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January 27, 2005

TO: All U.S. Ford and Lincoln Mercury Dealers

SUBJECT: Safety Recall 05S28:
Certain 2000 Model Year F-150, Expedition, Navigator, and 2001 F-150 SuperCrew
Vehicles Equipped With Speed Control
Speed Control Deactivation Switch Replacement

AFFECTED VEHICLES

Assembly Plant	Year and Model	Build Dates
Cuautitlan Assembly Plant	2000 F-150	Built from February 3, 2000 through August 26, 2000
Kansas City Assembly Plant	2000 F-150	Built from April 27, 1999 through August 7, 2000
Norfolk Assembly Plant	2000 F-150	Built from April 20, 1999 through August 5, 2000
Ontario Assembly Plant	2000 F-150	Built from May 3, 1999 through October 17, 2000
Kansas City Assembly Plant	2001 F-150 SuperCrew	Built from September 11, 1999 through August 7, 2000
Michigan Truck Plant	2000 Expedition 2000 Navigator	Built from March 30, 1999 through August 7, 2000

Affected vehicles are identified in OASIS. This information will be available on January 27, 2005.

REASON FOR THIS RECALL

The speed control deactivation switch may, under certain conditions, overheat, smoke, or burn.

SERVICE ACTION

Parts for the permanent repair will not be available until approximately April 2005. Until parts are available, the interim repair described below should be used to disable the speed control system and eliminate the possibility of overheating, smoke and fire. When parts become available, the permanent repair (replacement of the switch) must be completed to close this recall.

Interim Repair: 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. (NOTE: To minimize customer inconvenience, dealers are encouraged to perform this repair in their Service Write-Up area.) The speed control system will then be inoperative until the permanent repair is performed.

Permanent Repair: The parts for this repair are expected to become available in April 2005. This repair will involve the replacement of the speed control deactivation switch with a switch of a new design and the installation of a wire harness jumper to provide a connection to the new switch.

OWNER NOTIFICATION MAILING SCHEDULE

Parts to repair this condition are not available. Customer Letters will be mailed the week of February 7, 2005, advising owners to have the interim repair performed to disable the speed control. When parts are available, all affected vehicle owners will be mailed a postcard directing them to contact their dealer to schedule a service appointment to have the permanent repair performed.

OASIS ACTIVATED? Yes. OASIS will be activated by January 27, 2005.

FSA VIN LIST ACTIVATED? No

PLEASE NOTE:

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 \$5,000 per vehicle. Correct all vehicles in your new vehicle inventory prior to delivery

LABOR ALLOWANCE FOR INTERIM REPAIR

Description	Labor Operation	Labor Time
Disconnect electrical connector from the speed control deactivation switch, tape connector end to protect it from contamination, and secure connector with a tie-strap. NOTE: This is an interim repair only and will not close Safety Recall 05S28.	05S28J	0.3 Hour

QUESTIONS?

Claims Information: 1-800-423-8851
Special Service Support Center (Dealer Only) Questions: 1-800-325-5621

Sincerely,



Frank M. Ligon

CERTAIN 2000 MODEL YEAR F-150, EXPEDITION, NAVIGATOR AND 2001 F-150 SUPER CREW VEHICLES EQUIPPED WITH SPEED CONTROL OPTION — SPEED CONTROL DEACTIVATION SWITCH REPLACEMENT — INTERIM REPAIR

OVERVIEW

This interim repair has been developed to disable the speed control system until service parts become available.

SPEED CONTROL SYSTEM — DISABLE

1. Disconnect the speed control deactivation switch harness connector located on the brake master cylinder. See Figure 1.

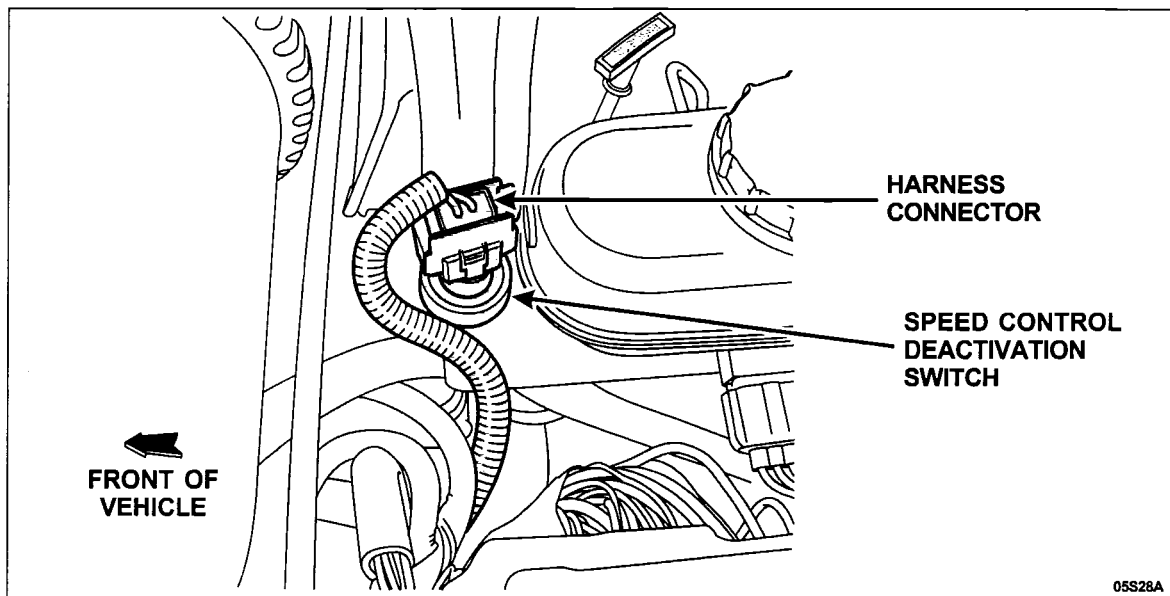


FIGURE 1



2. Using vinyl tape, tape closed the end of the deactivation switch harness connector to prevent contamination from entering the connector.
3. Secure the connector by tie strapping it to the speed control cable coming from the servo. Keep the harness away from the power distribution box to avoid chafing the harness. See Figure 2.

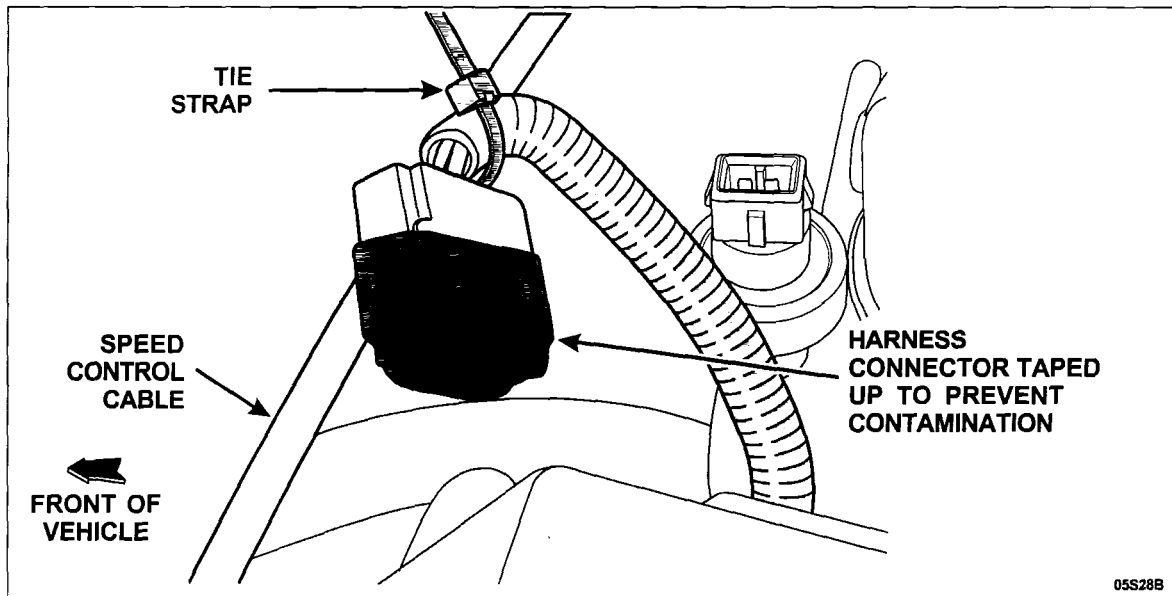


FIGURE 2

