

INFORMATION Redacted PURSUANT TO THE FREEDOM OF

INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)



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

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

DOT Auto Safety Hotline

FOR AGENCY USE ONLY 100148

Date Received NOV 17 2013 12-SEP-2013	Repository <input type="checkbox"/>
Reference No. 10543237	

OWNER INFORMATION (Type or Print)			
Name	[REDACTED]		
Address	[REDACTED]		
City	State	Zip Code	
PLEASANT HILL	IA	[REDACTED]	
Daytime Telephone Number		E-mail Address	
[REDACTED]		[REDACTED]	
Evening Telephone Number			
[REDACTED]			

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION			
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side 1FTYR15E23P [REDACTED]	Make FORD	Model RANGER	Model Year 2003
Date Purchased 01-06-2007	Dealer's Name and Telephone Number Nobel Ford		Engine: No: Cylinders V-6
Original Owner <input type="checkbox"/> NO	Dealer's City Indianola	State IA	Zip Code 50125
Transmission Type Auto	<input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control	Powertrain Four wheel drive	Multiple Failure: Yes - many
			Incident Date(s) 01-JAN-2011

FAILED COMPONENT(S)/PART(S) INFORMATION		
Vehicle Component Code: 180000 VEHICLE SPEED CONTROL	Failure Mileage 59000	Failure Speed When braking

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE		
Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTM19ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair	Failure Location:
Tire Component Code	Tire Failure Type:	

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE		
Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION				
<i>(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)</i>				
Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured 0	Number of Deaths 0	Reported to Police N

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).

TL* THE CONTACT OWNS A 2003 FORD RANGER. THE CONTACT STATED THAT THE RPMS INCREASED TO 4,000, CAUSED THE TIRES TO SMOKE, AND THE ENGINE TO SUDDENLY ACCELERATE. THE CONTACT PLACED THE VEHICLE INTO NEUTRAL GEAR, RELEASED THE BRAKE PEDAL AND THE VEHICLE FUNCTIONED NORMALLY. THE CONTACT REMOVED THE CRUISE CONTROL LINKAGE; HOWEVER, THE FAILURE WAS NOT CORRECTED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 59,000. THE CURRENT MILEAGE WAS 63,000.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 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 the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

Please see the enclosed information highlighting the same problem we are having from multiple other people.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382

Official Business
Penalty for Private Use \$300



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NECESSARY
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UNITED STATES**



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POSTAGE WILL BE PAID BY ADDRESSEE

**US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382**



Think your vehicle has a safety defect?



**If so:
Use the enclosed form to file a report.**

**or visit:
www.safercar.gov**

**or call:
Vehicle Safety Hotline
888-327-4236**



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration

Problem with Vehicle Speed Control

- **Oct 23, 2012 - Scituate, MA - Vehicle Speed Control**

TL* THE CONTACT OWNS A 2003 FORD RANGER. THE CONTACT STATED THAT WHILE STOPPED AT A TRAFFIC STOP, THE ENGINE PMS INCREASED ABNORMALLY TO 3000. THE CONTACT HELD THE BRAKE DOWN WITH EXTREME FORCE AS THE TIRES BEGAN TO SPIN AND MAKE A SCREECHING NOISE. THE VEHICLE WAS ATTEMPTING TO ACCELERATE ABNORMALLY BUT THE CONTACT WAS ABLE TO STOP THE FAILURE BY ABRUPTLY APPLYING THE BRAKES AND POWERING THE VEHICLE OFF. THE VEHICLE WAS RESTARTED AND RESUMED NORMAL OPERATION. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE AND ADVISED THE CONTACT TO TAKE THE VEHICLE TO A DEALER. THE DEALER STATED THAT BECAUSE THE VEHICLE WAS OVER TEN YEARS OLD, THEY WERE UNABLE TO PERFORM A DIAGNOSIS. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 218,000.

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- **Aug 30, 2012 - Burleson, TX - Vehicle Speed Control**

TL* THE CONTACT OWNS A 2003 FORD RANGER. THE CONTACT STATED THAT WHILE DRIVING 15 MPH, THE ACCELERATOR PEDAL BECAME STUCK. AS A RESULT, THE VEHICLE ACCELERATED INDEPENDENTLY AND CRASH INTO A CURB. THE VEHICLE WAS DESTROYED. A POLICE REPORT WAS NOT FILED AND INJURIES WERE REPORTED. THE VEHICLE WAS NOT INSPECTED AND THE CAUSE OF THE FAILURE WAS NOT DETERMINED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE WHO STATED THAT THE CONTACT NEEDED TO WRITE A LETTER AND MAIL IT INTO FORD. THE FAILURE MILEAGE WAS 72,000.

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- **Mar 13, 2012 - Port Angeles, WA - Vehicle Speed Control**

VEHICLE WITH CRUISE CONTROL PROBLEM (NOT ENGAGING) SUDDENLY ACCELERATED WHILE DRIVER WAS ACCELERATING FROM STOPLIGHT. REACHED APPROX. 45 MPH UNDER FORCED ACCELERATION BEFORE WAS ABLE TO PULL ONTO SIDE ROAD. STAND ON BRAKE, SHIFT TO NEUTRAL, TURN OFF ENGINE. RESTART ENGINE STILL HAD ENGINE RACING. SECOND RESTART DITTO. TAPPED ACCELERATOR, ENGINE RETURNED TO NORMAL RPM. WHEW! WAS IN PROCESS OF PURCHASING VEHICLE, DEALERSHIP (NOT FORD) REPLACED CRUISE CONTROL CABLE. CRUISE NOW WORKING, NO REPEAT OF PROBLEM.

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- **May 13, 2011 - East Brewton, AL - Vehicle Speed Control**

SUDDEN ACCELERATION WITH WARNING. HAS HAPPENED SEVERAL TIMES IN THE PAST TWO YEARS. WENT TO DEALERSHIP TO REGISTER THIS PROBLEM BUT THE SERVICE MANAGER WAS NOT CONCERNED.

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- **Dec 21, 2010 - Victoria, 00 - Vehicle Speed Control**

I OWN A 2003 FORD RANGER I BOUGHT NEW. ON NOVEMBER 26 2010 I PULLED INTO THE PARKING LOT @ WORK AND MY CLUTCH AND BRAKE PEDALS

http://www.arfc.org/complaints/2003/ford/ranger/vehicle_speed_control/problem.aspx

9/4/2013

FELL TO THE FLOOR CAUSING A MINOR CRASH. THE PIVOT BRACKET THAT HOLDS THE STEEL PEDALS IS MADE FROM CAST ALUMINUM. I HAVE BEEN A ALUMINUM WELDER FOR OVER 10 YEARS AND IN MY OPINION THIS BRACKET IS VERY SUBSTANDARD. I SEARCHED THE WEB AND FOUND THAT OTHER PEOPLE HAD THE SAME THING HAPPEN ON RANGERS AND OTHER TRUCKS AND FORD CARS. IF I WAS ON THE ROAD THIS COULD HAVE BEEN MUCH WORSE. I SENT PICTURES AND A PIECE OF THE BRACKET TO A RECALL INVESTIGATOR. HE SAID ITS NOT A COMMON FAILURE SINCE HE CANT FIND ANY COMPLAINTS.

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- **Dec 20, 2010 - Damascus, OR - Vehicle Speed Control**
WHEN I ACCELERATE QUICKLY WITH MY 2003 FORD RANGER, THE VEHICLE'S ACCELERATOR GETS STUCK AND WILL NOT RETURN TO NORMAL UNTIL I TURN OFF THE IGNITION AND PUT IT IN PARK. AFTER A MINUTE WHEN I START IT UP EVERYTHING IS NORMAL. BAD COMPUTER???

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- **Dec 15, 2010 - Shoreline, WA - Cables**
TL CONTACT OWNS A 2003 FORD RANGER. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 60 MPH THE CABLE FOR THE ACCELERATOR PEDAL SUDDENLY FRACTURED. THE VEHICLE STOPPED BY TAKING THE KEY OUT OF THE IGNITION. THE VEHICLE WAS INSPECTED AND REPAIRED BY THE DRIVER. THE FAILURE MILEAGE WAS APPROXIMATELY 100,000. UPDATED 02/09/11 UPDATED 03/03/11

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- **Oct 11, 2010 - Wellington, FL - Vehicle Speed Control**
AS I SLOWLY PULLED MY 2003 FORD RANGER INTO A PARKING SPACE AT WORK THIS MORNING WITH MY FOOT ON THE BRAKE THE TRUCK SUDDENLY ACCELERATED. I APPLIED THE BRAKE HARDER AND THE TRUCK STOPPED. I VERIFIED THAT I DID NOT HAVE MY FOOT ON BOTH THE BRAKE AND ACCELERATOR, ONLY ON THE BRAKE.

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- **Aug 07, 2010 - Alamo, TX - Vehicle Speed Control**
I HAVE A 2003 FORD RANGER. WHEN I APPLY THE BRAKES THE VEHICLE SURGES FORWARD. I PUT THE TRUCK IN PARK & SHUT OFF THE IGNITION. WHEN I RESTART. IT RETURNS TO NORMAL. THIS HAPPENS ON ONCE IN A WHILE.

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- **May 18, 2010 - Walton, NE - Vehicle Speed Control**
I HAVE OWNED MY 2003 FORD RANGER XLT SINCE IT WAS NEW, AND HAVE HAD ALL SCHEDULED MAINTENANCE. I HAVE HAD 4 INCIDENTS SINCE MARCH 2010 WHERE THE VEHICLE HAS ACCELERATED WHEN I WAS BRAKING TO STOP, WITH 3 OF THOSE INCIDENTS WITHIN THE PAST WEEK. THE FIRST INCIDENT CAUSED MY TRUCK TO PUSH THRU A GATE, DAMAGING THE GATE AND THE FRONT OF THE VEHICLE. IN THIS CASE, THE ENGINE DID FINALLY DROP TO AN IDLE. I THOUGHT THE BEHAVIOR MUST BE A FLUKE, SO DIDN'T REPORT THE INCIDENT. THE 2ND THRU 4TH INCIDENTS HAVE OCCURRED ON A LIMITED ACCESS ROAD IN OMAHA (DODGE STREET) AT STOP SIGNS AND AT A GAS STATION OUTSIDE OMAHA. AND AS I WAS NEARING A STOP THE ENGINE STARTED ACCELERATING AND PULLING THE VEHICLE FORWARD. MAXIMUM PRESSURE ON THE BRAKES ALLOWED ME TO STAY STATIONARY SO NO VEHICLES OR PEDESTRIANS WERE HIT, BUT CAUSED MY REAR WHEELS TO BURN RUBBER. I TURNED OFF THE ENGINE TO STOP THE ACCELERATION. THE MOST DANGEROUS INCIDENT WAS WHEN THIS OCCURRED AT A GAS STATION. WHEN I WAS PULLING SLOWLY TO A GAS PUMP BEHIND ANOTHER VEHICLE AND THE STRONG ACCELERATION BEGAN. WHILE THE TRUCK HAS CRUISE CONTROL, IT WAS NOT ENGAGED IN ANY OF THESE 4 INCIDENTS. I HAD THE VEHICLE IN FOR REPAIRS TO CORRECT THIS ISSUE LAST WEEK, AND THE LAST TWO INCIDENTS OCCURRED AFTER THE DEALER CHARGED ME ABOUT \$880 TO FIX THE ISSUE (REPLACED THROTTLE VALVE ASSY, GASKET, POTENTIOMETER ENGINE THROTTLE, PROCHARGER FUEL INJECTION SERVICE). THE DEALER INSISTS THAT THERE ARE NO SUDDEN ACCELERATION ISSUES WITH FORD VEHICLES, BUT THERE ARE REPORTS OF ISSUES ON THE INTERNET.

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- **Mar 15, 2010 - Auburn, WA - Vehicle Speed Control**
THE FIRST TIME THE CAR ENGINE STARTED RACING UNCONTROLLABLY I WAS AT A STOP SIGN. THE SECOND TIME, THE SAME DAY 3/10/2010 I TURNED A CORNER AND WE TOOK OFF AT A VERY HIGH SPEED. BOTH TIMES I PUT THE VEHICLE IN NEUTRAL AND "GOOSSED" THE GAS PEDAL AND THE ENGINE SETTLED DOWN TO A NORMAL SPEED. 2003 FORD RANGER.

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- **Mar 09, 2010 - Sacramento, CA - Vehicle Speed Control**
BRAKE PEDAL AND ACCELERATOR PEDAL TOO CLOSE TOGETHER! DISTANCE OF 2 & 1/4 " CAUSES CONTACT WITH ACCELERATOR WHEN BRAKE IS BEING APPLIED NUMEROUS INCIDENTS SINCE PURCHASED VEHICLE IN 03.. I WEAR A SIZE 9 & 1/2 TO A 10 & 1/2 SIZE SHOE. EVEN THOUGH I AM AWARE OF THE PROBLEM, I FIND THAT IT KEEPS HAPPENING REPEATEDLY; BUT I ONLY BUMPED A CURB ONCE WITH MY TIRES.

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- **Feb 04, 2010 - Oswego, IL - Vehicle Speed Control**
2003 FORD RANGER SUDDEN ACCELERATION. WHILE BRAKING THE VEHICLE SUDDENLY ACCELERATED. I WAS ABLE TO TURN OFF THE ENGINE AFTER THE ENGINE SPEED REACHED ABOUT 4,000 RPM. AFTER SHUTTING OFF THE ENGINE I CHECKED TO SEE IF MY FLOOR MAT WAS CAUSING THIS PROBLEM, I REMOVED IT FROM THE DRIVER SIDE AND RESTARTED THE ENGINE WITHOUT TOUCHING ANY PEDALS. THE ENGINE STARTED AND REVVED UP TO 4,000 RPM AGAIN. THIS IS THE 3RD TIME MY RANGER DID THIS. I TOOK IT TO RIVER VIEW FORD IN OSWEGO, THEY CHECKED IT AND SAID THEY COULD NOT REPLICATE THE PROBLEM. THE SECOND TIME THIS HAPPENED I NEARLY COLLIDED WITH THE VEHICLE IN FRONT OF ME. I TOOK IT BACK TO FORD FOR THE SAME REASON, AND THEY TOLD ME THE NEXT TIME IT HAPPENS DRIVE IT TO THE DEALER, AT 4,000 RPM. (I DON'T THINK SO) THERE ARE NO RECALLS FOR MY VEHICLE AS THE DEALER CHECKED. WHAT CAN I DO?

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- **Aug 02, 2007 - Covington, GA - Cruise Control**
MY HUSBAND WAS DRIVING DOWN THE ROAD AND HIS 2003 FORD RANGER FX4 5-SPEED GAVE A SMALL LURCH AND A "STUTTER". SINCE HE WAS RIGHT THERE AT HIS DESTINATION, HE PULLED INTO THE DRIVEWAY AND SHUT THE ENGINE OFF. THINKING THAT IT WAS JUST A GLITCH (LIKE HIS FOOT SLIPPED OFF THE CLUTCH, OR SOMETHING ALONG THOSE LINES), HE WENT INTO THE HOUSE TO GET OUR SON AND TAKE HIM HOME. HE WAS INSIDE THE HOUSE NO MORE THAN 5 MINUTES. AS HE WAS CARRYING OUR SON OUT TO THE TRUCK, HE SAW THAT THERE WAS SMOKE POURING OUT FROM UNDER THE HOOD. OF COURSE, EMERGENCY SERVICES WERE CALLED. THE FIRE REACHED THE INSIDE OF THE TRUCK WITHIN A COUPLE OF MINUTES AND BEGAN SPREADING ALONG THE GROUND. AFTER PUTTING THE FIRE OUT, THE FIRE MARSHALL INDICATED THAT HE BELIEVED THAT THE FIRE STARTED TOWARDS THE BACK OF THE ENGINE COMPARTMENT ON THE DRIVER'S SIDE. THE TRUCK, OF COURSE, WILL BE A TOTAL LOSS. THE PASSENGER SIDE AIRBAG (WHICH WAS DISARMED AS OUR INFANT SON RODE ON THAT SIDE) HAD DEPLOYED, THE WINDSHIELD HAD EXPLODED, AS HAD THE TWO FRONT TIRES. AS FOR THE HOOD, THERE WAS NOTHING LEFT.

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- Jul 03, 2006 - Ontario, OR - Vehicle Speed Control**
 CONSUMER REQUESTING INFORMATION ON 2003 RANGER DEFECTS. A FRIEND OF THE CONSUMER'S DOWNLOADED COMPLAINTS THAT WERE SIMILAR TO THE PROBLEMS THE CONSUMER EXPERIENCED WITH HIS VEHICLE. WHILE DRIVING 55 MPH WITH THE CRUISE CONTROL ON THE TRUCK BEGAN TO ACCELERATE. THE VEHICLE SPED UP TO APPROXIMATELY 80 MPH BEFORE THE CONSUMER COULD GET IT TO STOP. THREE MONTHS LATER WHILE STOPPED AT A TRAFFIC LIGHT THE VEHICLE ACCELERATED SUDDENLY AND STRUCK SEVERAL VEHICLES. THIS ACCIDENT CAUSED SERIOUS INJURIES TO FOUR PEOPLE. THE CONSUMER WAS UNABLE TO PROVE THAT THE VEHICLE CAUSED THE ACCIDENT THEREFORE HE WAS SENTENCED TO 70 MONTHS IN JAIL.

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- Nov 15, 2005 - Nampa, ID - Vehicle Speed Control**
 CONSUMER COMPLAINT REGARDING 2003 RANGER SUDDENLY GOING AT FULL SPEED AND CAUSED AN ACCIDENT. THE FIRST TIME THIS OCCURRED THE VEHICLE WAS TAKEN TO THE DEALER. THE DEALER WAS UNABLE TO DUPLICATE THE PROBLEM, THEREFORE NOTHING WAS FIXED. COMPLAINANT WRITING ON BEHALF OF CONSUMER.

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- Sep 07, 2005 - Mentor, OH - Vehicle Speed Control**
 THE IDLE CONTROL VALVE FAILED IN OPEN POSITION. THIS CAUSED THE VEHICLE TO IDLE AT 4000 RPM. DRIVING ABILITY WAS SEVERELY IMPAIRED AT THIS HIGH IDLE. SPEED CONTROL WHILE APPLYING THE BRAKE WAS DIFFICULT.

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- Aug 18, 2005 - Kingsport, TN - Cruise Control**
 CRUISE CONTROL ON MY 2003 FORD RANGER 4X4 APPEARED TO DISENGAGE WHEN I SHIFTED THE TRUCK INTO NEUTRAL GOING DOWN A STEEP HILL. WHEN MY VEHICLE SLOWED, I SHIFTED FROM NEUTRAL BACK INTO DRIVE AND THE ENGINE RACED TO REDLINE(REV LIMITER) AS THE CRUISE WAS TRYING TO IMMEDIATELY INCREASE THE SPEED WITHOUT WAITING FOR THE TRANSMISSION TO ENGAGE FULLY. I SHIFTED BACK INTO NEUTRAL AND THEN I NOTICED THAT I HAD THE CRUISE CONTROL ON. I CUT CRUISE CONTROL OFF, THEN SHIFTED BACK INTO DRIVE AND EVERYTHING WORKED CORRECTLY. IF CRUISE CONTROL IS SUPPOSED TO DISENGAGE WHEN SHIFTED TO NEUTRAL, IT REALLY SHOULD DISENGAGE NOT RACE TO REDLINE WHEN SHIFTED BACK INTO DRIVE. I DON'T KNOW WHAT THE AFFECT WOULD BE IF AN ENGINE AT 6000 RPM SUDDENLY ENGAGES THE TRANSMISSION AT 65 MPH. I'D RATHER HAVE THE ENGINE RACE WHEN I FIRST PUT THE SHIFTER IN NEUTRAL THAN WHEN I SHIFTED BACK INTO DRIVE!

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- Jul 07, 2005 - Blue Ash, OH - Accelerator Pedal**
 ON NUMEROUS OCCASIONS, WHILE STOPPED IN TRAFFIC, THE VEHICLE HAS ACCELERATED OUT OF CONTROL, ALMOST CAUSING AN ACCIDENT. THIS HAS HAPPENED WITH AT LEAST 4 DIFFERENT DRIVERS. HAVE HAD THE TRUCK LOOKED AT BY 2 DIFFERENT DEALERSHIPS.

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- Feb 06, 2005 - Sutherlin , OR - Vehicle Speed Control**
 ENGINE STUMBLER ON ACCELERATION AND SURGED, CAUSING VEHICLE TO HIT ANOTHER PASSENGER CAR. ACCELERATOR STUCK ON SEVERAL OCCASIONS, NEARLY CAUSING PREVIOUS ACCIDENTS. I TOOK THE TRUCK TO THE DEALERSHIP AND STATED THE PROBLEMS, EVEN THOUGH THEY WERE UNABLE TO FIND THE PROBLEM. THEY AGREED THAT A PROBLEM COULD EXIST SOMEWHERE IN THE ELECTRONICS. I AM NOW SERVING 5 YRS AND 10 MONTHS IN PRISON FOR THIS ACCIDENT. THERE WAS NO EVIDENCE TO SUPPORT MY PLEA, IF IT WAS A ACCIDENT OR DELIBERATE ACT BY THE DRIVER. NOT ONLY DO I WISH THIS TO BE FIXED, BUT I NEED MORE EVIDENCE THAT THIS HAS HAPPENED TO OTHER PEOPLE HAS WELL. I NEED WRITTEN EVIDENCE FROM OTHER STATES THAT THESE ACCIDENTS HAVE HAPPENED. IN HOPES IT WILL HELP MY CASE. SO I CAN GET BACK HOME TO MY FAMILY.

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- Feb 06, 2005 - Sutherlin , OR - Vehicle Speed Control**
 ENGINE STUMBLER AN ACCELERATION AND SURGED, CAUSING VEHICLE TO HIT ANOTHER PASSENGER CAR. ACCELERATOR STUCK ON SEVERAL OCCASIONS, NEARLY CAUSING PREVIOUS ACCIDENTS. I TOOK THE TRUCK TO THE DEALERSHIP AND STATED THE PROBLEMS, EVEN THOUGH THEY WERE UNABLE TO FIND THE PROBLEM. THEY AGREED THAT A PROBLEM COULD EXIST SOMEWHERE IN THE ELECTRONICS. I AM NOW SERVING 5 YRS AND 10 MONTHS IN PRISON FOR THIS ACCIDENT. THERE WAS NO EVIDENCE TO SUPPORT MY PLEA, IF IT WAS A ACCIDENT OR DELIBERATE ACT BY THE DRIVER. NOT ONLY DO I WISH THIS TO BE FIXED, BUT I NEED MORE EVIDENCE THAT THIS HAS HAPPENED TO OTHER PEOPLE HAS WELL. I NEED WRITTEN EVIDENCE FROM OTHER STATES THAT THESE ACCIDENTS HAVE HAPPENED. IN HOPES IT WILL HELP MY CASE. SO I CAN GET BACK HOME TO MY FAMILY.

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- Feb 06, 2005 - Roseburg, OR - Vehicle Speed Control**
 ENGINE STUMBLER AN ACCELERATION AND SURGED, CAUSING VEHICLE TO HIT ANOTHER PASSENGER CAR. ACCELERATOR STUCK ON SEVERAL OCCASIONS, NEARLY CAUSING PREVIOUS ACCIDENTS. I TOOK THE TRUCK TO THE DEALERSHIP AND STATED THE PROBLEMS, EVEN THOUGH THEY WERE UNABLE TO FIND THE PROBLEM. THEY AGREED THAT A PROBLEM COULD EXIST SOMEWHERE IN THE ELECTRONICS. I AM NOW SERVING 5 YRS AND 10 MONTHS IN PRISON FOR THIS ACCIDENT. THERE WAS NO EVIDENCE TO SUPPORT MY PLEA, IF IT WAS A ACCIDENT OR DELIBERATE ACT BY THE DRIVER. NOT ONLY DO I WISH THIS TO BE FIXED, BUT I NEED MORE EVIDENCE THAT THIS HAS HAPPENED TO OTHER PEOPLE HAS WELL. I NEED WRITTEN EVIDENCE FROM OTHER STATES THAT THESE ACCIDENTS HAVE HAPPENED. IN HOPES IT WILL HELP MY CASE. SO I CAN GET BACK HOME TO MY FAMILY.

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- Jan 27, 2005 - Morganton, NC - Accelerator Pedal**
 THE VEHICLE HAS BEEN TAKEN TO THE DEALER ON THREE SEPARATE OCCASIONS FOR BRAKE FAILURE AND ACCELERATOR PROBLEMS.

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- Jan 05, 2005 - Dover, DE - Accelerator Pedal**
 CONSUMER STATED THE PEDALS ARE SO CLOSE TOGETHER THAT SOMETIMES WHEN DRIVING HE HITS BOTH PEDALS AT ONE TIME. THE CONSUMER STATED THAT THE BRAKE NEEDS TO BE MOVED 2 TO 2 1/2 INCHES TO THE LEFT.

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- Aug 06, 2004 - Hoyt Lakes, MN - Accelerator Pedal**
 WHILE APPLYING THE BRAKE PEDAL VEHICLE ACCELERATED UNCONTROLLABLY. CONSUMER ABLE TO MAINTAIN CONTROL OF THE VEHICLE, AND DROVE IT TO THE DEALER FOR INSPECTION. MECHANIC COULD NOT DUPLICATE THE PROBLEM.

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- **Apr 08, 2004 - Aberdeen, MS - Vehicle Speed Control**
WHEN THE VEHICLE IS SHIFTED INTO REVERSE ENGINE REVS. DEALER EXAMINED THE VEHICLE AND REPROGRAMMED THE COMPUTER OF THE ENGINE. NOT LONG AFTERWARDS THE VEHICLE WAS AT A STOP LIGHT AND SURGED FORWARD, NEARLY CAUSING A COLLISION.

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- **Mar 19, 2004 - Blue Ash, OH - Vehicle Speed Control**
2003 FORD RANGER WAS PURCHASED BY THE POLICE DEPARTMENT AS A UTILITY TRUCK. ON 2 SEPARATE OCCASIONS, WITH 2 DIFFERENT POLICE OFFICERS DRIVING THE TRUCK, THE VEHICLE SUDDENLY ACCELERATED EVEN THOUGH BOTH POLICE OFFICERS REPORT THEY HAD THEIR FOOT OFF THE ACCELERATOR AND ON THE BRAKE. THE FIRST INCIDENT OCCURRED 2/24/04 AND THE TRUCK WAS TAKEN TO THE DEALER. THEY WERE UNABLE TO DUPLICATE THE PROBLEM BUT REPLACED THE THROTTLE BODY. THE NEXT INCIDENT OCCURRED 3/11/04. DIFFERENT POLICE OFFICER HAD MULTIPLE INCIDENTS WHERE THE TRUCK SURGED FORWARD EVEN THOUGH FOOT WAS OFF ACCELERATOR AND ON THE BRAKE. THE VEHICLE WAS AGAIN TAKEN TO THE LOCAL DEALER AND ONCE AGAIN THE MECHANICS WERE UNABLE TO DUPLICATE THE PROBLEM BUT DID REPLACE A VALVE ASSEMBLY- THROTTLE AIR BYPASS. THE VEHICLE HAS 4000 MILES ON IT.

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- **Jan 24, 2004 - Oklahoma City, OK - Vehicle Speed Control**
OCCASIONALLY WHEN I APPLY THE BRAKE TO STOP, THE ENGINE ACCELERATES AS I DEPRESS THE BRAKE PEDAL. SOME TIMES ONLY MOMENTARILY, BUT ON OCCASION IT ACCELERATES TO ABOVE 200 RPM FOR A FEW SECONDS AND THEN RETURNS TO IDLE. THERE IS NO PATTERN. IT SEEMS TO HAPPEN MOSTLY WHEN THE ENGINE IS COLD, BUT NOT ALWAYS. MY DEALER TOLD ME THAT UNLESS THEY COULD MAKE IT HAPPEN THAT THEY COULD DO NOTHING TO RECTIFY IT. IT HAS DONE THIS SINCE NEW. THE TRUCK NOW HAS 5000 MILES ON IT. HOPEFULLY THE FACTORY SENDS A RECALL BEFORE IT KILLS ME ON THE ICE.

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- **Dec 09, 2003 - Fresno, CA - Cruise Control**
NON INJURY MOMENTARY LOSS OF ENGINE CONTROL WHILE DRIVING UP A MODERATE INCLINE WITH MY NEW FORD RANGER IN CRUISE CONTROL & OVER DRIVE ON AT ABOUT 65 MPH & 2500 RPM'S. THE ENGINE KICKED DOWN TWICE IN IMMEDIATE SUCCESSION AND THE ENGINE RAN AWAY TO 6000 RPM'S+ AND STAYED THERE. ENGINE TACH LIMIT IS 6000RPM'S SO I DO NOT KNOW THE EXTENT OF THE OVER REV. I TOOK IMMEDIATE ACTION TO DISENGAGE CRUISE CONTROL WHICH LOWERED THE RPM'S AND TURNED THE OVER DRIVE OFF WHICH RESULTED IN A NORMAL RPM OF ABOUT 3000 @ 65 MPH. I HAVE TRAVELED THE SAME AREA BEFORE WITHOUT ANY SUCH OCCURRANCE. ALSO THE ENGINE HAS A ERRATIC TYPE MISFIRE AT IDLE WHICH MAY CONTRIBUTE TO THE PROBLEM. THIS SITUATION WAS VERY UNSAFE AS WHEN THE ENGINE "RANAWAY" I ONLY GLANCED AT THE TACK TWICE AND DO NOT KNOW HOW FAST IT ENDED UP BEFORE I DISENGAGED THE CRUISE CONTROL.

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- **Nov 25, 2003 - Lebanon, KY - Vehicle Speed Control**
SERIOUS SAFETY HAZARD: VEHICLE THROTTLE ACTUATES INDEPENDENTLY WHEN BRAKE IS APPLIED. I PURCHASED A USED 2003 FORD RANGER 2 WHEEL DRIVE EXTENDED CAB 4 DOOR MODEL WITH A 3.0 L ENGINE WITH 21123 MILES 3 WEEKS AGO. THREE TIMES I HAVE COME TO A STOP, APPLIED THE BRAKES AND THE THROTTLE HAS INDEPENDENTLY ACTUATED. THIS DEFECT OCCURS WHEN I APPLY THE BRAKE TO MAKE A COMPLETE STOP. SPECIFICALLY AT THE EXACT TIME MY FOOT DEPRESSES THE BRAKE PEDAL THE THROTTLE ACTUATES BY ITSELF TO INCREASE THE ENGINE RPM. (I DID NOT HAVE MY FOOT ON THE THROTTLE PEDAL) YESTERDAY, THE THIRD TIME THIS HAS OCCURRED. I KEPT MY FOOT ON THE BRAKE AND THE RPM INCREASED TO APPROXIMATELY 3000. SMOKE EMITTED FROM THE RIGHT WHEEL BRAKE BECAUSE OF THE ROTATION OF THE TIRE IN OPPOSITION TO MY APPLICATION OF THE BRAKE. I HAD NOT BEEN USING THE CRUISE CONTROL AND WAS STOPPING FROM A RELATIVELY LOW SPEED OF 5 MPH EITHER AT A STOP SIGN OR IN FRONT OF MY OFFICE IN ALL THREE INCIDENTS. YESTERDAY WHEN PARKING IN FRONT OF MY OFFICE THE ENGINE RPM STAYED CONSTANT AND DID NOT DROP TO IDLE.(DURING THE PREVIOUS TWO TIMES THE ENGINE RPM SURGED AND THEN RETURNED TO IDLE WITHIN 1 SECOND.) HOWEVER YESTERDAY AFTER APPROXIMATELY 5 SECONDS OF CONSTANT HIGH ENGINE RPM I MOVED THE GEAR SHIFT LEVER OF THE AUTOMATIC TRANSMISSION FROM THE DRIVE POSITION TO THE NEUTRAL POSITION. THE RPM THEN RETURNED TO IDLE SPEED AND THE TRANSMISSION NO LONGER ATTEMPTED TO INVOLUNTARILY PROPEL THE VEHICLE IN THE FORWARD POSITION. I THEN IMMEDIATELY DROVE THE TRUCK TO THE CONWAY-HEATON FORD DEALER IN BARDSTOWN KENTUCKY FOR A WARRANTY REPAIR.

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- **Nov 25, 2003 - Chicago, IL - Accelerator Pedal**
WHILE PROCEEDING TO LEAVE THE DRIVEWAY THE OWNER PRESSED THE BRAKE PEDAL AND WITHOUT WARNING THE VEHICLE SURGED FORWARD BEFORE STOPPING. IT WAS LATER DETERMINED THAT THIS OCCURRED BECAUSE THE ACCELERATOR PEDAL AND BRAKE PEDAL ARE TOO CLOSE TOGETHER.

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- **Nov 03, 2003 - Gahanna, OH - Vehicle Speed Control**
2003 FORD RANGER XLT DOES NOT EXCEED 80 MPH. (TRANSFERRED TO RULE MAKING).

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- **Oct 24, 2003 - Annapolis, MD - Vehicle Speed Control**
WHEN THE CONSUMER APPLIED THE BRAKE PEDAL, THE VEHICLE SUDDENLY ACCELERATED AND COLLIDED WITH ANOTHER VEHICLE.

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- **May 13, 2003 - Canton, TX - Vehicle Speed Control**
THE THROTTLE CABLE DIDN'T SAY IN PLACE. AS A RESULT THE THROTTLE BECAME STUCK AND THE PEDAL WENT TO THE FLOOR.

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- [2002 FORD RANGER - Vehicle Speed Control Problem](#)
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- [2004 FORD RANGER - Vehicle Speed Control Problem](#)