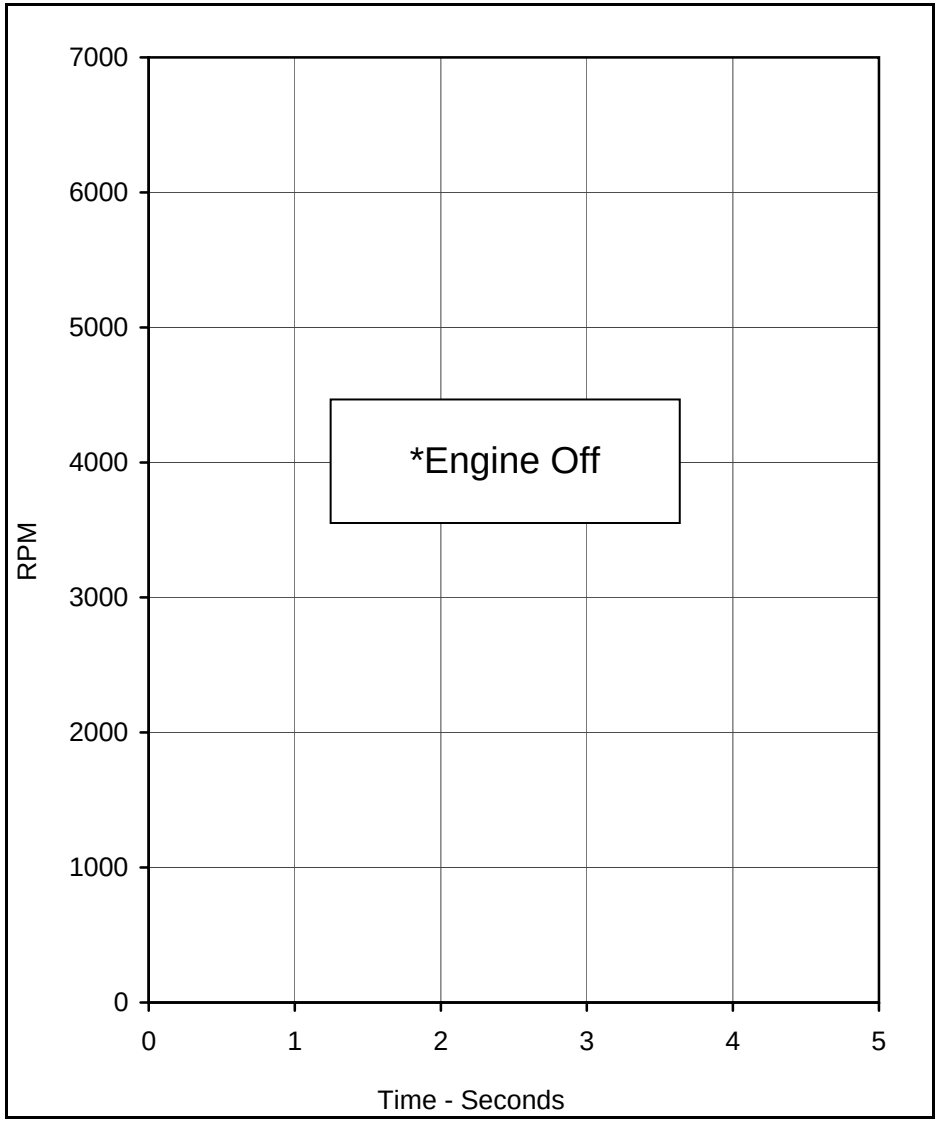
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.0	0.0	140.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

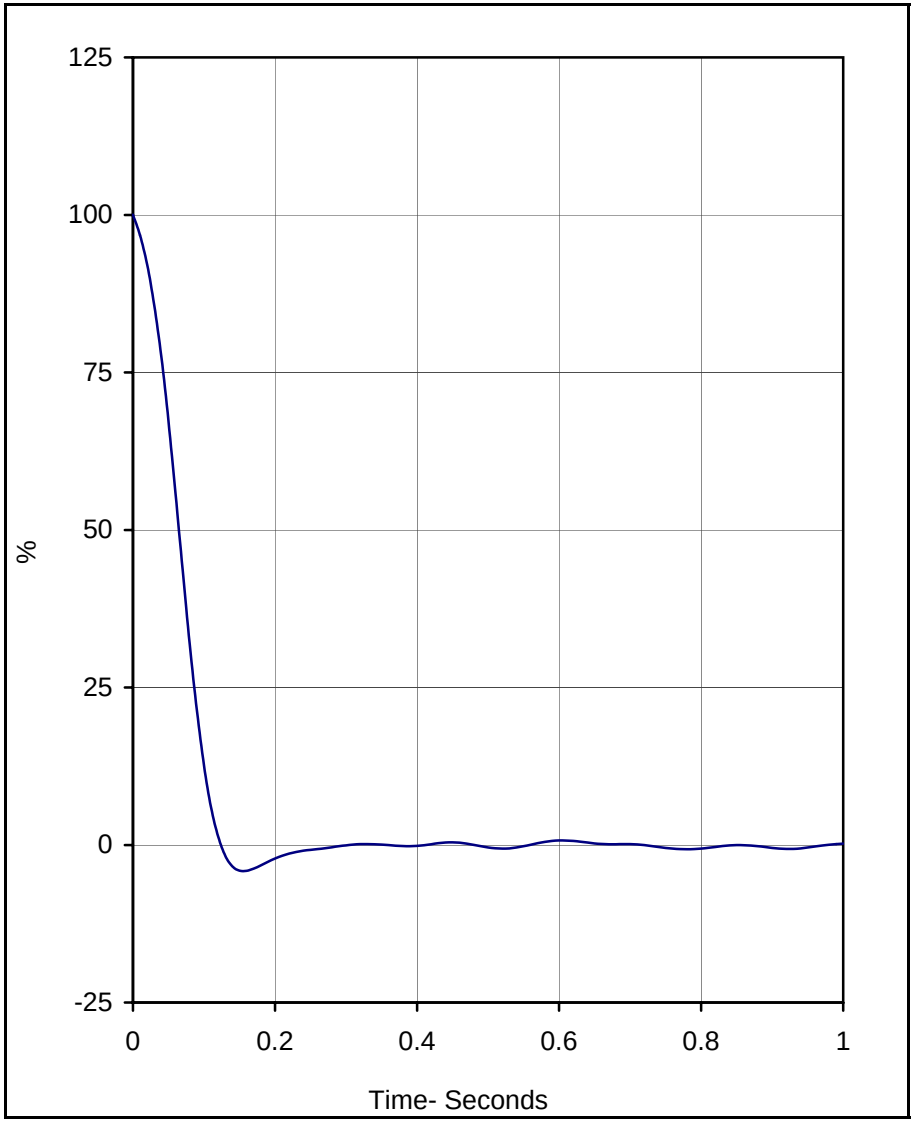
Test Program: FMVSS 124 (Severance of Throttle Cable)

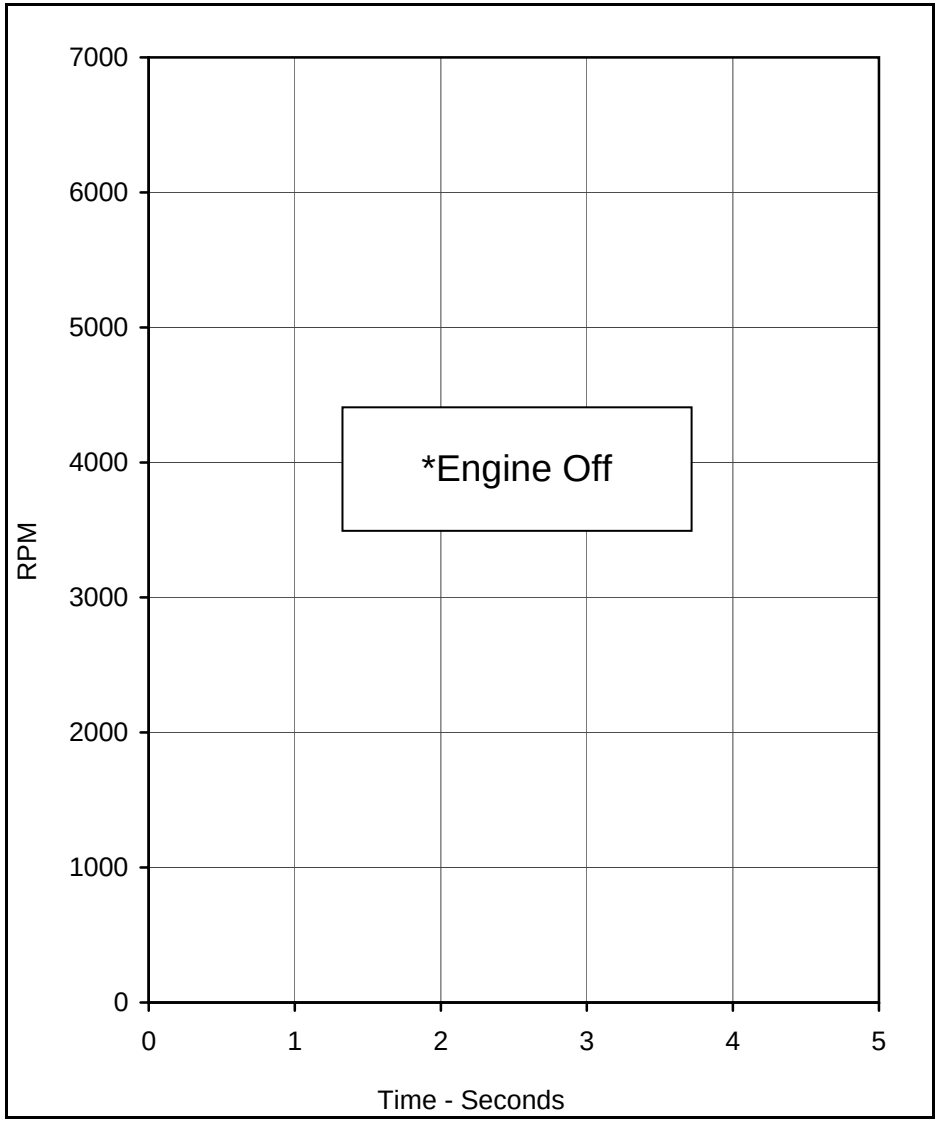
Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	130.0	5

Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Program: FMVSS 124 (Severance of Throttle Cable)

Test Vehicle: 2006 Ford Ranger 2-Door Extra Cab Truck

Test Date: 10/04/06

NHTSA No.: C60207

KARCO Engineering

APPENDIX C
TEST EQUIPMENT LIST

FMVSS 124 Accelerator Control Systems

Test Equipment List and Calibration Information

10/04/06

2006 Ford Ranger 2-Door Extra Cab Truck

Description	Manufacturer	Model No.	Serial No.	Limit	Accuracy	Cal. Date	Due Cal.
TDAS	DTS	TDAS	DM0101	N/A	SAE J211	11/14/05	11/14/06
Computer	Toshiba	PAS4014	X8065355A	N/A	N/A	N/A	N/A
Optical 5th Wheel	Datron	DLS-2	06-262	150 MPH	± 1.0%	06/05/06	06/05/07