

REPORT NO. 124-KAR-05-003

**SAFETY COMPLIANCE TESTING
FOR FMVSS NO. 124**

ACCELERATOR CONTROL SYSTEMS

MITSUBISHI MOTORS CORPORATION, JAPAN
2005 MITSUBISHI LANCER
4-DOOR PASSENGER CAR

NHTSA NO. C55800

PREPARED BY:
KARCO ENGINEERING, LLC
9270 HOLLY ROAD
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October 11, 2005

FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
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SECTION 1
PURPOSE OF COMPLIANCE TEST

1. PURPOSE OF COMPLIANCE TEST

Tests were conducted on a 2005 Mitsubishi Lancer 4-Door Passenger car, manufactured by Mitsubishi Motors Corporation, 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 Procedures, TP-124-06, dated April 20, 2000, and corresponding KARC Engineering test procedure KTP-124, dated June 13, 2003, except for engine off testing which was authorized by the OVSC to provide additional data. 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 and Calibration Information

SECTION 2
COMPLIANCE TEST PROCEDURE AND DATA SUMMARY

2. COMPLIANCE TEST PROCEDURE AND DATA SUMMARY

A 2005 Mitsubishi Lancer 4-Door Passenger car was subjected to FMVSS 124 compliance testing. The tests were conducted at KARCO Engineering, LLC in Adelanto, California on June 8, 2005. 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 (3rd 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 DISCONNECTION OF THE THIRD SOURCE OF THROTTLE RETURN ENERGY

Remove the third throttle return spring and reconnect the second 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.5 SEVERANCE

Identify the points determined in Section 11.3.4 of the KTP-124 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.6 TEST SET-UP

Each series of tests were conducted in the same manner. Throttle plate position was calculated using a displacement potentiometer. Engine RPM was obtained with an optical fifth wheel recording speed on the engine belt. The Mitsubishi Lancer was RPM limited and the RPM of the engine remained relatively constant for throttle plate positions beyond a certain throttle position. On data traces, time of release of accelerator pedal is time zero (0). Percentage (%) on data trace is the percent of throttle plate maximum rotation where zero is the idle state position. On data traces, RPM time is the time for RPM to return to approximate steady state idle. Severance was accomplished by disconnecting the accelerator cable from the throttle body and actuating the throttle plate position with a piece of string. Time zero on the data plots equates to release of the string simulating failure.

SECTION 3
TEST DATA

TR-P25009-03-NC

3. TEST DATA

The results of FMVSS 124 compliance tests that were conducted on the 2005 Mitsubishi Lancer 4-Door Passenger car on June 8, 2005, 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	Mitsubishi Motors Corporation	VIN	JA3AJ26E65U007761
Manufacturing Date	07/04	Delivery Date	6/6/05
Dealer	Riverside Mitsubishi	NHTSA No.	C55600
Odometer Reading (mi.)	80	Fuel Type	Gas
Engine Displacement (lit.)	2.0	Cylinders	4
Transmission	Manual	Final Drive	Front
Engine Placement	Transverse	Color	Innsbruck White
Tire Press./Max. Cap. Front	241 Kpa (35 psi)	Cold Tire Press. Front	200 Kpa (29 psi)
Tire Press./Max. Cap. Rear	241 Kpa (35 psi)	Cold Tire Press. Rear	180 Kpa (26 psi)
Recommend Tire Size	P185/65R14	Type of Spare	T125/70D15
Tire Size on Vehicle	P185/65R14	Manufacturer	Yokohama
GVWR	1670 kg (3682 lb)	Cargo Capacity	375 kg (827lb)
GAWR Front	920 kg (2028 lb)	GAWR Rear	780 kg (1720 lb)
Air Conditioning	Yes	Power Steering	Yes
Power Brakes	Yes	AM/FM/Cassette	Yes
Disc Brakes (Front)	Yes	Disc Brakes (Rear)	No
Power Windows	Yes	Tilt Steering	Yes
Manufacturer's Idle RPM	800	Power Seats	No
Driver Airbag	Yes	Passenger Airbag	Yes
Control System	Fuel Injected	Max. BHP	120
Comments:	Tests were conducted with the air cleaner assembly installed. The air cleaner contained an air flow sensor		

DATA SHEET NO. 2

VEHICLE THROTTLE CONTROL INSPECTION

VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C55600	VIN	JA3AJ26E65U007761
TEST DATE:	06/08/05	TEMPERATURE:	21.1° 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.	3
Describe the first energy source.	Torsion spring mounted on throttle shaft.
Describe the second energy source.	Torsion spring mounted on throttle shaft.
Does vehicle have a return spring on the accelerator pedal?	Yes
Describe point of severance.	Throttle cable was disconnected from the throttle shaft.

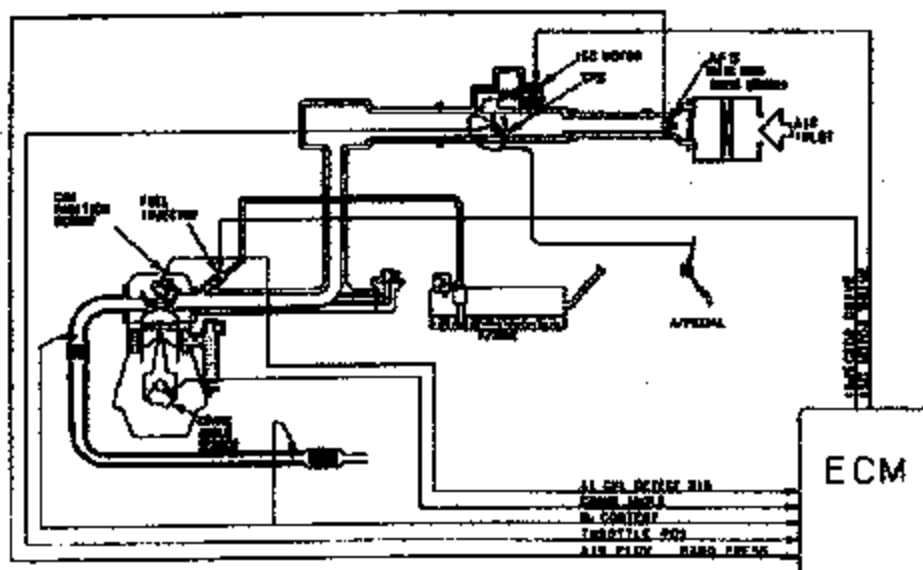
Comments: None

TEST STATUS:	PASSED —	x	FAILED —	
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RECORDED BY: KEITH G. NOGUEIRA DATE: 06/08/05
 APPROVED BY: MATTHEW A. IVORY DATE: 06/08/05

DATA SHEET NO. 3
MANUFACTURER'S DRAWINGS

VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C55600	VIN	JA3AJ26E65U007781
TEST DATE:	06/08/05	TEMPERATURE:	21.1° C



AFS: Accelerator Control System
 ETV: Electronic Throttle Valve
 TPS: Throttle Plate Position Sensor
 AFS: Air Flow Sensor
 A/C: Air Conditioner
 P/S: Power Steering

APS: Accelerator Pedal Position Sensor
 CYL: Cylinder
 ISC: Idle Speed Control
 ECM: Electronic Control Module

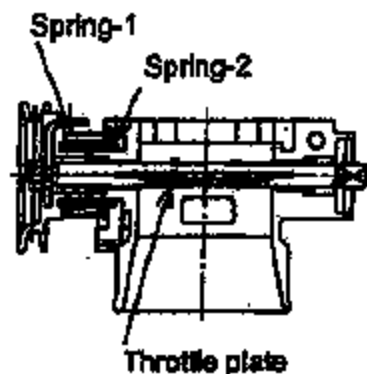
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MANUFACTURER'S DRAWINGS

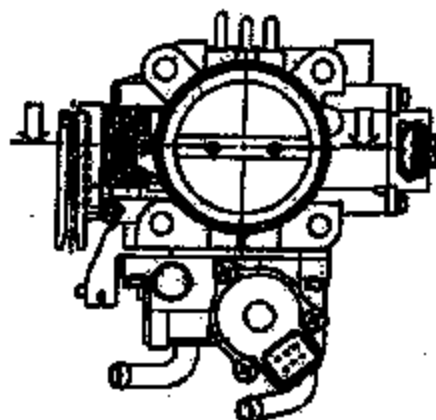
VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C55600	VIN	JA3AJ26E65U007761
TEST DATE:	06/08/05	TEMPERATURE:	21.1° C

Sheet-C-2

Mechanical throttle body



Main section of throttle body



Throttle body overview

DATA SHEET NO. 4

TEST EXECUTION

VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C55600	VIN	JA3AJ28E65U007761
TEST DATE:	06/08/05	TEMPERATURE:	21.1° 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%	24.9%	6393.8	91°C	0.0%	200 msec	Pass
2	50%	49.9%	6602.7	91°C	0.0%	250 msec	Pass
3	75%	75.0%	6477.4	91°C	0.0%	330 msec	Pass
4	100%	100.0%	6441.3	91°C	0.0%	190 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%	25.0%				170 msec	Pass
2	50%	50.0%				290 msec	Pass
3	75%	75.4%				250 msec	Pass
4	100%	100.0%				230 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 —	
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RECORDED BY: KEITH G. NOGUEIRA

DATE: 06/08/05

APPROVED BY: MATTHEW A. IVORY

DATE: 06/08/05

DATA SHEET NO. 4...(CONTINUED)

TEST EXECUTION

VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C66600	VIN	JA3AJ26E66U007761
TEST DATE:	06/08/05	TEMPERATURE:	21.1° C

THROTTLE CONTROL SYSTEM CONDITION:				1 ST 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%	6395.0	90°C	0.0%	150 msec	Pass
2	50%	50.1%	6464.9	90°C	0.0%	250 msec	Pass
3	75%	75.1%	6493.6	90°C	0.0%	420 msec	Pass
4	100%	99.8%	6521.9	90°C	0.0%	400 msec	Pass

THROTTLE CONTROL SYSTEM CONDITION:				1 ST 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%				190 msec	Pass
2	50%	50.0%				210 msec	Pass
3	75%	75.2%				260 msec	Pass
4	100%	99.9%				160 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 —
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RECORDED BY: KEITH G. NOGUEIRA

DATE: 06/08/05

APPROVED BY: MATTHEW A. IVORY

DATE: 06/08/05

DATA SHEET NO. 4...(CONTINUED)

TEST EXECUTION

VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C65600	VIN	JA3AJ28E66U007761
TEST DATE:	06/08/05	TEMPERATURE:	21.1° C

THROTTLE CONTROL SYSTEM CONDITION:				2 ND 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%	25.1%	6394.0	90°C	0.0%	150 msec	Pass
2	50%	49.8%	6532.9	90°C	0.0%	310 msec	Pass
3	75%	75.0%	6476.8	90°C	0.0%	290 msec	Pass
4	100%	100.0%	6624.7	90°C	0.0%	240 msec	Pass

THROTTLE CONTROL SYSTEM CONDITION:				2 ND 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%	25.1%				110 msec	Pass
2	50%	50.1%				200 msec	Pass
3	75%	75.1%				200 msec	Pass
4	100%	100.3%				200 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 —	
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RECORDED BY: KEITH G. NOGUEIRADATE: 06/08/05APPROVED BY: MATTHEW A. IVORYDATE: 06/08/05

DATA SHEET NO. 4...(CONTINUED)

TEST EXECUTION

VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C55600	VIN	JA3AJ26E65U007761
TEST DATE:	06/08/05	TEMPERATURE:	21.1° C

THROTTLE CONTROL SYSTEM CONDITION:				3 RD 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%	6620.4	90°C	0.0%	130 msec	Pass
2	50%	50.0%	6654.2	90°C	0.0%	130 msec	Pass
3	75%	75.1%	6632.6	90°C	0.0%	180 msec	Pass
4	100%	100.1%	6631.5	90°C	0.0%	170 msec	Pass

THROTTLE CONTROL SYSTEM CONDITION:				3 RD 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%	25.1%				130 msec	Pass
2	50%	50.1%				160 msec	Pass
3	75%	76.1%				190 msec	Pass
4	100%	100.1%				170 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: KEITH G. NOGUEIRADATE: 06/08/05APPROVED BY: MATTHEW A. IVORYDATE: 06/08/05

DATA SHEET NO. 4...(CONTINUED)

TEST EXECUTION

VEHICLE			
YEAR	2005	MAKE	Mitsubishi Motors Corporation
MODEL	Mitsubishi Lancer	BODY STYLE	4-Door Passenger car
NHTSA NO.	C55800	VIN	JA3AJ26E65U007761
TEST DATE:	06/08/05	TEMPERATURE:	21.1° 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%	8516.8	90°C	0.0%	140 msec	Pass
2	50%	50.1%	8609.9	90°C	0.0%	220 msec	Pass
3	75%	75.1%	8802.4	90°C	0.0%	200 msec	Pass
4	100%	100.3%	8810.1	90°C	0.0%	300 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%	25.0%				200 msec	Pass
2	50%	50.1%				140 msec	Pass
3	75%	75.1%				280 msec	Pass
4	100%	100.3 %				180 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 —	
--------------	----------	---	----------	--

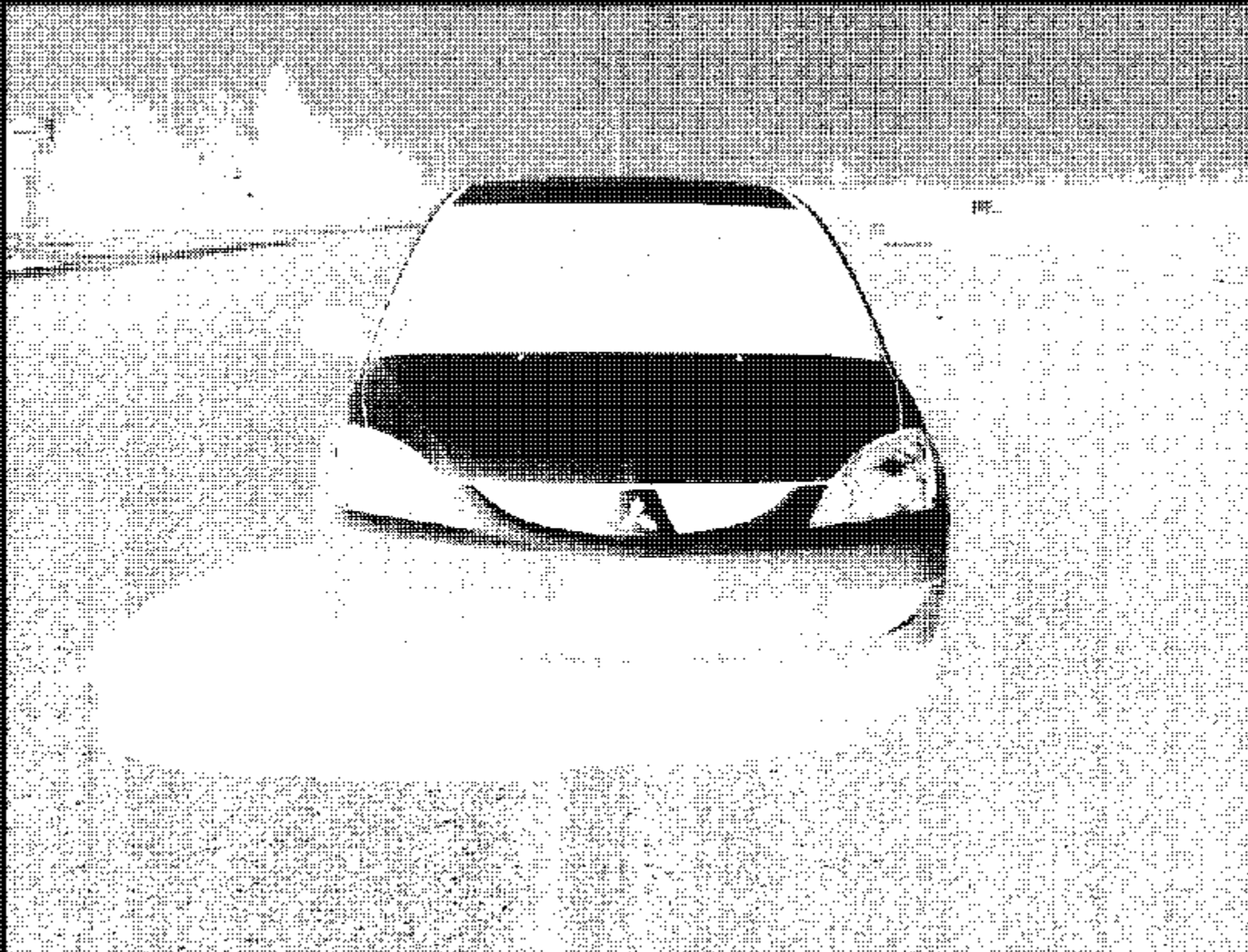
RECORDED BY: KEITH G. NOGUEIRA

DATE: 06/08/05

APPROVED BY: MATTHEW A. IVORY

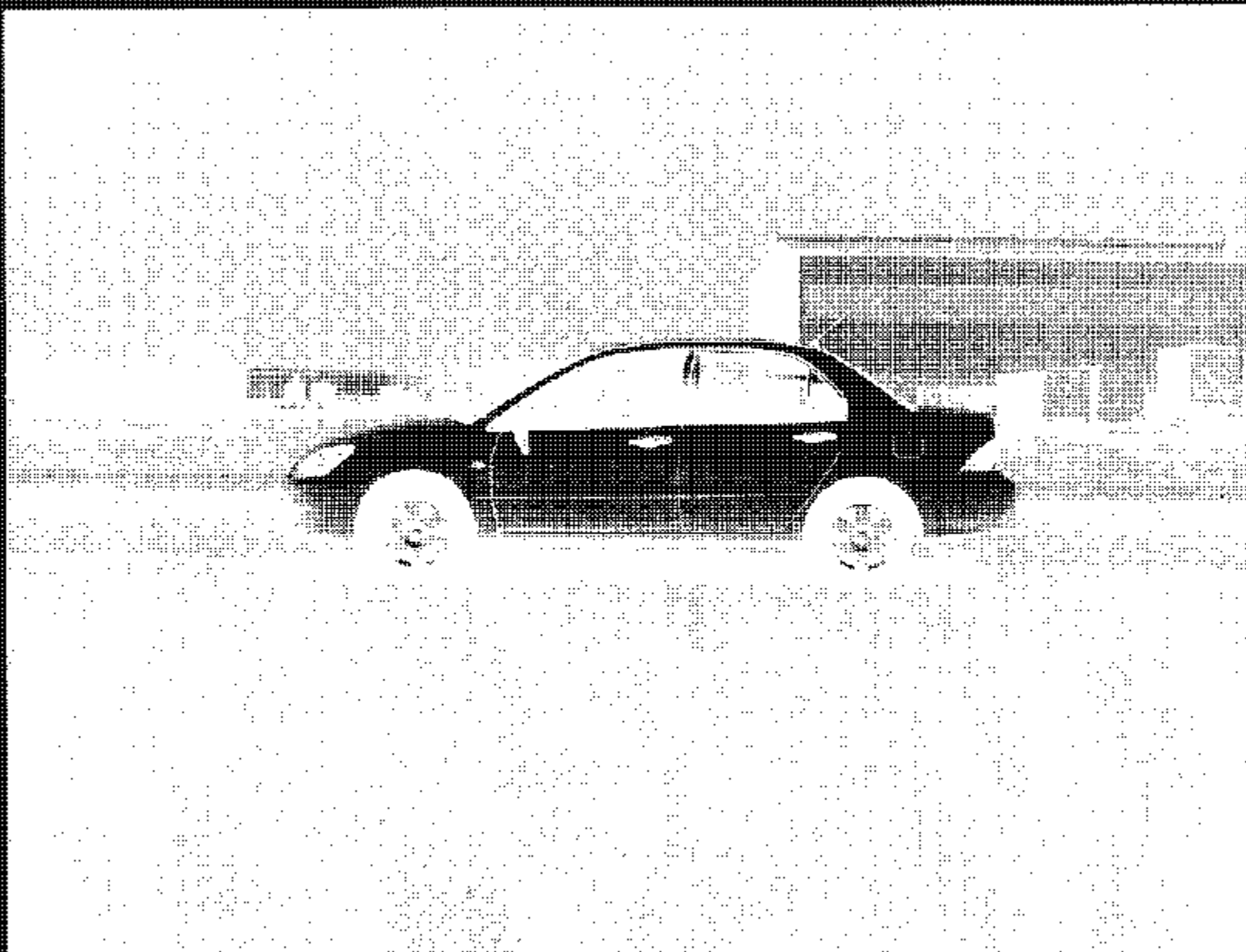
DATE: 06/08/05

APPENDIX A
PHOTOGRAPHS



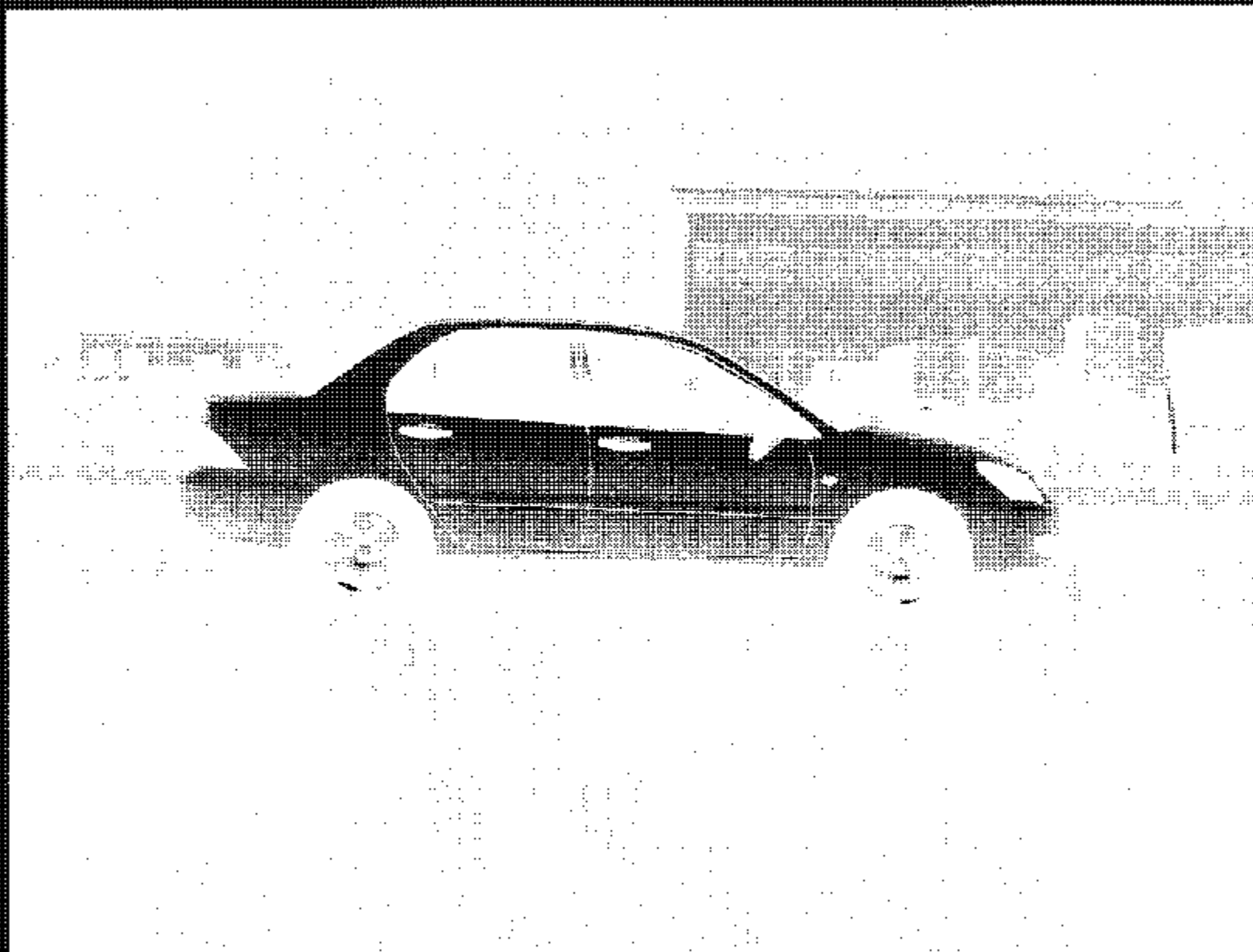
2005 MITSUBISHI LANCER
NHTSA NO. C65600
FMVSS NO. 124

Figure A-1: Front View of Vehicle



2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-2: Left Side View of Vehicle



2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-3: Right Side View of Vehicle

MFD. BY MITSUBISHI MOTORS CORPORATION

GVWR 3682LBS/ 1670KG

GAWR FR 2028LBS/ 920KG

THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND
THEFT PREVENTION STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE.



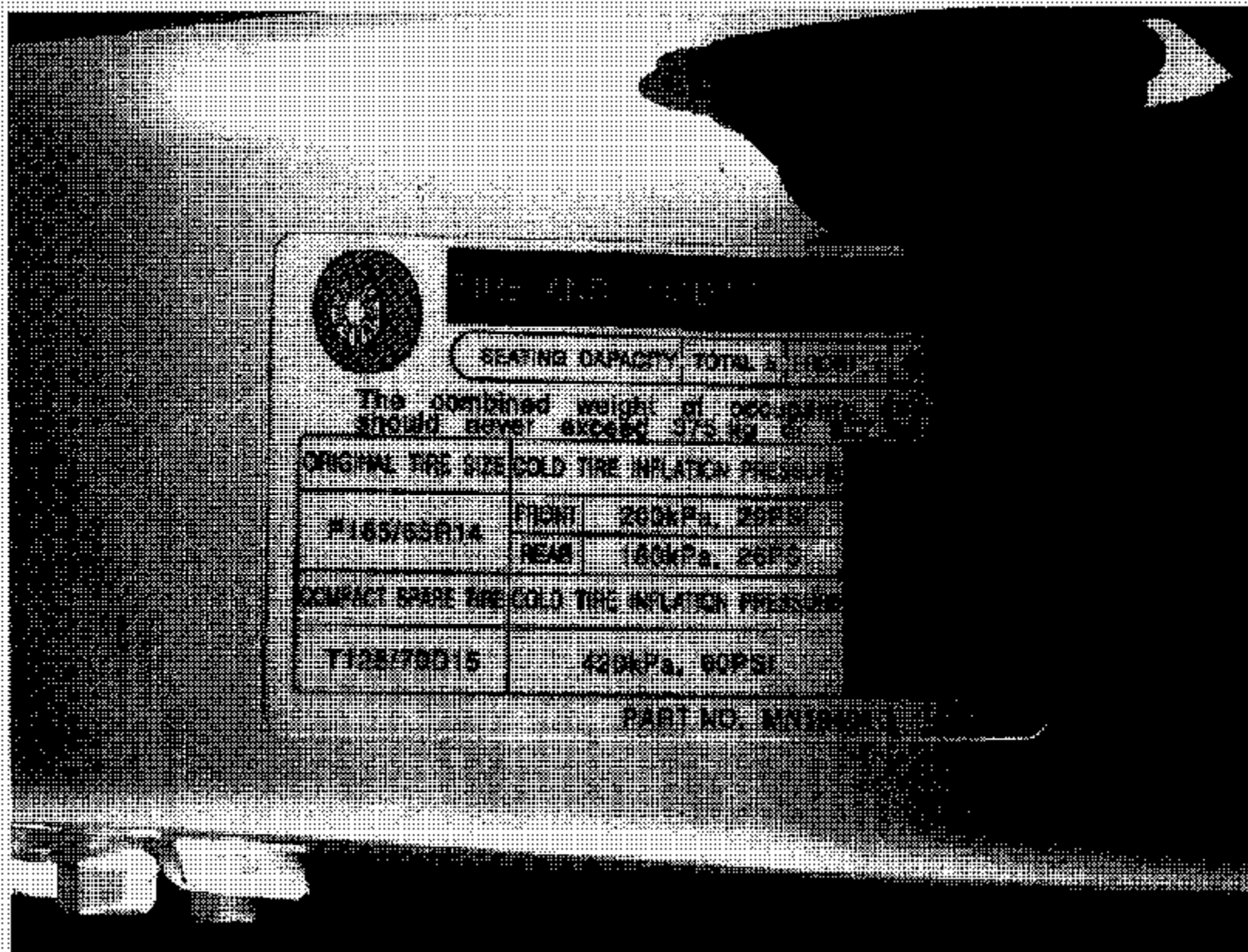
J43AJ26E65007760

VEHICLE TYPE: PASSENGER CAR

1H000572

2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-4: Vehicle's Certification Label



2005 MITSUBISHI LANCER
 NHTSA NO. C55600
 FMVSS NO. 124

Figure A-5: Vehicle's Tire Information Label

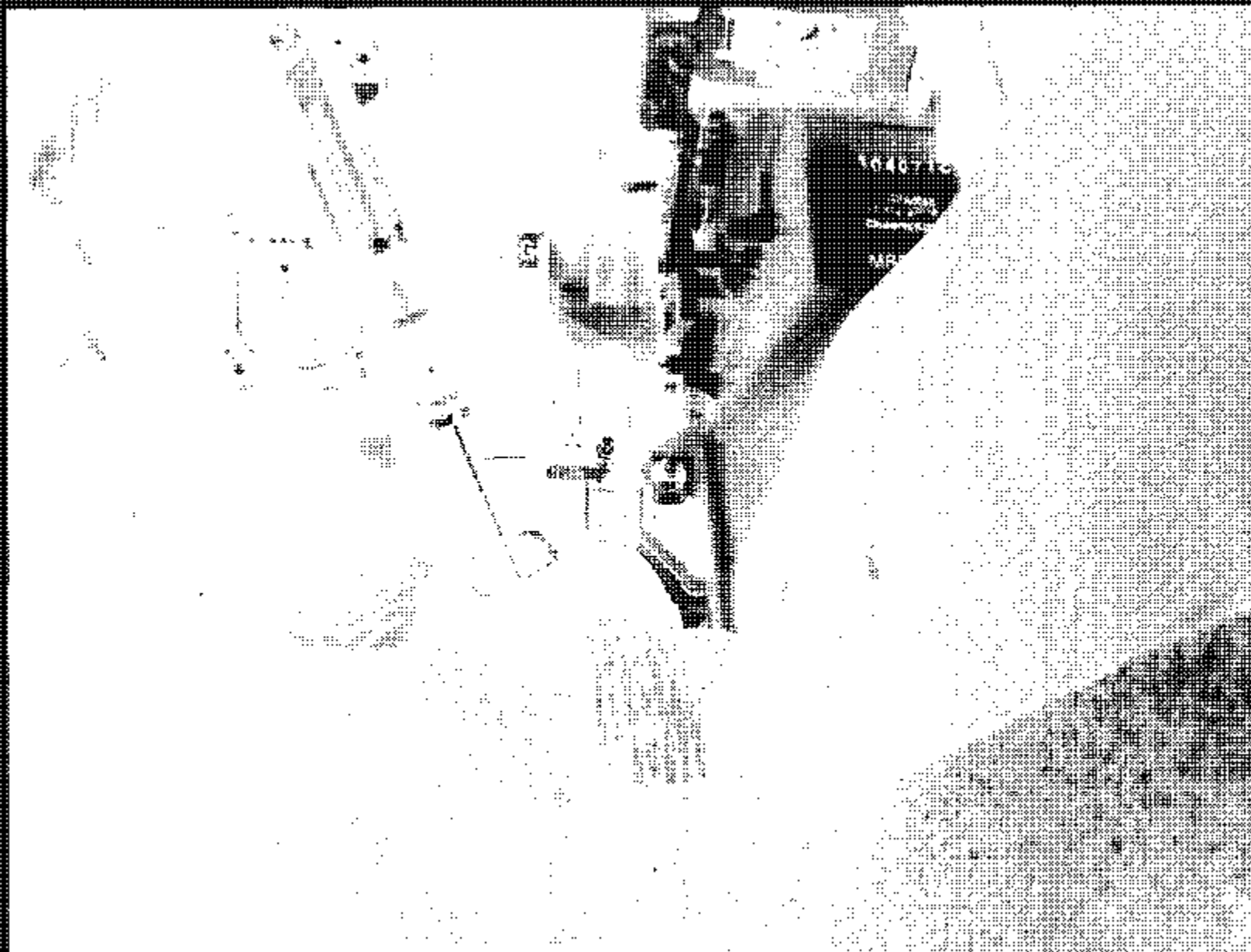
A-6

TR-P25009-03-NC



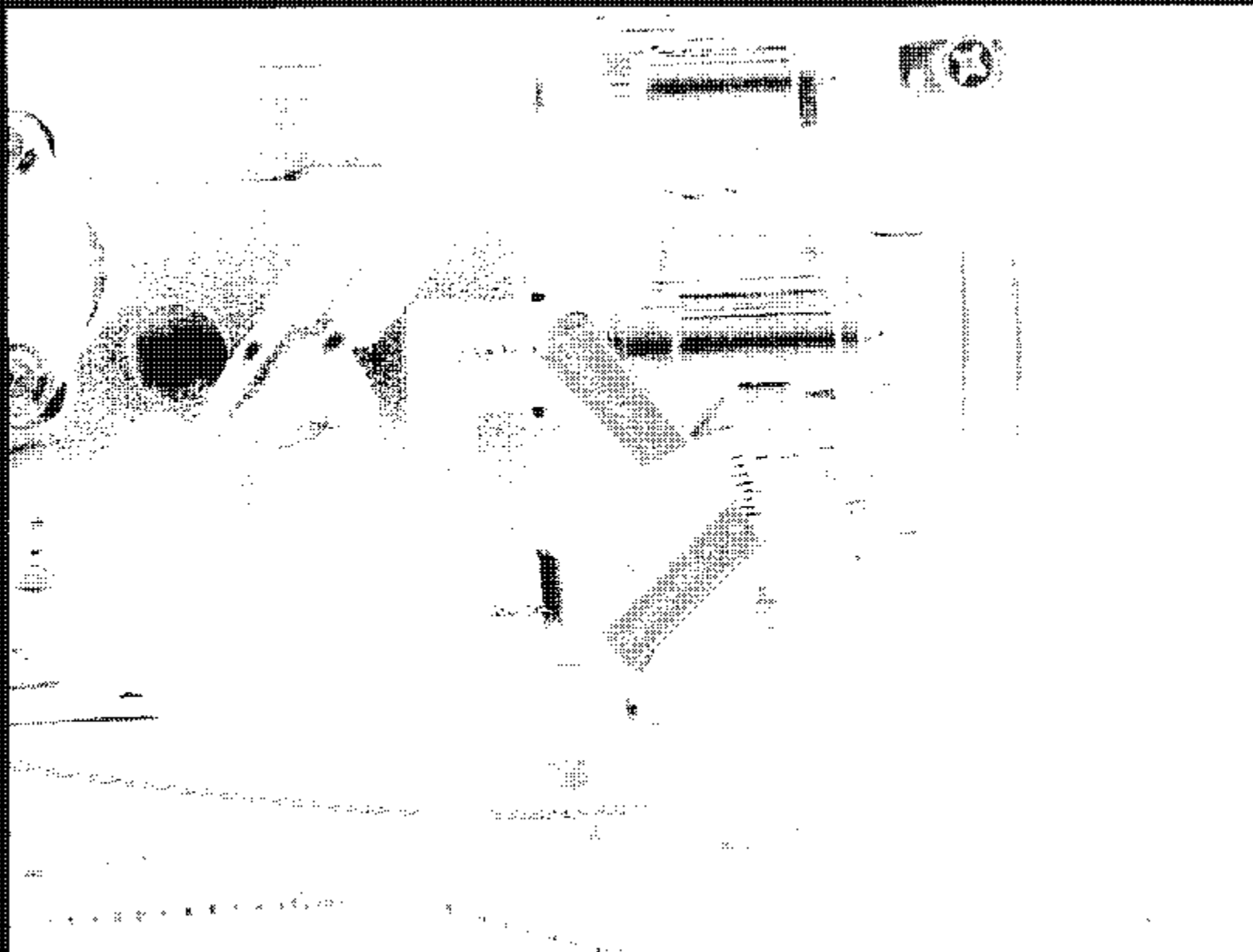
2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-6: Vehicle's Engine Compartment



2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

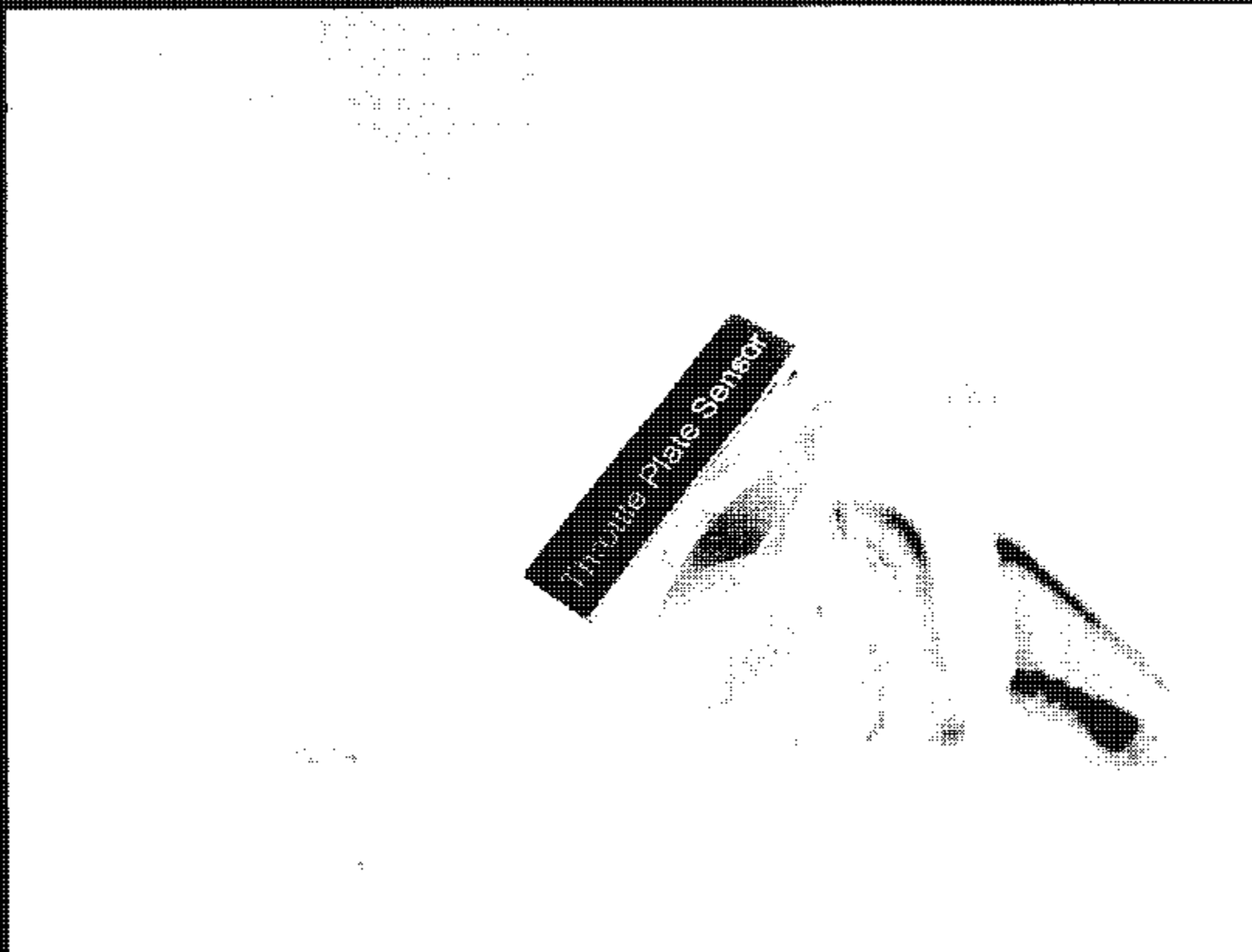
Figure A-7. Vehicle's Accelerator Pedal Assembly



2005 MITSUBISHI LANCER Figure A-8. Spring 1 and 2 Located on Vehicle's Accelerator Control System (Throttle Body)
NHTSA NO. C55600
FMVSS NO. 124



2005 MITSUBISHI LANCER Figure A-9: Spring 3 Located on Vehicle's Accelerator Control System (Accelerator Pedal)
NHTSA NO. C55600
FMVSS NO. 124

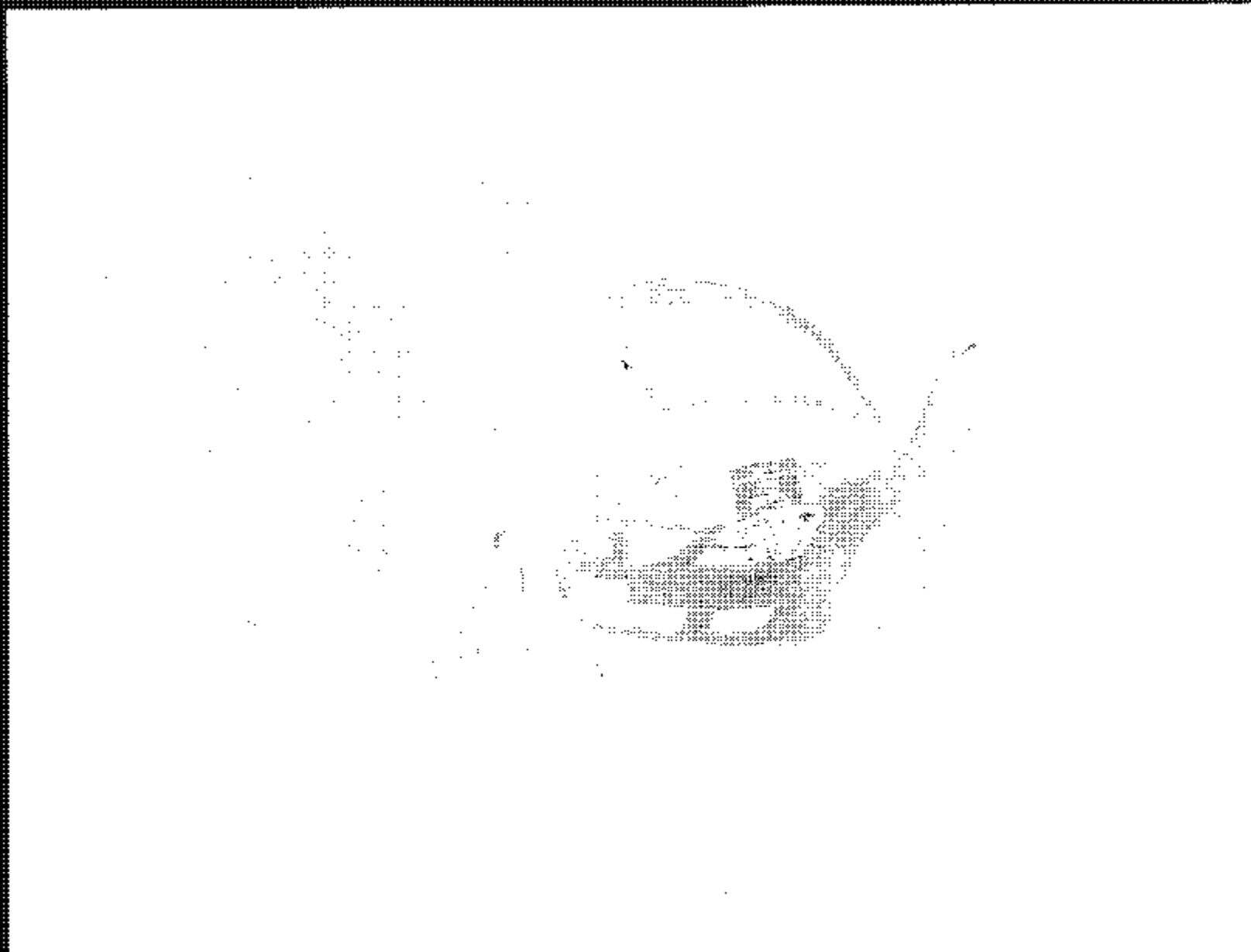


2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-10: Throttle Plate Sensor Located on Vehicle's Accelerator Control System

A-11

TR-P25009-03-NC

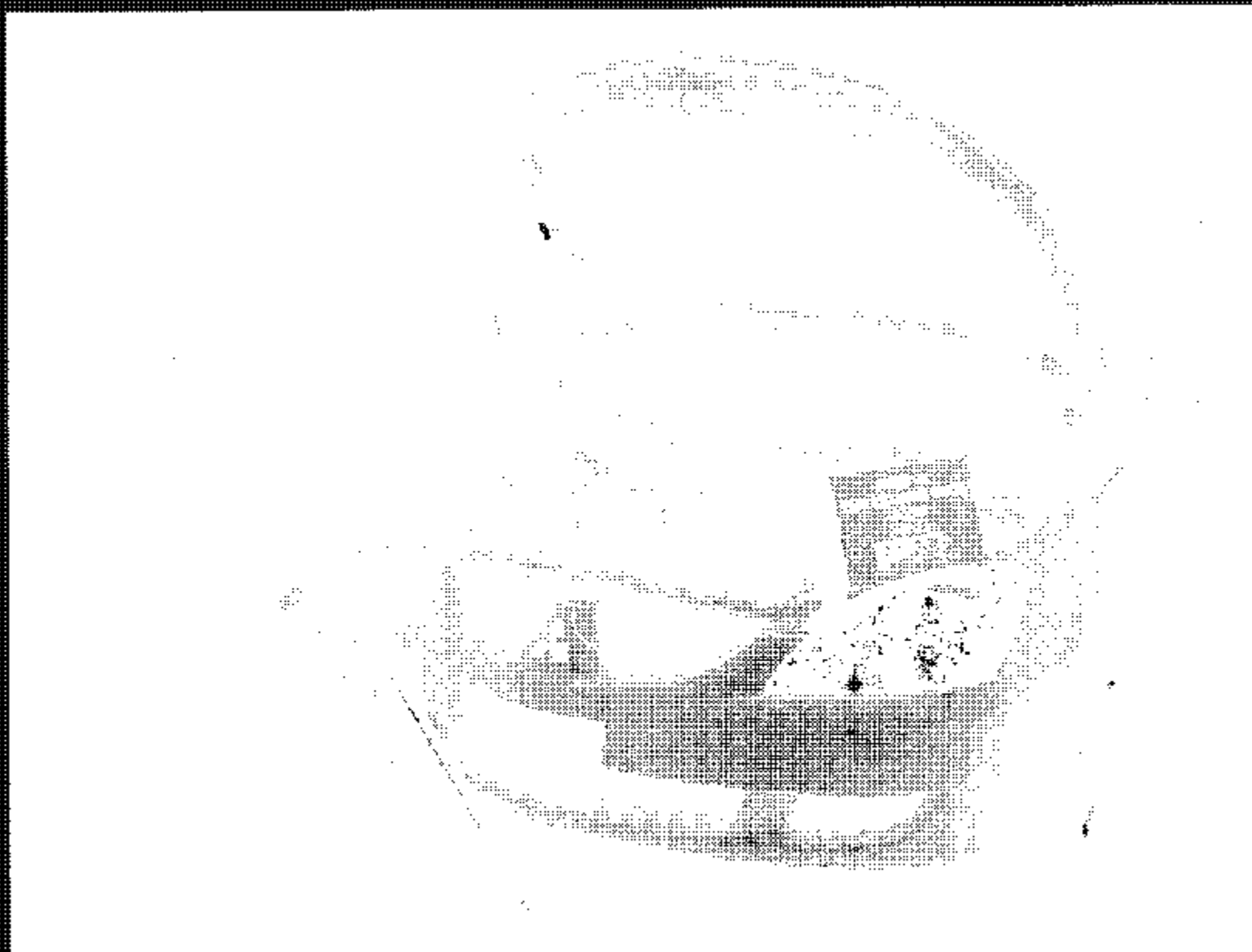


2005 MITSUBISHI LANCER
NHTSA NO. C556D0
FMVSS NO. 124

Figure A-11: Overall View of Vehicle's Test Setup

A-12

TR-P26009-03-NC



2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-12: Close-Up View of Vehicle's Test Setup

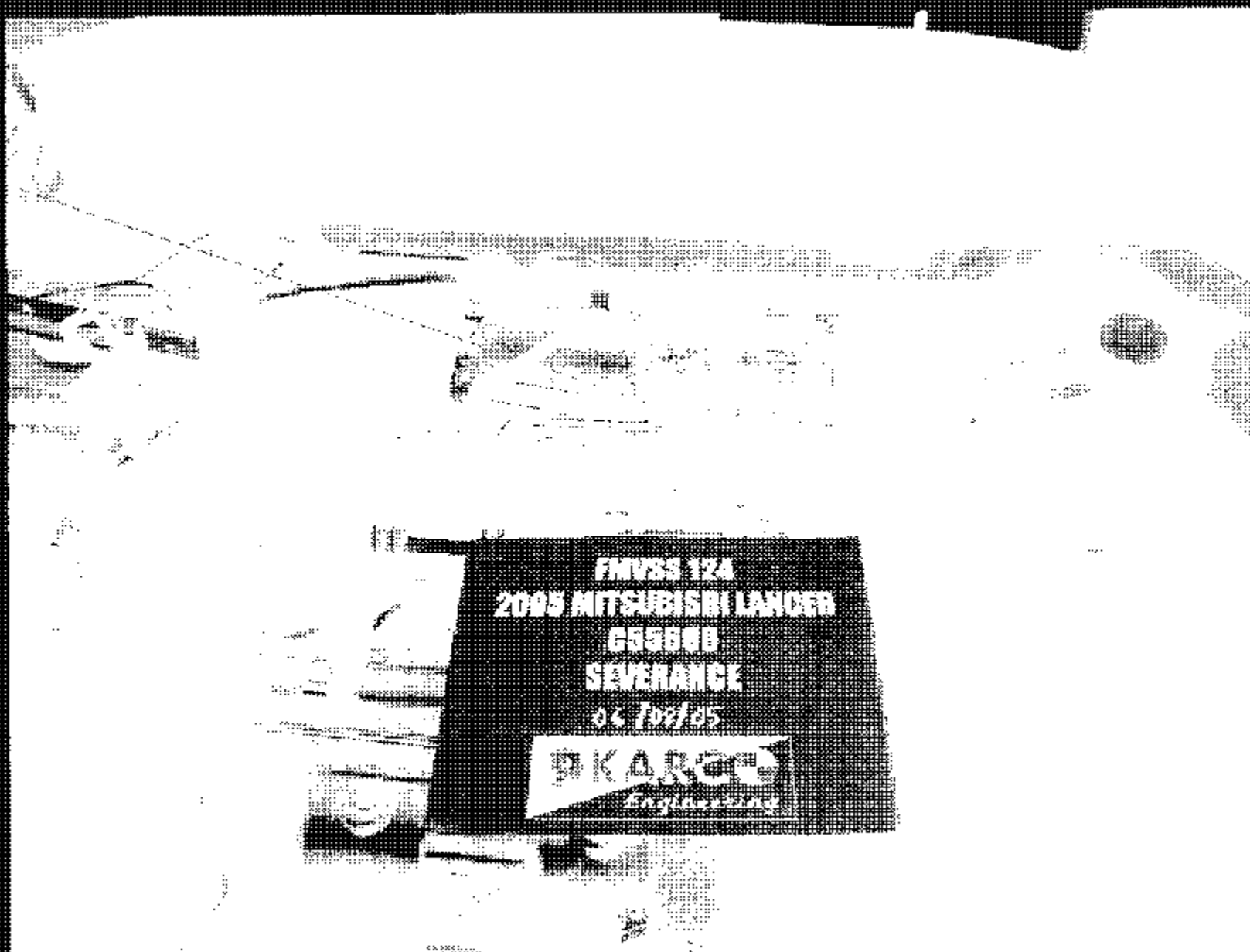


2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-13: Instrumentation

A-14

TR-P25009-03-NC



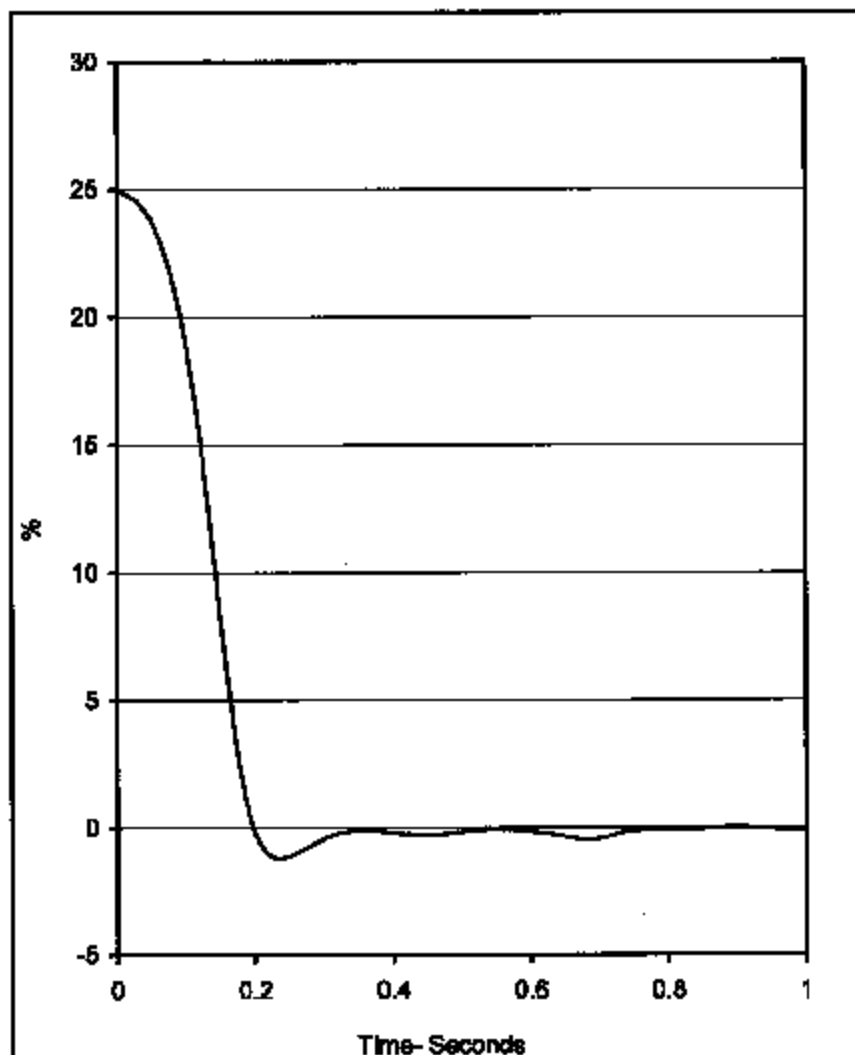
2005 MITSUBISHI LANCER
NHTSA NO. C55600
FMVSS NO. 124

Figure A-14: Severance of Throttle Body

APPENDIX B
DATA PLOTS

B-1

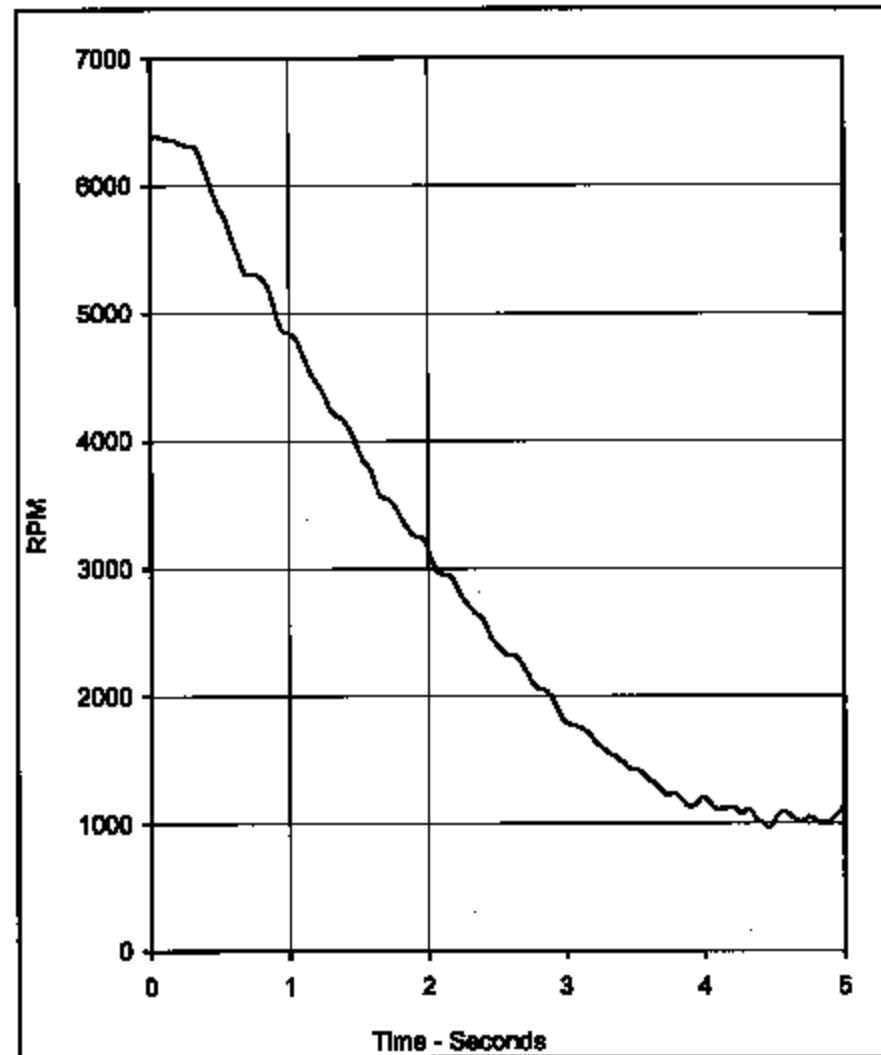
TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	24.9	0.0	200.0	5

Test Program: FMVSS 124 (Normal Operation)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car

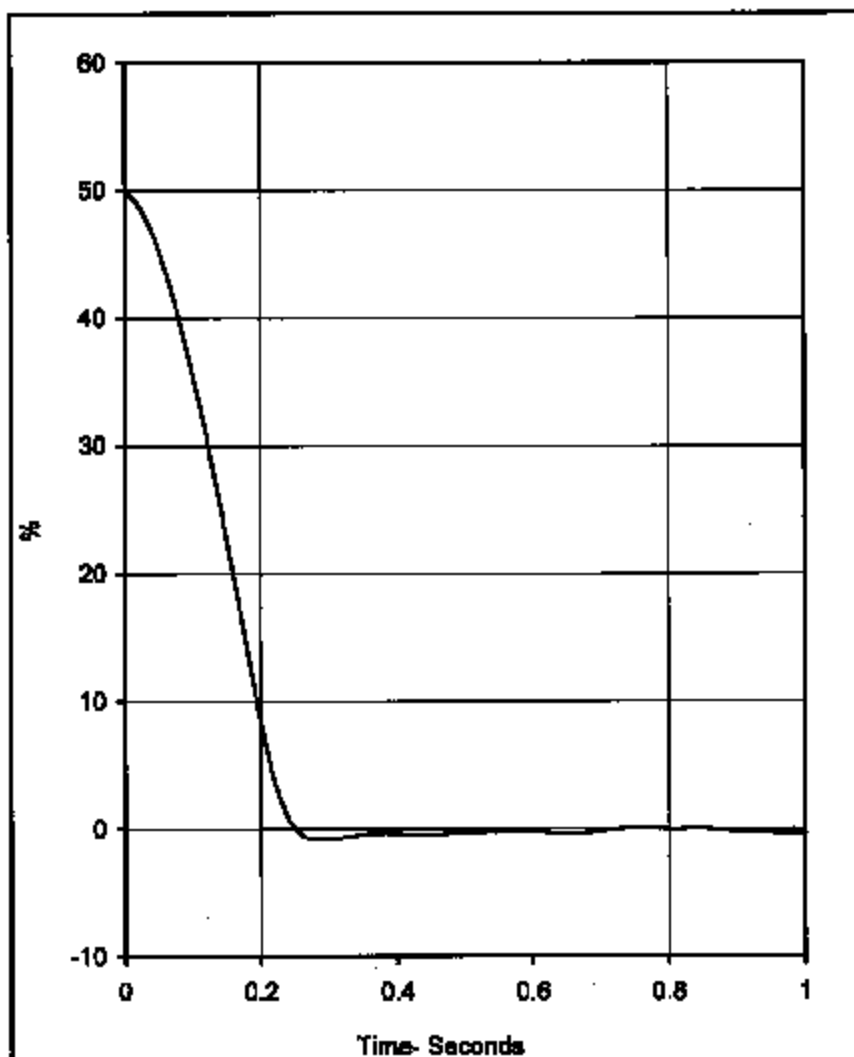


Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6393.6	0.0	967.9	4.5	5

Test Date: 06/08/05
 NHTSA No.: C55600

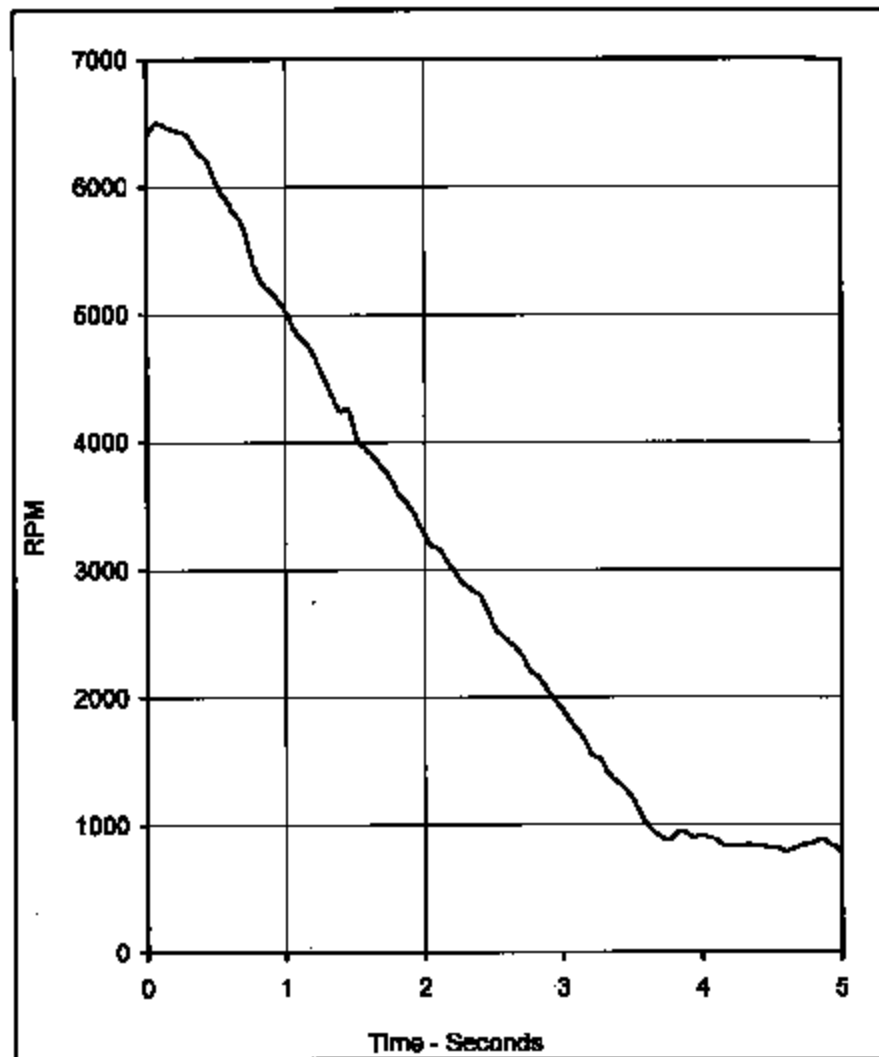




Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	49.9	0.0	250.0	5

Test Program: FMVSS 124 (Normal Operation)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

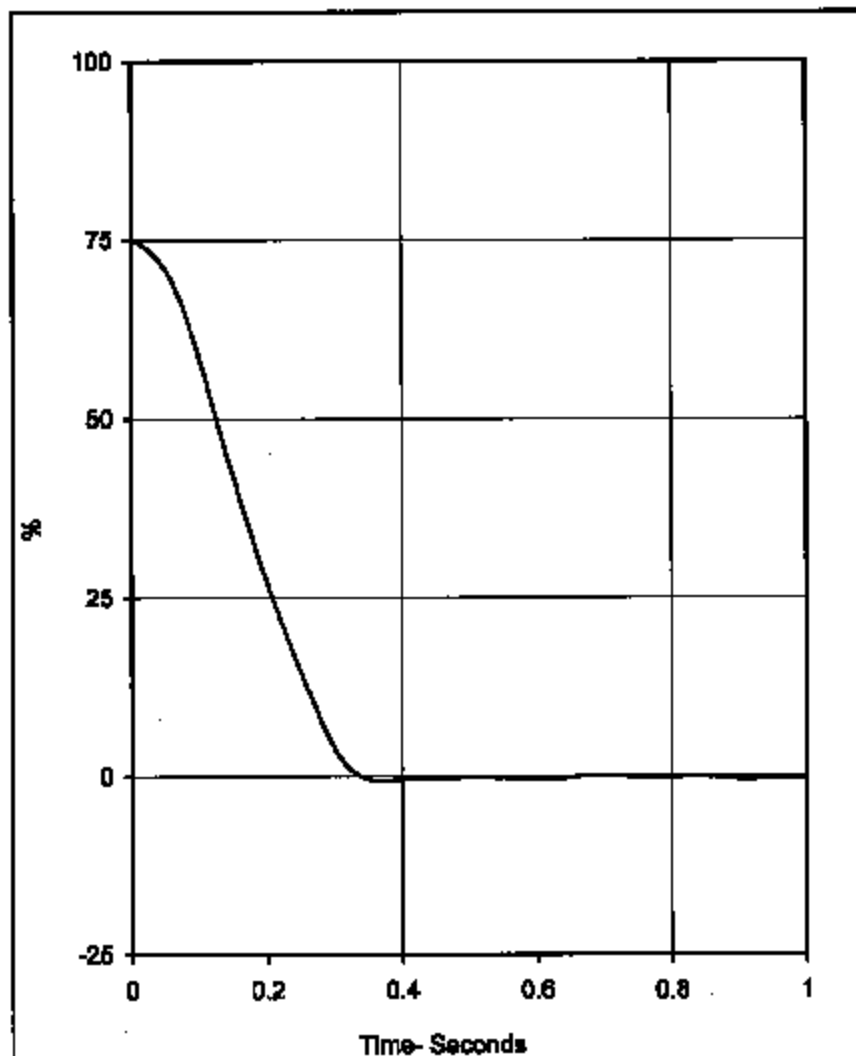
Units	Max	Time	Min	Time	Filter (Hz)
RPM	8502.7	0.1	780.3	5.0	5

Test Date: 06/08/05
 NHTSA No.: C55600



B-3

TR-P26006-03-NC

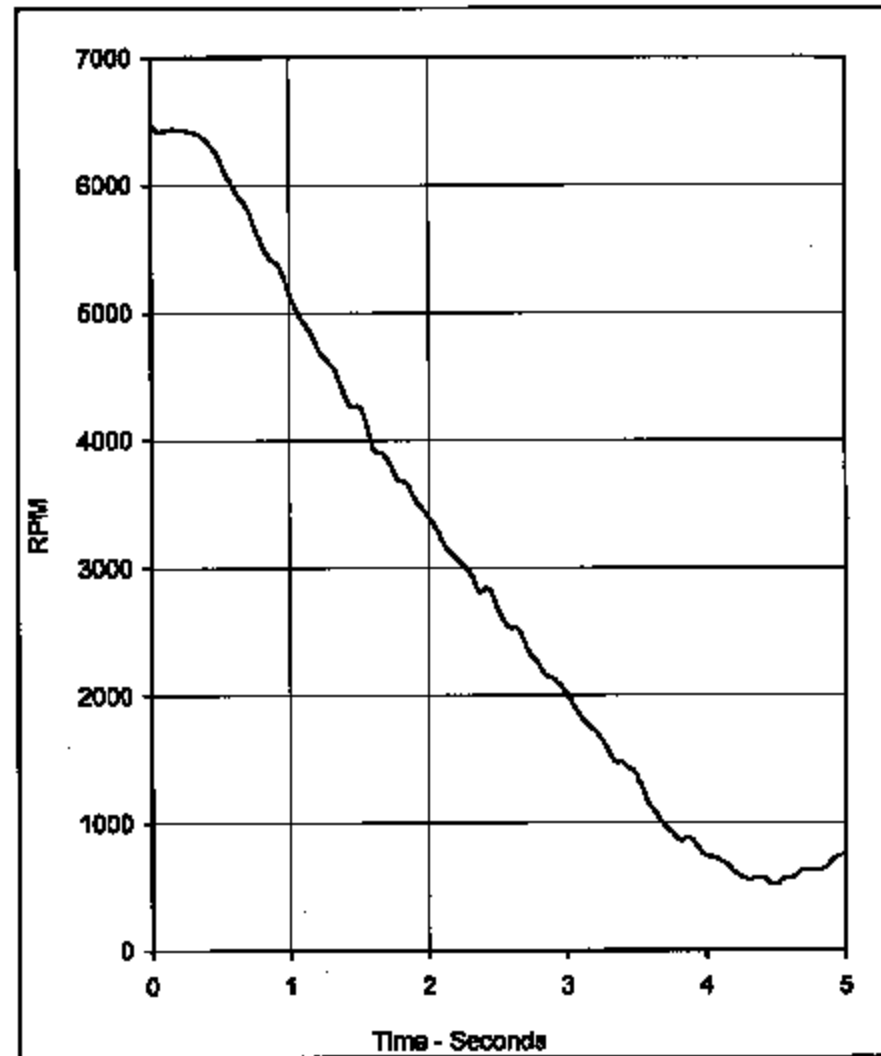


Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.0	0.0	330.0	6

Test Program:
Test Vehicle:

FMVSS 124 (Normal Operation)
2005 Mitsubishi Lancer 4-Door Pass. Car

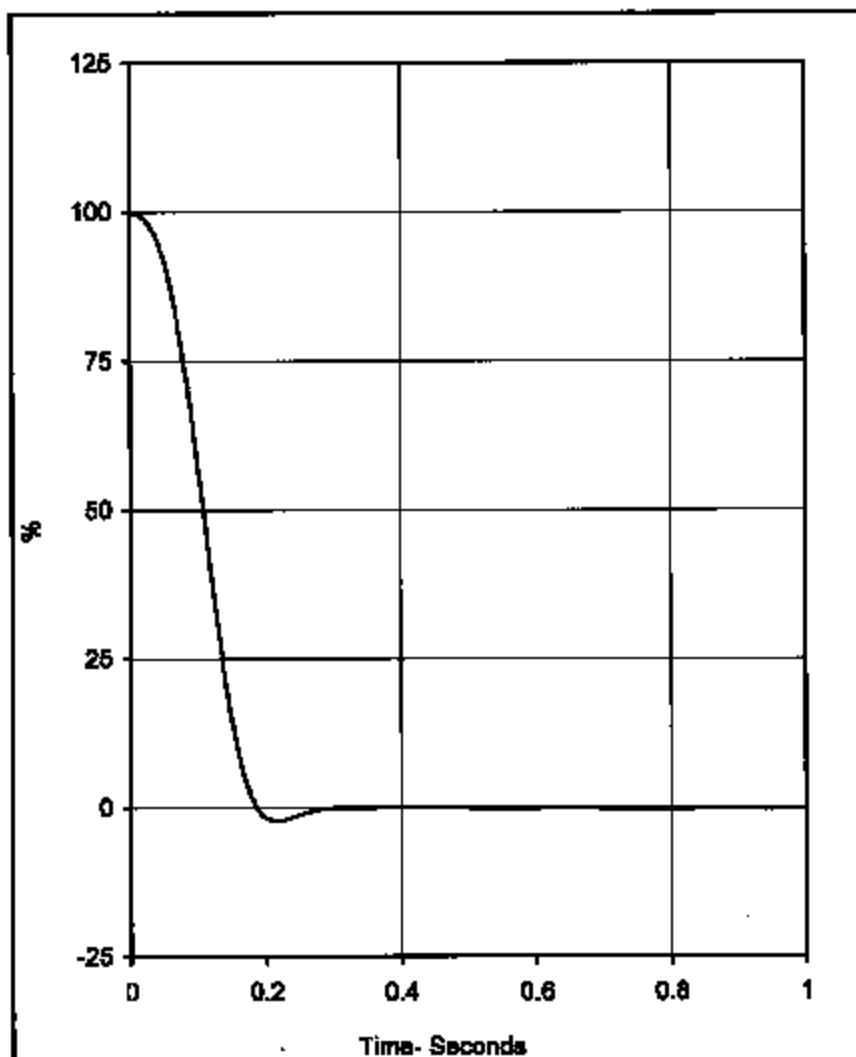


Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6477.4	0.0	516.6	4.5	5

Test Date: 06/08/05
NHTSA No.: C56600

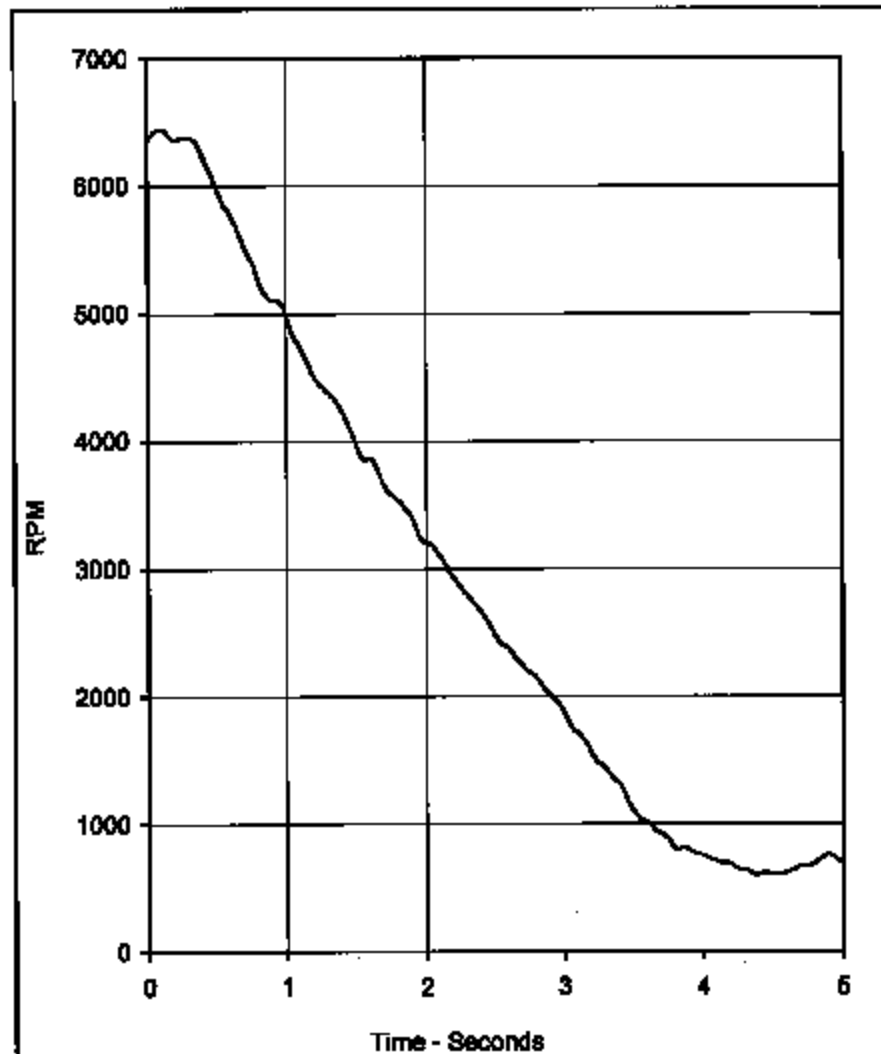




Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	190.0	5

Test Program: FMVSS 124 (Normal Operation)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



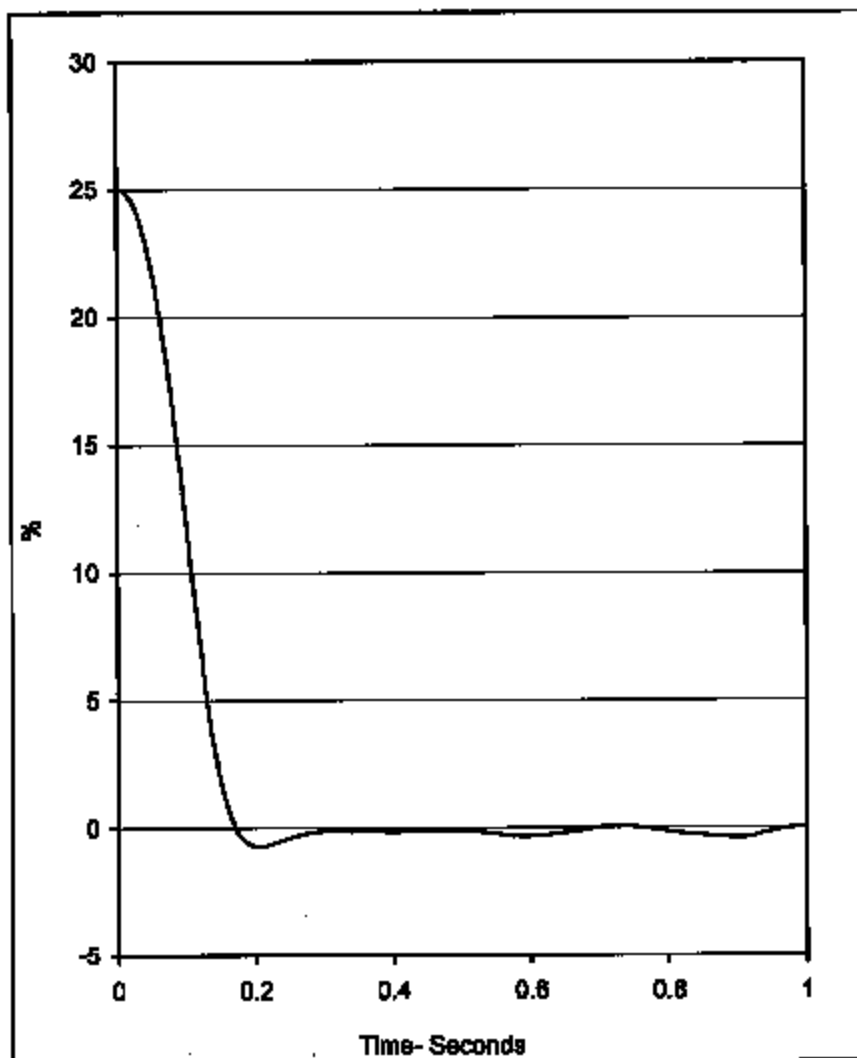
Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6441.3	0.1	596.8	4.4	5

Test Date: 06/08/06
 NHTSA No.: C55800



B-5



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

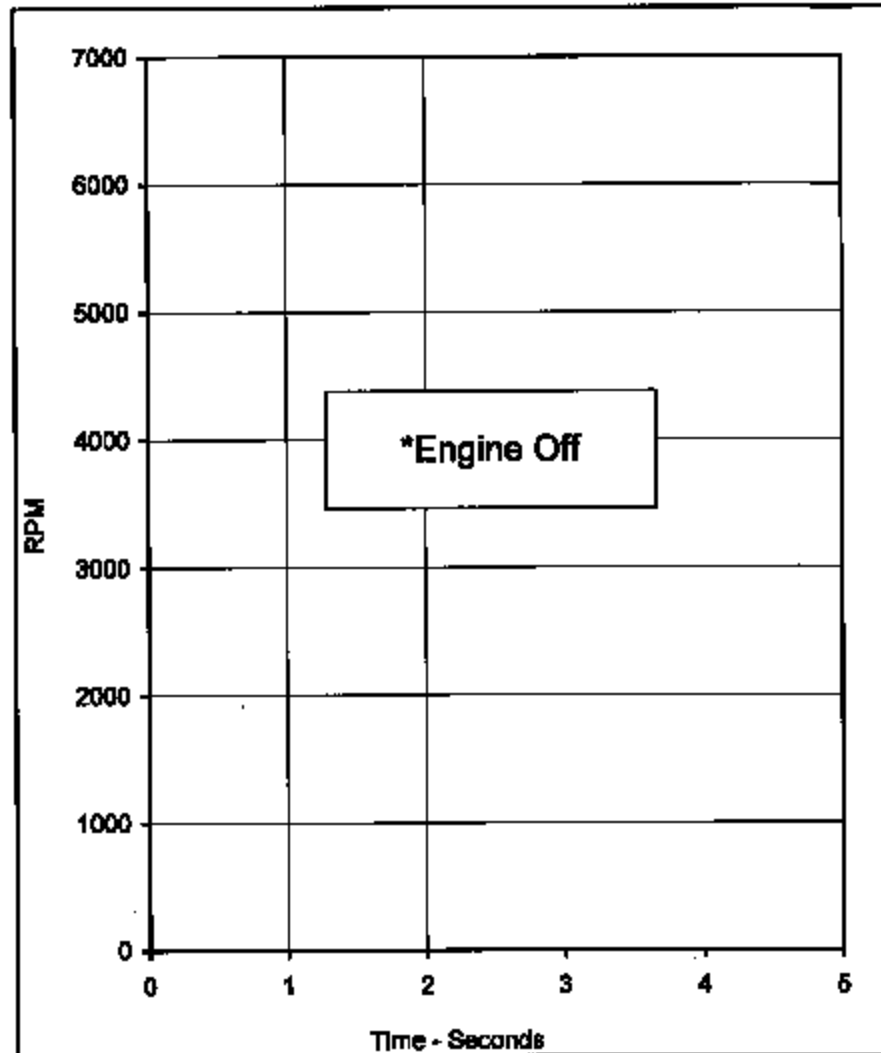
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	170.0	5

Test Program:

FMVSS 124 (Normal Operation)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Data:

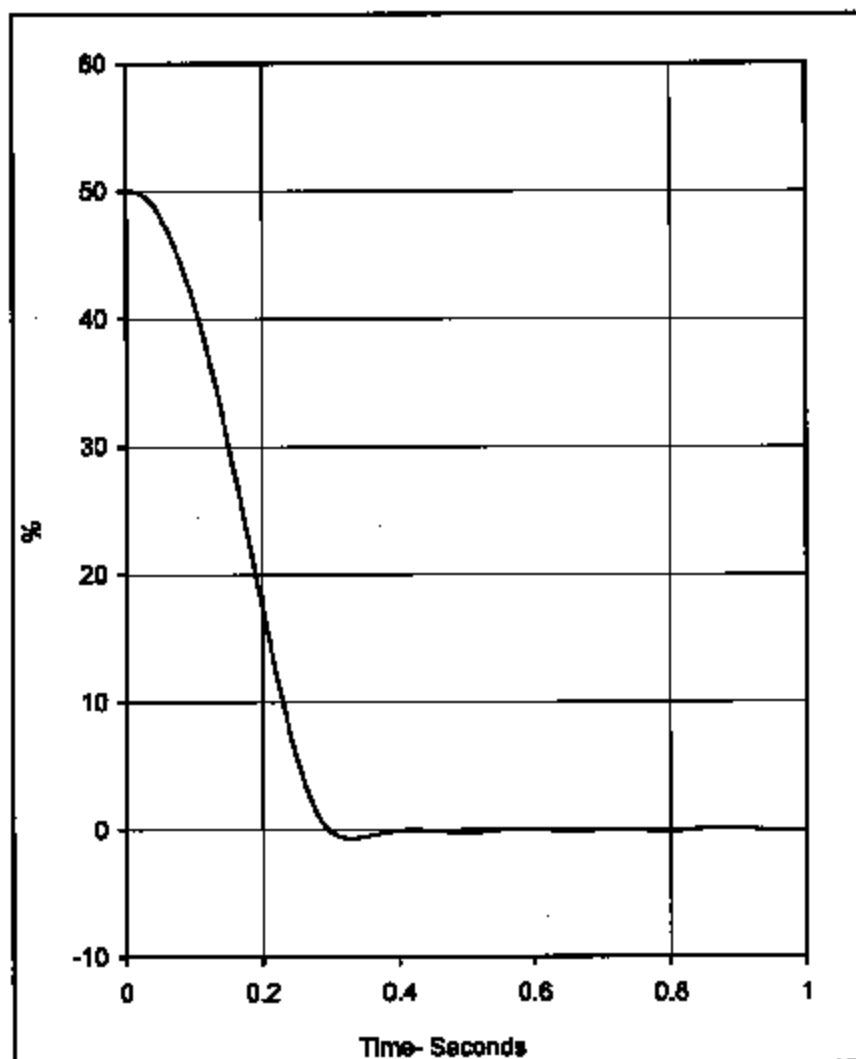
06/08/05

NHTSA No.:

C55600



TR-P25008-03-NC

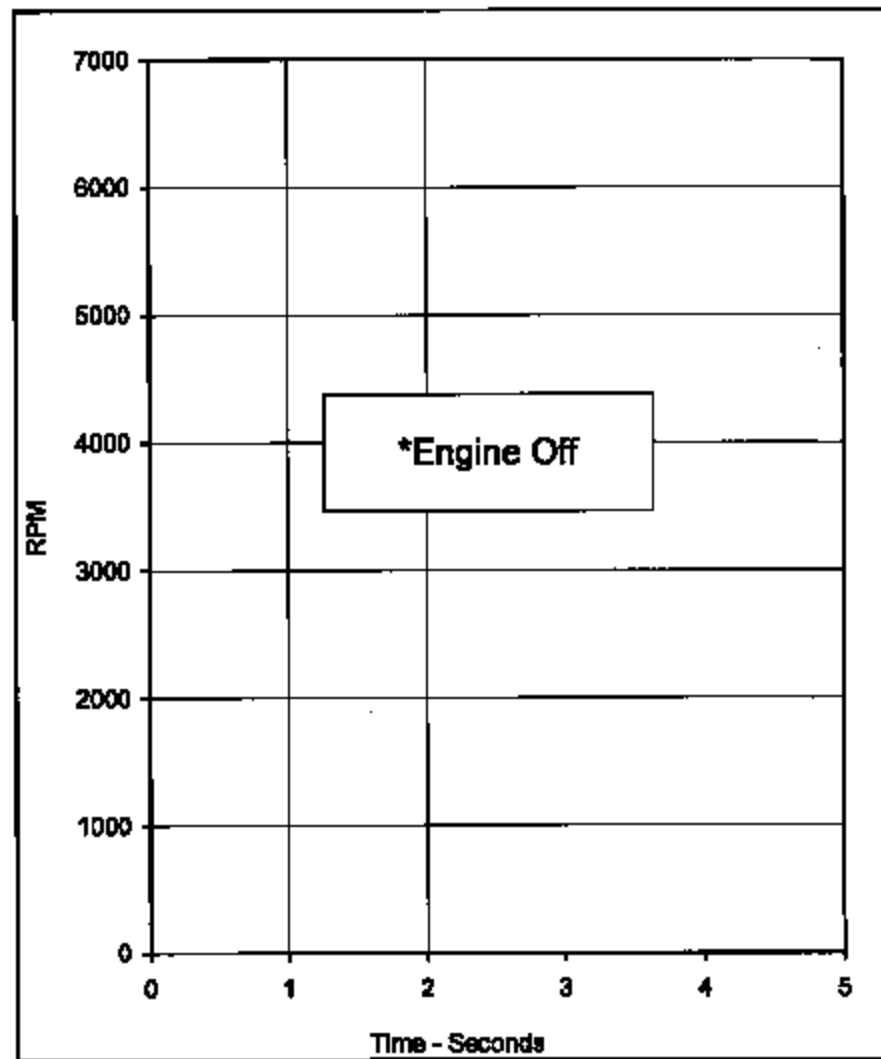


Curve Description		CURNO	Type
Throttle Position vs. Time		001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.0	0.0	290.0	5

Test Program:
Test Vehicle:

FMVSS 124 (Normal Operation)
2005 Mitsubishi Lancer 4-Door Pass. Car

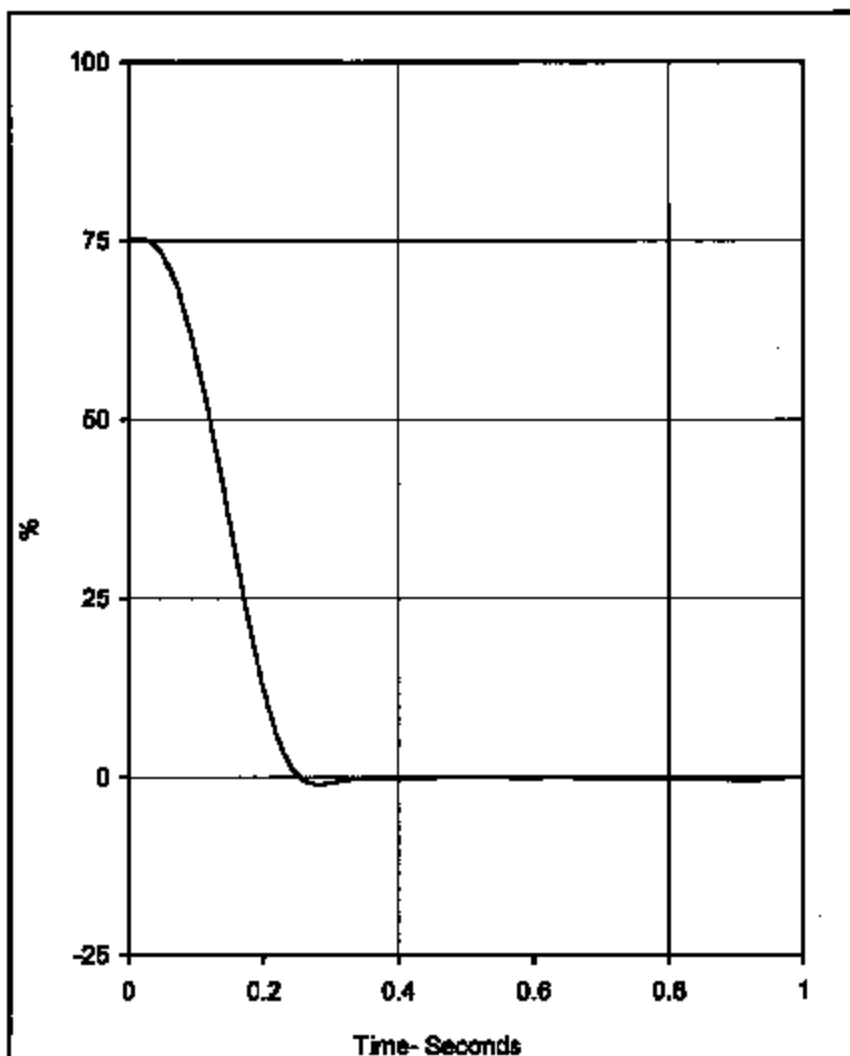


Curve Description				CURNO	Type
Engine RPM vs. Time				002	FIL
Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/06/05
NHTSA No.: C55800



B-7



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

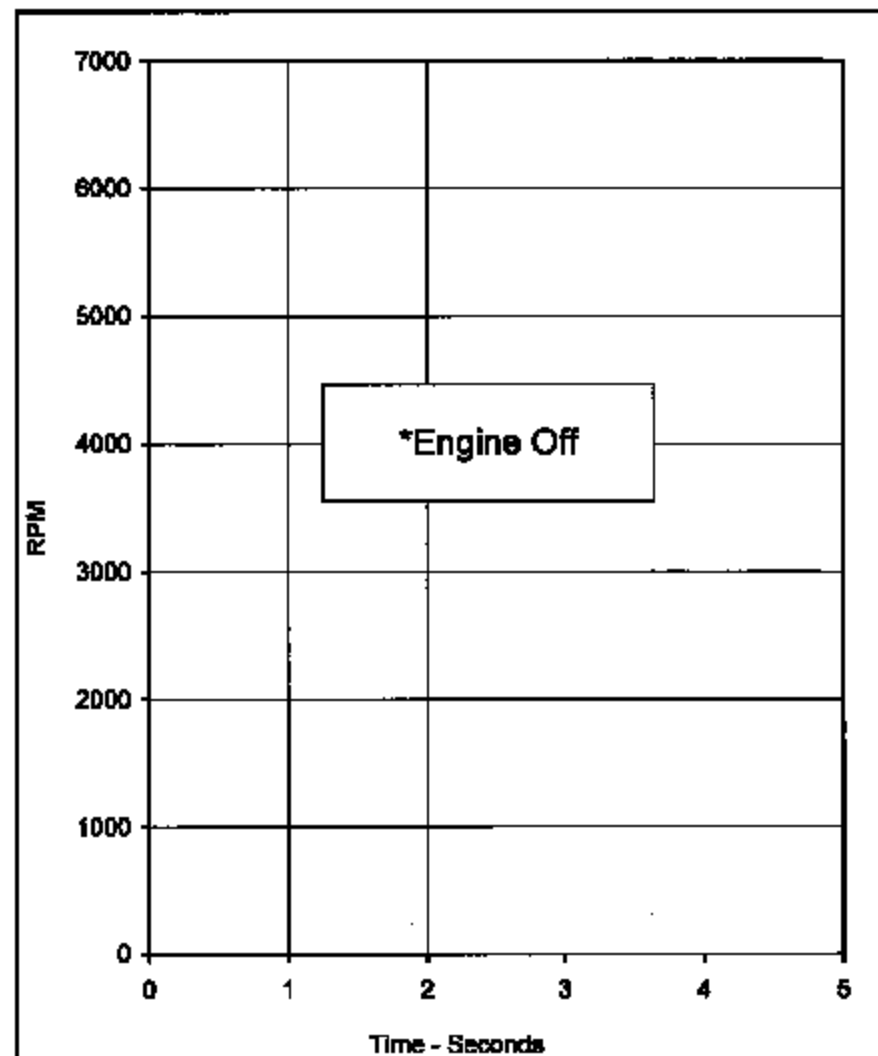
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.4	0.0	250.0	5

Test Program:

FMVSS 124 (Normal Operation)

Test Vehicle:

2006 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date:

06/08/05

NHTSA No.:

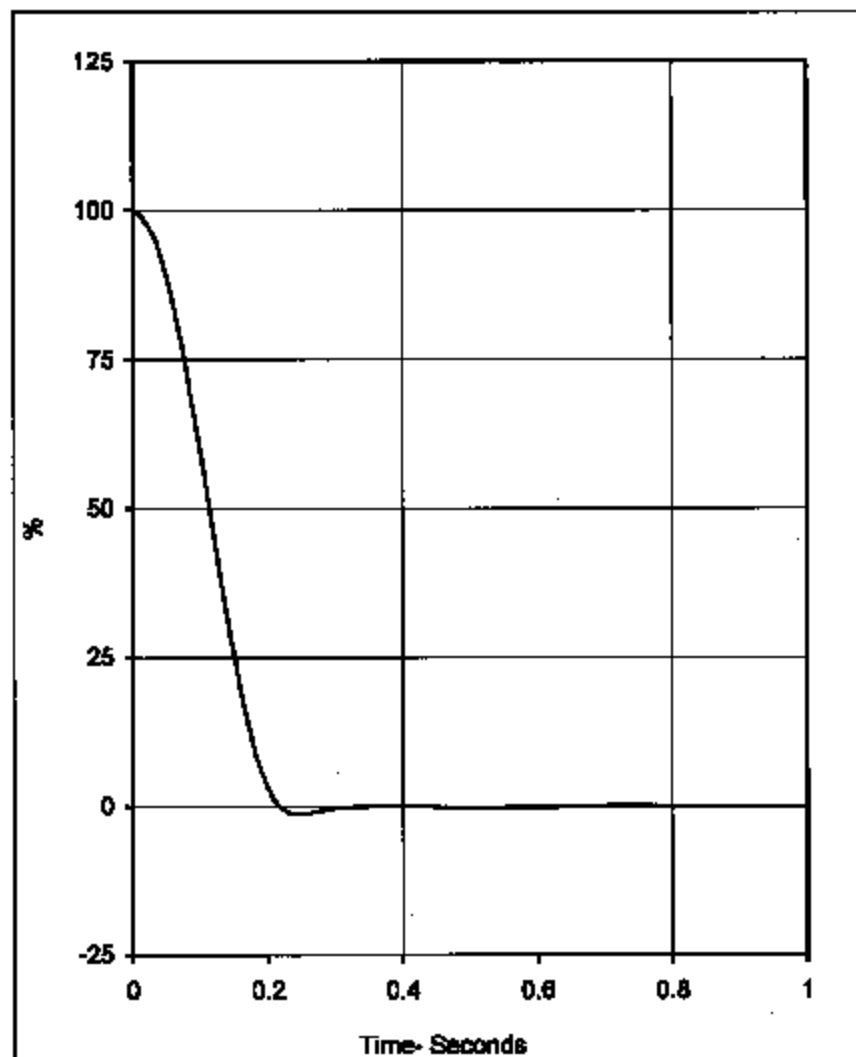
C55800



TR-P25008-03-NC

B-8

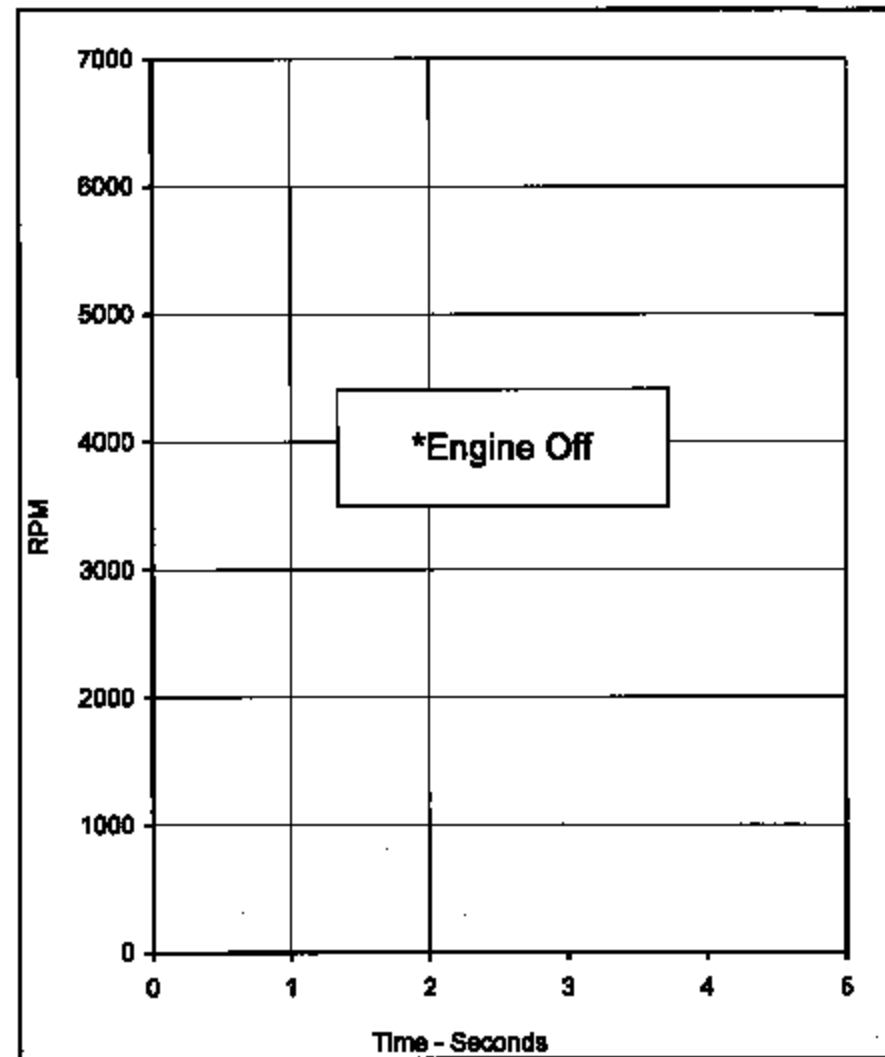
TR-P26009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	230.0	5

Test Program: FMVSS 124 (Normal Operation)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



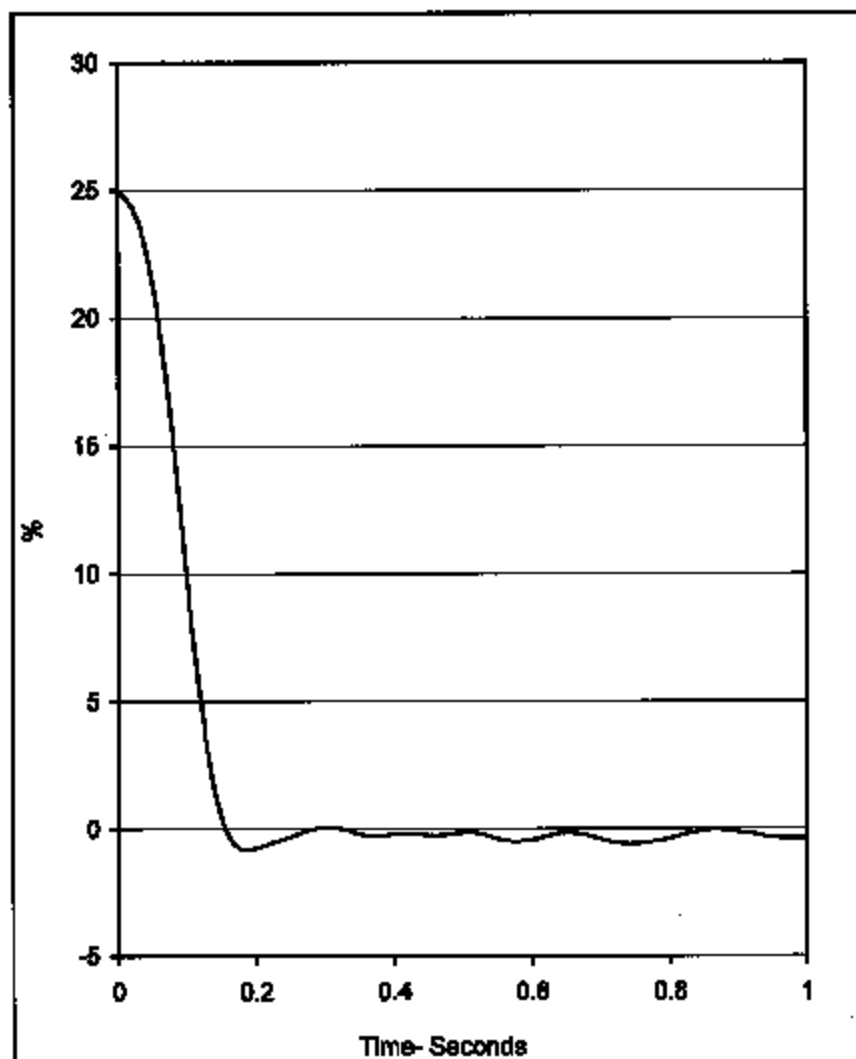
Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/06/05
 NHTSA No.: C55800

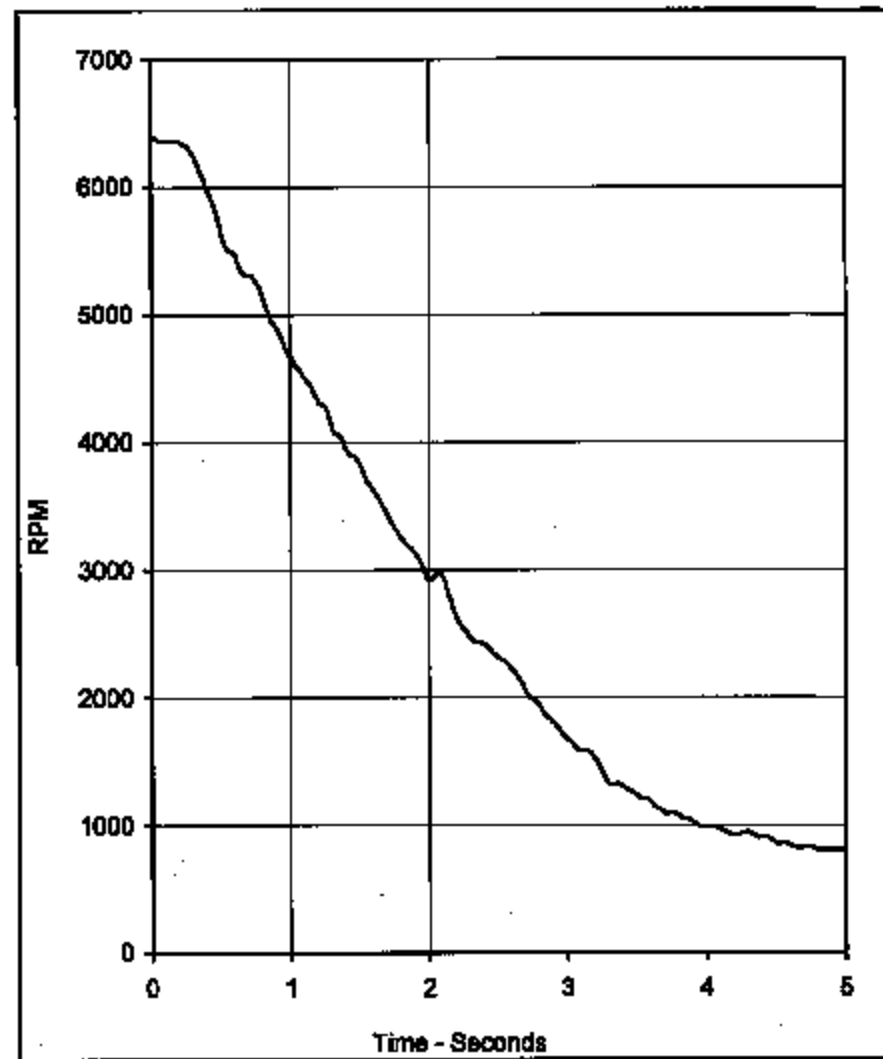


B-9



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	24.9	0.0	150.0	5



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6395.0	0.0	800.8	5.0	5

Test Program:

FMVSS 124 (Spring #1 Disconnected)

Test Vehicle:

2006 Mitsubishi Lancer 4-Door Pass. Car

Test Date:

06/08/05

NHTSA No.:

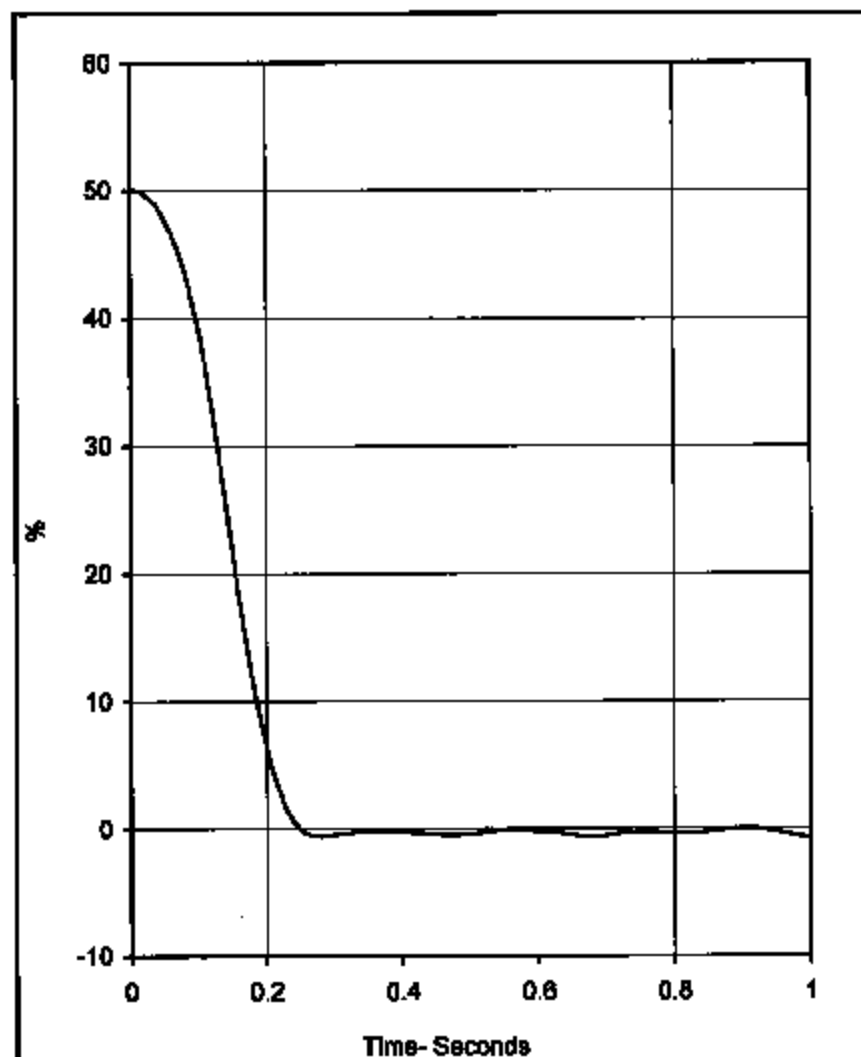
C55800



TR-P26009-03-NC

B-10

TR-P25008-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

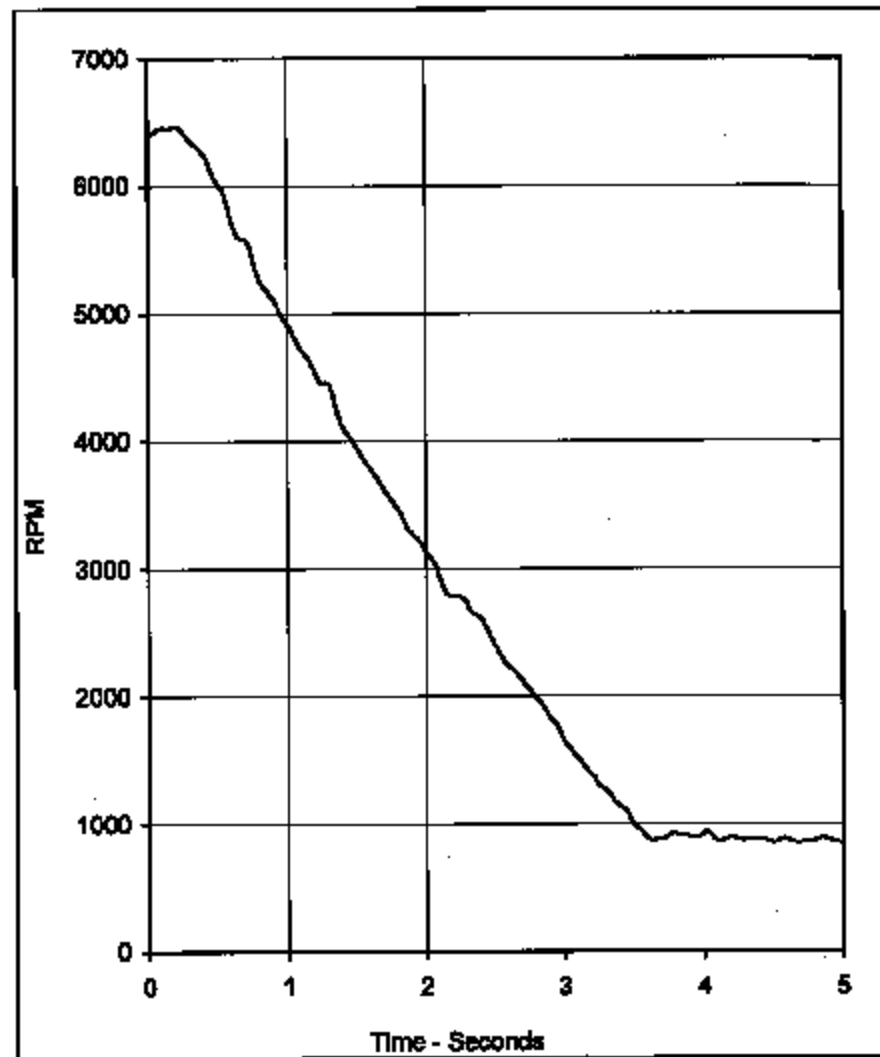
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.1	0.0	250.0	5

Test Program:

FMVSS 124 (Spring #1 Disconnected)

Test Vehicle:

2006 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6464.9	0.2	850.1	6.0	5

Test Date:

08/08/05

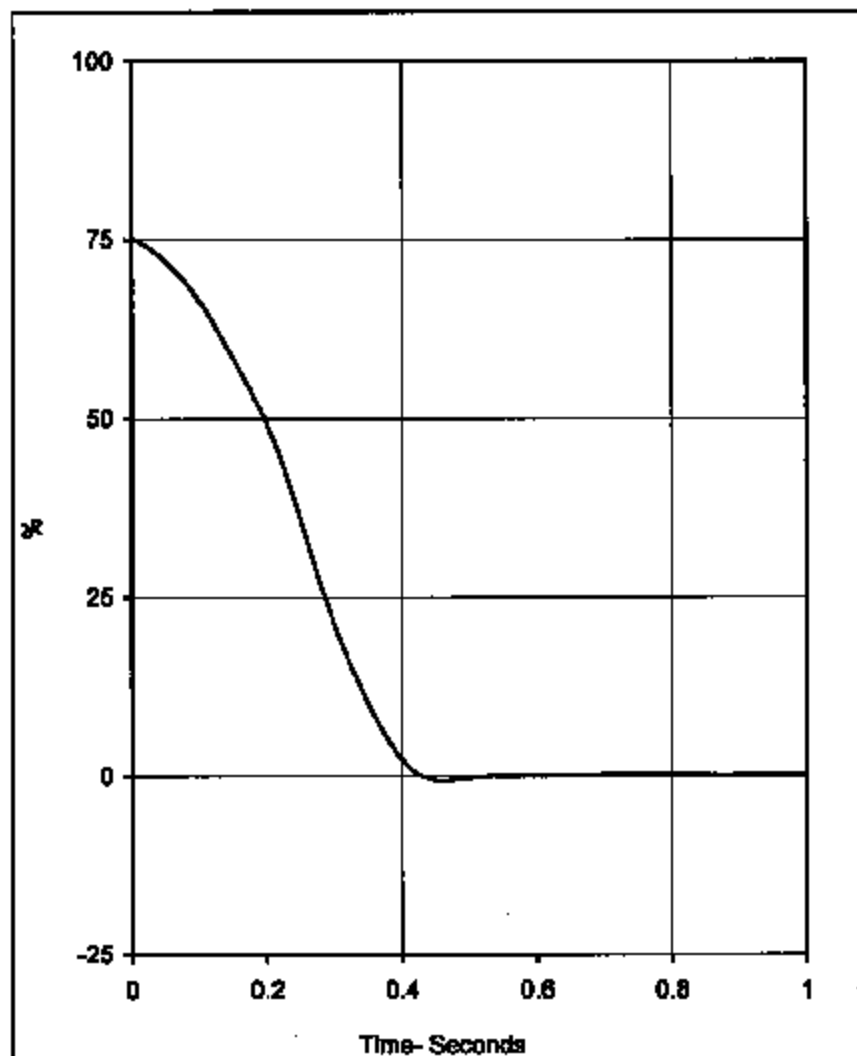
NHTSA No.:

C56800



B-11

TR-P25008-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

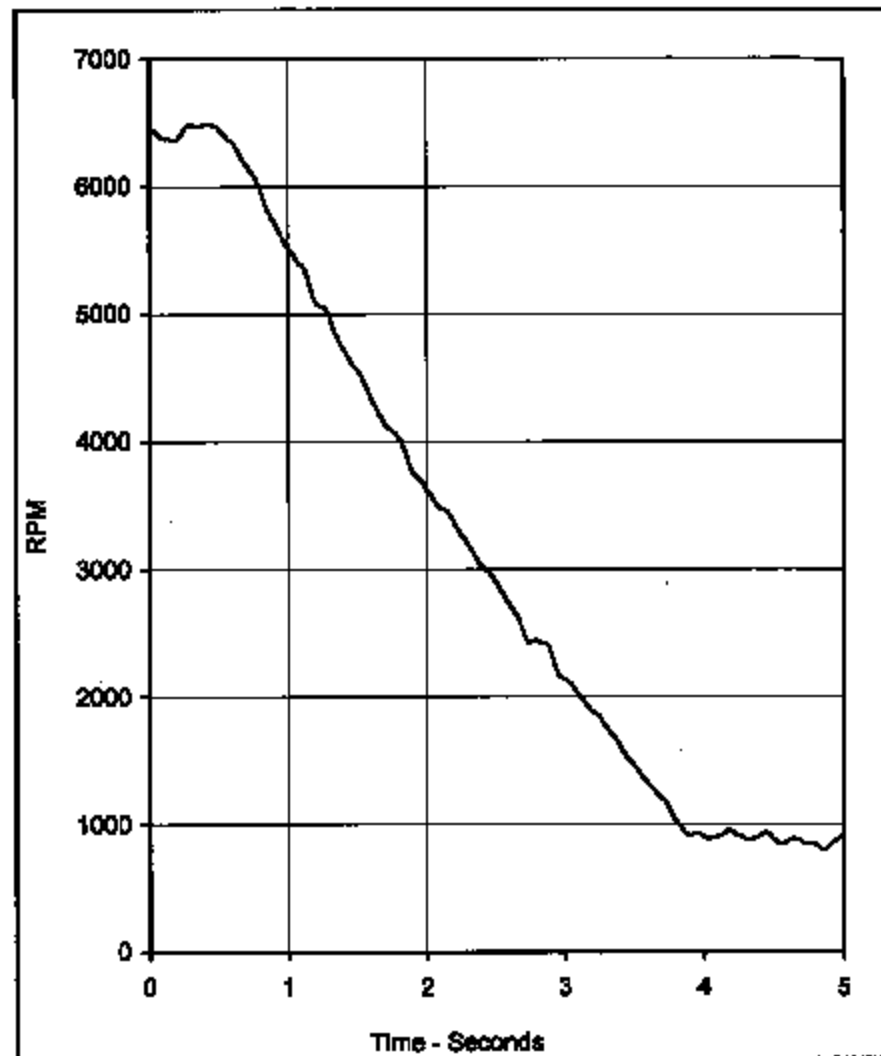
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	420.0	5

Test Program:

FMVSS 124 (Spring #1 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6483.8	0.4	798.2	4.9	5

Test Date:

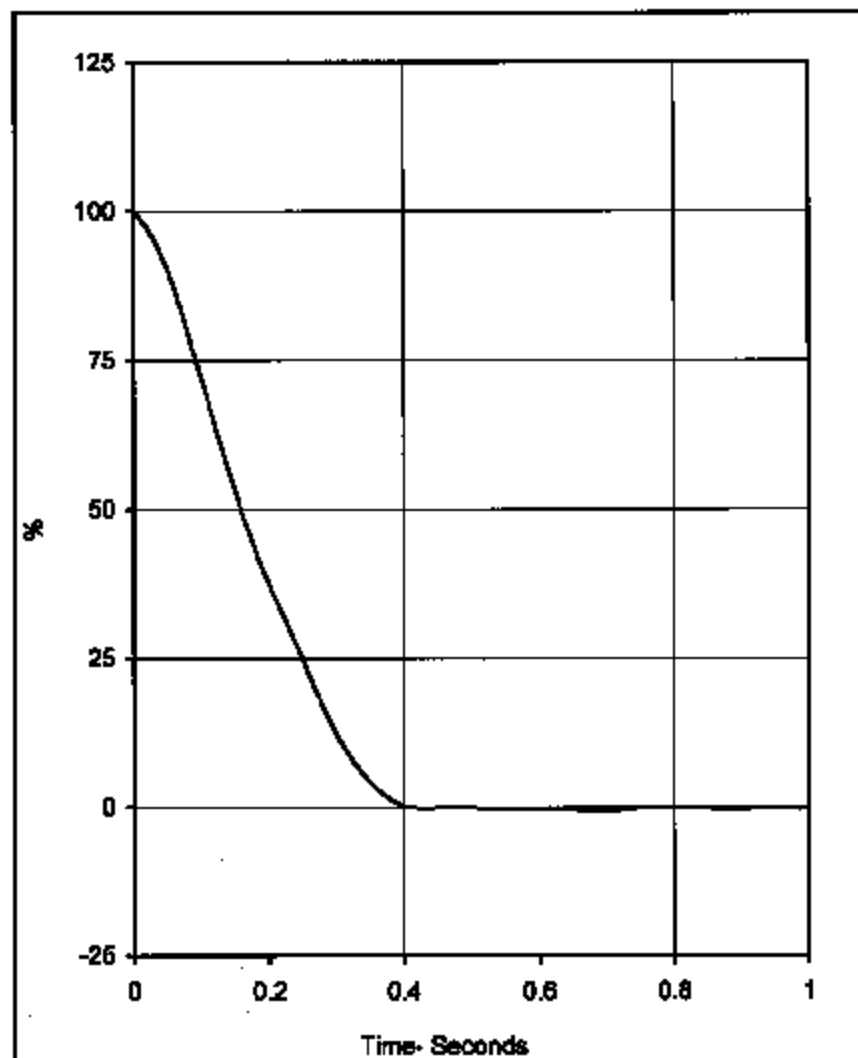
06/08/06

NHTSA No.:

C55600



B-12



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

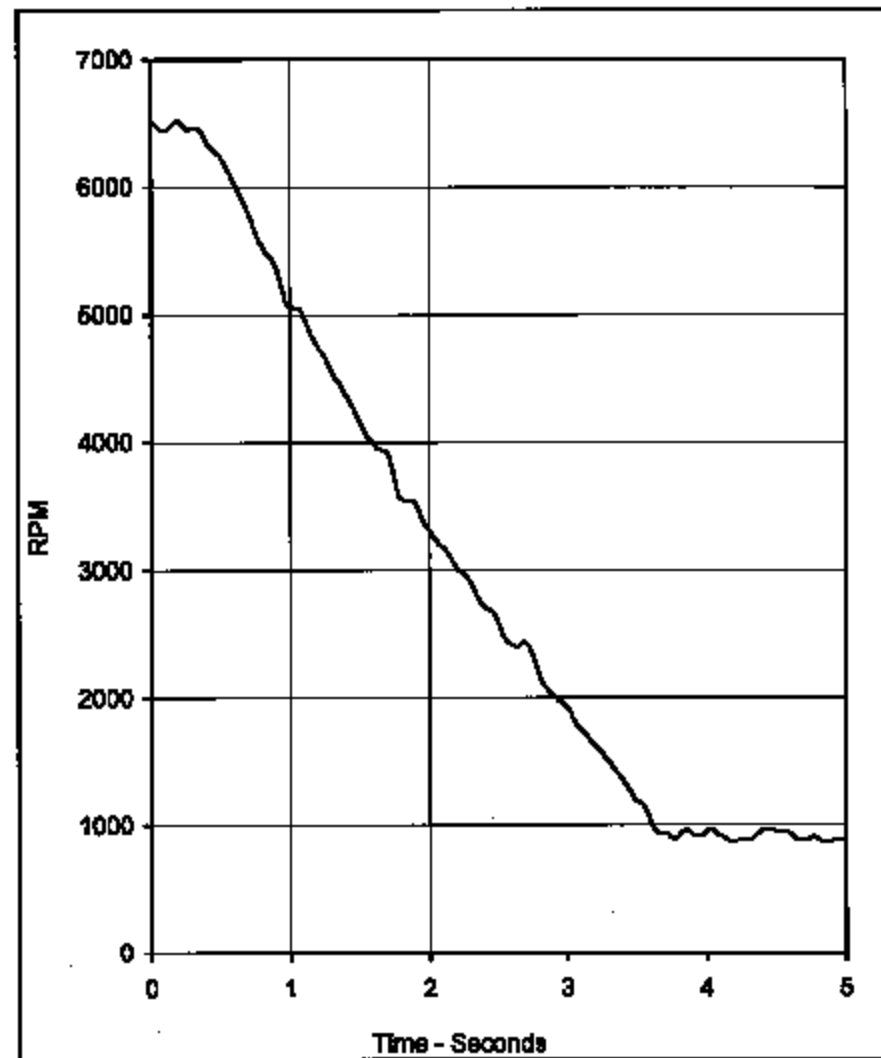
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	99.8	0.0	400.0	5

Test Program:

FMVSS 124 (Spring #1 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6521.9	0.2	886.7	4.2	5

Test Date:

06/08/05

NHTSA No.:

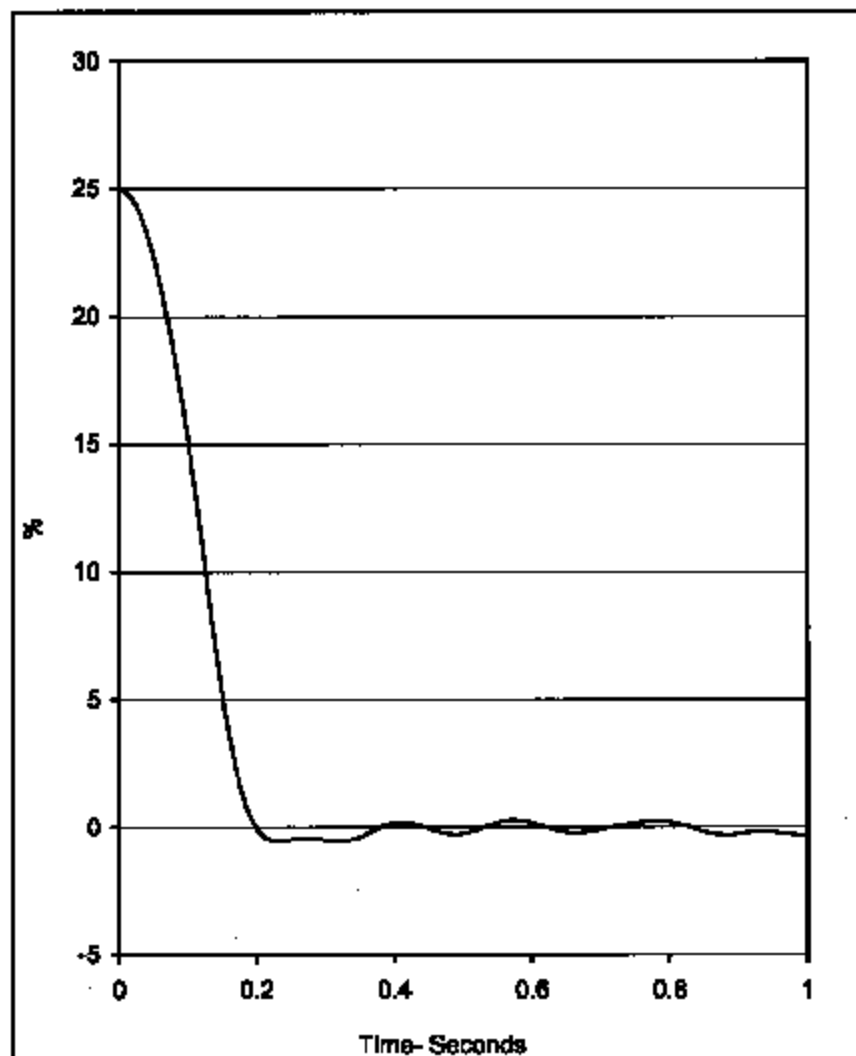
C66800



TR-P25009-03-NC

B-13

TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

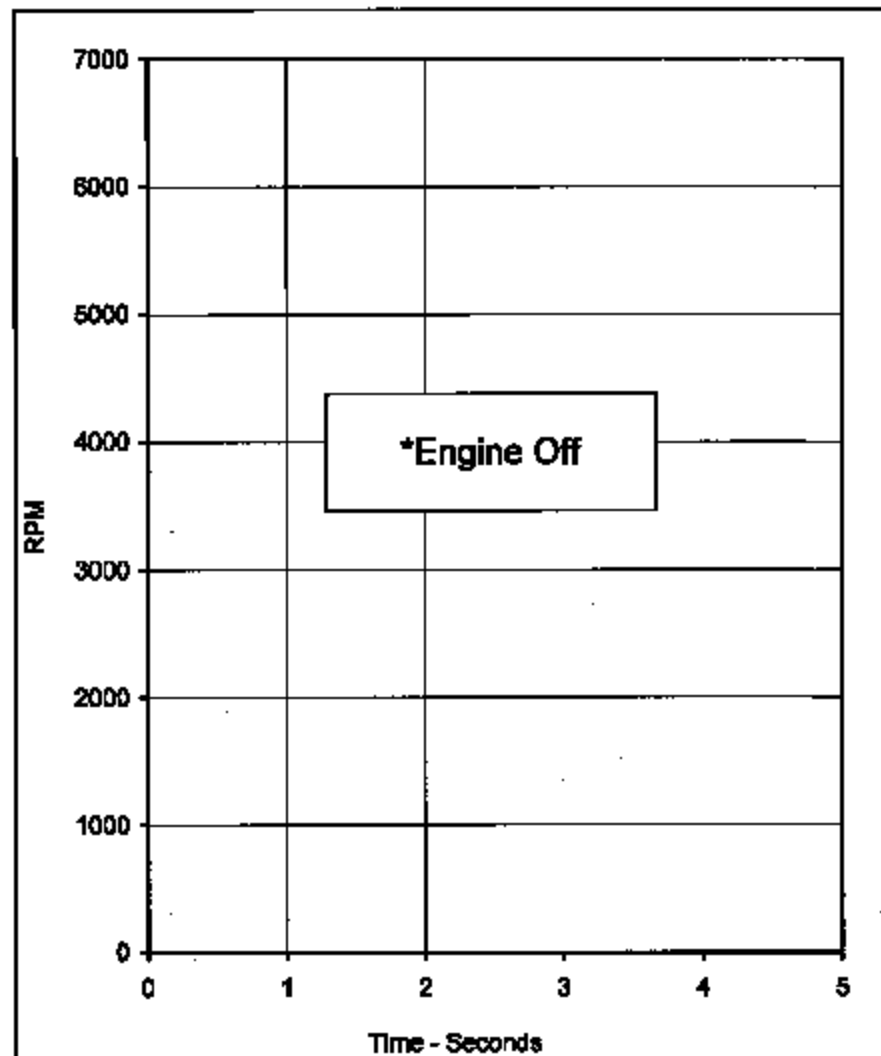
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	190.0	5

Test Program:

FMVSS 124 (Spring #1 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

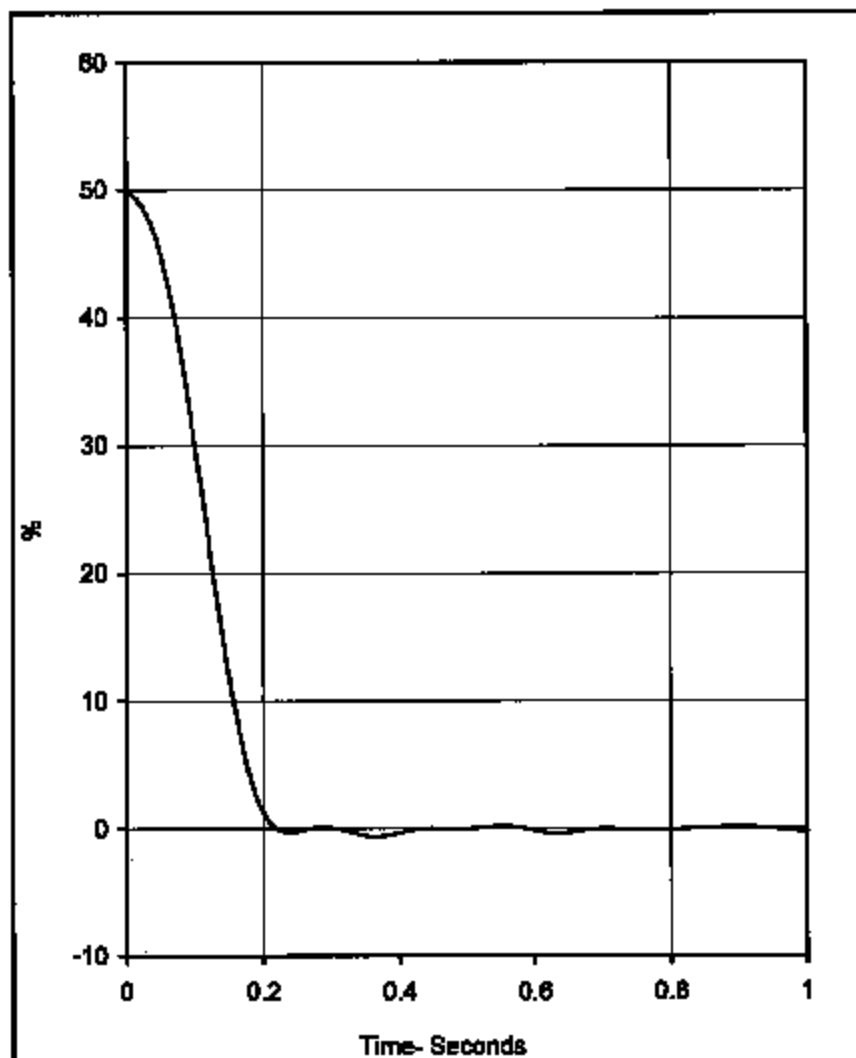
Test Date:

06/08/05

NHTSA No.:

C65600

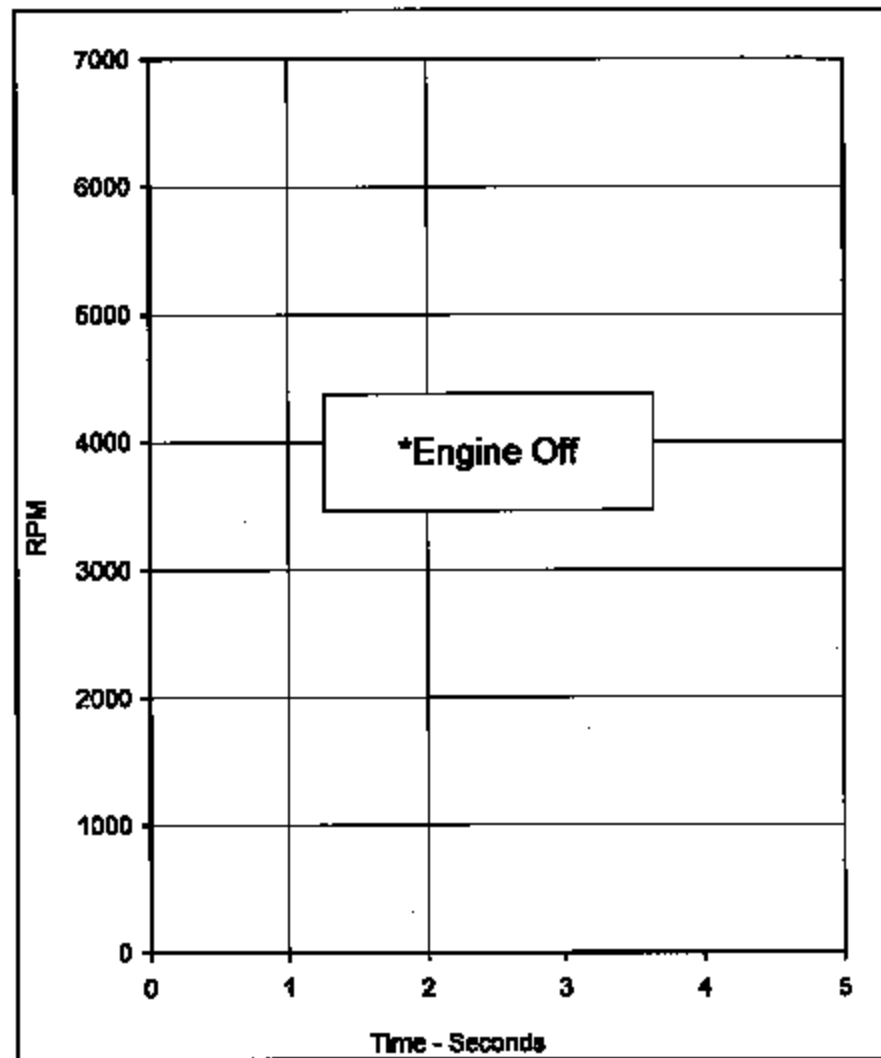




Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.0	0.0	210.0	5

Test Program: FMVSS 124 (Spring #1 Disconnected)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

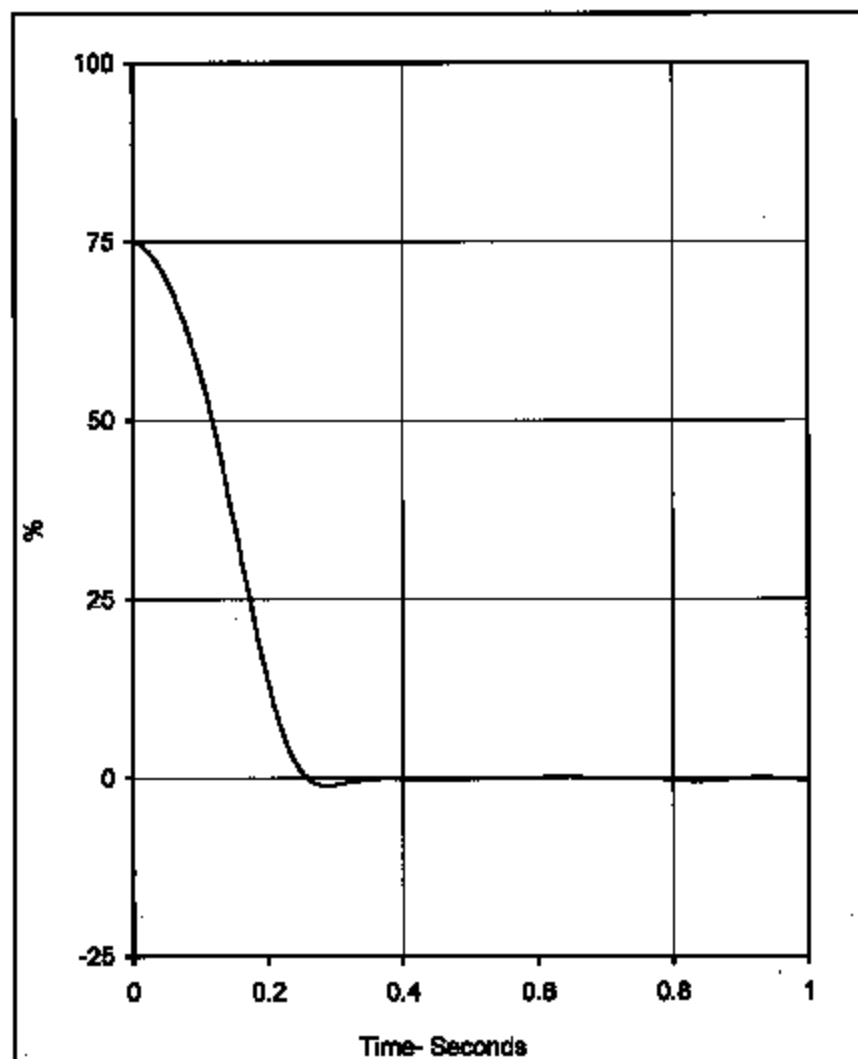
Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/08/05
 NHTSA No.: C55800



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TR-P25008-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

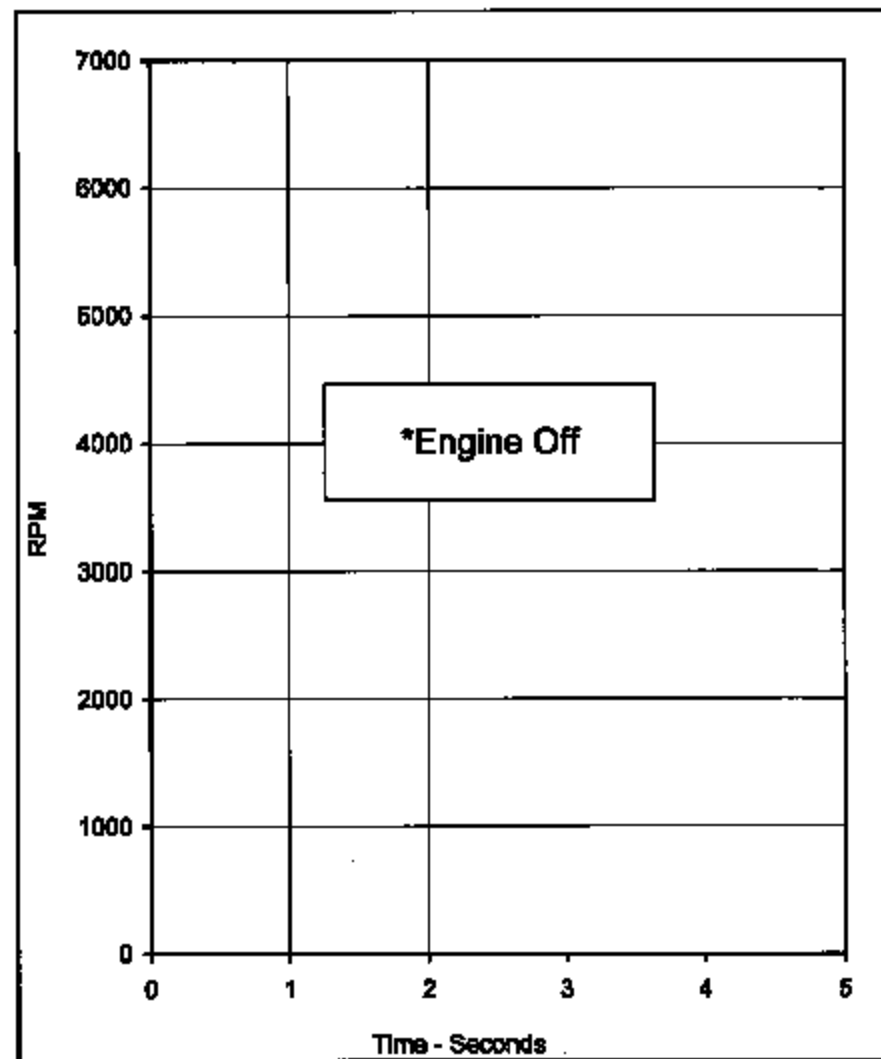
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.2	0.0	250.0	5

Test Program:

FMVSS 124 (Spring #1 Disconnected)

Test Vehicle:

2006 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Data:

08/08/05

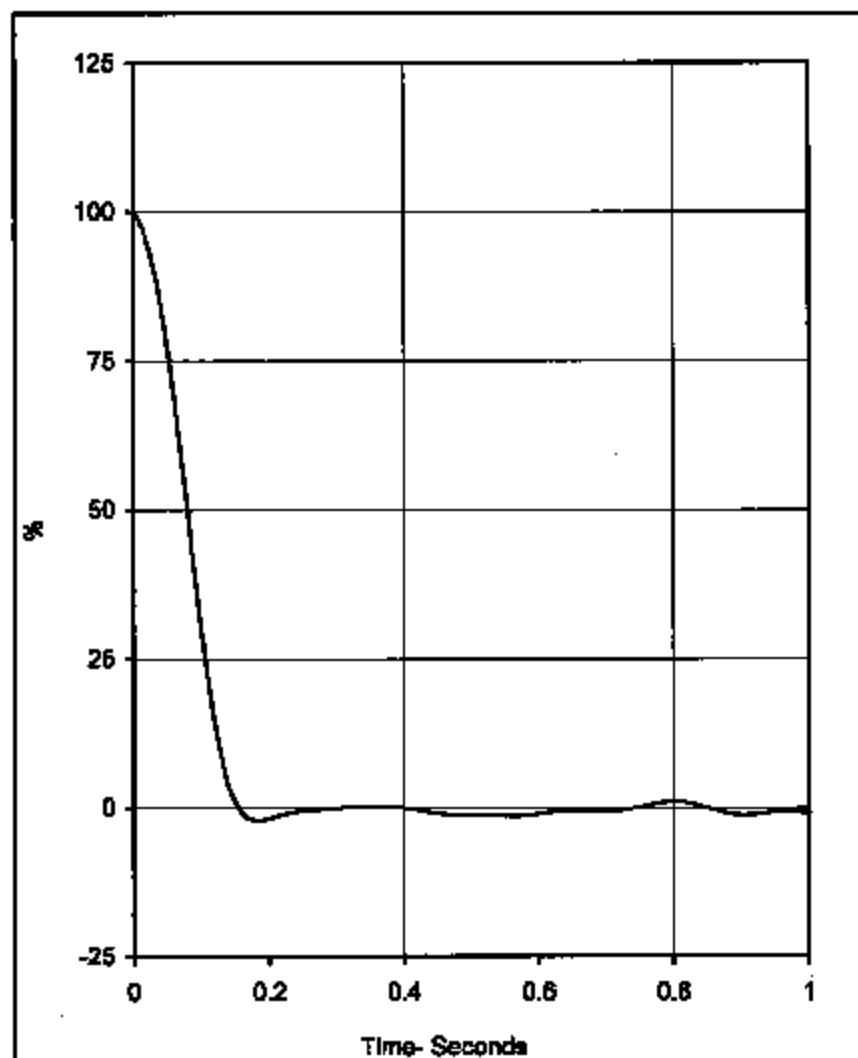
NHTSA No.:

C55600



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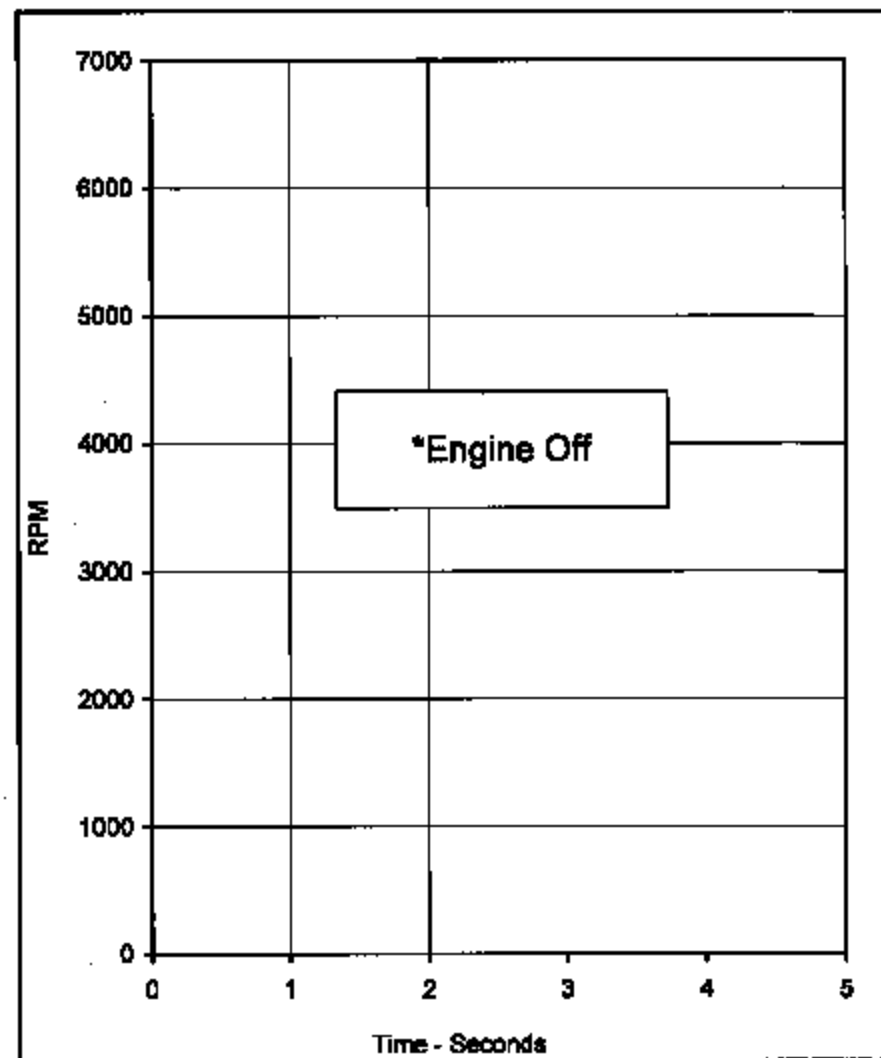
TR-P25009-03-NC



Curve Description			CURNO	Type
Throttle Position vs. Time			001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	99.9	0.0	160.0	5

Test Program: FMVSS 124 (Spring #1 Disconnected)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



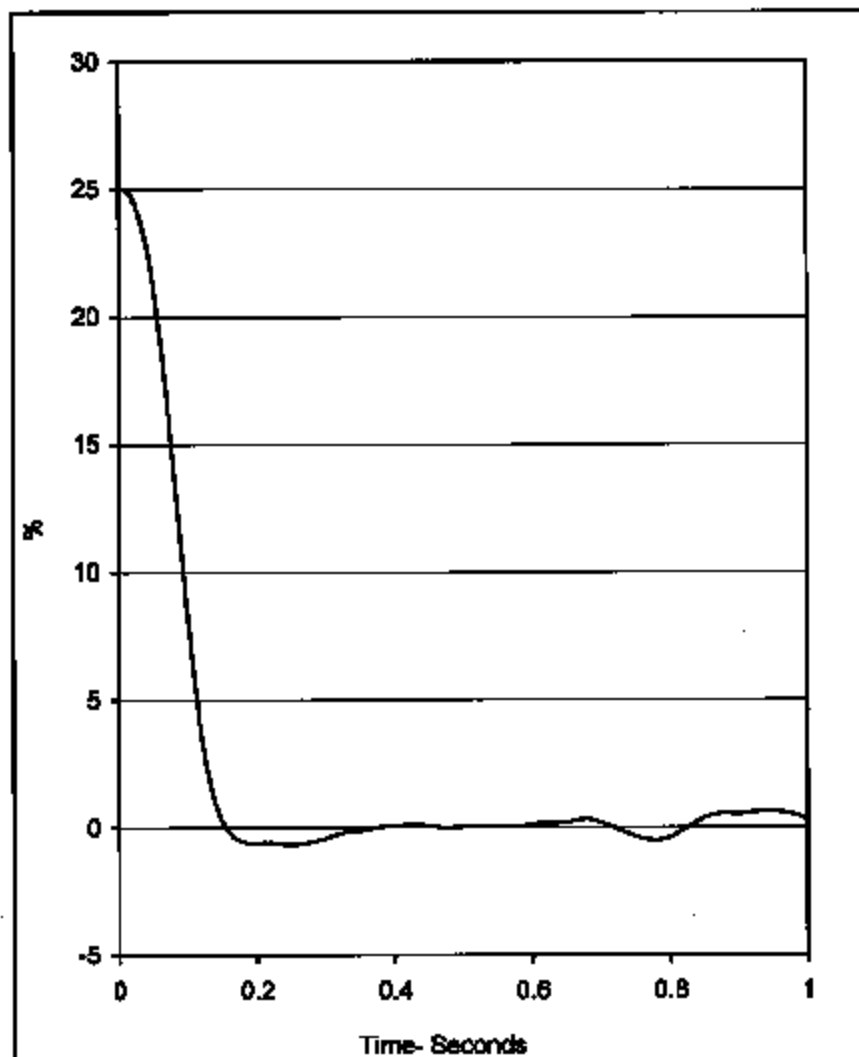
Curve Description				CURNO	Type
Engine RPM vs. Time				002	FIL
Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/08/06
 NHTSA No.: C55600



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TR-P250DB-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

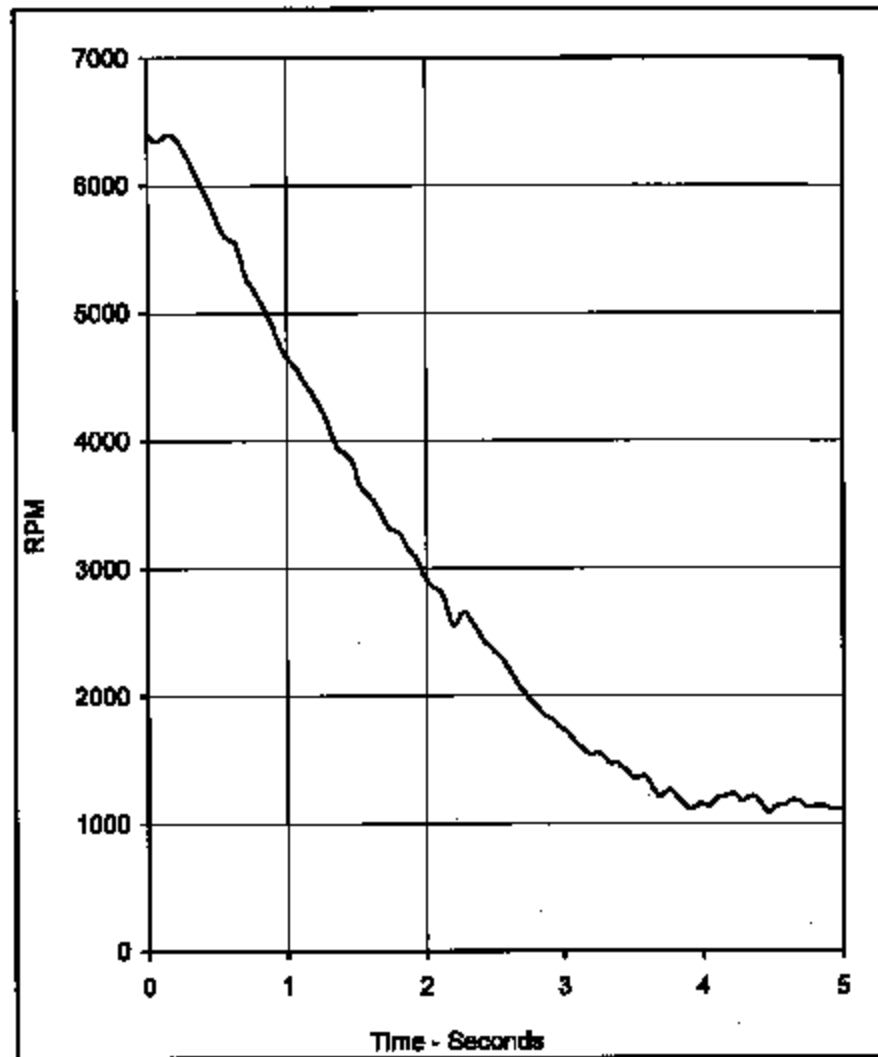
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.1	0.0	150.0	5

Test Program:

FMVSS 124 (Spring #2 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6394.0	0.2	1085.0	4.5	5

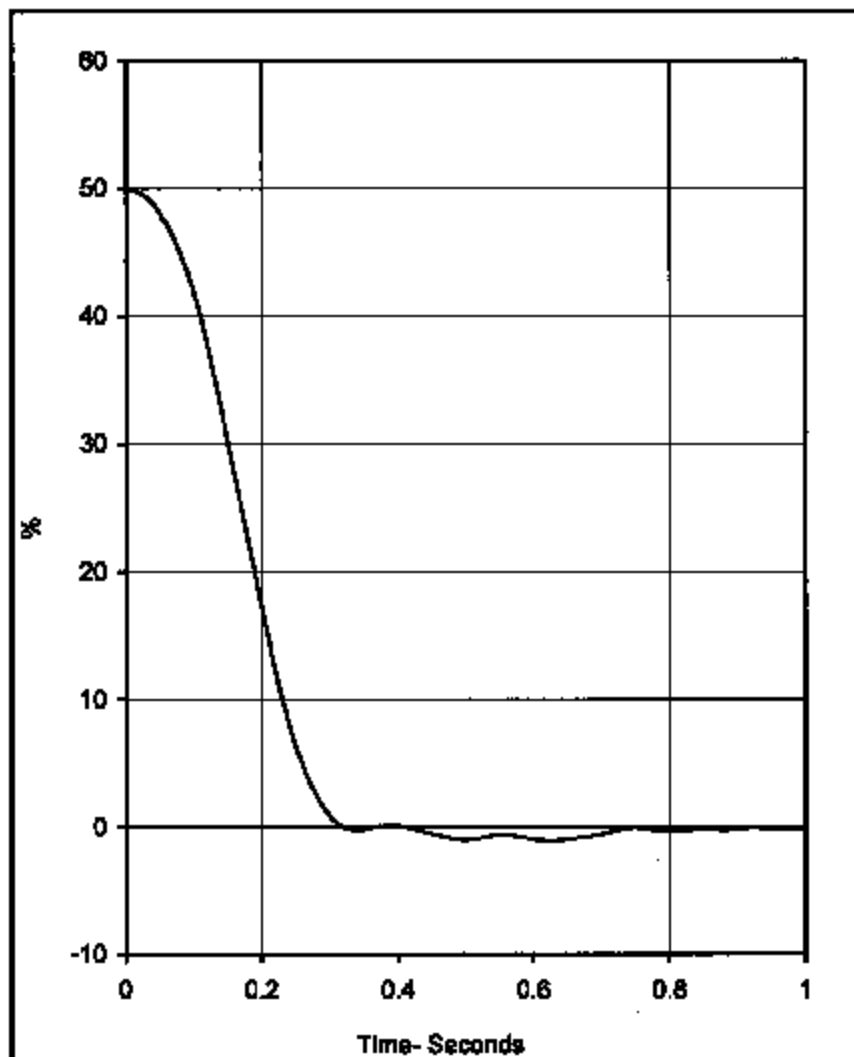
Test Date:

08/08/05

NHTSA No.:

C55600

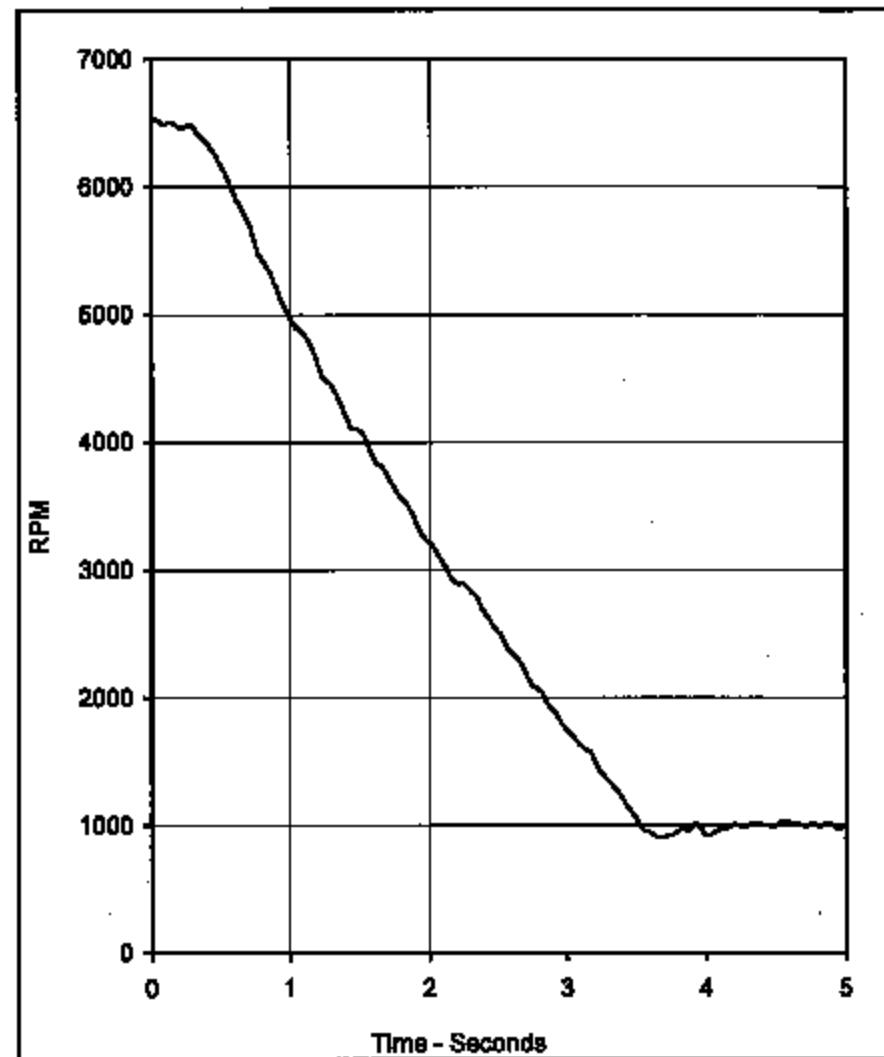




Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	49.8	0.0	310.0	5

Test Program: FMVSS 124 (Spring #2 Disconnected)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

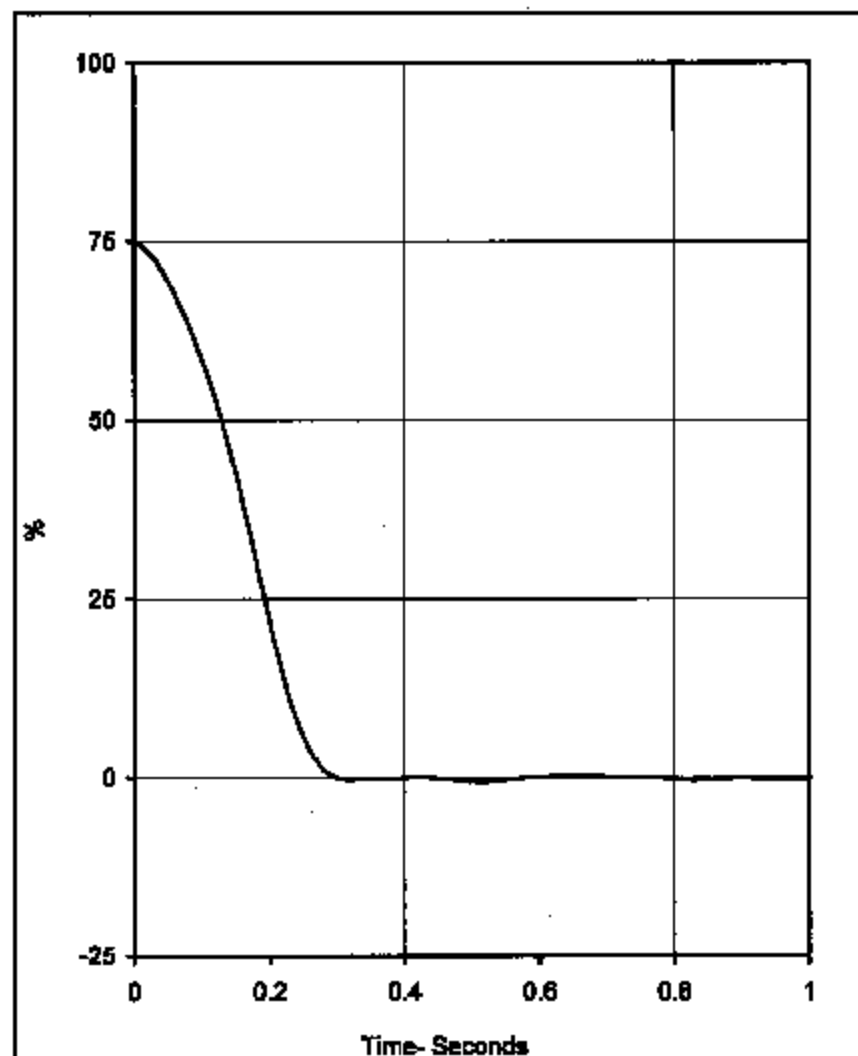
Units	Max	Time	Min	Time	Filter (Hz)
RPM	8532.9	0.0	805.4	3.7	5

Test Date: 08/08/05
 NHTSA No.: C55600



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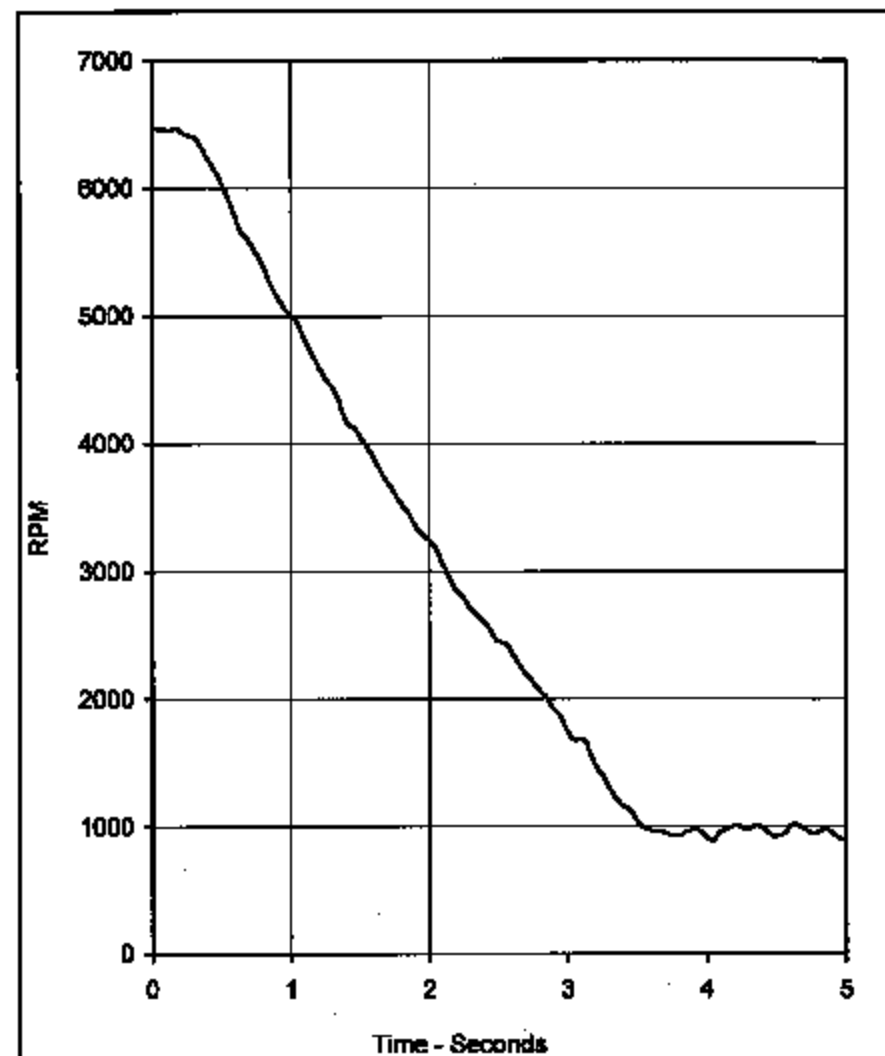


Curve Description			CURNO	Type
Throttle Position vs. Time			001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.0	0.0	290.0	5

Test Program:
Test Vehicle:

FMVSS 124 (Spring #2 Disconnected)
2005 Mitsubishi Lancer 4-Door Pass. Car



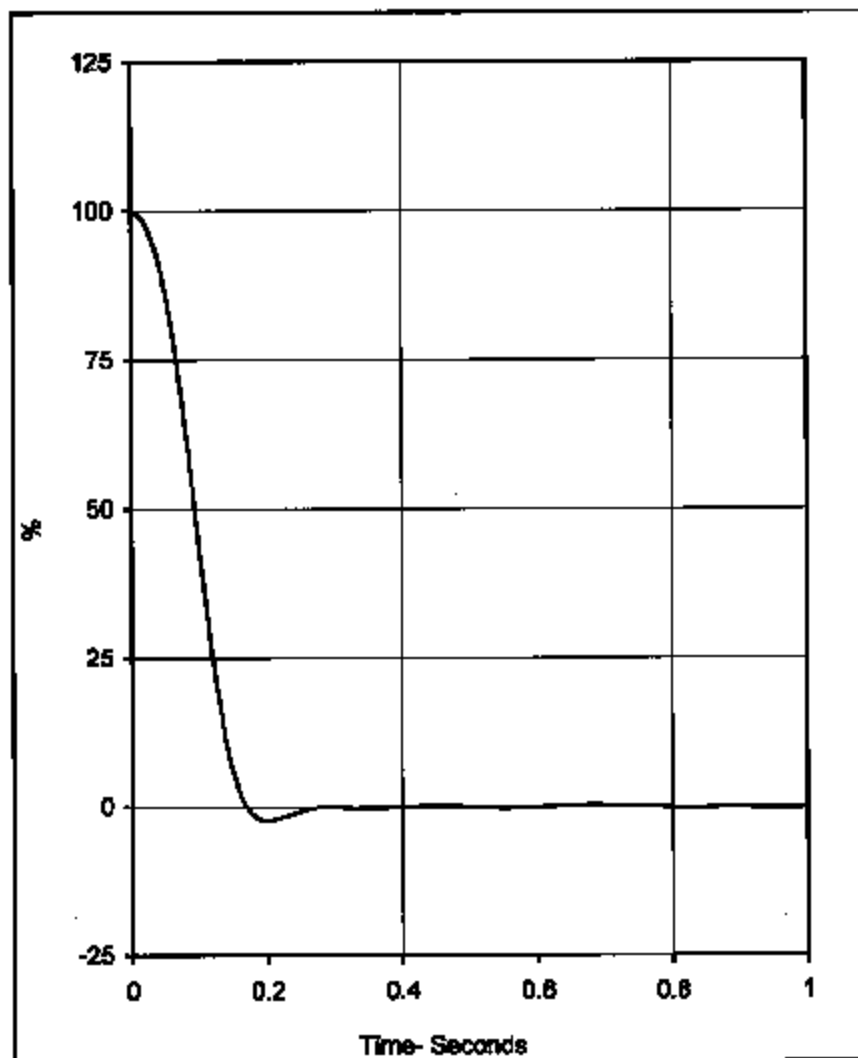
Curve Description				CURNO	Type
Engine RPM vs. Time				002	FIL
Units	Max	Time	Min	Time	Filter (Hz)
RPM	6476.6	0.0	886.6	4.0	5

Test Date: 06/08/06
NHTSA No.: C55600



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TR-P25008-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

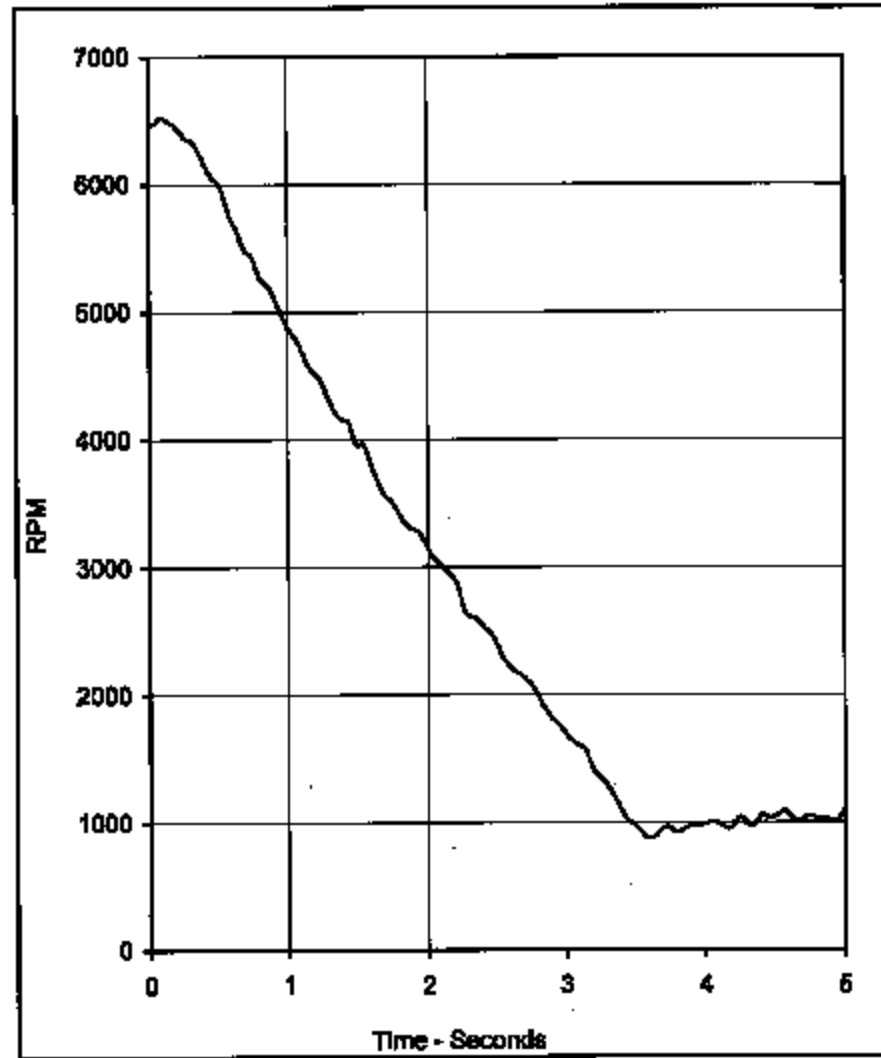
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.0	0.0	240.0	5

Test Program:

FMVSS 124 (Spring #2 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6524.7	0.1	872.9	3.6	5

Test Date:

06/08/05

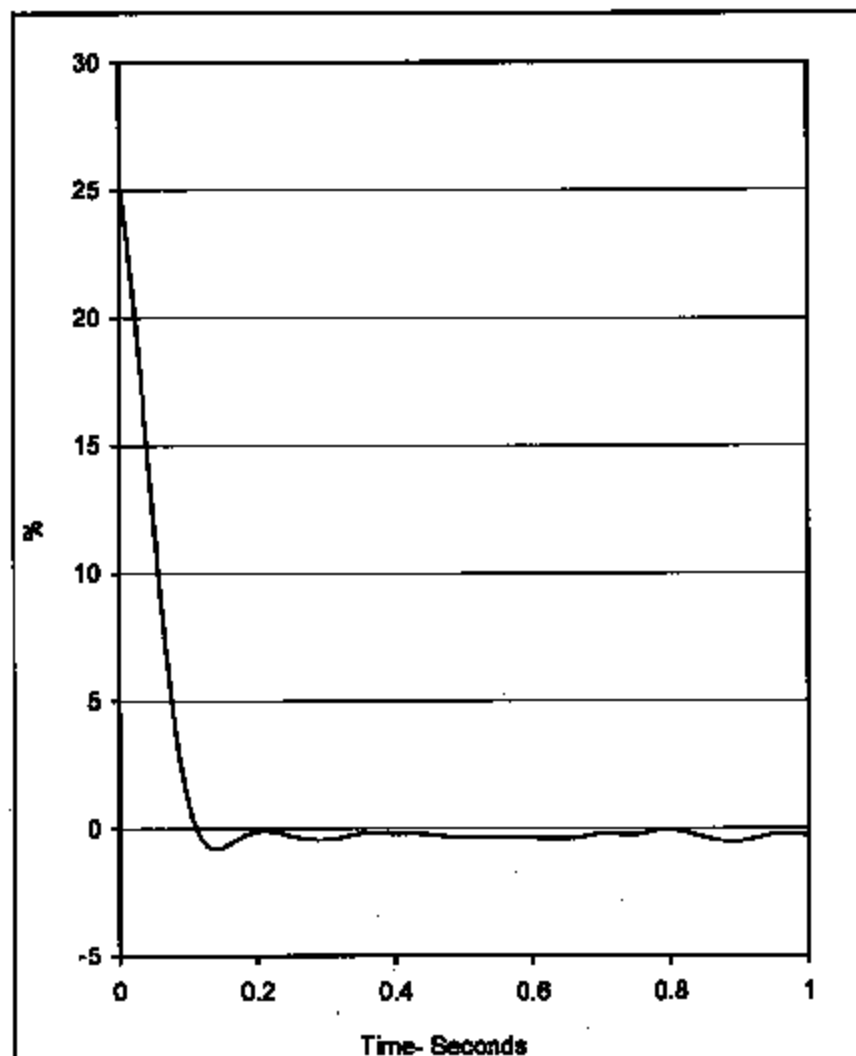
NHTSA No.:

C55600



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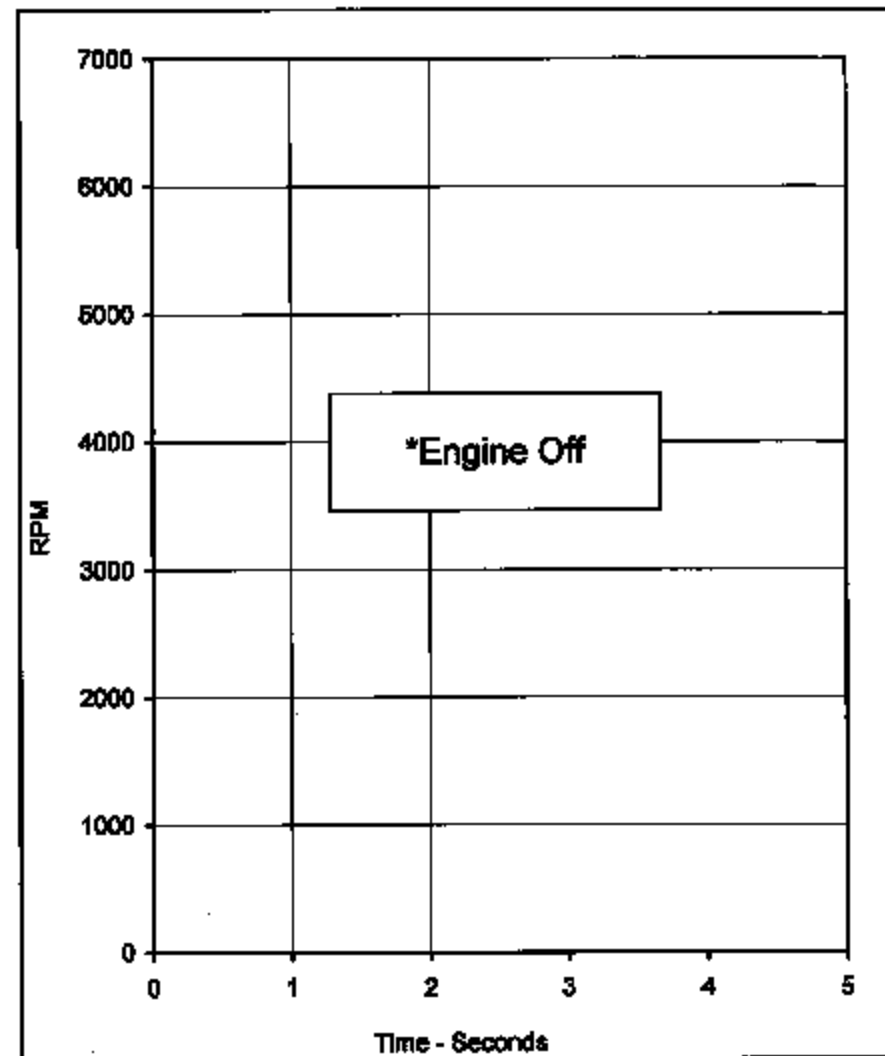
TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.1	0.0	110.0	5

Test Program: FMVSS 124 (Spring #2 Disconnected)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

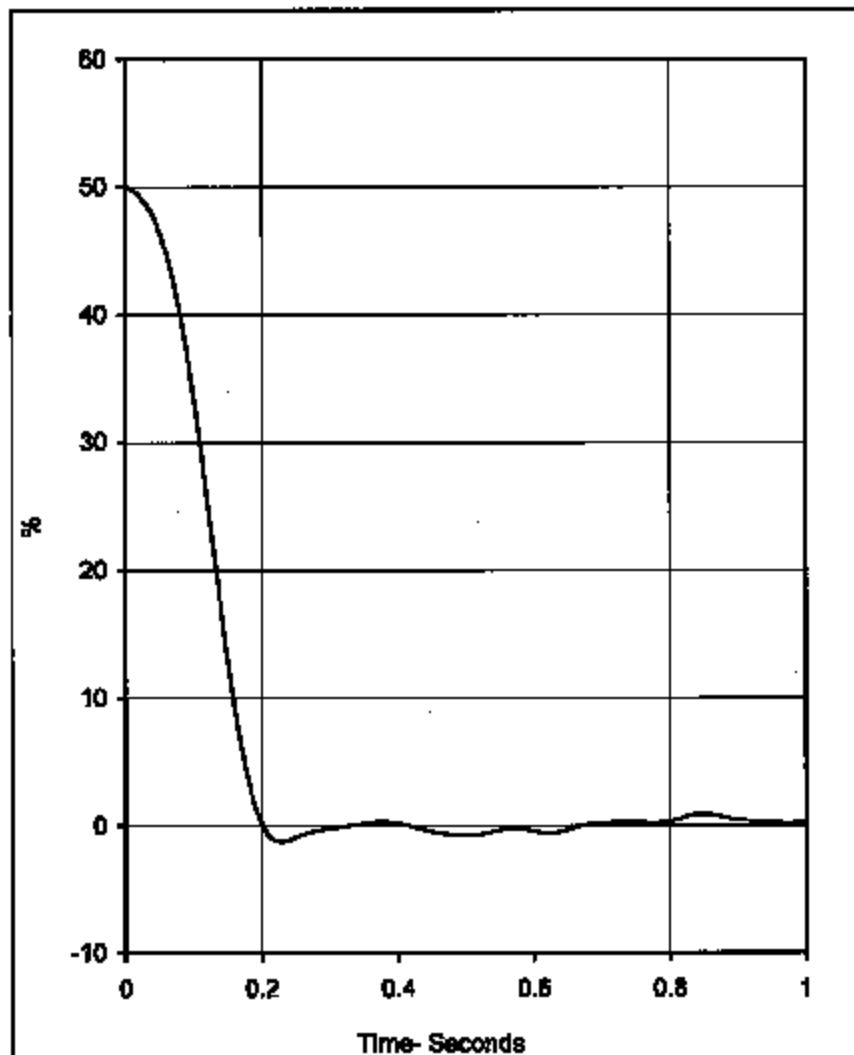
Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/08/05
 NHTSA No.: C65800



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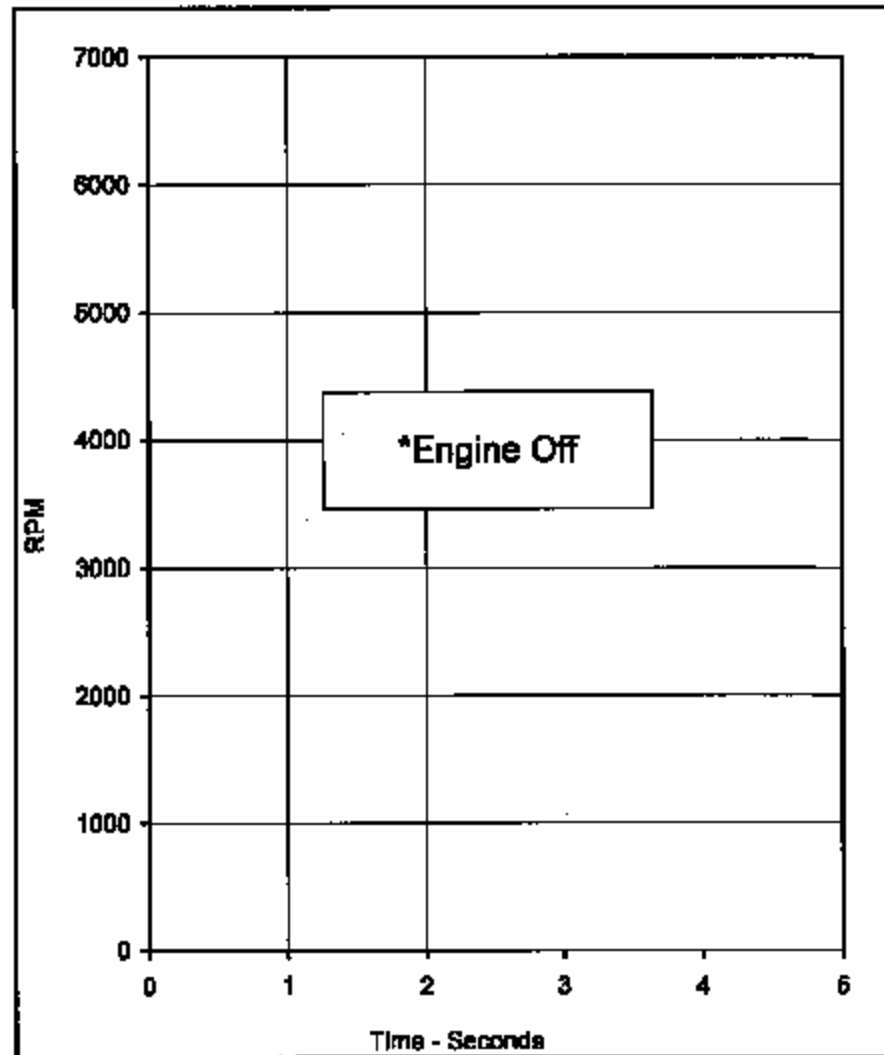


Curve Description		CURNO	Type
Throttle Position vs. Time		001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.1	0.0	200.0	5

Test Program:
Test Vehicle:

FMVSS 124 (Spring #2 Disconnected)
2006 Mitsubishi Lancer 4-Door Pass. Car



Curve Description				CURNO	Type
Engine RPM vs. Time				002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

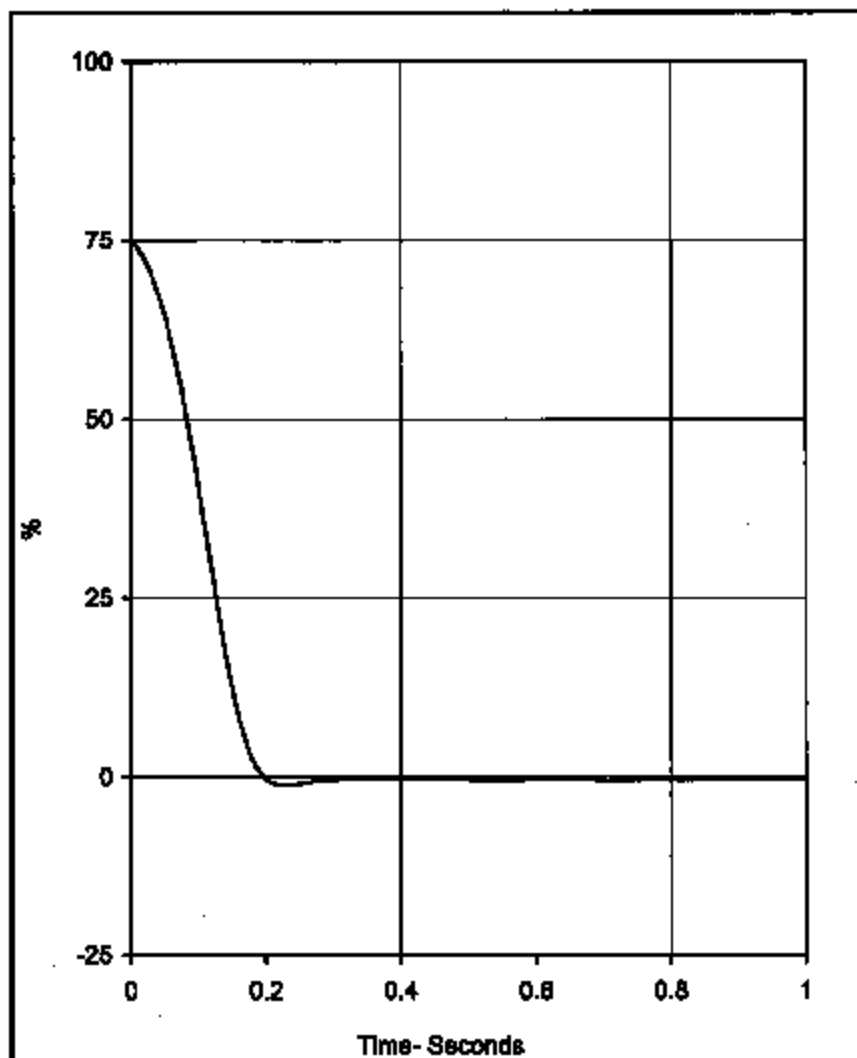
Test Date:
NHTSA No.:

08/08/05
C55800



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Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

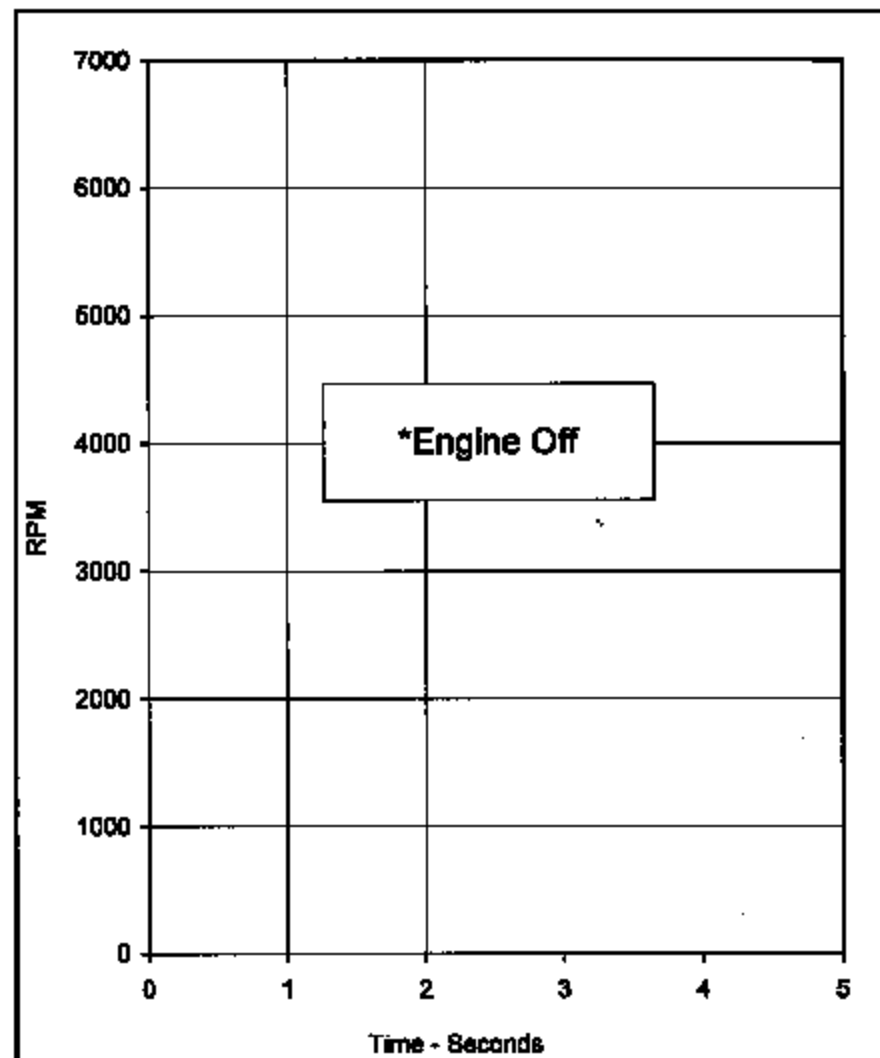
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	200.0	5

Test Program:

FMVSS 124 (Spring #2 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Data:

06/06/05

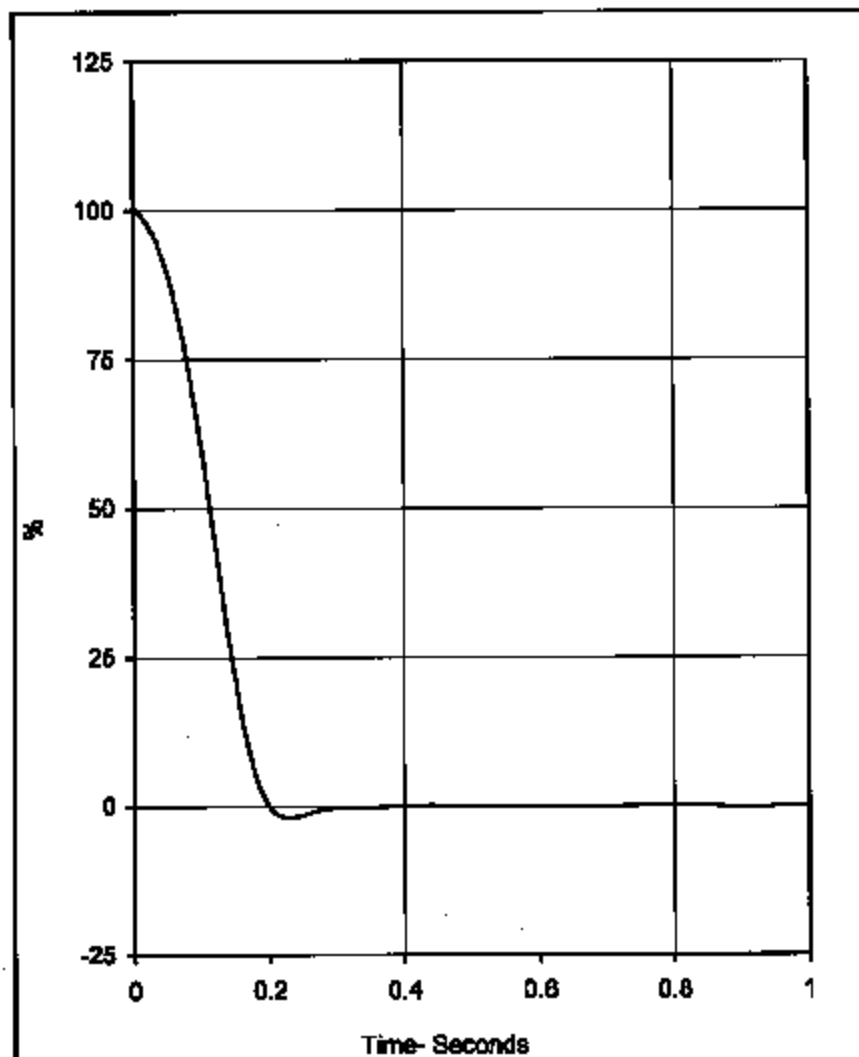
NHTSA No.:

C55600



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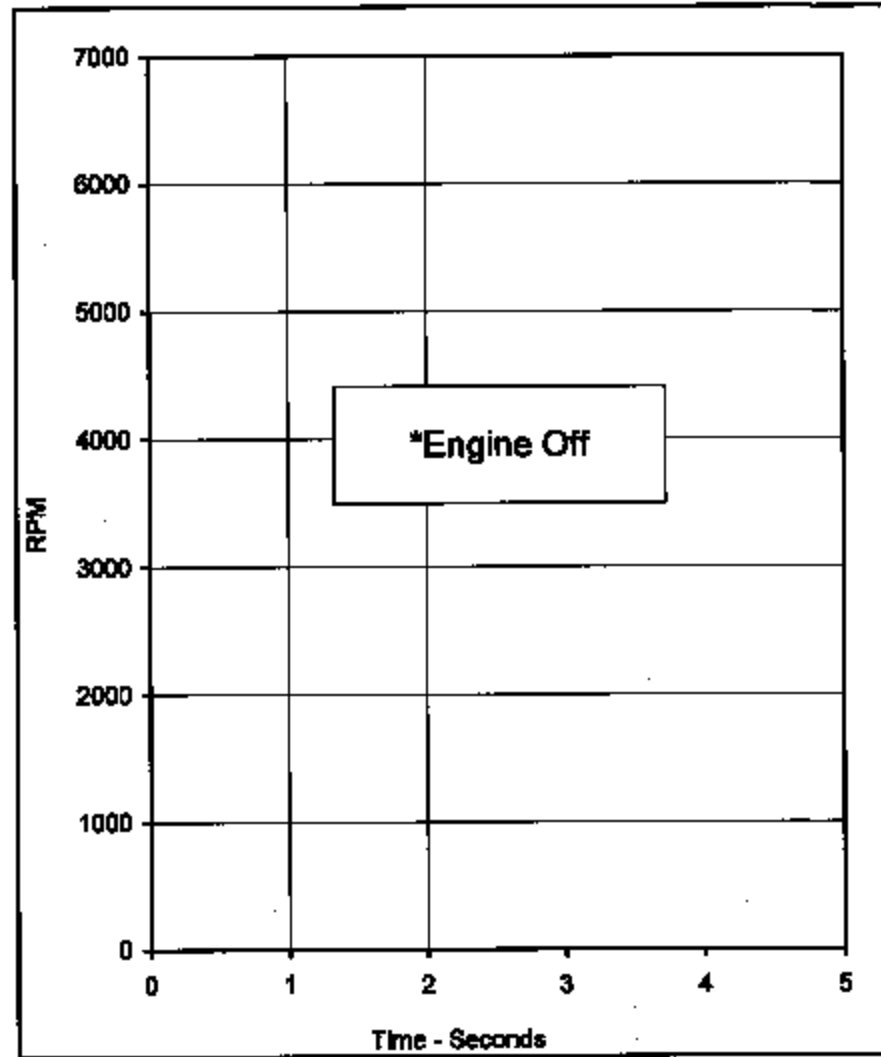
TR-P25008-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.3	0.0	200.0	5

Test Program: FMVSS 124 (Spring #2 Disconnected)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

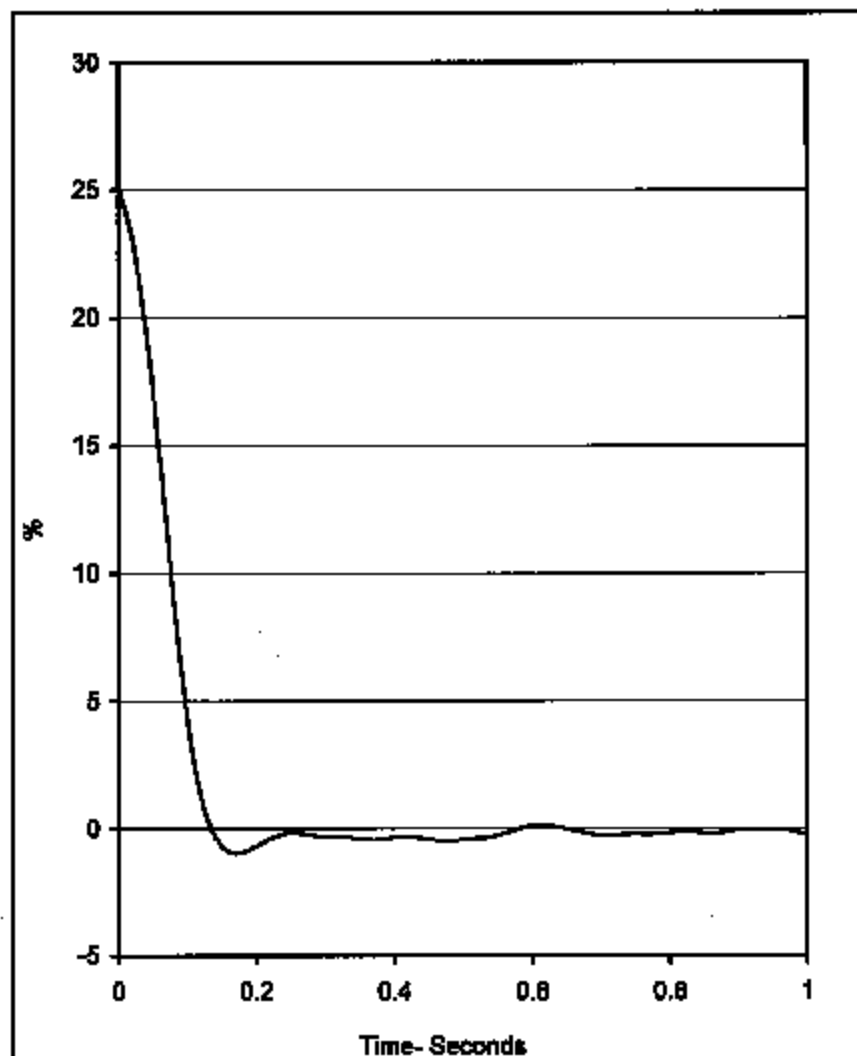
Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/08/05
 NHTSA No.: C56600



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TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

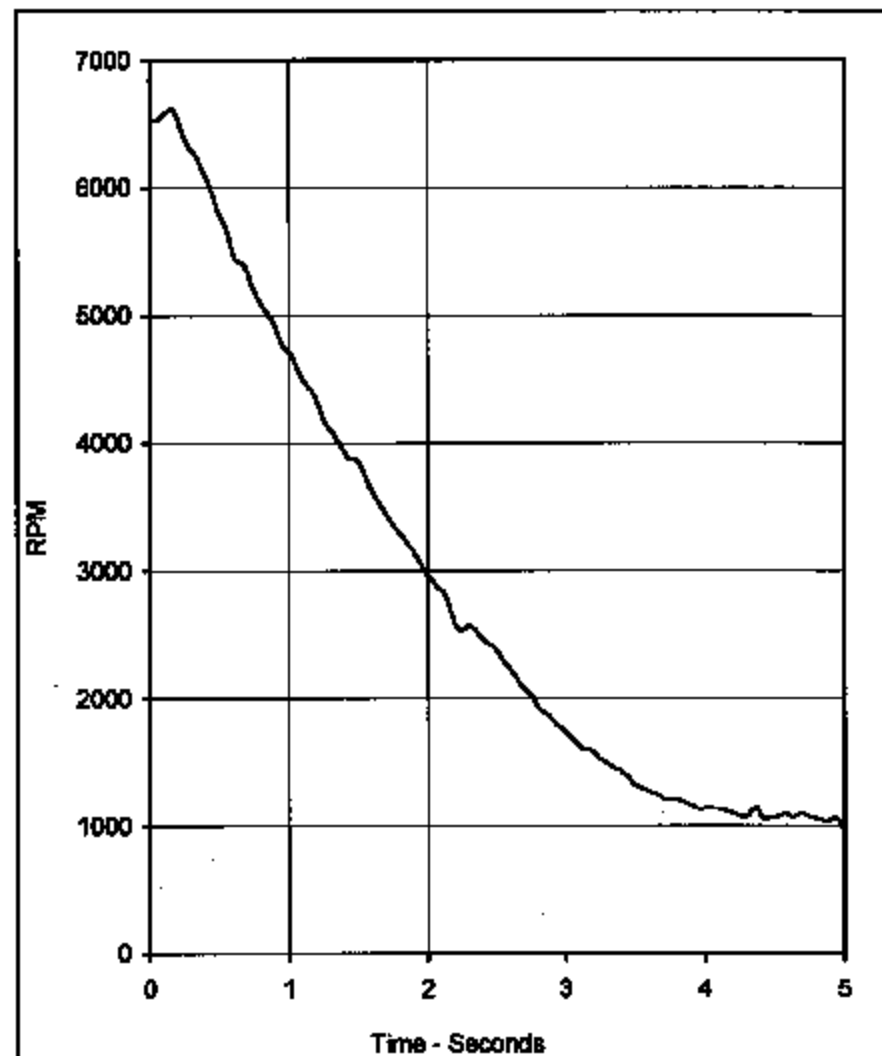
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	130.0	5

Test Program:

FMVSS 124 (Spring #3 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6820.4	0.2	977.8	5.0	5

Test Date:

06/08/05

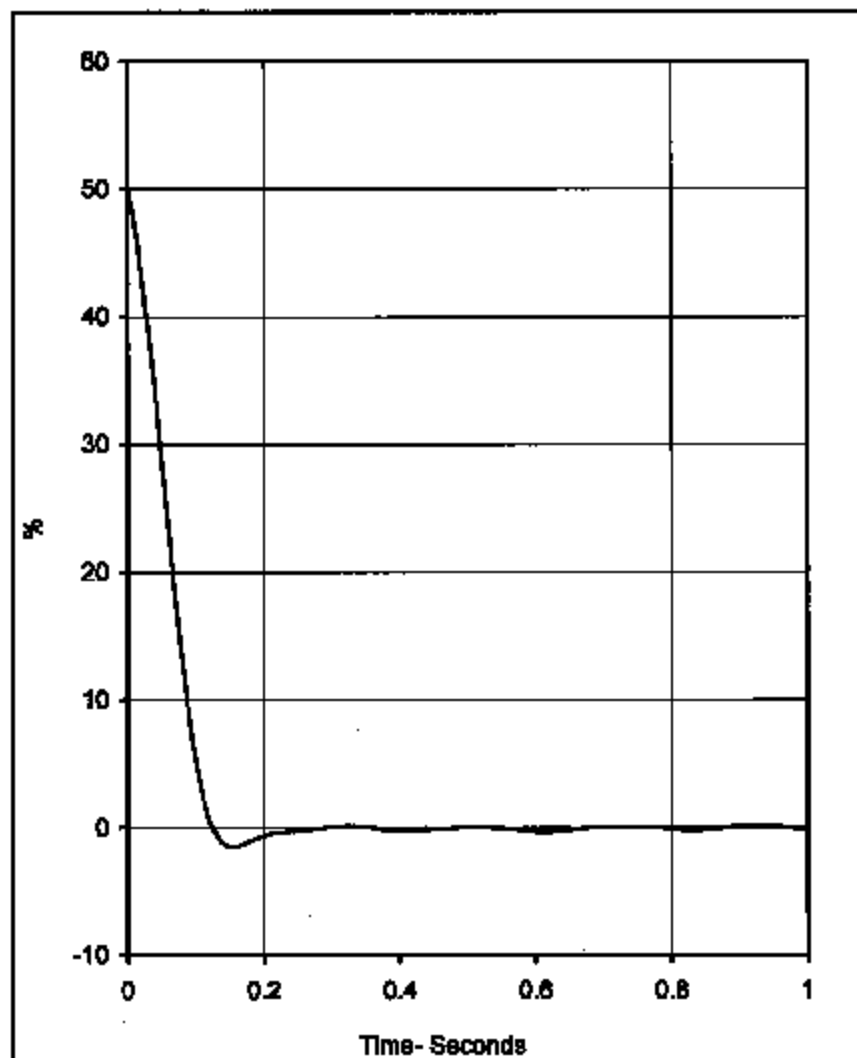
NHTSA No.:

C55600



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TR-P250D9-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

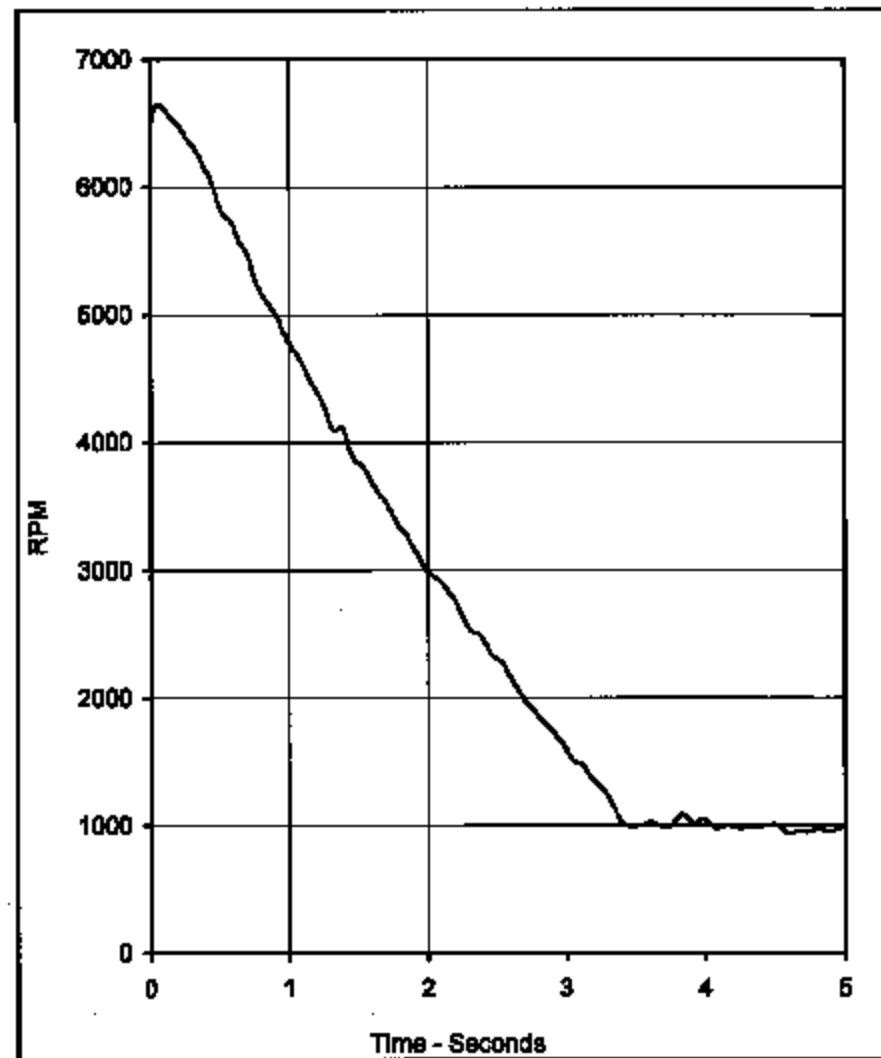
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	60.0	0.0	130.0	5

Test Program:

FMVSS 124 (Spring #3 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6654.2	0.1	936.4	4.6	5

Test Date:

06/06/05

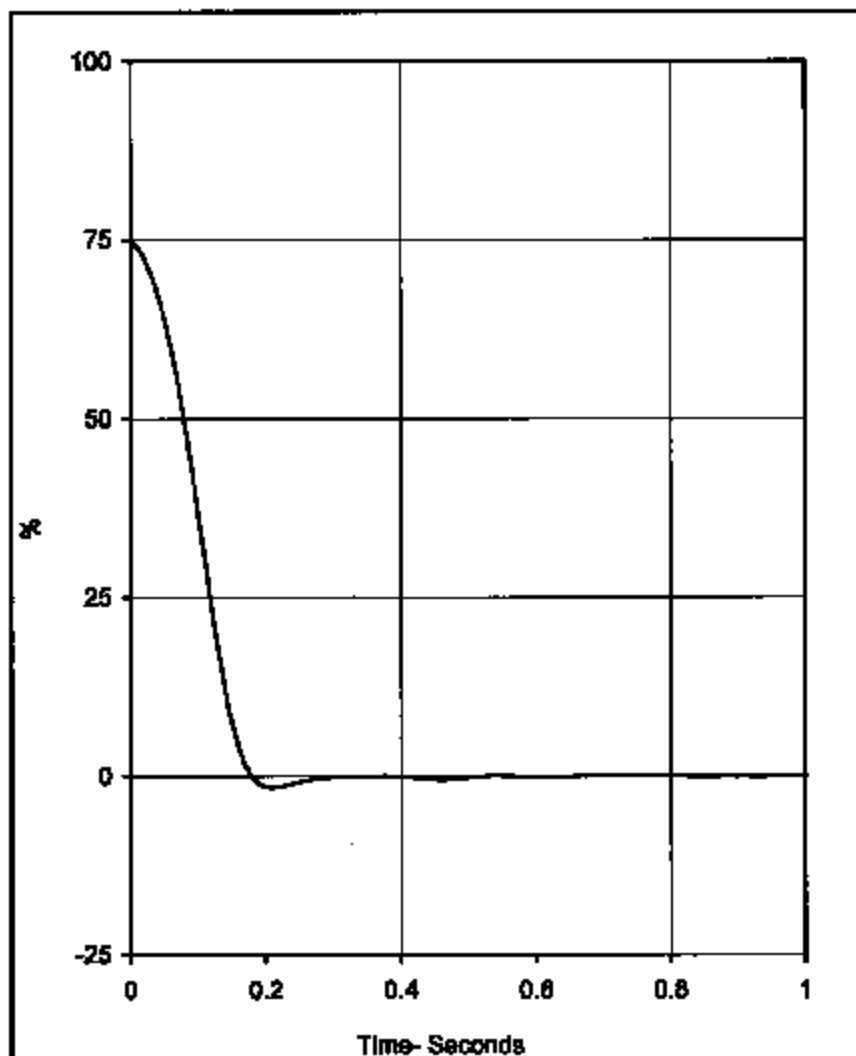
NHTSA No.:

C55600



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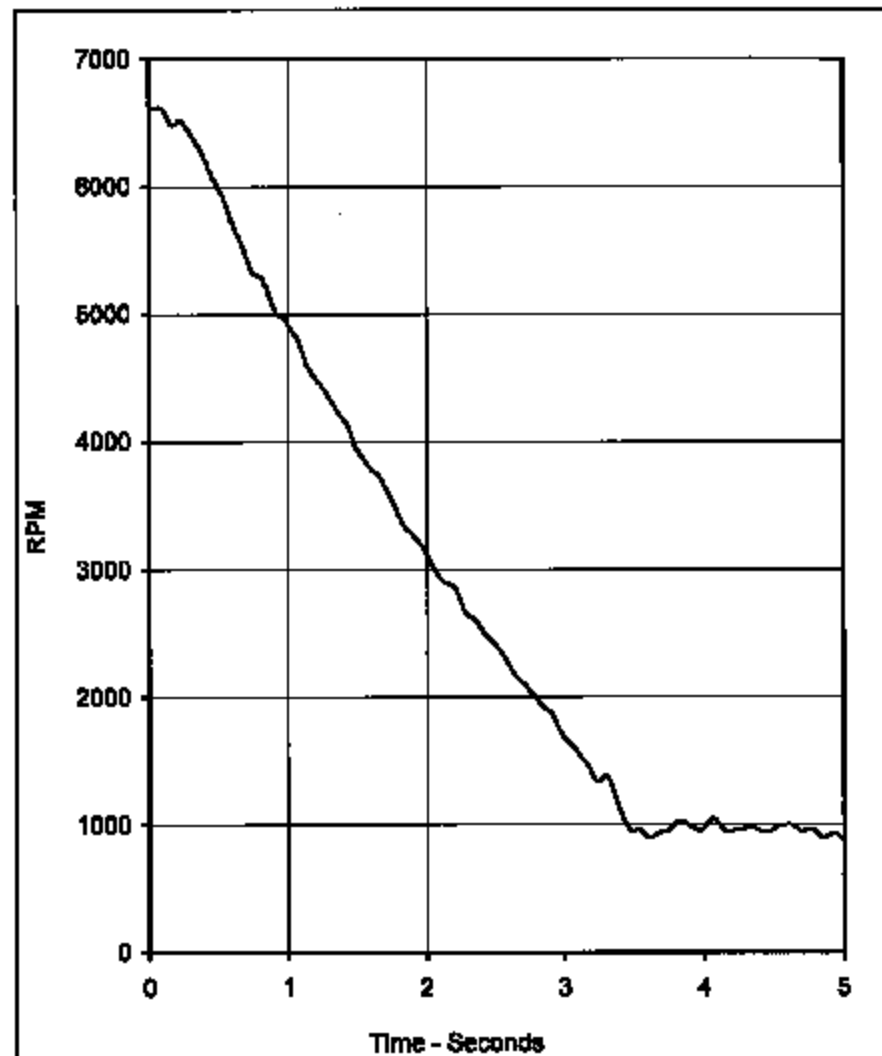
TR-P2609-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	76.1	0.0	180.0	5

Test Program: FMVSS 124 (Spring #3 Disconnected)
 Test Vehicle: 2006 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

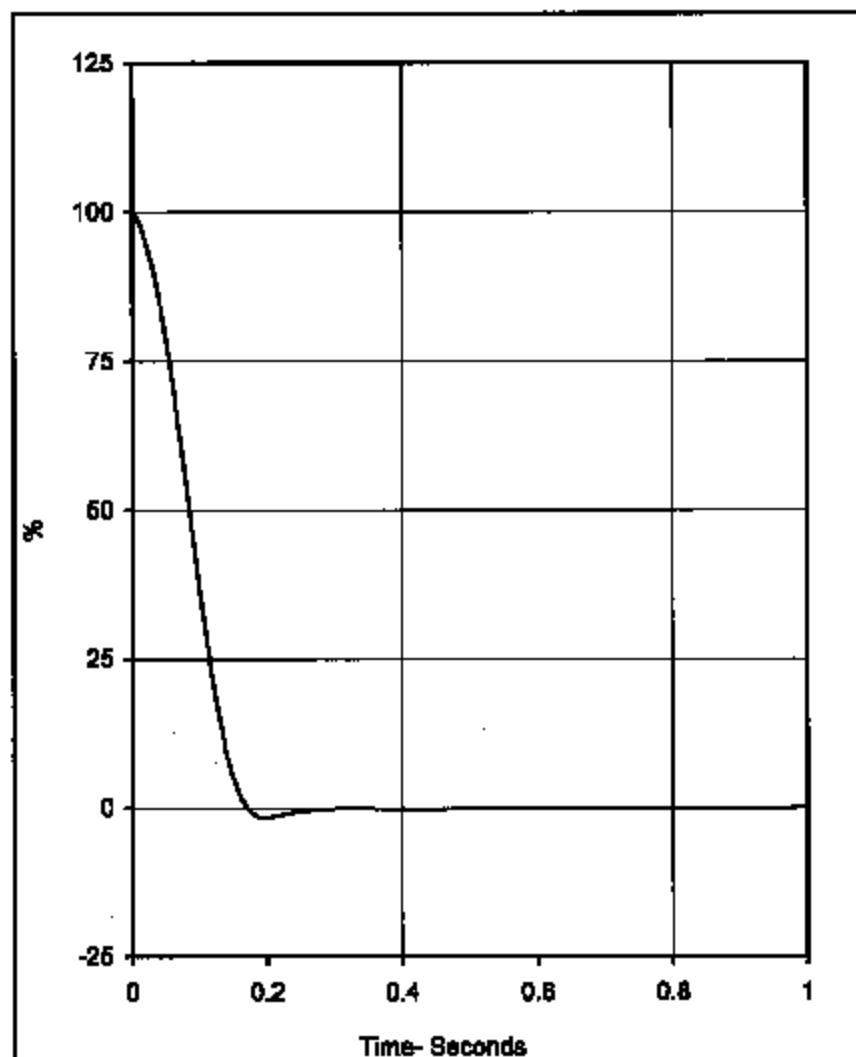
Units	Max	Time	Min	Time	Filter (Hz)
RPM	6632.6	0.0	884.1	5.0	5

Test Date: 06/08/05
 NHTSA No.: C56600



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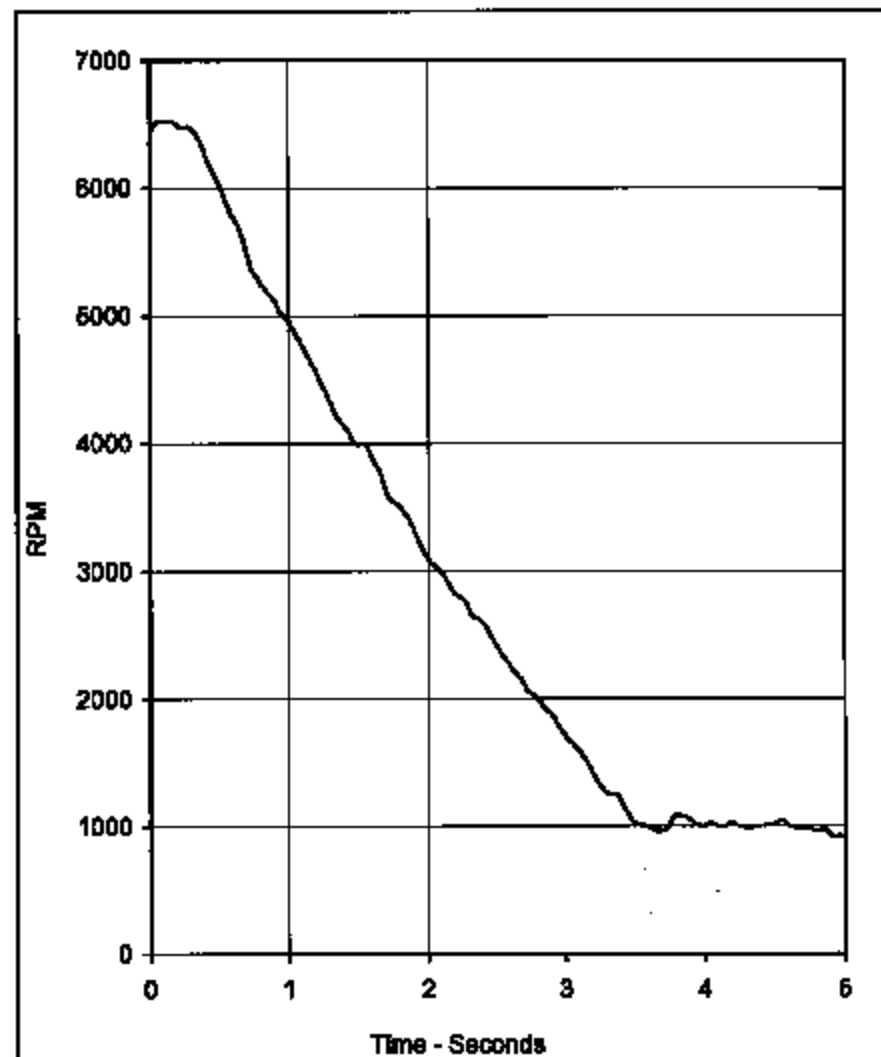
TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.1	0.0	170.0	5

Test Program: FMVSS 124 (Spring #3 Disconnected)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car

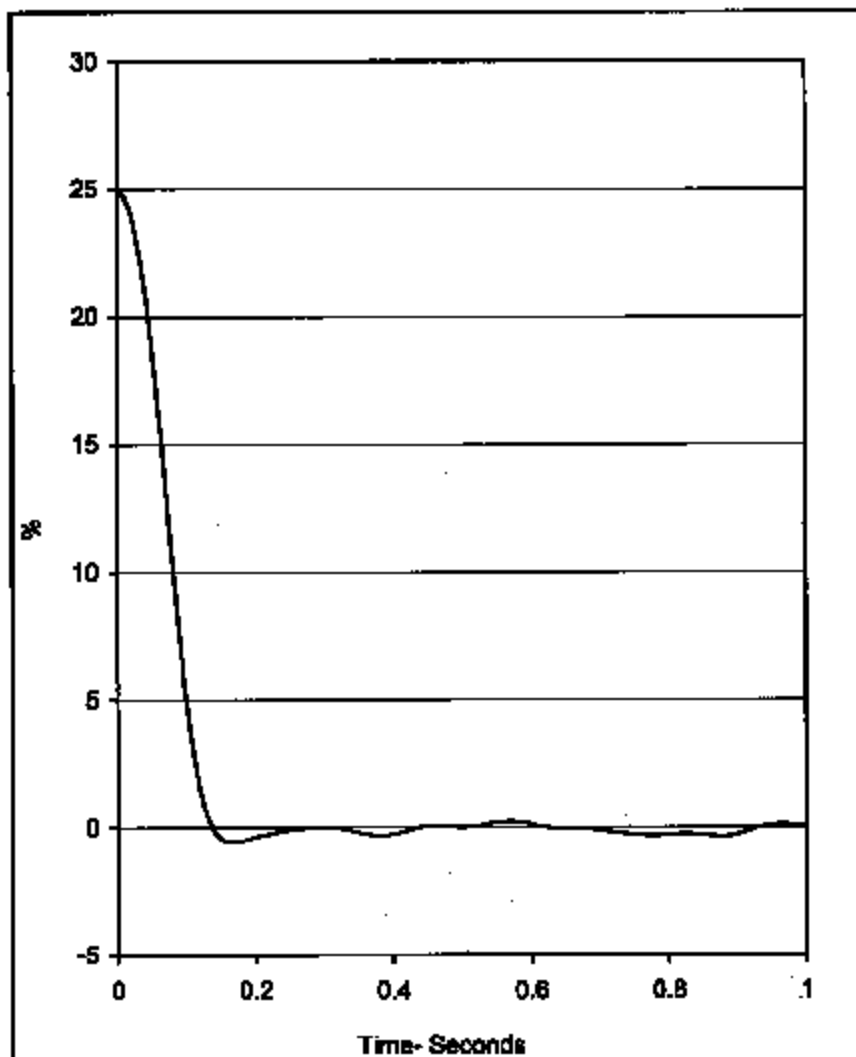


Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6531.5	0.1	821.7	5.0	5

Test Date: 06/06/05
 NHTSA No.: C55800

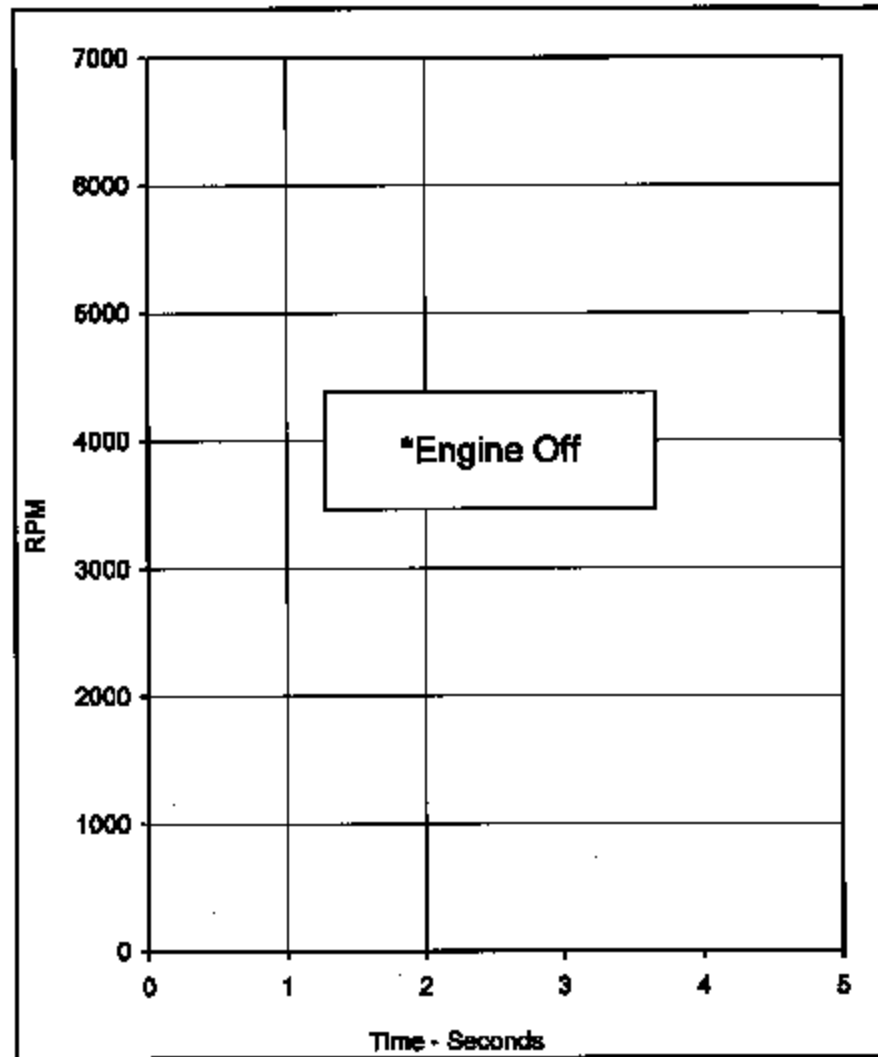




Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.1	0.0	130.0	5

Test Program: FMVSS 124 (Spring #3 Disconnected)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

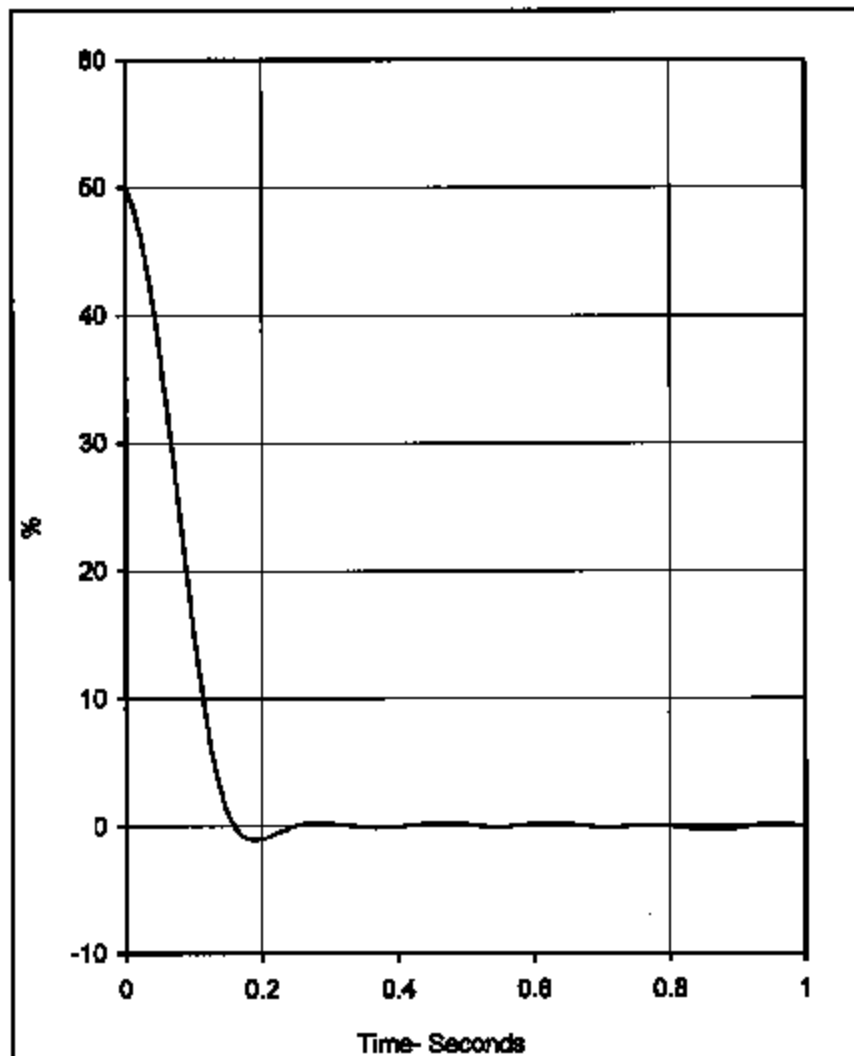
Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/08/06
 NHTSA No.: C55800



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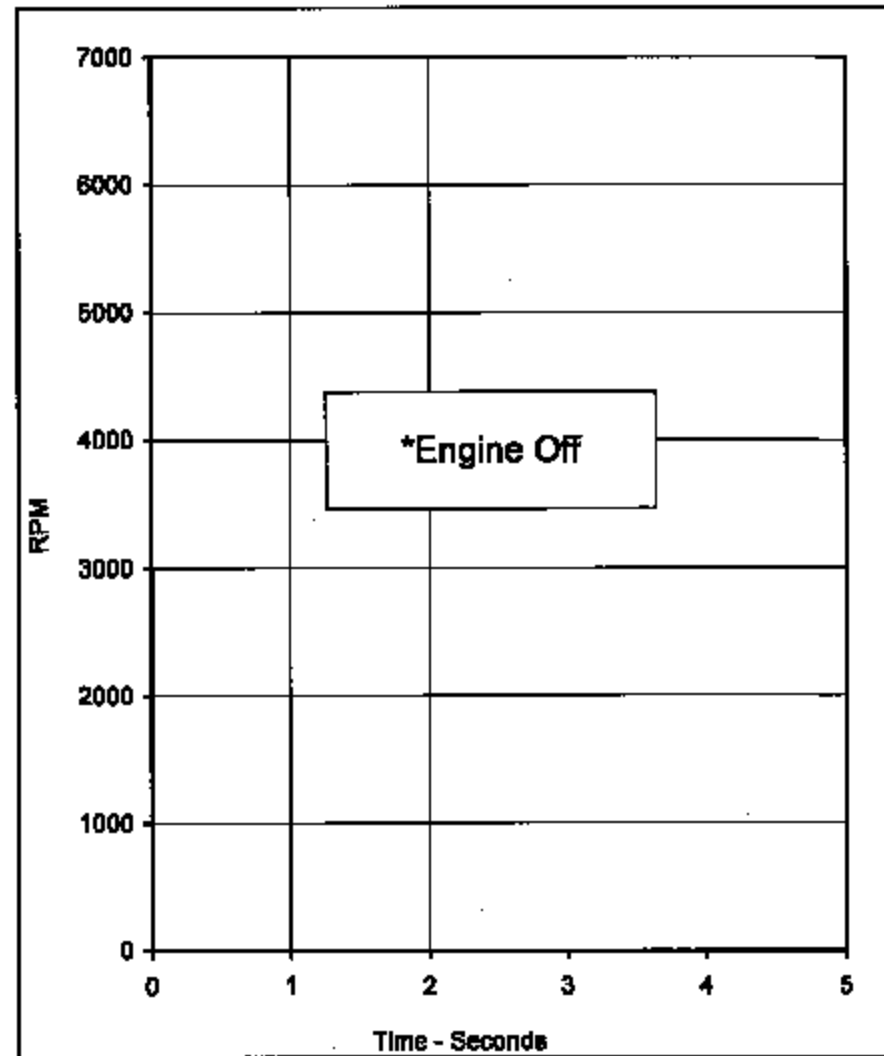
TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.1	0.0	160.0	5

Test Program: FMVSS 124 (Spring #3 Disconnected)
 Test Vehicle: 2006 Mitsubishi Lancer 4-Door Pass. Car

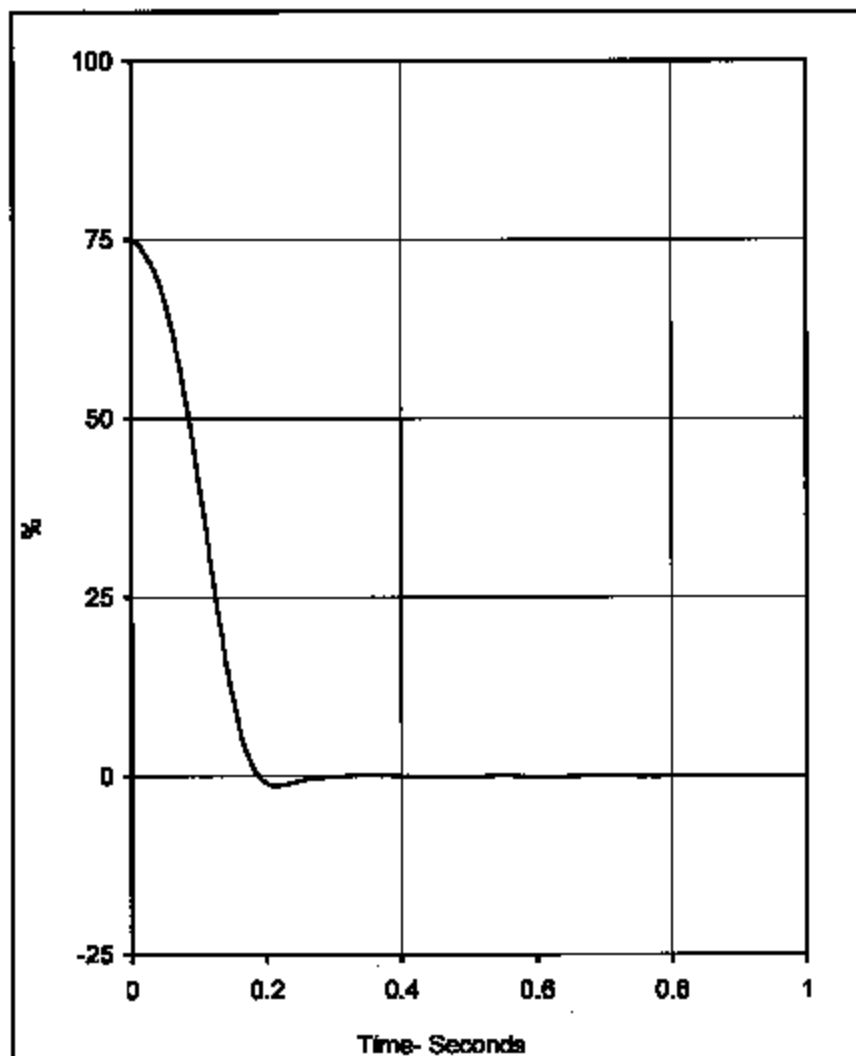


Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 05/08/05
 NHTSA No.: C55600





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

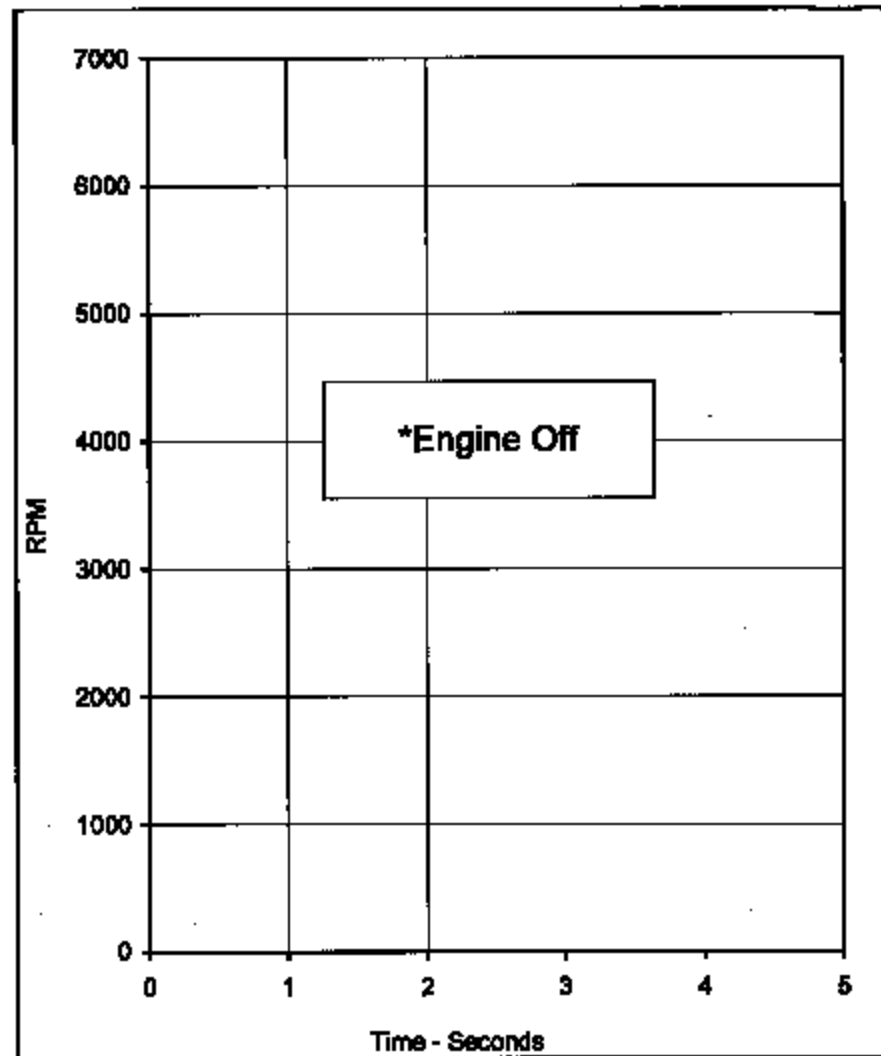
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	190.0	5

Test Program:

FMVSS 124 (Spring #3 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date:

06/08/05

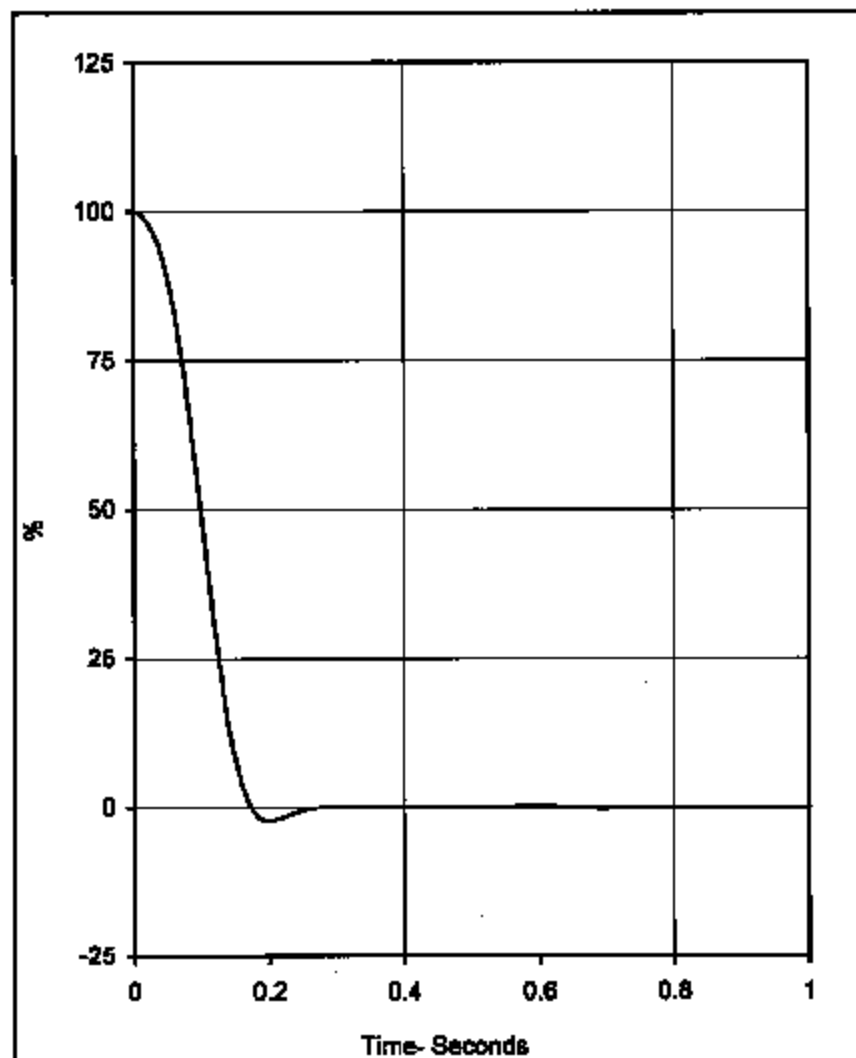
NHTSA No.:

C55600



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Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

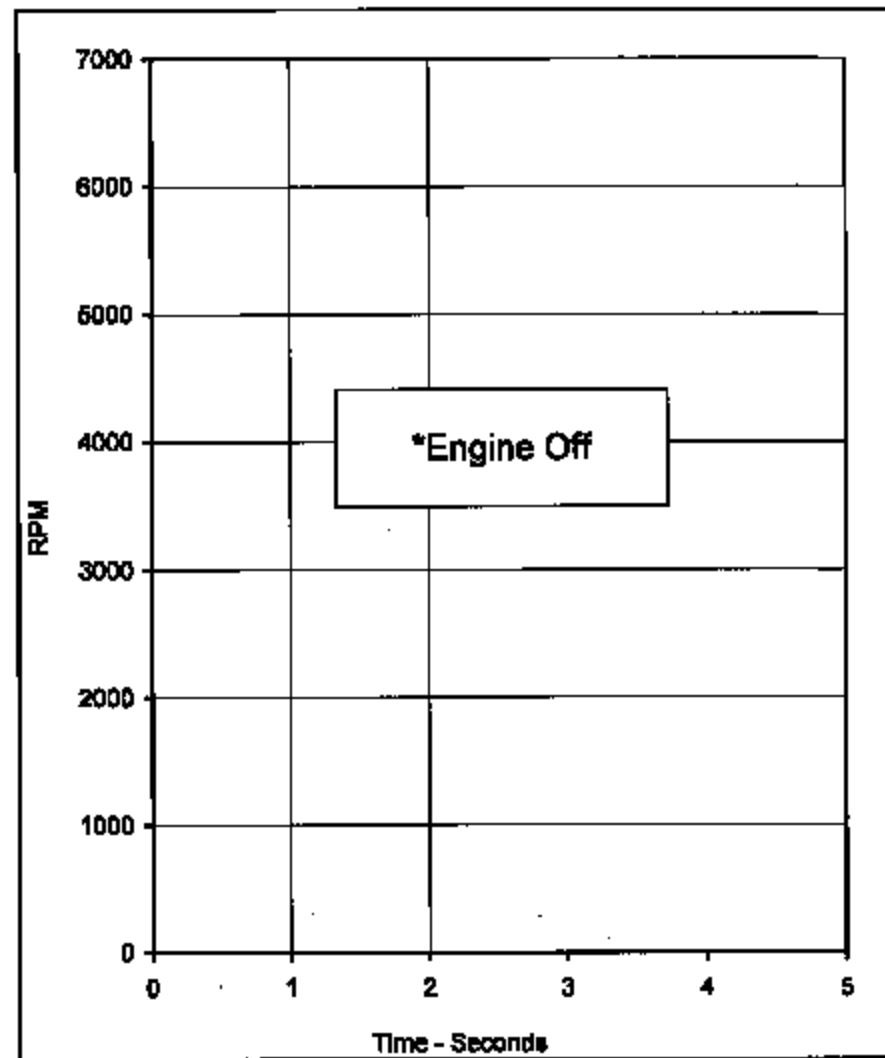
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.1	0.0	170.0	5

Test Program:

FMVSS 124 (Spring #3 Disconnected)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date:

05/08/05

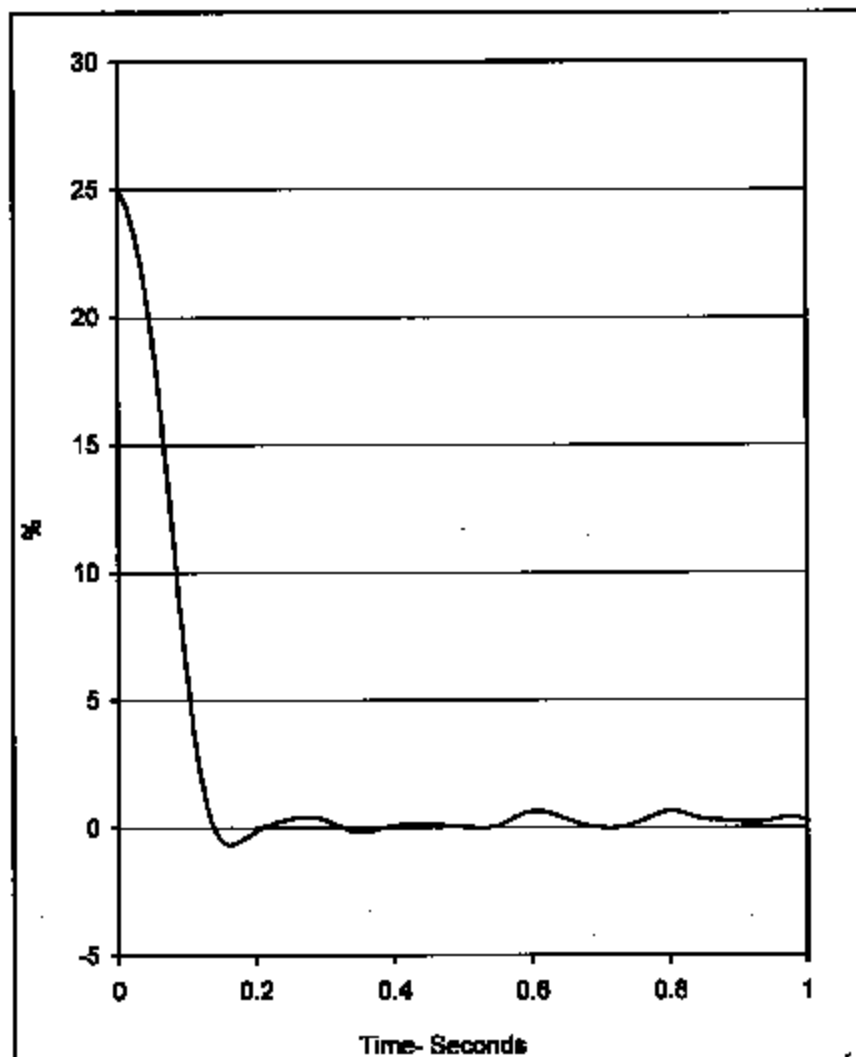
NHTSA No.:

C55800



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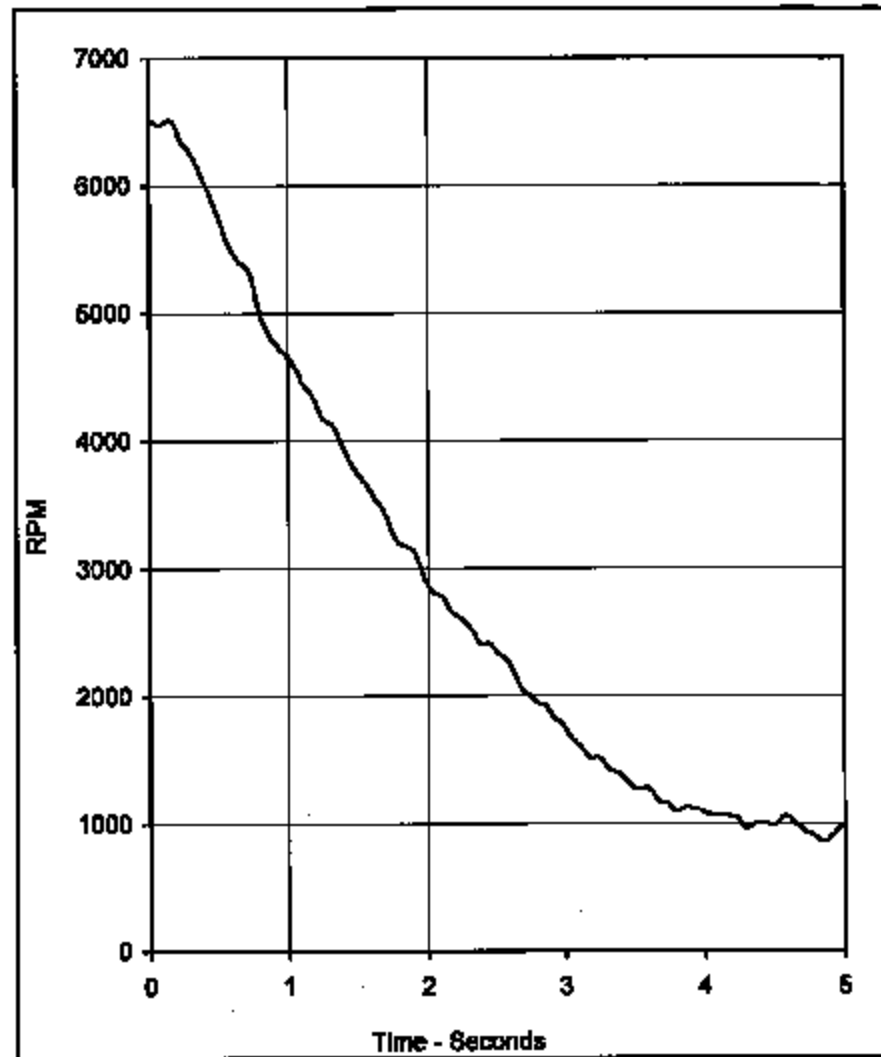
TR-P25008-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	140.0	5

Test Program: FMVSS 124 (Severance of Throttle Cable)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car

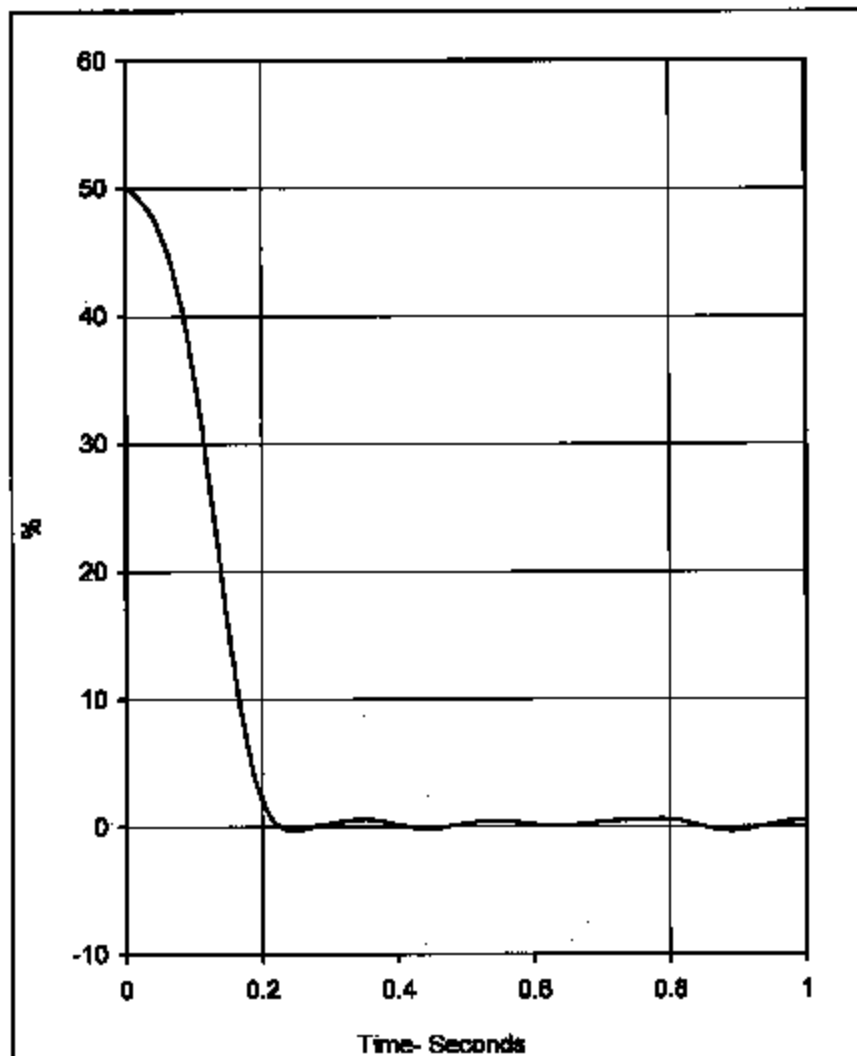


Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6516.6	0.1	855.0	4.9	5

Test Date: 08/08/05
 NHTSA No.: C55600





Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

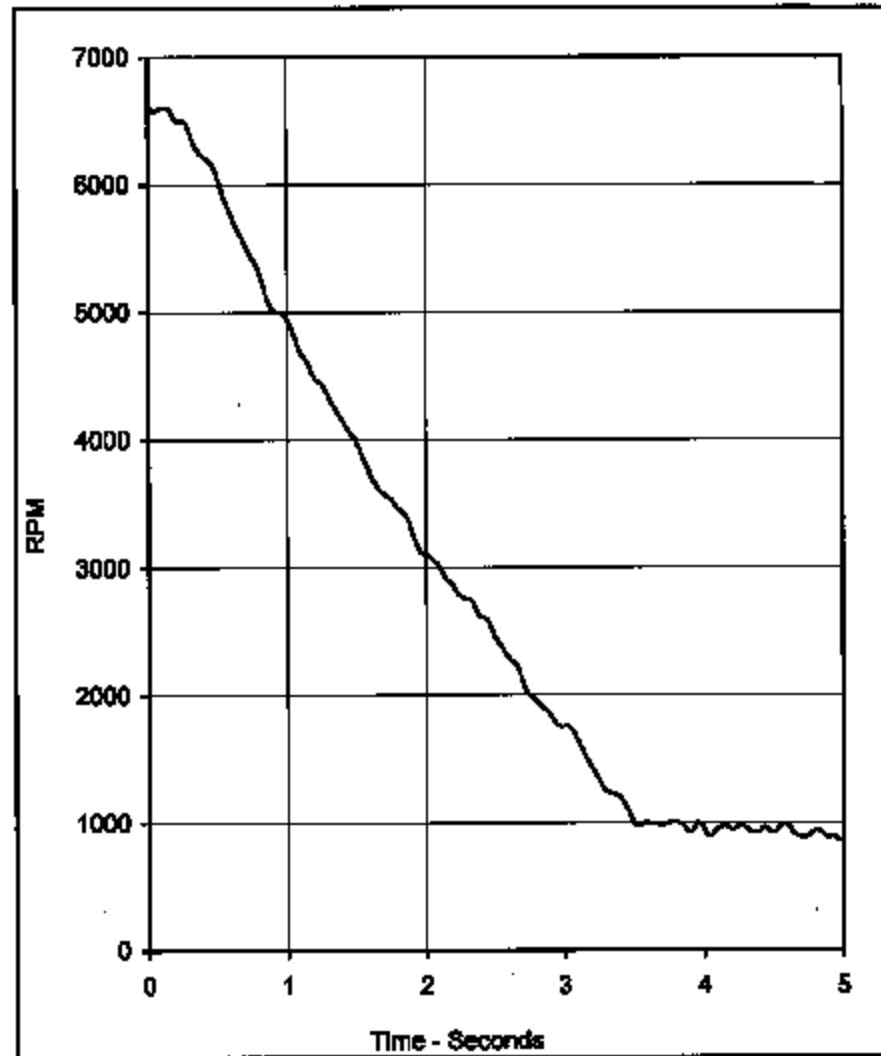
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	60.1	0.0	220.0	5

Test Program:

FMVSS 124 (Severance of Throttle Cable)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6609.9	0.0	855.4	5.0	5

Test Date:

06/08/05

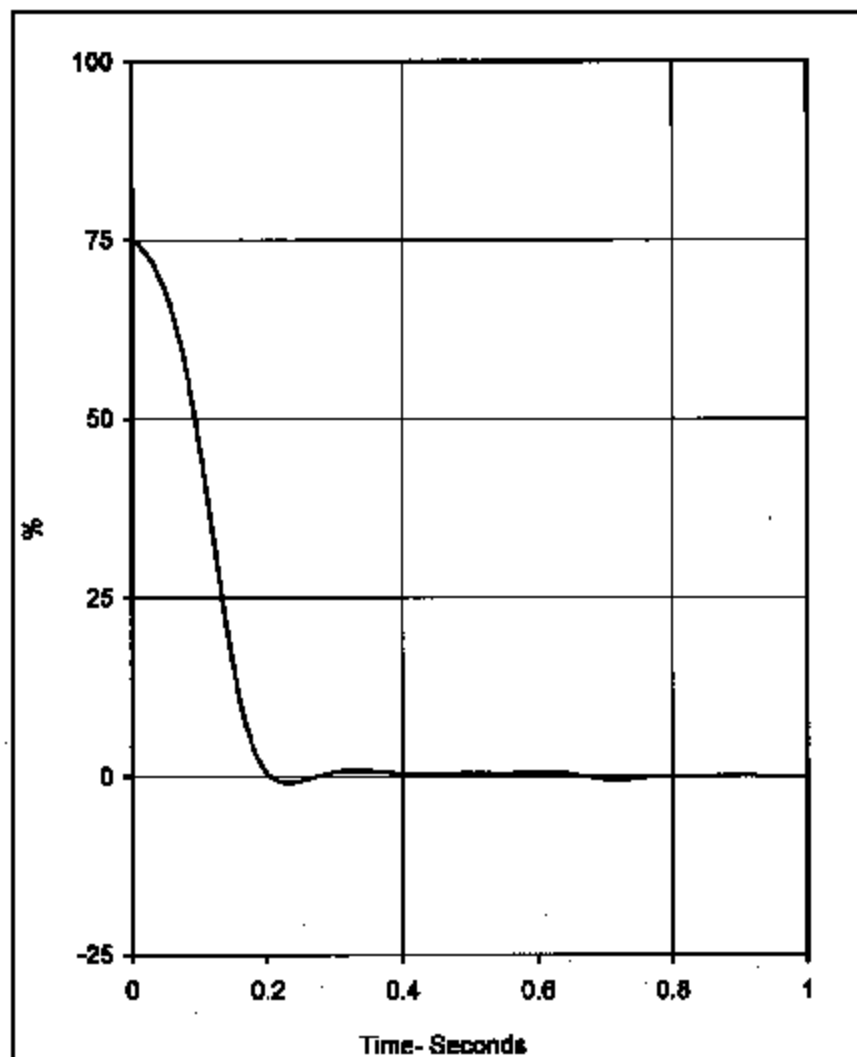
NHTSA No.:

C56600



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TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

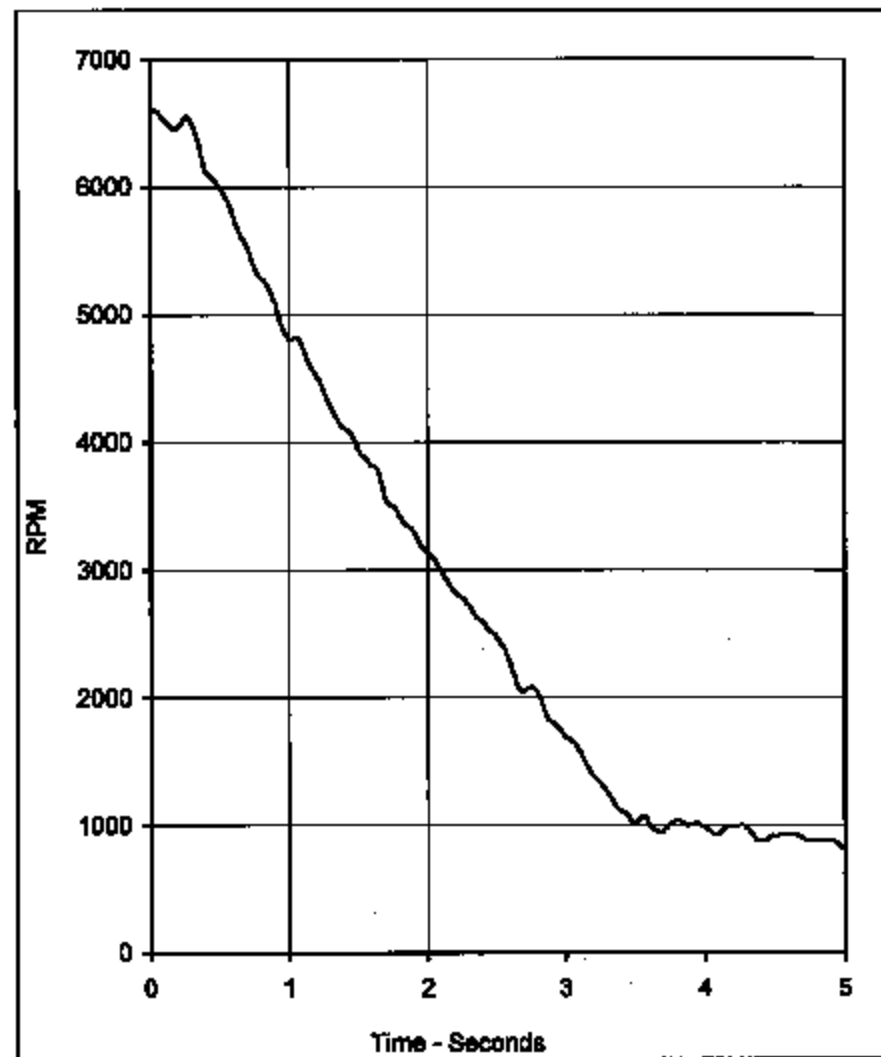
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	200.0	5

Test Program:

FMVSS 124 (Severance of Throttle Cable)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM	6602.4	0.0	811.1	5.0	5

Test Data:

06/08/06

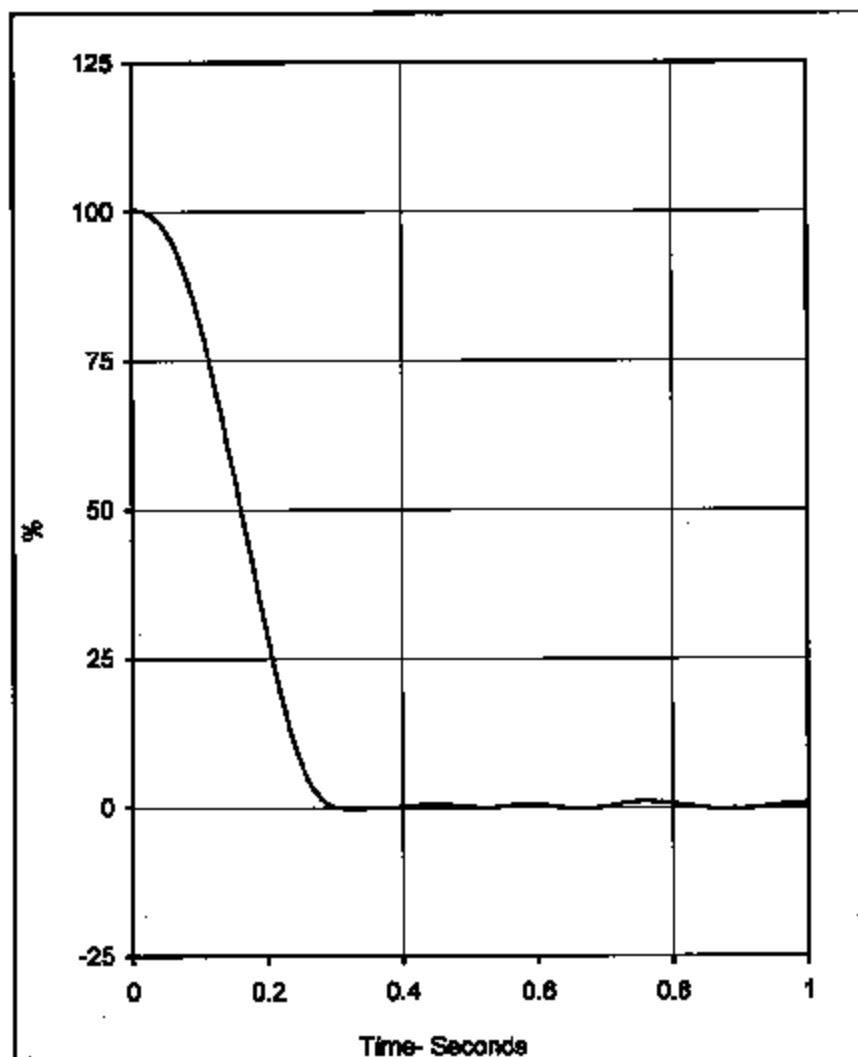
NHTSA No.:

C55600



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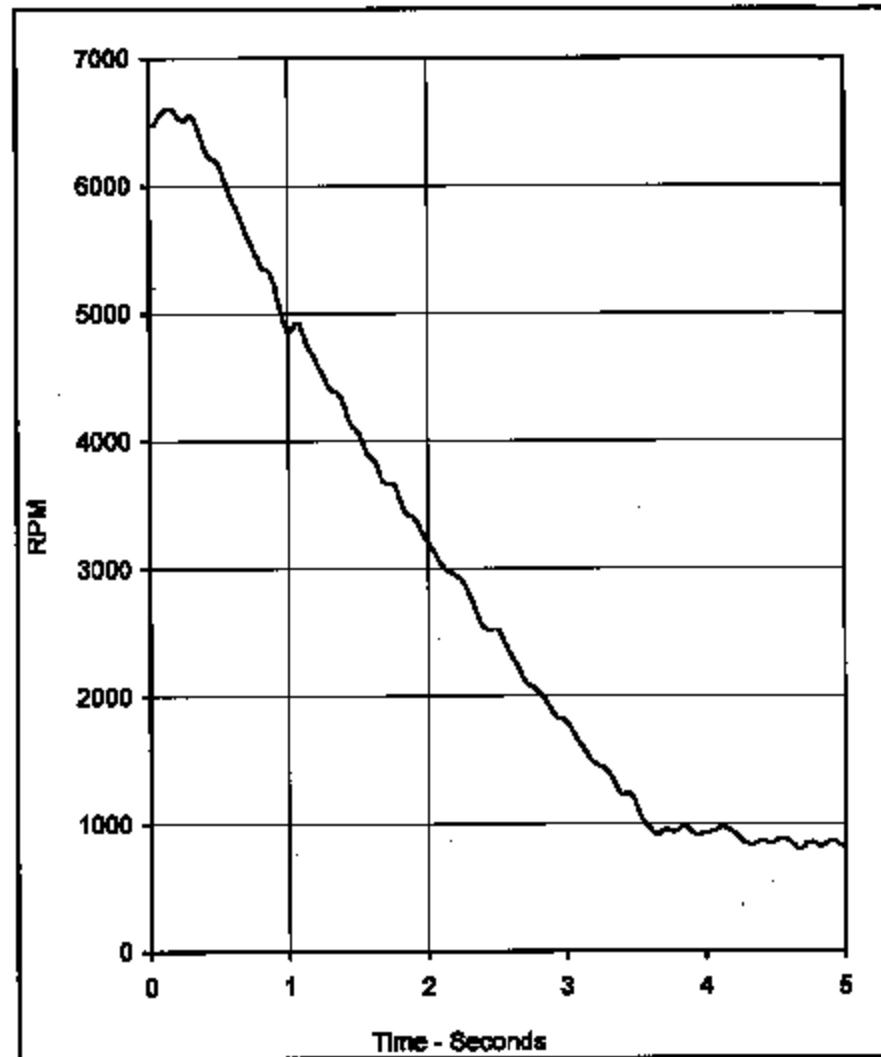
TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.3	0.0	300.0	5

Test Program: FMVSS 124 (Severance of Throttle Cable)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

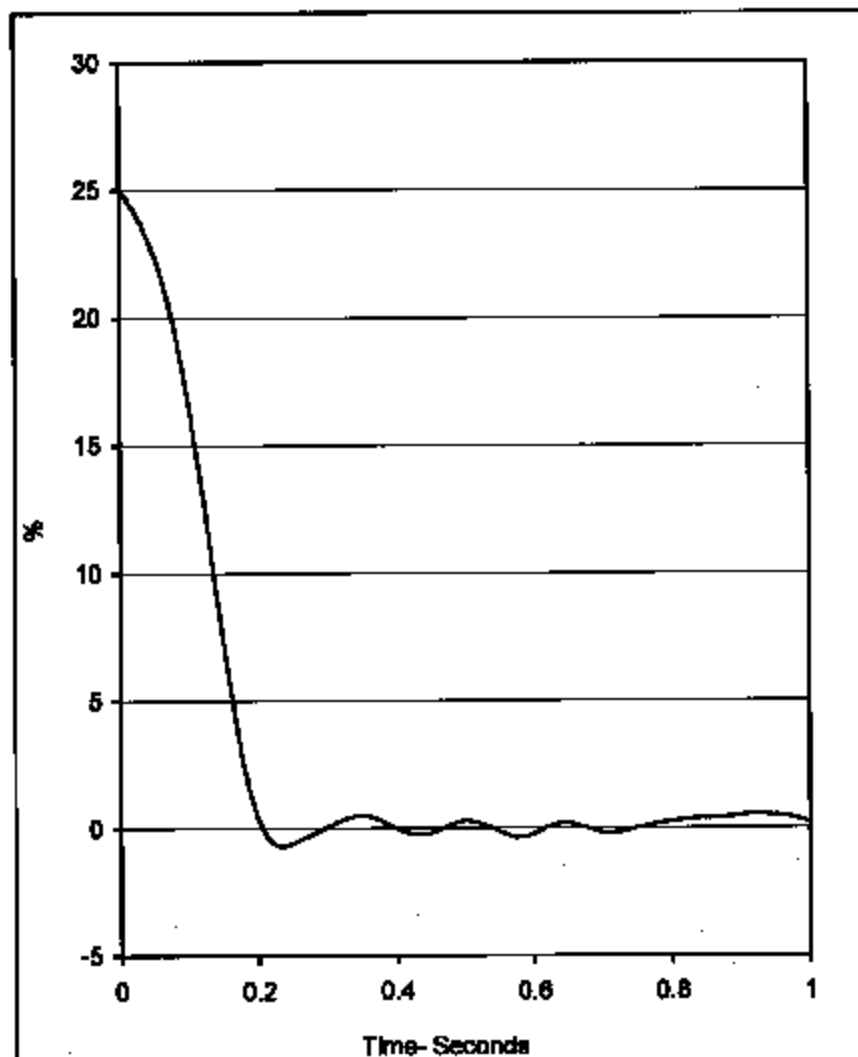
Units	Max	Time	Min	Time	Filter (Hz)
RPM	6610.1	0.2	793.9	4.7	5

Test Date: 06/08/05
 NHTSA No.: C55600



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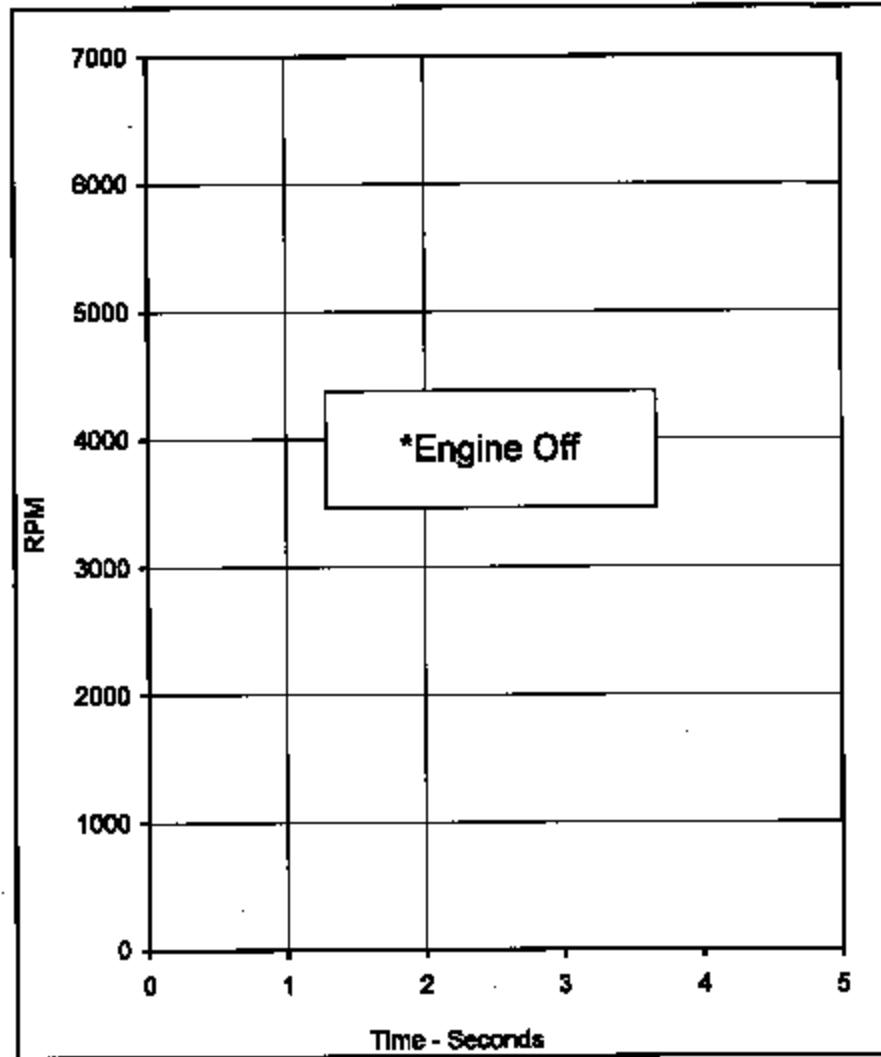


Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	25.0	0.0	200.0	5

Test Program:
Test Vehicle:

FMVSS 124 (Severance of Throttle Cable)
2006 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

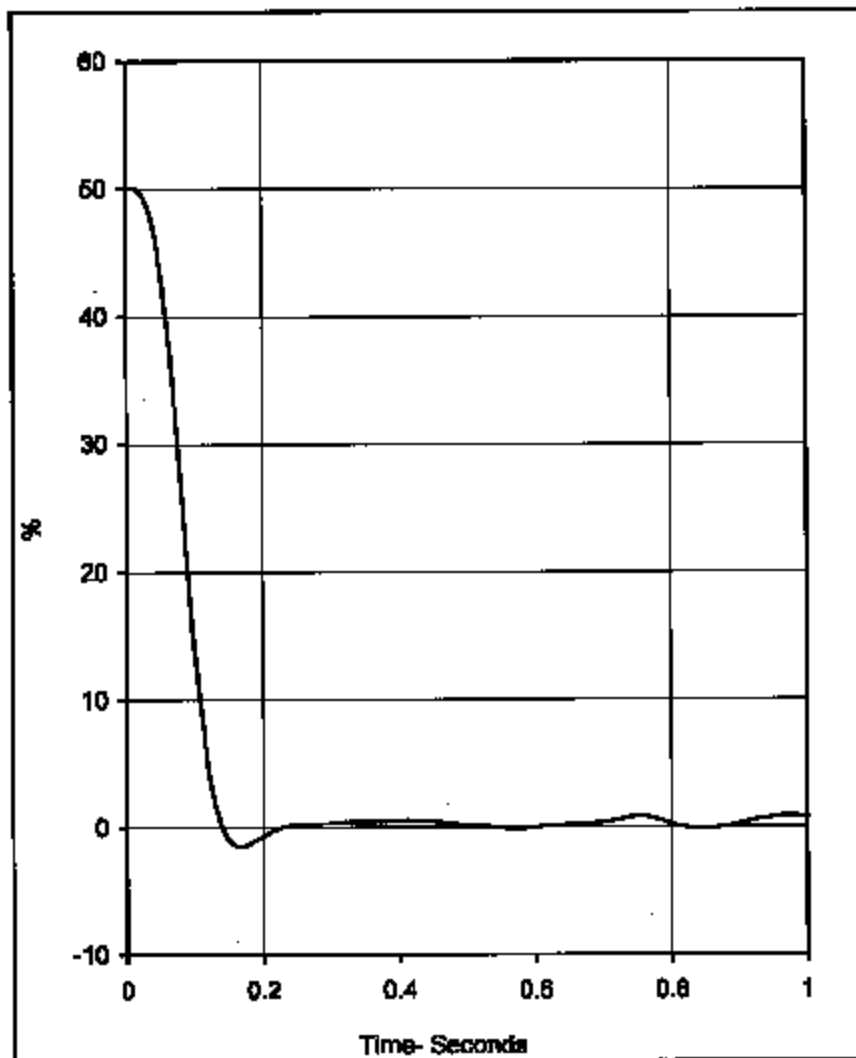
Test Date:
NHTSA No.:

08/08/05
C55600



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TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

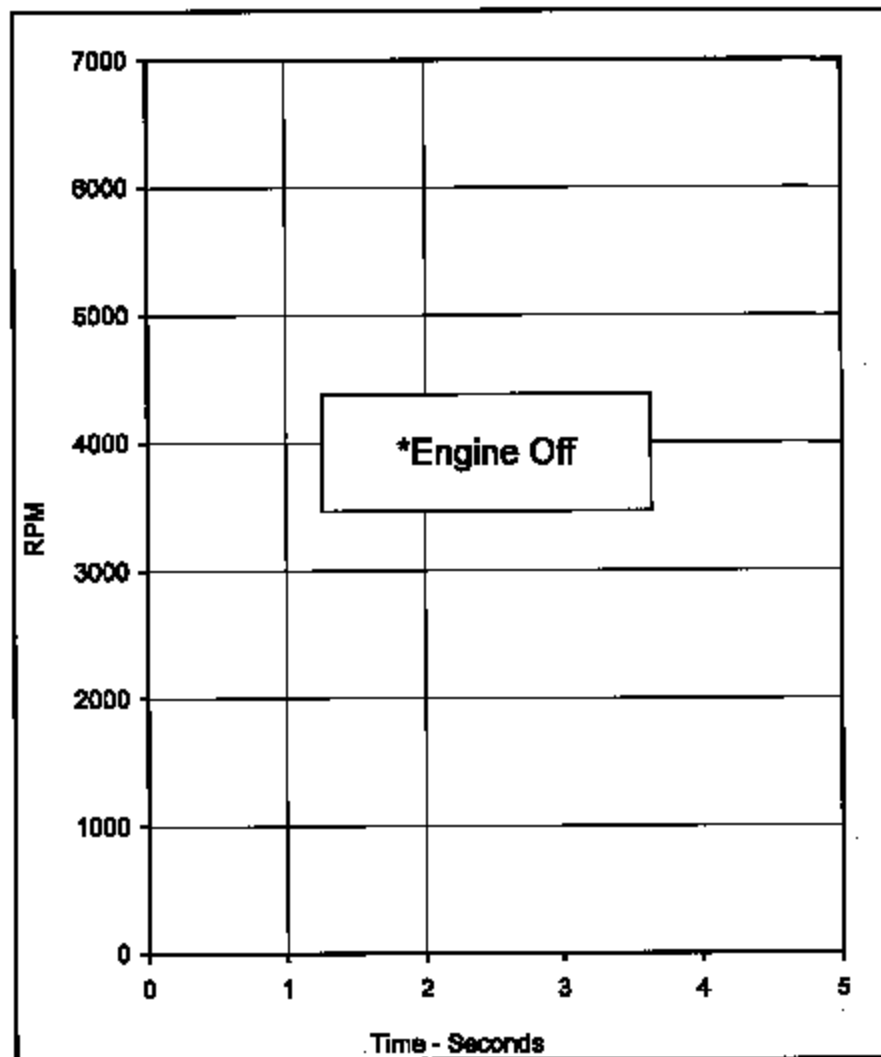
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	50.1	0.0	140.0	5

Test Program:

FMVSS 124 (Severance of Throttle Cable)

Test Vehicle:

2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date:

06/08/05

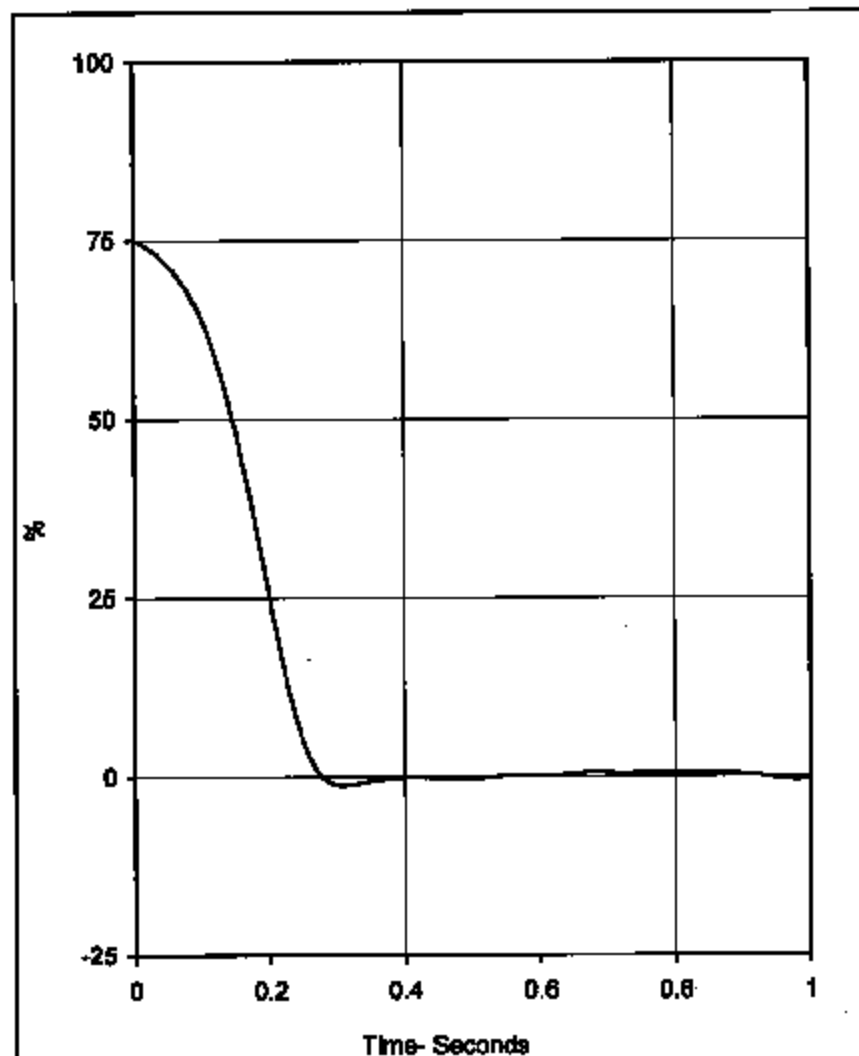
NHTSA No.:

C55600



B-39

TR-P25009-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

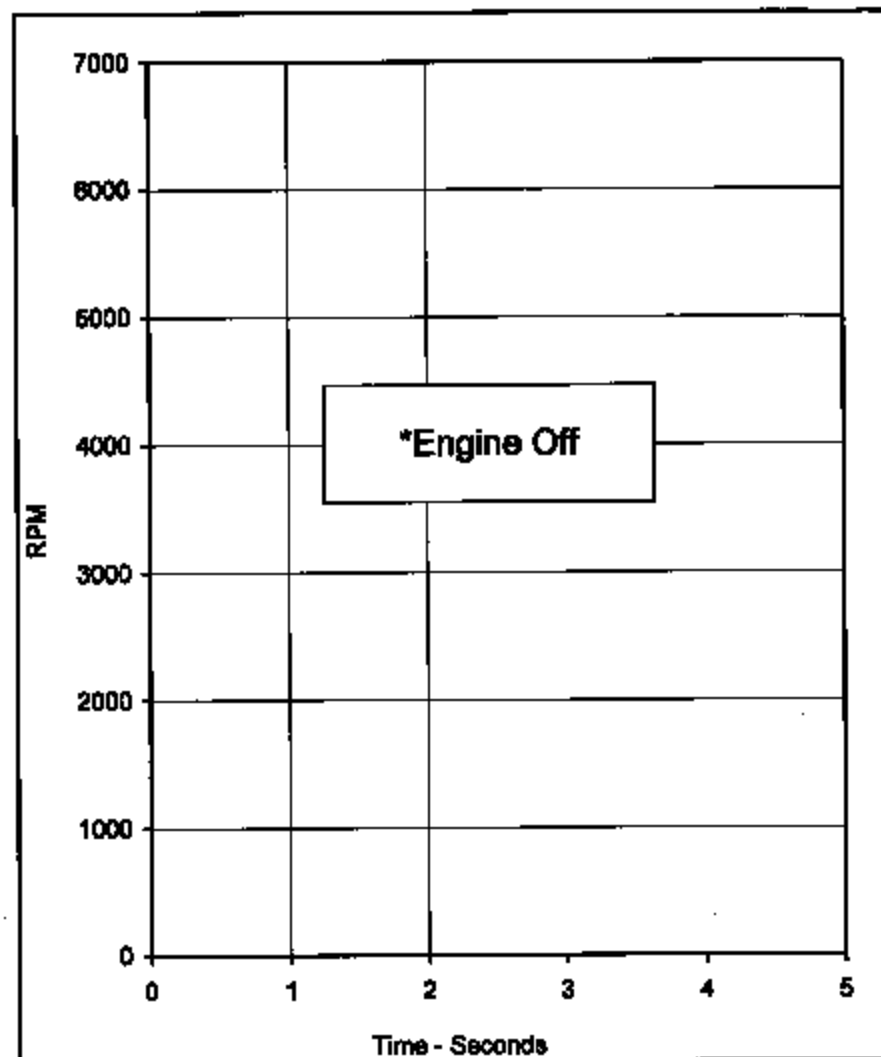
Units	Max	Time	Return Time (msec)	Filter (Hz)
%	75.1	0.0	250.0	5

Test Program:

FMVSS 124 (Severance of Throttle Cable)

Test Vehicle:

2006 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date:

08/08/05

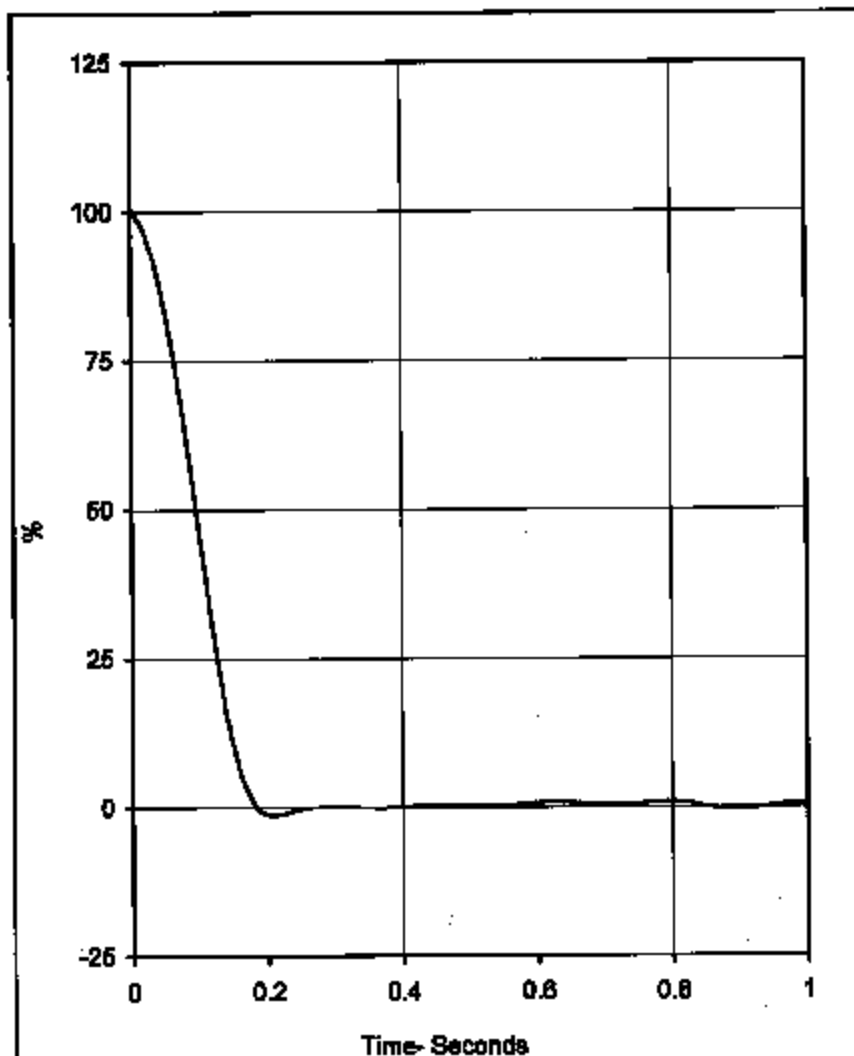
NHTSA No.:

C55600



B-40

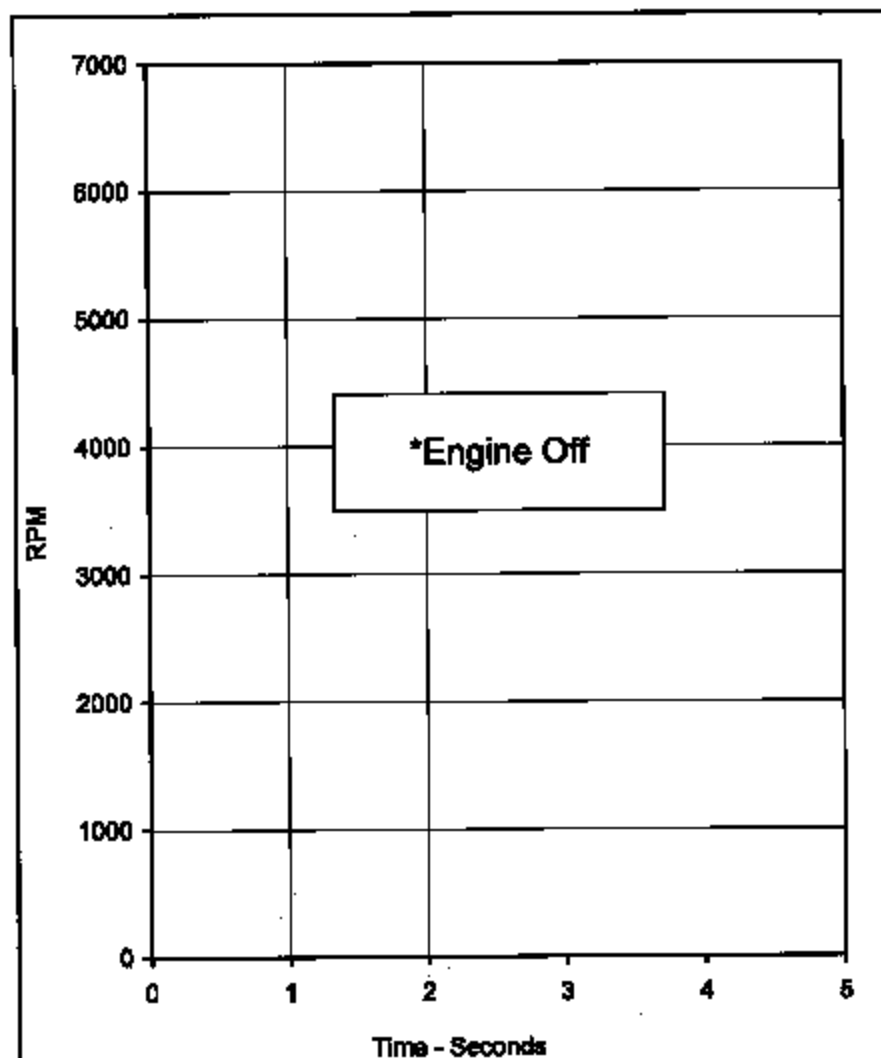
TR-P25008-03-NC



Curve Description	CURNO	Type
Throttle Position vs. Time	001	FIL

Units	Max	Time	Return Time (msec)	Filter (Hz)
%	100.3	0.0	180.0	5

Test Program: FMVSS 124 (Severance of Throttle Cable)
 Test Vehicle: 2005 Mitsubishi Lancer 4-Door Pass. Car



Curve Description	CURNO	Type
Engine RPM vs. Time	002	FIL

Units	Max	Time	Min	Time	Filter (Hz)
RPM					

Test Date: 06/08/05
 NHTSA No.: C55600



APPENDIX C
TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

**FMVSS 124 Accelerator Control Systems
Test Equipment List and Calibration Information
08/08/05**

2005 Mitsubishi Lancer 4-Door Pass. Car

Description	Manufacturer	Model No.	Serial No.	Limit	Accuracy	Cal. Date	Due Cal.
TDAS	DTS	TDAS	DM0101	N/A	SAE J211	11/14/04	11/14/05
Computer	Panasonic	CF-71	81MAA01852	N/A	N/A	N/A	N/A
Optical 5th Wheel	Datron	DLS-2	06-262	150 MPH	± 1.0%	04/09/05	04/09/06
Displacement Xdcr.	Celeisco	PTX101-0030	J0654853	76 CM	± 1.0%	Each Use	

