

**EA02-025**

**FORD 10/27/03**

**APPENDIX N**

**BOOK 39**

**PART 8 OF 8**

# RECALL



# Service Recall Bulletin

May, 1999

**TO:** All Ford and Lincoln Mercury Dealers

**SUBJECT:** Safety Recall 99S15: Certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars with Speed Control - Speed Control Deactivation Switch

## AFFECTED VEHICLES

Certain 1992 and 1993 Crown Victoria and Grand Marquis with Speed Control built at the St. Thomas assembly plant from February 5, 1992 through November 30, 1992. Also, certain 1992 and 1993 Town Cars built at the Wixom Assembly plant from November 4, 1991 through November 30, 1992.

## REASON FOR RECALL

Some Speed Control Deactivation Switches on the affected vehicles may develop a relative short in the electrical circuit that may potentially result in an underhood fire. A fire is possible both when the vehicle is running and when the vehicle engine is off. Also, the short may disable the speed control system or cause a fuse to open.

## SERVICE ACTION

Repair parts will not be available until mid-June, 1999. Until parts are available, the interim repair described in Attachment III should be used. When parts are available the permanent repair must be completed to close this recall.

**Interim Repair:** This repair should be performed immediately to eliminate the possibility of a fire. This interim repair involves disconnecting the electrical connector from the Speed Control Deactivation Switch, taping the connector end to protect it from contamination and securing the connector with a tie-strap. The speed control system will be inoperative until the permanent repair is performed.

**Permanent Repair:** The parts for this repair are expected to become available the middle of June, 1999. This repair will involve the replacement of the Speed Control Deactivation Switch with a new switch. In addition, the switch hard-shell connector will be replaced to eliminate the possibility of undetected heat damage to the connector.

RECEIVED  
Date: 7/13/99

ATTACHMENT I  
Page 1 of 1**Safety Recall 99S18**  
Certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars  
with Speed Control - Speed Control Deactivation Switch**OASIS**

You must use OASIS to determine if a vehicle is eligible for this recall.

Please note that the Interim Repair will not remove the VIN from OASIS.

**PLEASE NOTE**

Correct all vehicles in stock before delivery. Federal law requires dealers to complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$1,100 per vehicle.

**PROMPTLY CORRECT**

Promptly correct affected vehicles on the enclosed list and other eligible vehicles which are brought to your dealership.

**DEALER-OWNER CONTACT**

Immediately contact any affected owner whose name is not on the list. Give the owner a copy of the Owner Letter and schedule a service date.

**REGIONAL CONTACT**

Advise regional office if an owner:

- cannot be contacted,
- does not make a service date.

**CLAIMS PREPARATION AND SUBMISSION**

- Enter claims using DWE.
- Refer to ACESII Manual for claims preparation and submission information.
- After performing the Permanent Repair, the replaced parts must be returned to the Warranty Parts Return Center for inspection (See Attachment II page 2). FCS 700 tags will be sent as soon as the claim for the Permanent Repair is submitted.

**OWNER REFUNDS**

Ford Motor will only refund for owner-paid repairs made before the date of the Owner Letter (or after the date of the Owner Letter if an emergency repair was made away from the servicing dealer.) Refer to ACESII Manual for Refund information.

ATTACHMENT II  
Page 2 of 2**Safety Recall 99S16**  
Certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars with  
Speed Control - Speed Control Deactivation Switch**DEALER PRICE**

For latest prices, check or call your:

- Order Processing Center
- DOES II
- Updated Price Book

**EXCESS STOCK RETURN**

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

**DISPOSITION OF REMOVED PARTS**

Parts Return Requested (after completion of Permanent Repair):

We are requesting that the removed parts be returned to Ford Motor Company:

- Speed Control Deactivation Switch
- Switch Hardshell Connector

Packaging and Shipping:

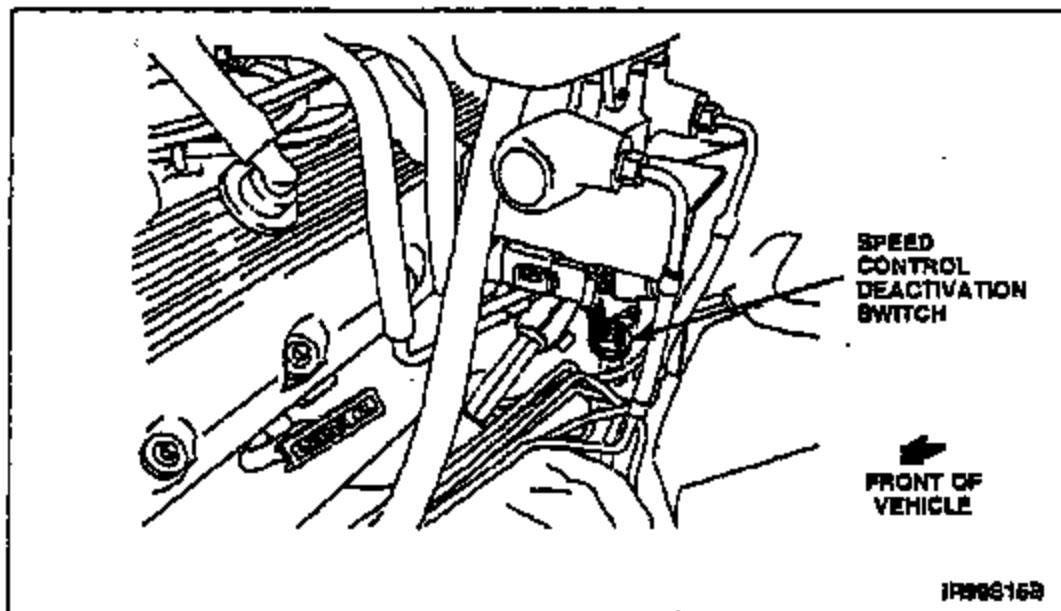
- Speed Control Deactivation Switch
  - Do not drain the brake fluid from inside the Speed Control Deactivation Switch.
  - Use the plastic cap from the new switch to trap and seal as much oil inside the switch as possible.
- Switch Hardshell Connector
  - Connect the hardshell connector to the Speed Control Deactivation Switch.
  - Attach the FCS 700 tag to the part
  - Place the part in a plastic bag and secure with twist-tie.
- Shipping Instructions
  - Follow direction on FCS 700 tag
  - See Section 3 of the ACES II manual for more details

ATTACHMENT IN  
PAGE 2 OF 3  
SAFETY RECALL 98018**PERMANENT REPAIR****SPEED CONTROL DEACTIVATION SWITCH AND CONNECTOR REPLACEMENT****AFFECTED VEHICLES:** CERTAIN 1982 AND 1983 CROWN VICTORIA, GRAND MARQUIS  
AND TOWN CAR WITH SPEED CONTROL**OVERVIEW**

This repair involves replacement of the speed control deactivation switch and the hard shell of the switch electrical connector. The connector terminals will be removed from the old connector hard shell and inserted into the new connector hard shell.

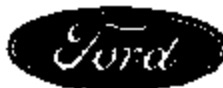
**PROCEDURE**

1. Install a memory saver and disconnect the negative battery terminal.
2. Disconnect the electrical connector from the speed control deactivation switch. See Figure 2.

**FIGURE 2**

  
© 1989 FORD MOTOR COMPANY  
DEARBORN, MICHIGAN 48121  
378

A. R. O'Neill  
Director  
Vehicle Service and Programs  
Ford Customer Service Division



Ford Motor Company  
P. O. Box 1904  
Dearborn, Michigan 48121

May, 1999

**Safety Recall 99S15**[REDACTED]  
Anywhere, USA [REDACTED]

Your Vehicle Identification Number: 1234567890 [REDACTED]

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars with Speed Control.

**SAFETY DEFECT**

Some Speed Control Deactivation Switches on the affected vehicles may develop a resistive short in the electrical circuit that may potentially result in an underhood fire. A fire is possible both when the vehicle is running and when the vehicle engine is off. Also, the short may disable the speed control system or cause the brake light fuse to open.

**REPAIRS**

Repair parts may not be available until mid-June, 1999. If your dealer is not able to obtain the parts needed for this recall, an Interim Repair can be performed at no charge to you. However a second visit to your dealer will be required at a later date to have the permanent repair performed. We regret this inconvenience, but your safety is our primary concern.

**Interim Repair:** If parts are not available, the Interim Repair should be performed immediately. This repair involves disconnecting the electrical connector from the Speed Control Deactivation Switch and protecting the connector end from contamination. The Speed Control system will be inoperative until the Permanent Repair is performed; normal vehicle operation without Speed Control is not affected.

**Permanent Repair:** Parts for this repair are expected to become available the middle of June, 1999. This repair will involve the replacement of the Speed Control Deactivation Switch with a new switch. In addition, the switch hard-shell connector will be replaced to eliminate the possibility of undetected heat damage to the connector.

**ATTACHMENTS**

Attachment I: Administrative Information

Attachment II: Labor Allowances, Parts Ordering Information, Disposition of Removed Parts

Attachment III: Technical Information

**QUESTIONS?**

Claims Information: 1-800-423-8851

Other Recall Questions: 1-800-325-5621

Sincerely,



A. R. O'Neill

Director

Vehicle Service and Programs



**ATTACHMENT II**  
Page 1 of 2

**Safety Recall 99S15**  
Certain 1992 and 1993 Crown Victoria, Grand Marquis, and Lincoln Town Cars with  
Speed Control - Speed Control Deactivation Switch

**LABOR ALLOWANCES****Interim Repair**

| Description   | Labor Operation            | Labor Time |
|---|----------------------------|------------|
| Remove, Tape and Secure the Speed Control Deactivation Switch * | 99S15E*                    | 0.3 Hour   |
| Administrative Allowance  | Misc. Expense Code "ADMIN" | 0.1 Hour   |

\* Labor Operation 99S15E will NOT close the Recall.

**Permanent Repair**

| Description  | Labor Operation            | Labor Time |
|--|----------------------------|------------|
| Replace Speed Control Deactivation Switch and Hard-shell Connector | 99S15B                     | 0.5 Hour   |
| Administrative Allowance   | Misc. Expense Code "ADMIN" | 0.1 Hour   |

**PARTS REQUIREMENTS****Parts Ordering Information**

Parts will not be direct shipped for this recall. Order your parts requirement through normal order processing channels as noted below:

|                  |                       |                      |
|------------------|-----------------------|----------------------|
| Stock Orders     | Effective immediately | Normal order process |
| Interim Orders   | Effective immediately | Normal order process |
| Emergency Orders | after July 1, 1999    | Normal order process |
| Emergency Orders | before July 1, 1999   | Call 1-800-325-5621  |

| Part Number   | Description                           | Quantity |
|---------------|---------------------------------------|----------|
| XW7Z-9G552-AA | Speed Control Deactivation Switch Kit | 1        |

ATTACHMENT III  
PAGE 1 OF 3  
SAFETY RECALL 00016

## INTERIM REPAIR

### DISABLE SPEED CONTROL DEACTIVATION SWITCH

#### SERVICE PROCEDURE

1. Disconnect the electrical connector from the speed control deactivation switch. See Figure 1.

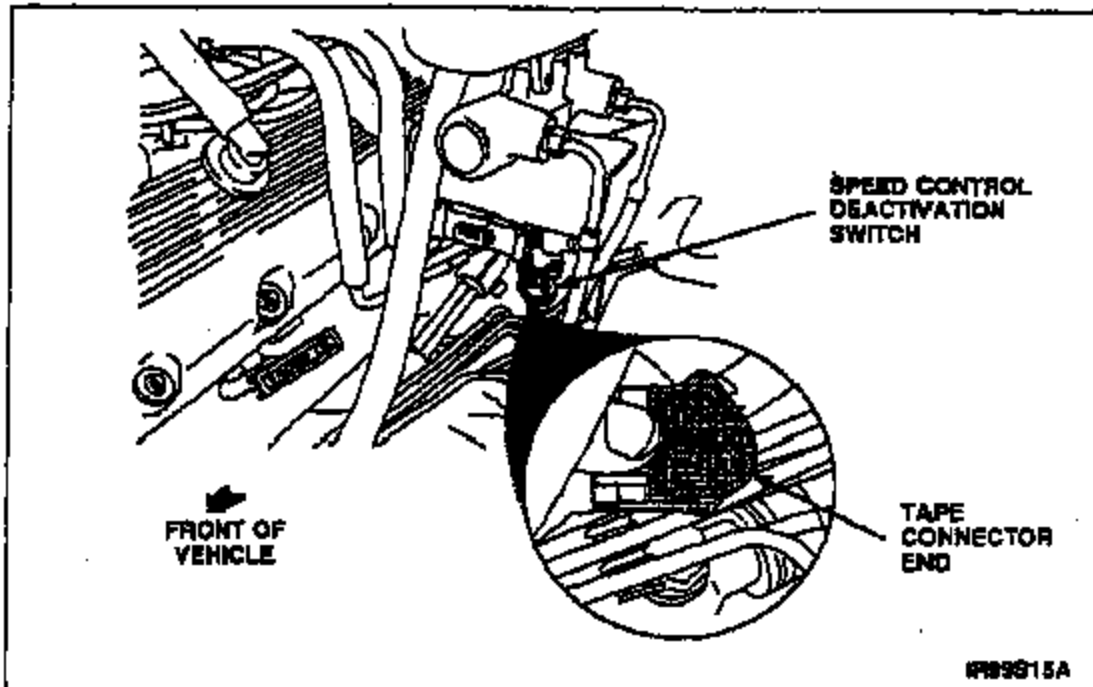


FIGURE 1

2. Tape the end of the connector to prevent contamination from entering the end of the connector.
3. Tie strap the connector to the wiring harness located on the left splash shield.

  
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DEARBORN, MICHIGAN 48121  
579

ATTACHMENT III  
PAGE 3 OF 3  
SAFETY RECALL 02018

3. Remove the locking wedge from the end of the connector. Then, disengage the locking tabs and remove the wire terminals from the connector. See Figure 3.

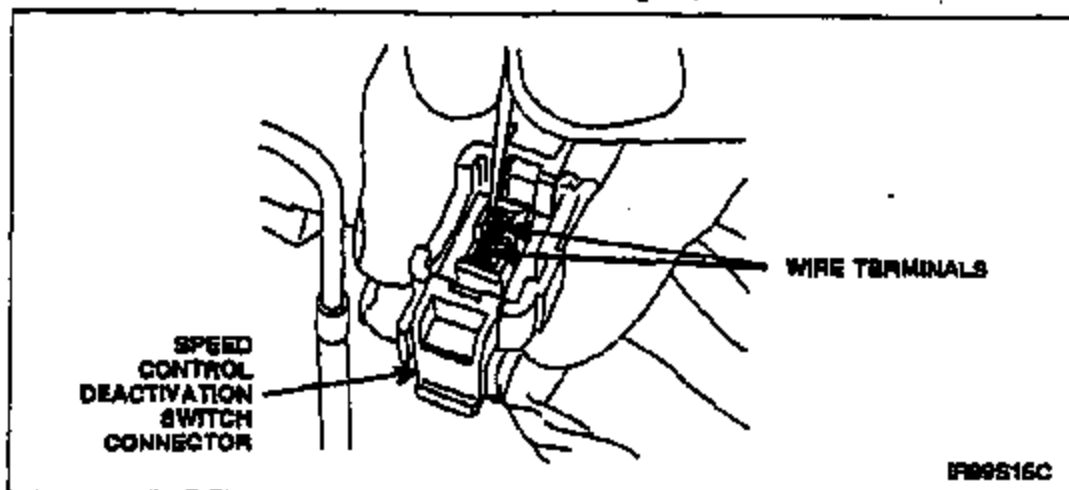


FIGURE 3

4. Obtain the new connector from the kit. Insert both wire terminal ends through the connector seal and into the connector hard shell. (The wire terminal ends may be installed into either of the connector cavities).
5. Check the connector to make sure the locking tabs have engaged both terminal ends. Also, make sure the seal is fully seated in the back of the connector. Then, install the red locking wedge to secure the terminals in the connector.
6. Obtain the speed control deactivation switch from the parts kit.
7. Remove the old speed control deactivation switch.
8. Fill the new speed control deactivation switch with High Performance DOT 3 Brake Fluid and install the speed control deactivation switch. Tighten the switch to 18 Nm (13 lb-ft).
9. Attach the electrical connector to the speed control deactivation switch.
10. Connect the battery negative cable and remove the memory saver.
11. Raise the vehicle on a hoist.
12. Connect a clear drain tube to the RH rear bleeder screw and the other end in a container partially filled with the recommended brake fluid.
13. Have an assistant pump the brake pedal and then hold firm pressure on the brake pedal.
14. Loosen the RH rear bleeder screw until a stream of brake fluid comes out. While the assistant maintains pressure on the brake pedal, tighten the bleeder screw.
  - Repeat until clear, bubble-free fluid comes out.
  - Refill the brake master cylinder reservoir as necessary.
15. Repeat Steps 12-14 for the LH rear bleeder screw.
16. Lower the vehicle.

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DEARBORN, MICHIGAN 48121  
3/98

**HOW LONG WILL IT TAKE?**

The time needed for either of the repairs is less than one-half day. However, due to service scheduling issues, your dealer may need your vehicle for a longer period of time. Please call your dealer for a service date.

Call your dealer without delay. Ask for a service date and whether parts are in stock for Safety Recall 98S15.

If your dealer does not have the parts in stock, they can be ordered before scheduling your service date. If available, parts would be expected to arrive within a week after ordering. If parts are not available, your dealer can perform the Interim Repair free of charge. When parts are available, your dealer will perform the Permanent Repair free of charge.

When you bring your vehicle in, show the dealer this letter. If you misplace this letter, your dealer will still do the work, free of charge.

**REFUNDS**

If you paid to have this service done before the date of this letter, Ford is offering a full refund. For the refund, please give your paid original receipt to your Ford or Lincoln Mercury dealer. To avoid delays, do not send receipts to Ford Motor Company.

**CHANGED ADDRESS OR SOLD THE VEHICLE?**

Please fill out the enclosed prepaid postcard and mail it to us if you have changed your address or sold the vehicle.

If the dealer doesn't make the repair promptly and without charge, you may contact the Ford Customer Assistance Center, P. O. Box 6248, Dearborn, Michigan 48121. You also may send a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline 1-800-424-9393 (Washington, D. C. area residents may call 366-0123).

We regret the inconvenience this service may cause you, but we want you to have the work done for your safety and satisfaction with your Ford or Lincoln-built vehicle.

Sincerely,



A. R. O'Neil  
Director  
Vehicle Service and Programs



# SEM PHOTOGRAPHS

Case Number: [REDACTED]  
Date Taken: 1/20/00  
Source: HC-300Z  
Microscope: Sterl SV11  
Objective: 0.6

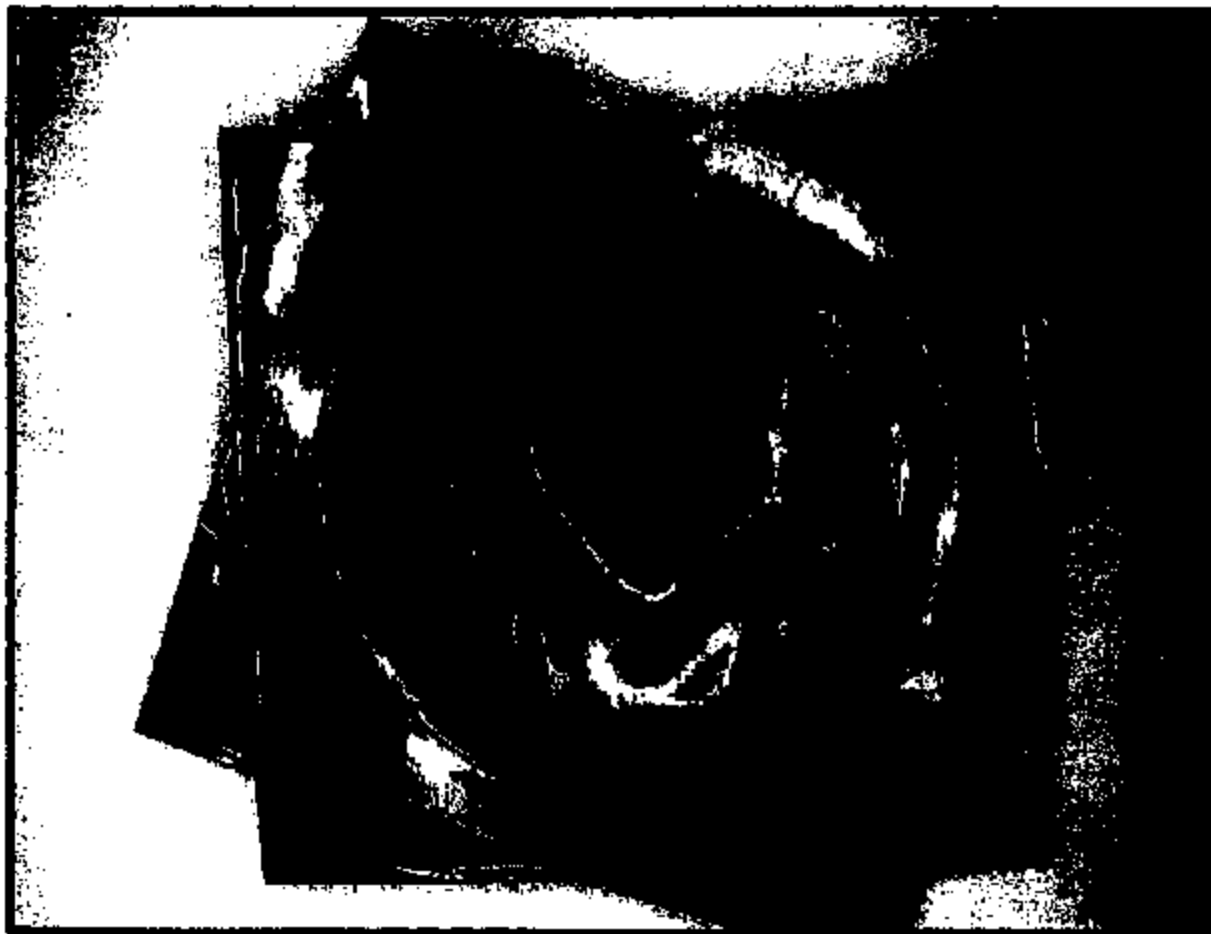


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Date Taken: 1/20/00  
Source: HC-300ZJ  
Microscope: Sterni SV11  
Objective: 0.8





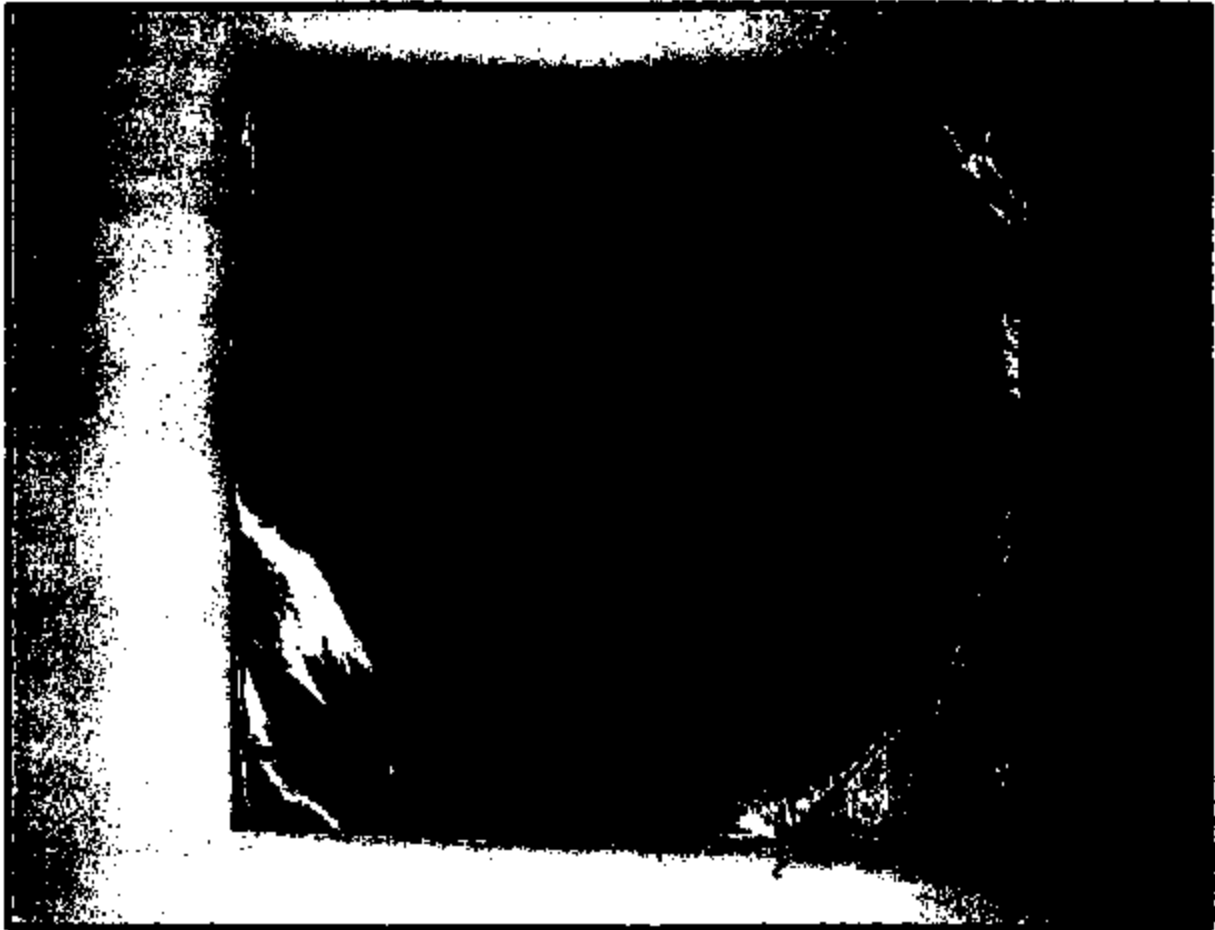
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Date Taken: 1/20/00  
Source: HC-300ZI  
Microscope: Steri SV11  
Objective: 0.8



Case Number [REDACTED]  
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Source: HC-300ZI  
Microscope: Stemi SV11  
Objective: 0.8



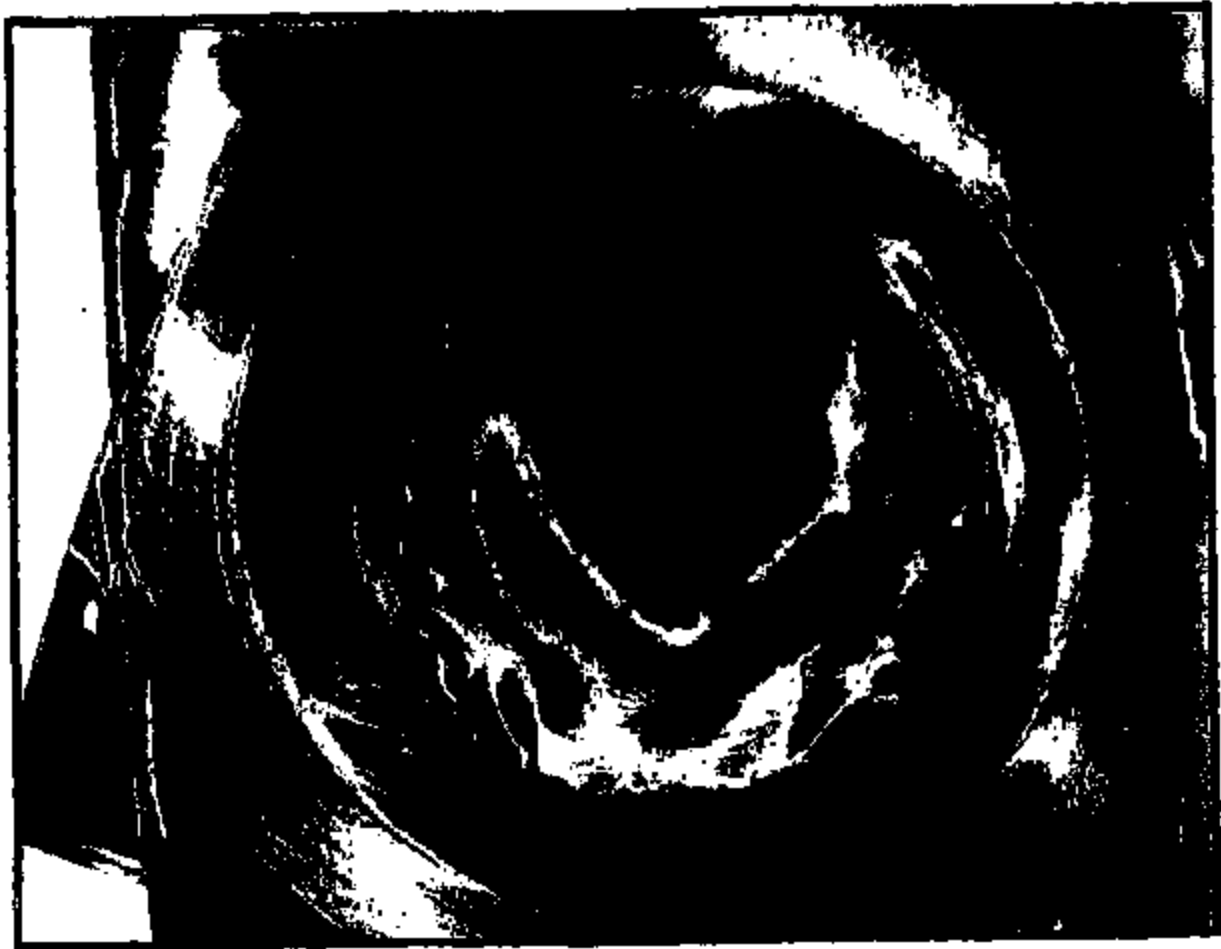
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Microscope: Steml SV11  
Objective: 0.6



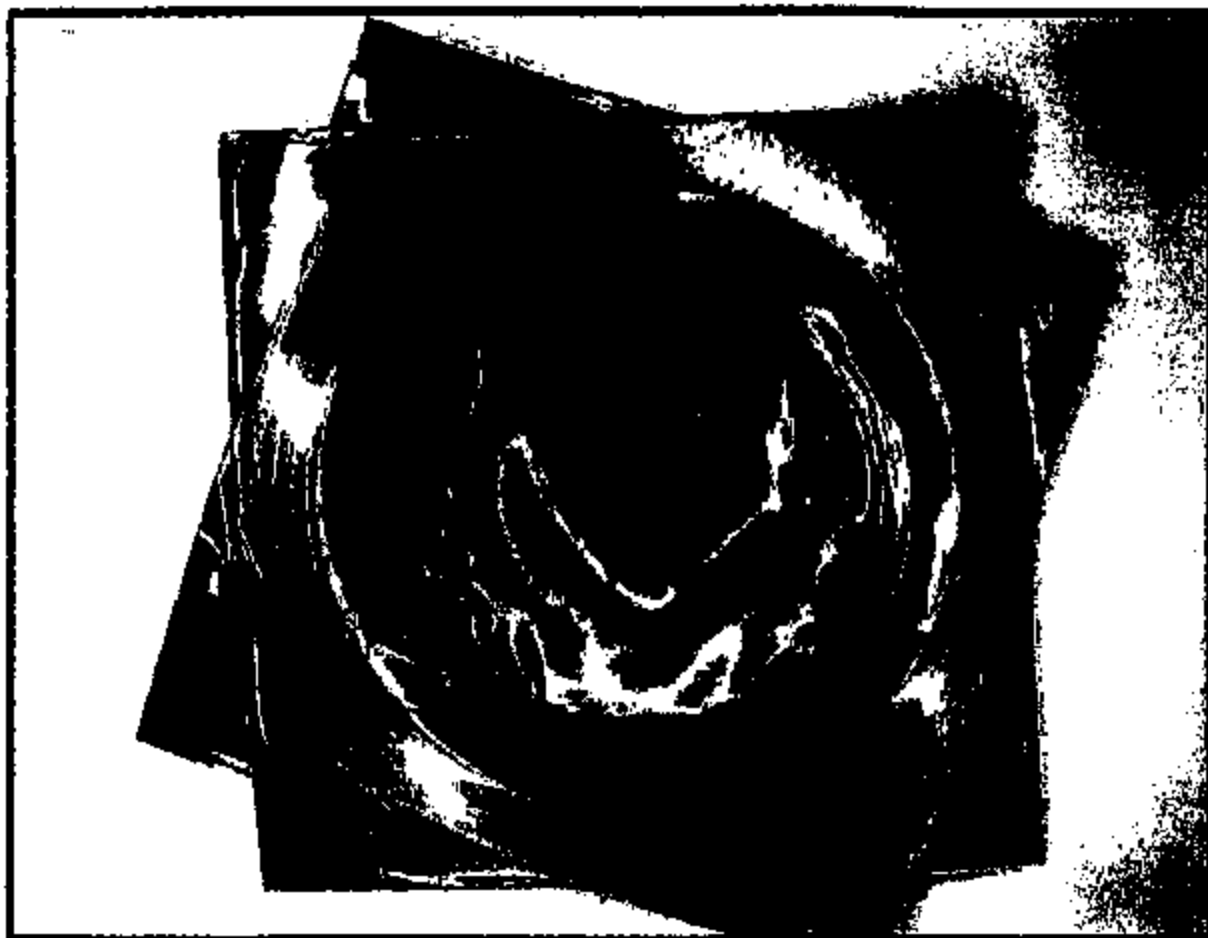
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Source: HC-300ZI  
Microscope: Sterni SV11  
Objective: 0.8



Case Number: [REDACTED]  
Date Taken: [REDACTED]  
Source: HC-900Zi  
Microscope: Sternl SV11  
Objective: 0.8



Case Number: [REDACTED]  
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Source: HC-300Z  
Microscope: Stemi SV11  
Objective: 0.6

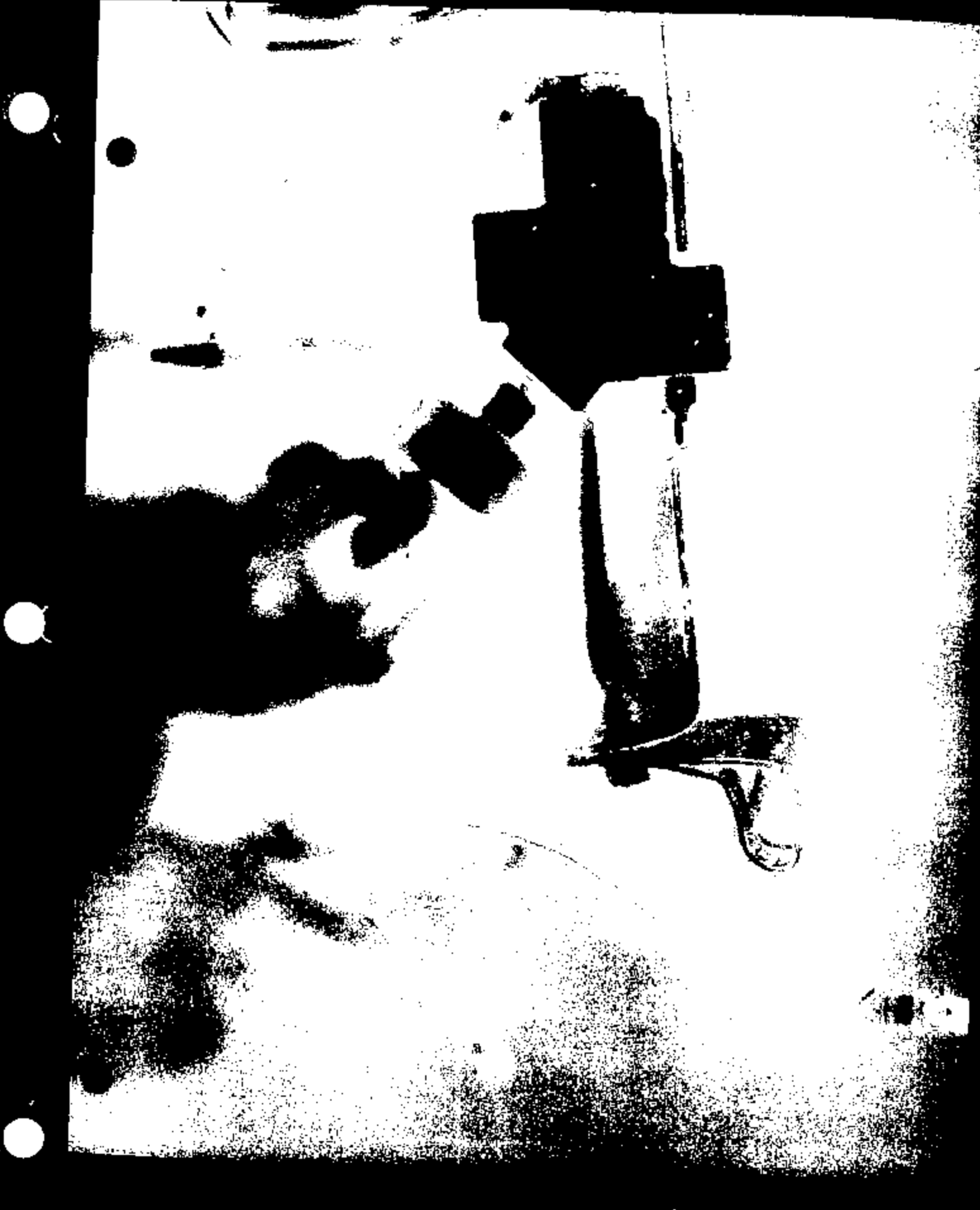




# CLOSE UP OF SCDS TEST









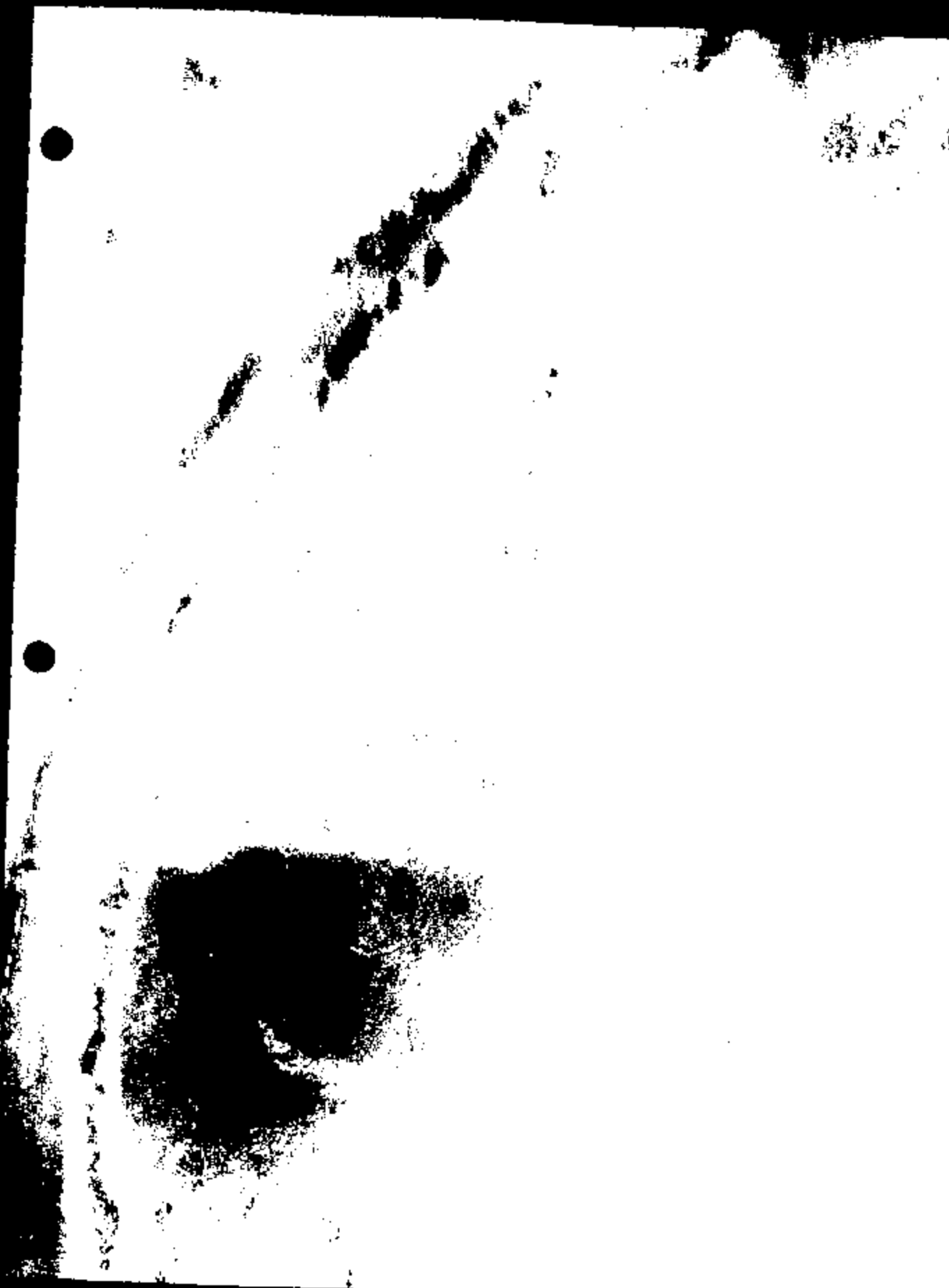


EP62-625-A 9031







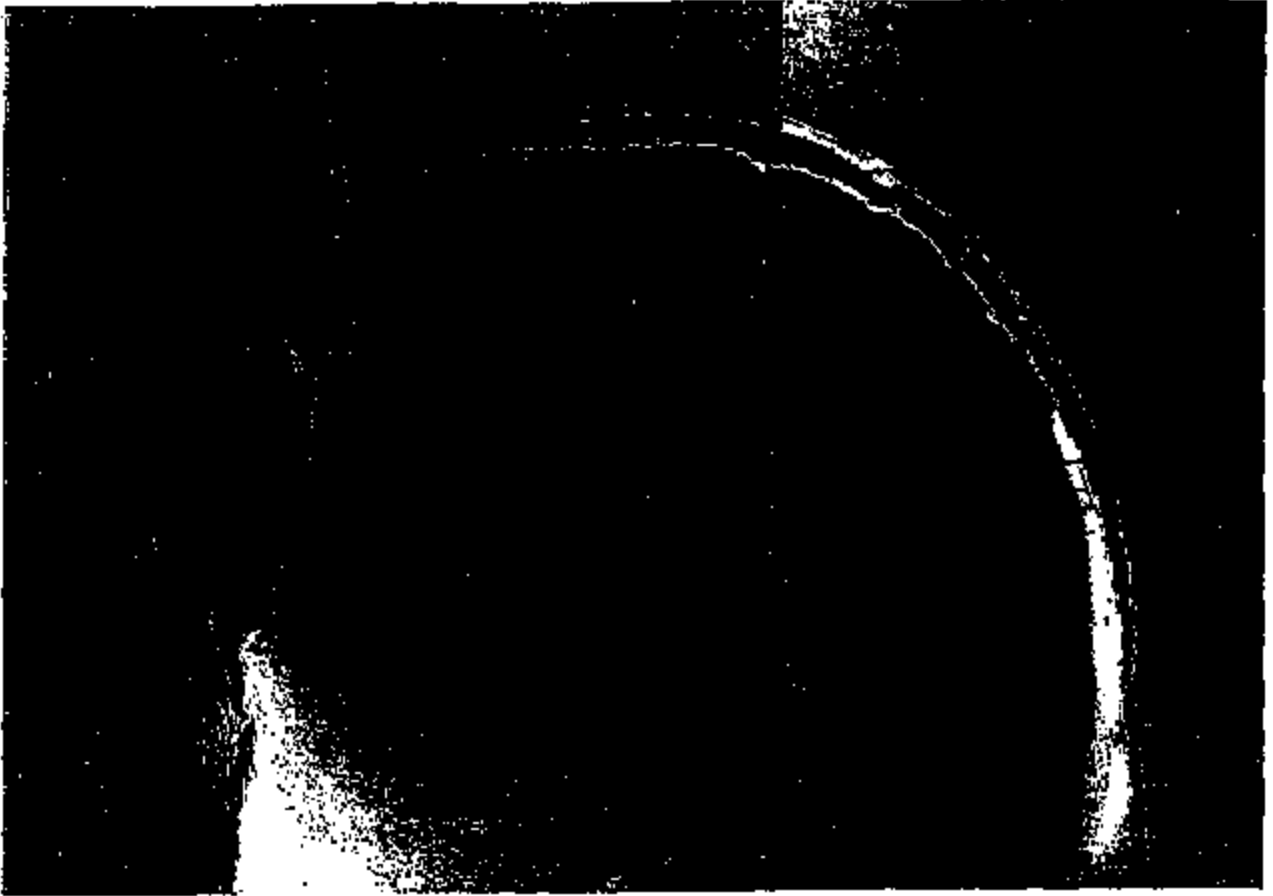








**B/W SEM  
PHOTOGRAPHS**



**18X SEM 1/20/00**

CLARK AUTOMOTIVE CONSULTANTS, INC.  
3065 HIGHWAY 68  
HOBKIN, GA 30848  
(706) 864-4180

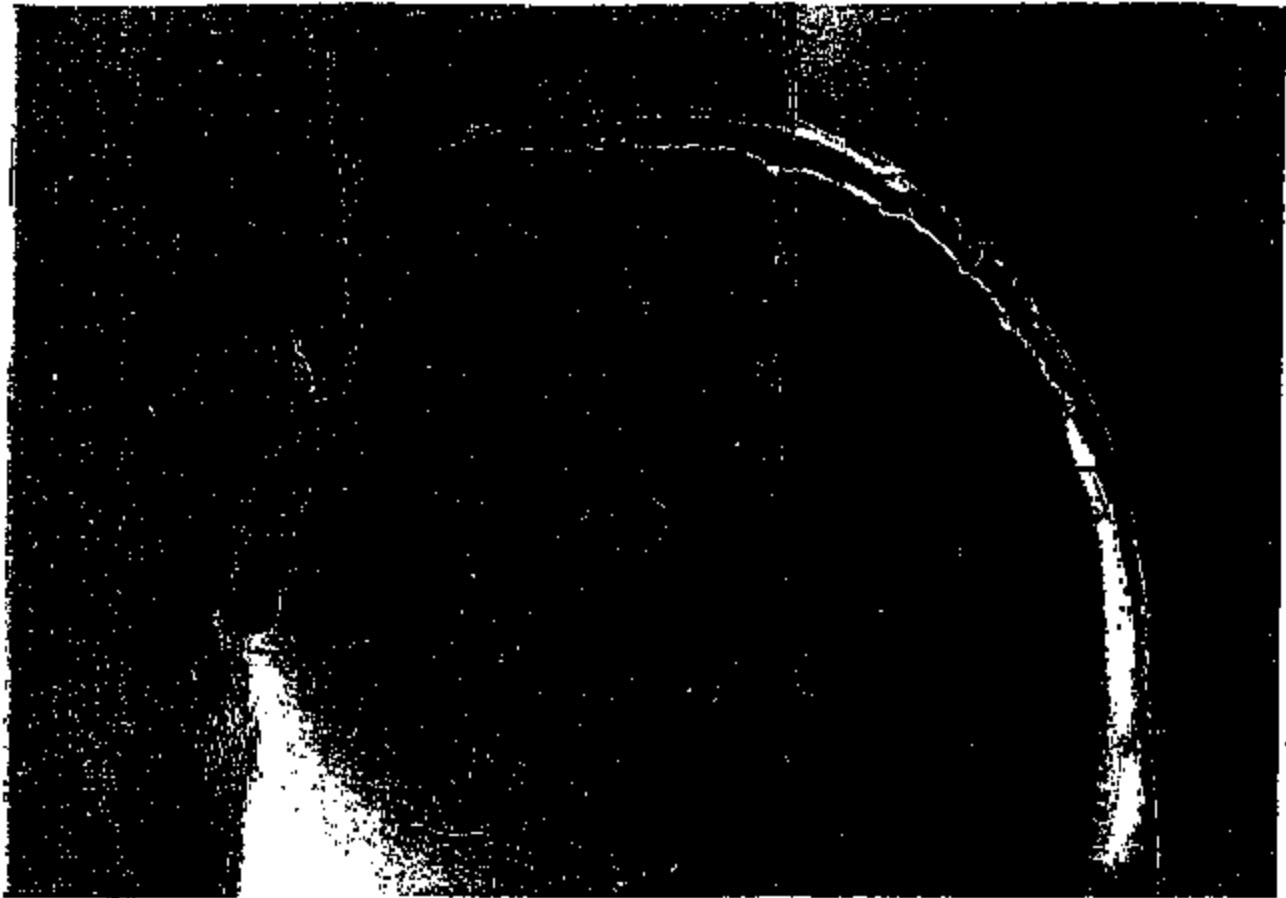
• ER82-025-A 0039



**18X SEM 1/20/00**

**CLARKE AUTOMOTIVE CONSULTANTS, INC.  
2866 HIGHWAY 53  
ROSCHELTON, GA 30549  
(706) 854-6290**

**ER62-625-A 0040**



18X SEM 1/20/00

CLARKE AUTOMOTIVE CONSULTANTS, INC.  
3855 HIGHWAY 53  
ROSCHESTER, GA 30649  
(706) 854-4390

ENG2-825-A 9841



**18X SEM 1/20/00**

**CLARKE AUTOMOTIVE CONSULTANTS, INC.  
3955 HIGHWAY 83  
ROBENTON, WA 98548  
(704) 854-4820**

**ER62-025-A 0042**





**CHEMICAL  
ANALYSIS  
REPORT**

**LAW & COMPANY**  
*Consulting and Analytical Chemists*

3775 GREEN INDUSTRIAL WAY  
CHAMBLESS, GA. 30811

PHONE: 770-218-2044  
FAX: 770-218-2048

**Chemical Report**

05/02/00

Number: 823957

Received: 01/14/00

99999

Clarke Automotive Consultants Inc.  
3955 Hwy. 53  
Roselton, GA 30548

Description: Brake Deactivation Switch, Plastic case with 13 parts

A box containing several parts and subassemblies was submitted for evaluation of their chemical makeup. The parts were disassembled, damaged cruise control output switch parts.

Only some were evaluated for chemical analysis. Number 4, 6, 7 and 8 were extracted for brake fluid using the common solvent, chloroform. All of these showed significant amounts of DOT-3 brake fluid. Number 2 was extracted but there was no visible wet (possible brake fluid) extract found.

The green semi-solid materials found in #4 and 6 were washed with solvent and the brake fluid removed. This procedure left them as dry powders. The powdery residues were dissolved in acid and the solutions examined for metals by ICP. Both were primarily copper with some alloying agents, primarily zinc. The white substance found on number 2 was treated similarly and found to be zinc with the dark particles iron. All of these are as oxides or other corrosion products such as carbonates.

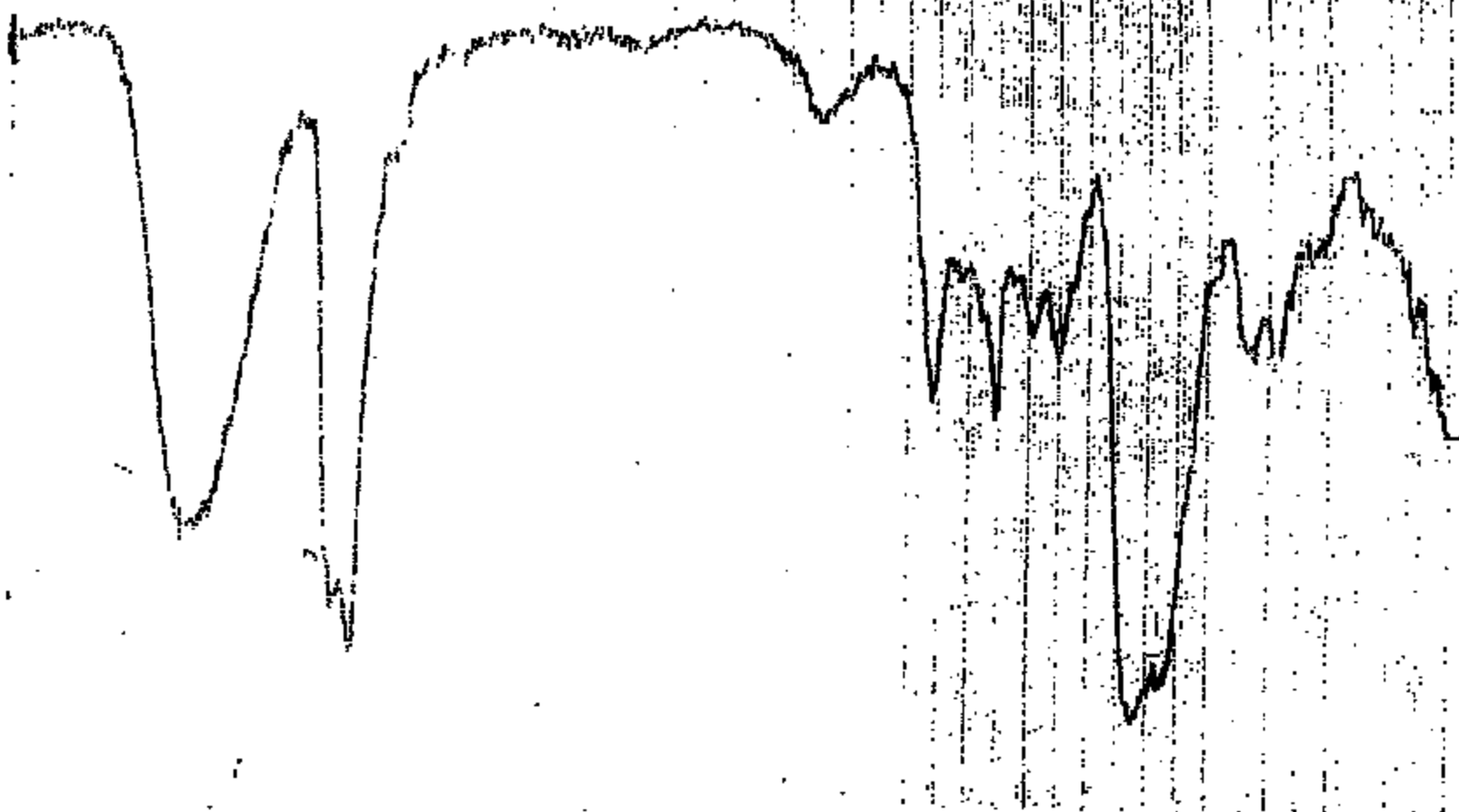
\*\*\*\*\*

Respectfully Submitted,  
LAW & COMPANY

By: Thomas C. Lutz

5 32000amg

Sample are retained for a period of thirty to sixty days after completion of testing. After that time, samples are disposed of in an environmentally sound manner unless other arrangements are made by the client.

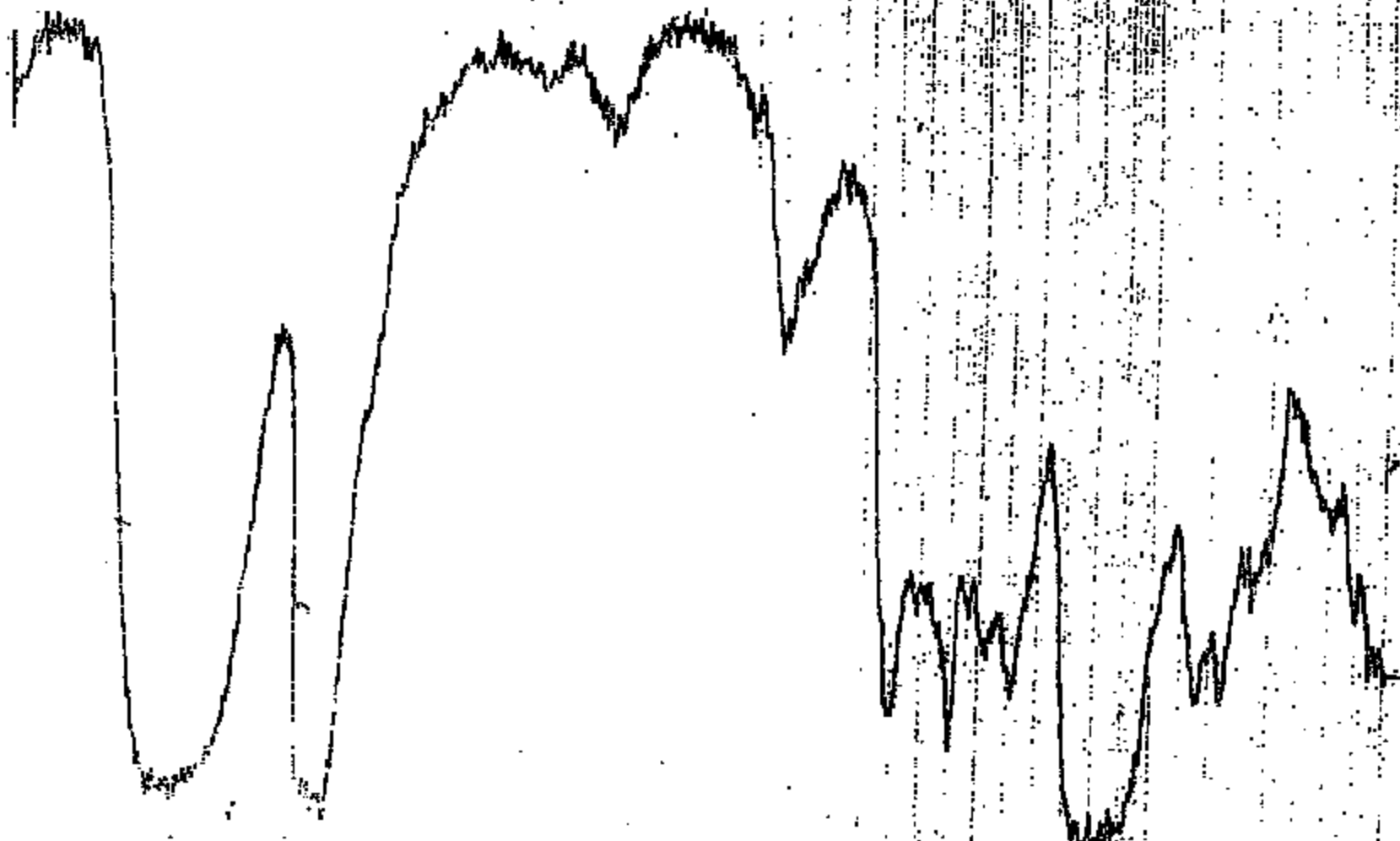


6.1000  
 CHCl<sub>3</sub>  
 14-00  
 TL

1400 WAVELENGTH (CM⁻¹) 1000

|               |            |       |
|---------------|------------|-------|
| NAME          | REP. SCAN  | ORIG. |
| ADDRESS       | TIME DRIVE | PRE G |
| SLIT PROGRAM  | OPERATOR   |       |
| SOLVENT       | CELL PATH  |       |
| CONCENTRATION | REFERENCE  |       |

5002-825-A-0046

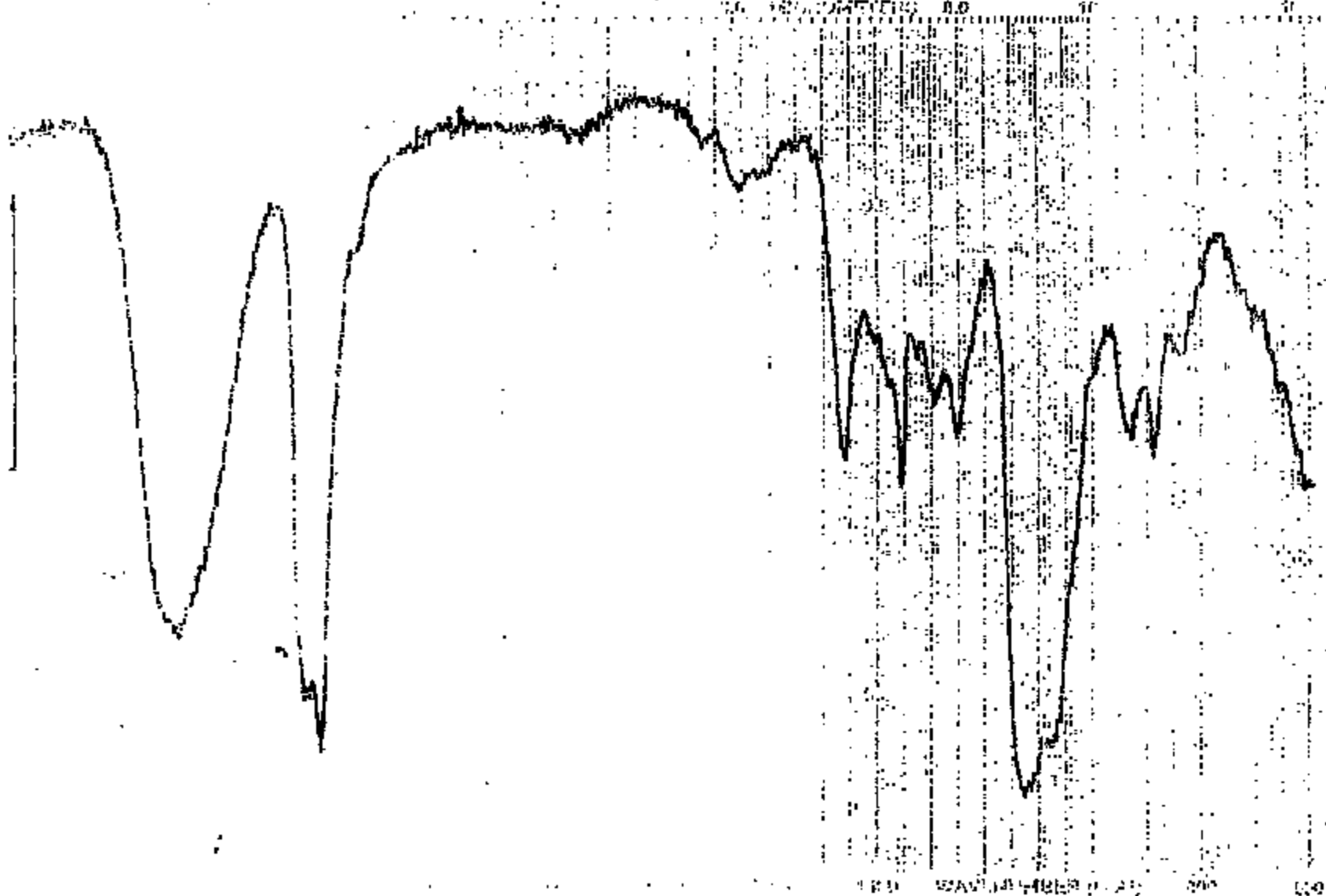


*trans  
HCl<sub>3</sub>*

EM-2-62B-A 8047

|                                |            |           |
|--------------------------------|------------|-----------|
| WAVENUMBER (CM <sup>-1</sup> ) | NEEDLE NO. | SCALE     |
| PROGRAM                        | TIME LIMIT | REC. CAS. |
| SOLVENT                        | OPERATOR   |           |
| CONCENTRATION                  | CELL PATH  |           |
|                                | TEMP.      |           |

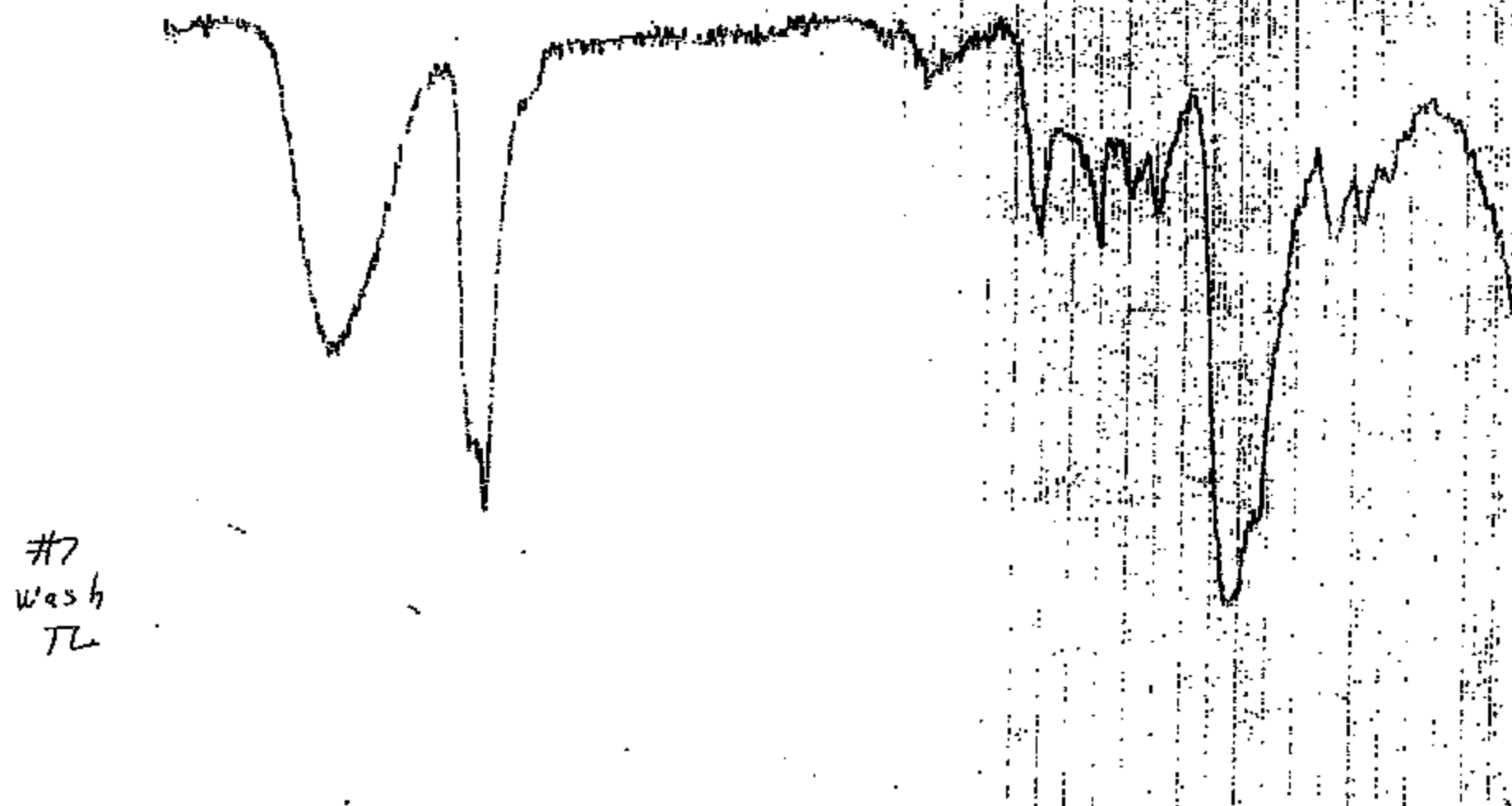
77



EMD-825-A 8048

|                               |                               |                                      |                  |
|-------------------------------|-------------------------------|--------------------------------------|------------------|
| SAMPLE NO.<br>ANALYST<br>DATE | METHOD<br>INJECTION<br>VOLUME | REF. SOAP<br>TIME DIVIDE<br>OPERATOR | SINGLE<br>PRE 57 |
| SOLVENT<br>CONCENTRATION      | GELL PATIL<br>REFERENCE       |                                      |                  |

IR SPECTRUM

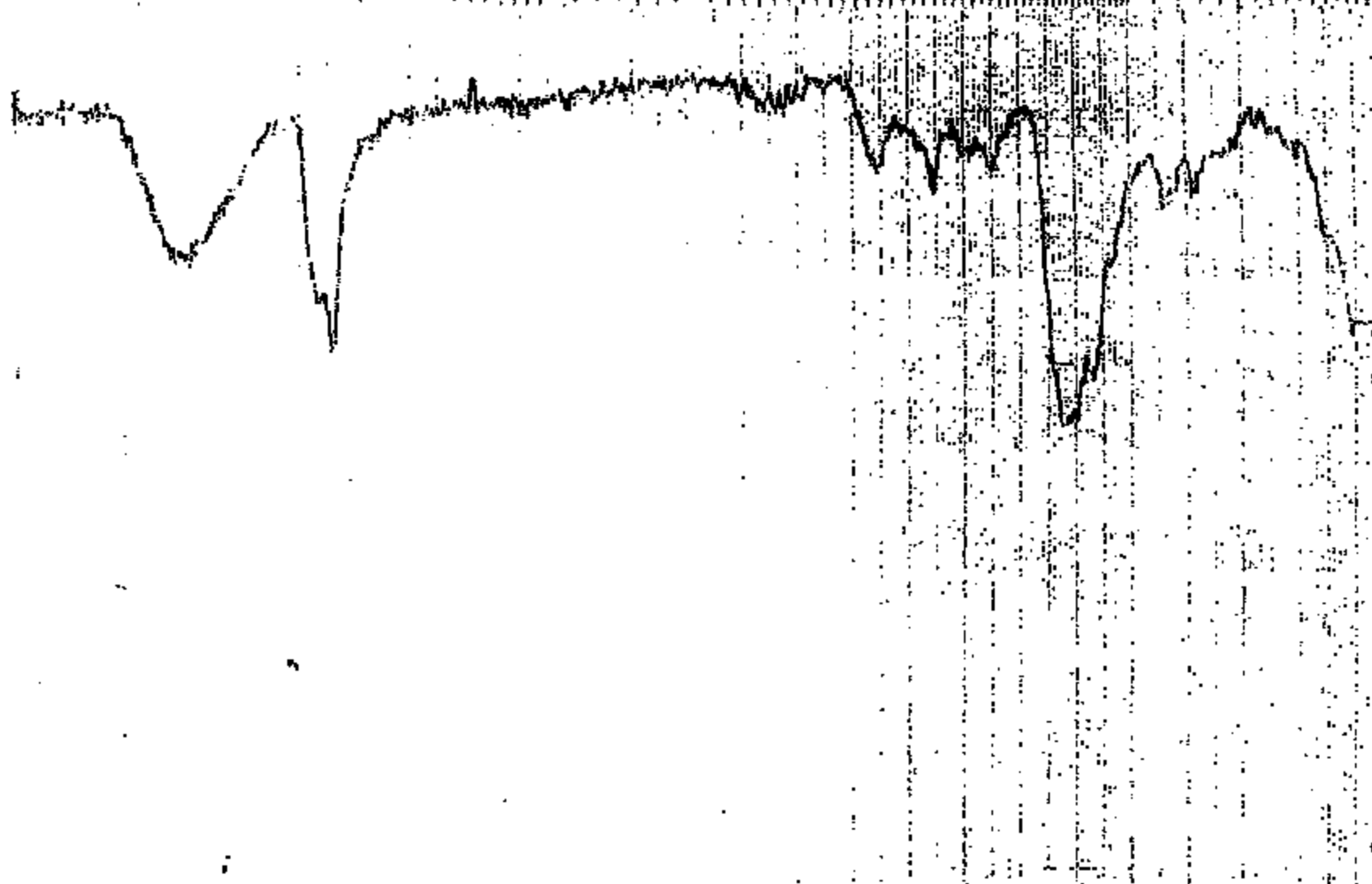


#7  
Wash  
TL

|         |          |               |           |
|---------|----------|---------------|-----------|
| DATE    | TIME     | WAVELENGTH    | CM⁻¹      |
| REMARKS | OPERATOR | CELL PATH     | REFERENCE |
| PROGRAM | SOLVENT  | CONCENTRATION |           |

IR02-025-A 0049

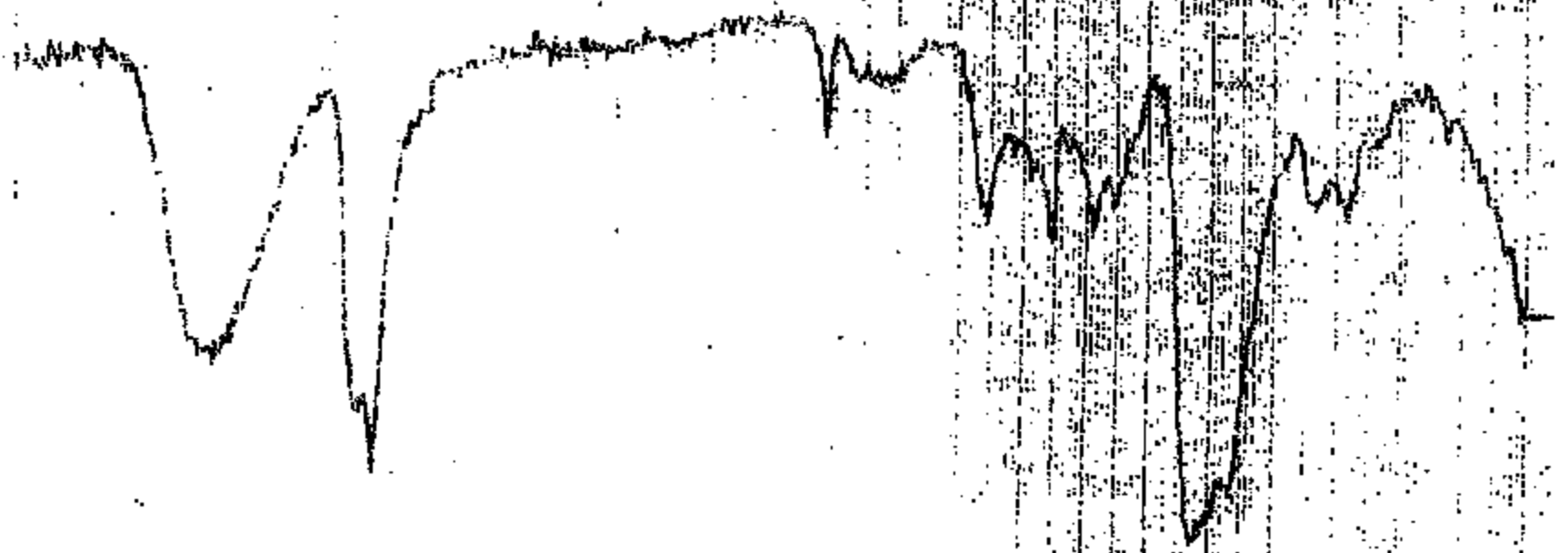
IR SPECTROSCOPY 50 100 150 200 250 300 350 400 450 500



#8  
wash  
TL

IR-20-A 0000

|               |              |       |
|---------------|--------------|-------|
| DATE          | REP. NAME    | ORIG. |
| TIME          | TIME (H:MIN) | PREP. |
| ANAL. PROGRAM | OPERATOR     |       |
| SOLVENT       | CELL PATH    |       |
| CONCENTRATION | REFERENCE    |       |



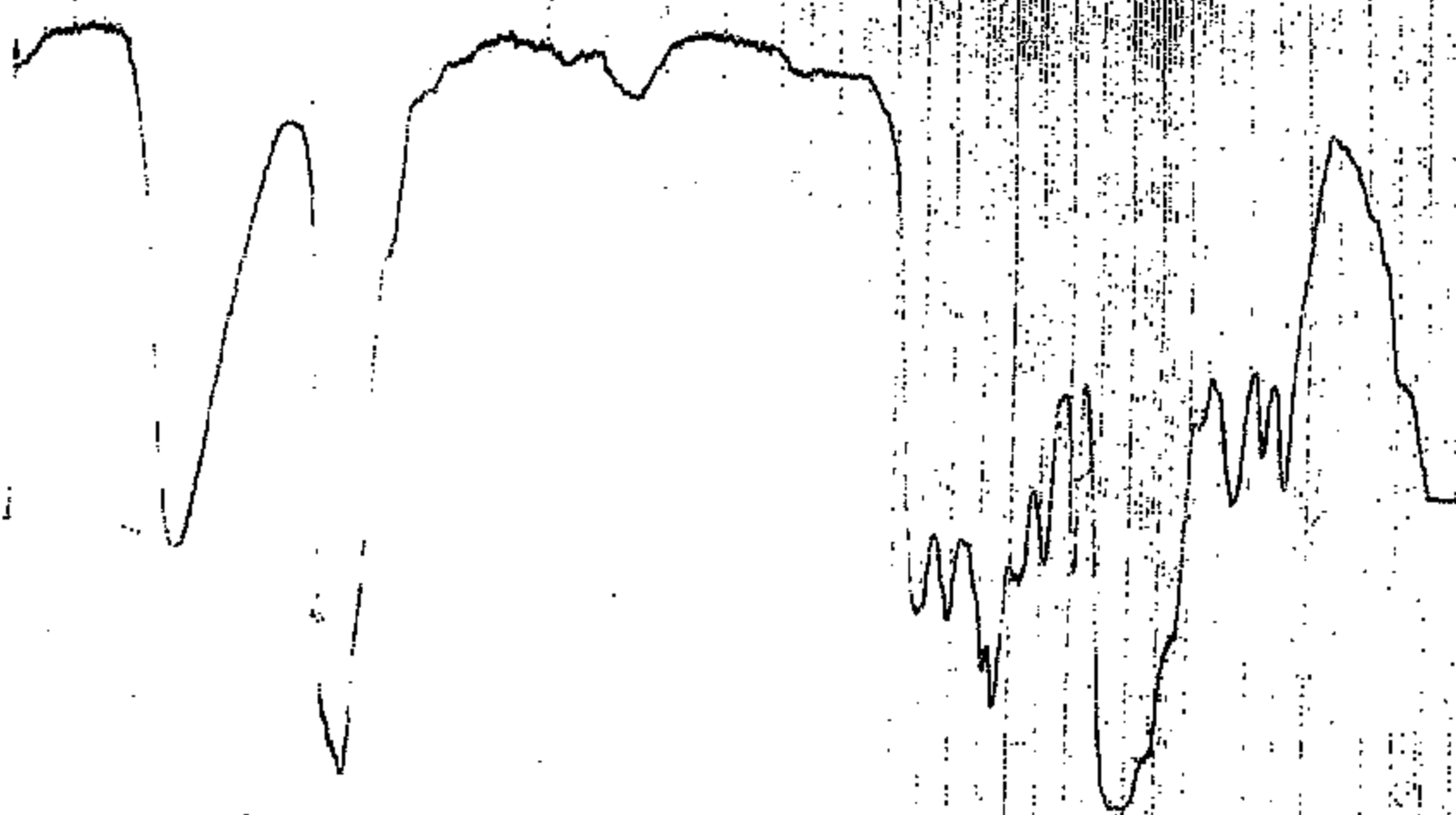
14 SC  
 run  
 HCl<sub>2</sub>  
 street

1980-02-18 00 10

|                                      |                                    |                |
|--------------------------------------|------------------------------------|----------------|
| RUN TIME<br>RESPONSE<br>INIT PROGRAM | REACTION<br>TIME DRIVE<br>OPERATOR | SAMPLE<br>PREP |
| SOLVENT                              | GELL PATH                          |                |
| CONCENTRATION                        | DETECTOR                           |                |



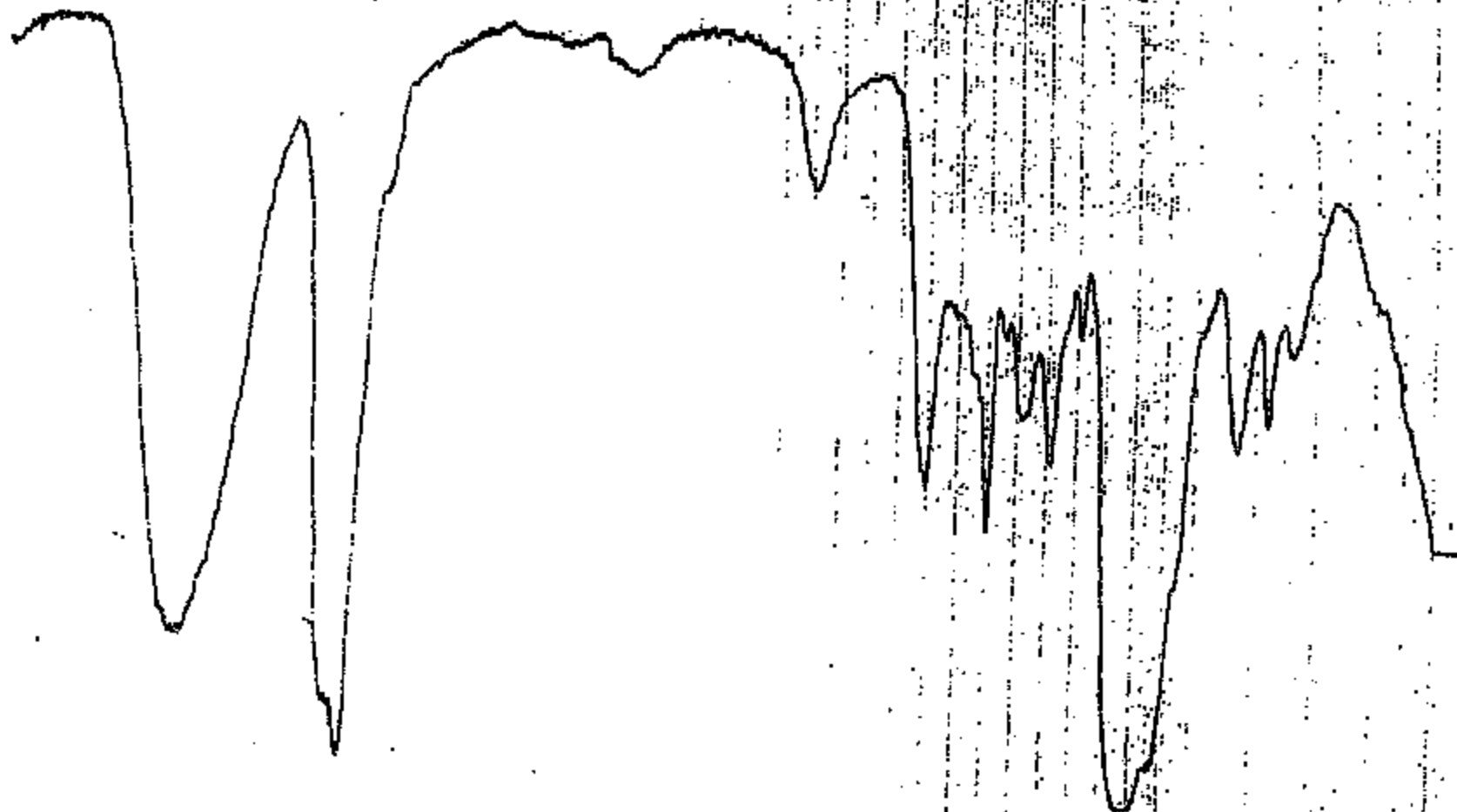
stone  
#T 4  
red  
18-00  
TL



FM-2-025-A 0012

|               |           |
|---------------|-----------|
| REP. NAME     | SINGLE    |
| TRAP DATA     | PERIOD    |
| OPERATOR      |           |
| SOLVENT       | CELL PATH |
| CONCENTRATION | E. ENCC   |

stone  
BT-3 (old)  
15-00  
T2



8902-025-A 9023

|               |           |
|---------------|-----------|
| WAVE NUMBER   | CM⁻¹      |
| PROGRAM       | GENERIC   |
| SOLVENT       | CELL PATH |
| CONCENTRATION | SCALE     |





//////// vs. Ford Motor Company  
Fire loss  
Protocol

Page 1 of 3

R-///.prt  
////

////////

Voice: ///-///-////

Re: ////////// vs. Ford Motor company  
199/ Lincoln Town Car  
VIN: ///////////////, Mfg 1993, Odo N/A miles Trip N/A miles.  
Case #: R-////

Dear Mr. //////////:

Please find below a suggested protocol for my continued investigation.

My suggested laboratory test protocol is as follows:

- A. Place subject vehicle (SV) on vehicle hoist in inspection bay.
- B. Photodocument SV from top and underside of SV.
- C. Photodocument Suspension Leveling Pump and document by videography.
- D. Perform X-Ray of Suspension Leveling Pump.
- E. Disassemble Suspension Leveling Pump to reveal internal components and photodocument.

Cleaning for removal of surface contamination may be required and will be discussed as necessary. Photodocumentation will be by film and/or digital media and videography.

Copies of photos and un-interpreted data will be provided to all requesting parties and will be shipped overnight COD as soon as available with permission of counsel.



**F. Caveat Regarding Disassembly/Destructive Examination - Waiver of Spoliation Claims**

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1. A full sound recorded videotape of these proceedings will be made in addition to any test videos.
2. The above described examinations and tests of the subject vehicle systems, components and circuits may require various component disassembly, separation, inspection and testing above and beyond those service actions described in the manufacturer service manual. Some procedures may involve a calculated destructive alteration or disassembly in order to allow all participants to properly further examine the component(s) listed. After these tests, re-assembly or re-constitution to the prior at-accident state may not be feasible or desired.
3. The parties, specifically all Defendant(s) and all Plaintiff(s), by themselves and or their attorneys signing the below acknowledgment to this section, agree that they shall not present to the court any claim of improper conduct by reason of destructive testing of the Suspension leveling pump (SLP) as described in this protocol and the parties respectively waive any claim of abuse, alteration, spoliation with respect to said SLP.
4. If during the course of these examinations and tests on any particular component, any party identifies an objection or reason to stop these examinations and tests on that component(s) because of an issue of abuse, alteration or spoliation, it will immediately notify the test operator of the objection, and all testing activities will be suspended immediately as physically possible, until the issue is resolved.
5. The absence of such objections before, or during, these tests shall mean that all parties waive any claim of abuse, alteration or spoliation as a result of the above



////// vs. Ford Motor Company  
Fire loss  
Protocol

Page 3 of 3

R-111.ppt  
//////

tests and procedures. A full sound recorded videotape of these proceedings will be made.

**Signature Sheet for Acknowledgment of Waiver of Any Claim of Abuse, Alteration or Spoliation as a Result of the above Tests and Procedures, Section C, CAC Protocol.**

| PRINTED NAME | SIGNATURE | COMPANY REPR | PARTY REPR |
|--------------|-----------|--------------|------------|
|              |           |              |            |
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Please feel free to suggest any further items or topics.

Yours very truly,

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Richard A. Clarke

RAC:mec