



U.S. Department of Transportation  
National Highway Traffic Safety Administration

DOT Auto Safety Hotline  
**Vehicle Owner's Questionnaire**  
To Report Vehicle Safety Defects  
1-888-DASH-2-DOT  
(1-888-327-4236)  
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

2006 APR -6 AM 8:45  
05-MAR-2006

Repository

Reference No.  
10151844

**OWNER INFORMATION (Type or Print)**

Name [REDACTED]  
Address [REDACTED]  
City INDIANA State PA Zip Code [REDACTED]

Daytime Telephone Number [REDACTED]

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?  YES  NO  
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.  
Signature of Owner [REDACTED] Date 3/21/06

**VEHICLE INFORMATION**

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side: 1FTYR45E2 [REDACTED]  
Make: FORD Model: RANGER Model Year: 2004  
Date Purchased: 01-OCT-03 Dealer's Name and Telephone Number: LUTHER FORD 724-479-8083 Engine: No: Cylinders 6 Fuel Type: Gas  
Original Owner:  Dealer's City: HOMER CITY State: PA Zip Code: [REDACTED]  
Transmission Type: AUTOMATIC  Antilock Brakes  Cruise Control Powertrain: 4 WHEEL DRIVE  
Vehicle Component Code: 031000 SERV/ICE BRAKES, HYDRAULIC;PEDALS AND LINKAGES  
Multiple Failure: 1

**FAILED COMPONENT(S)/PART(S) INFORMATION**

Incident Date(s): 02-MAR-2006 Failure Mileage: 30000 Failure Speed: [REDACTED]

**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE**

Tire Make: [REDACTED] Tire Model (Name or Number): [REDACTED] Tire Size (Example P215/65R15): [REDACTED]  
DOT No. (Example: DOTM1S9ABC036): [REDACTED]  Original Equipment  Prior Repair Failure Location: [REDACTED]  
Tire Component Code: [REDACTED] Tire Failure Type: [REDACTED]

**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE**

Make: [REDACTED] Date Manufactured: [REDACTED] Model No./Name: [REDACTED]  
Seat Type: [REDACTED] Installation System: [REDACTED]  
Child Seat Component Code: [REDACTED] Failed Part: [REDACTED]

**APPLICABLE INCIDENT INFORMATION**

(Please describe in detail the incident(s), Failure(s), Crash(es), and Injury(ies).)

Crash:  Yes  No Fire:  Yes  No Number of Persons Injured: [REDACTED] Number of Deaths: [REDACTED] Reported to Police: Y

Narrative Description of Incident(s), Crash(es), and Injury(ies).  
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

DT\*: THE CONTACT STATED WHILE BRAKE PRESSURE WAS APPLIED AT A STOP SIGN, DUE TO THE PLACEMENT OF THE BRAKE AND ACCELERATOR PEDAL THE TWO WERE PRESSED AT THE SAME TIME WHICH CAUSED THE VEHICLE TO LURCH FORWARD RESULTING IN A REAR IMPACT COLLISION. NO ONE WAS INJURED AND SEATBELTS WERE USED. MINOR DAMAGE WAS SUSTAINED TO BOTH VEHICLES. THE POLICE WERE CONTACTED AND A REPORT WAS TAKEN. THE VEHICLE WAS NOT SEEN BY A DEALER.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-578) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response or a statistical summary thereof, may be used in support of this agency's action.

March 20, 2006

Attention: Ford Motor Company

I'm writing to you today because I feel Ford Motor Company needs to re-evaluate its design and engineering of the brake and gas pedals on all models of the Ford Ranger (automatic models).

I was recently in a rear-end collision at an intersection on the local college campus. Four college students were walking in front of the car in front of me - I slowed to stop, as normal, and while depressing the brake, the close proximity of the brake to the gas pedal caused my foot to also press on the accelerator with the obvious occurring - I rear-ended the car in front of me and she nearly hit the students. In all my years of driving vehicles, from cars to commercial buses, I have never had an accident such as this!

The left to right distance between the gas and brake pedal is only 2 1/4 inches. Any normal sized guy with a shoe on is going to face the same problem - more accidents are going to occur!

Additionally, the distance (depth) between the position of the brake and the lower position of the gas pedal is only 2 1/4 inches. A full depression of the brake pedal exceeds the normal position of the gas pedal - any deviation of your foot on the brake pad (as it did in my case) can cause both pedals to be depressed with unfortunate results.

I resolved the issue on my truck by removing the rubber pad covering the brake pedal and installing a 3/4" plywood spacer to the pedal. I then reinstalled the pad to the plywood (attached with stainless steel bolts) to achieve the desired result. I was able to "raise" the brake pedal approximately 1 1/4 inches. This simple fix will prevent this type of situation from ever occurring again!

It would seem to me that the brake needs to be moved over to the left and up - away from the accelerator pedal - to allow for both emergency and non-emergency braking! If I had realized this problem existed in the Ford Ranger, I would not have purchased this vehicle.

I've come to find out the pedals in the automatic are closer than those in a standard (I've owned four Rangers prior - all standard shift). My neighbor, when shopping for his 4wd truck, realized the closeness of the pedals in the Ford and decided to purchase a Dodge Dakota instead. The Dodge has a 3" gap between the pedals. I, unfortunately, did not come to this realization.

I have spoke with our local Ford dealer (Luther Ford) and have been advised by Ken Bradley that they can't do anything to help me unless they get the ok from Ford.

I would hope that you would correct this problem on all future models. Why is there a variation between a standard and automatic transmission - wouldn't it make sense to standardize the spacing and distance apart? I would like to know how many hundred of thousands trucks are on our highways right now - these Rangers are an accident waiting to happen! The more people I talk to - the more I hear of this same problem - both pedals being pressed at the same time when braking is a necessity. Is a recall needed in this situation? I think this would be most proper!

The vehicle I hit sustained [redacted] in damages. I anticipate the replacement parts and labor to repair my truck will exceed [redacted] (plastic flaring under the front bumper cracked and badly damaged). I personally paid the charges to avoid any increases in my insurance rate. Please send me a check! I feel it is the least you could do to make this incident go away quietly!

Sincerely,

[redacted]  
[redacted]  
Indiana PA [redacted]

Reference # 10151844

2004 Ford Ranger  
VIN #1FTYR45E [redacted]

### Complaint Report

Expires 6-18-09

[REDACTED]

Indiana, PA [REDACTED]

SS [REDACTED]

DOB [REDACTED]

Negative suspension/revocation/10-30

Per Cp 41, individuals exchanged information.

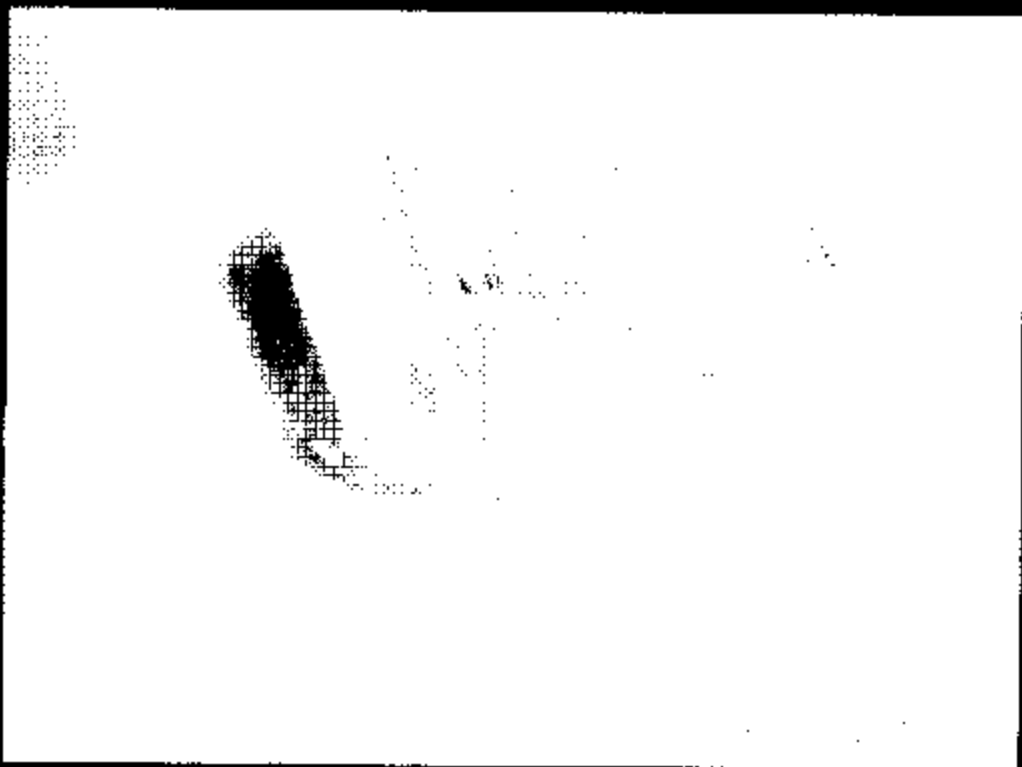
//////////////////////////////////// End Dispatch //////////////////////////////////////

On 02 March 2006 at approximately 1950 hrs, this Officer was dispatched to a two vehicle non-reportable traffic crash at the intersection of Maple Street and Pratt Drive. Upon arrival, the vehicles were off of the roadway and both parties had exited their vehicles and had begun exchanging information. Both vehicles were reportedly travelling east bound on Maple Street. At the intersection with Pratt Drive the 2002 Chevrolet operated by [REDACTED] stopped at the stop sign and was struck in the rear by a 2004 Ford truck operated by [REDACTED] who was unable to stop his vehicle due to road conditions [REDACTED] also made note that he believes a Ford design error contributed to the crash as he repeatedly showed this Officer when he depresses the break pedal his foot also presses the gas pedal.

No injuries were reported. This Officer did mediate the proper exchange of all information and did observe both parties depart from the area. (Campbell 41)

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Name	Signature	Date





2002 CHEVROLET IMPALA STD 4DOOR SEDAN  
 CD LOG NO 3389-1

EC	0584	COVER, REAR BUMPER	ECONOMY PART	286.00*	0.5	1
L	0584 13	COVER, REAR BUMPER	REFINISH		3.8	4
E	0567	ABSORBER, REAR BUMPER	10350676 GM PART	155.31	INC	1
L	M14	CORROSION PROTECTION	REFINISH		0.2*	4
N		PULL & ALIGN UNIBODY	ADDNL LABOR OPERA		4.0*	3*
N		MINOR SET-UP	ADDNL LABOR OPERA		1.0*	1*
EC		CAR COVER	ECONOMY PART	5.00*	0.2*	1*
SB		WASTE REMOVAL	SUBLET REPAIR	3.00*		1*
L		BACKTAPE JAMBS	REFINISH		0.3*	4*
EC		SEAM SEALER	ECONOMY PART	6.00*		1*
I		REAR BODY PANEL	REPAIR		4.0*	1*
EC		FLEX	ECONOMY PART			1*
N		ALIGN DECK LID	ADDNL LABOR OPERA		1.0*	1*
N		R&I TRUNK TRIM AS NECE	ADDNL LABOR OPERA		0.5*	1*

22 ITEMS

MC MESSAGE(S)  
 07 STRUCTURAL PART AS IDENTIFIED BY I-CAR  
 13 INCLUDES 0.6 HOURS FIRST PANEL TWO-STAGE ALLOWANCE

FINAL CALCULATIONS & ENTRIES

GROSS PARTS					
OTHER PARTS					
PAINT MATERIAL					
PARTS & MATERIAL TOTAL					
TAX ON PARTS & MATERIAL @					
LABOR		RATE	REPLACE HRS	REPAIR HRS	
1-SHEET METAL			4.0	9.0	
2-MECH/ELEC					
3-FRAME				4.0	
4-REFINISH			5.7		
5-PAINT MATERIAL					
LABOR TOTAL					
TAX ON LABOR			@	6.000%	
SUBLET REPAIRS			@	6.000%	
TAX ON SUBLET			@	6.000%	
TOWING					
STORAGE					

GROSS TOTAL

NET TOTAL

ADP SHOPLINK U2993 ES CD LOG 3389-1 DATE 03/16/06 04:22:53PM R6.37 CD 02/06  
 PXN: Y/00/00/00/00/00 CUM 00/00/00/00/00 GEOCODE 15301  
 HOST LOG

(C) 1998 - 2006 ADP CLAIMS SOLUTIONS GROUP, INC.  
 1.3 HRS WERE ADDED TO THIS EST. BASED ON ADP TWO-STAGE REFINISH FORMULA.

2002 CHEVROLET IMPALA STD 4DOOR SEDAN  
CD LOG NO 3389-1

CESSNA'S COLLISION SERVICE WARRANTS ALL WORKMANSHIP AND REFINISH ONE YEAR FROM  
DATE OF COMPLETION.