



Frank M. Ligon
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Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
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October 7, 2005

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

SUBJECT: Safety Recall 05S28 - Supplement #6
Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped With Speed Control
Speed Control System Modification

REASON FOR SUPPLEMENT #6

The purpose of this supplement is to announce that the seed stocking of the new service part (fused jumper harness), originally scheduled to begin the week of October 10, 2005, has been delayed until further notice.

Program Summary

CURRENT SERVICE PLAN

Feedback from dealers indicates that there is some confusion regarding the repair procedures for Safety Recall 05S28. To summarize for clarification:

Two populations of vehicles exist:

- 1) Vehicles in the Original Vehicle Population (**GROUP A – refer to Affected Vehicle chart**)
- 2) Vehicles added under Supplement #5 (**GROUP B – refer to Affected Vehicle chart**)

GROUP A

- Dealers are to first determine if the Speed Control Deactivation Switch is leaking.
 - o If the switch is not leaking, install the 9F924 Brake Repair Kit. (Labor Operation B)
 - o If the switch is leaking, install the 9F924 Brake Repair Kit. (Labor Operation E)

GROUP B

- Dealers are to first determine if the Speed Control Deactivation Switch is leaking.
 - o If the switch is not leaking, disconnect speed control. (Interim Labor Operation K)
 - o If the switch is leaking, install the 9F924 Brake Repair Kit. (Labor Operation E)

Note: Either Labor Operation B or E will close the recall. Labor Operation K will not close the recall.

Why are we servicing the two populations of vehicles with different procedures?

Once parts are available, a new fused jumper harness will be used to service all vehicles that do not have a leaking Speed Control Deactivation Switch. This harness will be available in sufficient quantities to begin to service all vehicles affected by Safety Recall 05S28 by November of 2005. Until this new harness is available, dealers must disconnect the speed control system on all Group B vehicles, unless the vehicle has evidence of brake fluid leakage (repair with 9F924 Brake Repair Kit). Ford service part inventory of 9F924 Brake Repair Kits is sufficient to service only the vehicles included in Group A, and a small percentage of the vehicles in Group B.

Until the fused jumper harness is available in quantity, vehicles in Group A must be serviced with 9F924 Brake Repair Kits, since owners were advised in May 2005 that parts were available to complete the repair. Please do not disconnect the Speed Control System on Group A vehicles – install the 9F924 Brake Repair Kit.

Continued

Continued

Future Service Plan

Once Fused Jumper Harnesses become available in the October-November timeframe, the two groups of vehicles will be serviced in the same manner. All affected vehicles will be serviced as follows:

- Vehicles containing a switch that is not leaking will be serviced with a Fused Jumper Harness, which will close the recall.
- Vehicles that contain a switch that is leaking will be serviced with the 9F924 Brake Repair Kit, which will close the recall. Do not install a Fused Jumper Harness on a vehicle with a leaking switch.

Parts Ordering

- Do not order 9F924 Brake Repair Kits in preparation to service the entire population of vehicles covered under this recall.
- Due to the high volume of 9F924 Brake Repair Kits currently available in dealer and FAD inventory, beginning September 12, 2005, dealers will only be able to order this part through their facing FAD.
- Customer Letters for Group B vehicles were mailed over a three-week timeframe beginning the week of September 12, 2005, advising that parts will be available in November 2005.

Job Aids

To assist Service Writers, Technicians and Warranty Administrators in determining appropriate repairs and claims processing, Job Aids have been developed for these positions. These one page documents are posted with this bulletin in the "Additional Information" section and should be printed and distributed to these individuals to assist them in performing their duties.

REASON FOR SUPPLEMENT #5

The purpose of Supplement #5 was to:

- Expand the vehicle coverage to include additional vehicle lines and model years (see "Affected Vehicle – Supplement #5 Population" chart below).
- Announce that a new service procedure and service part (fused jumper harness) is expected to be available in limited quantities (seed stock) to service all vehicles covered by this recall beginning in mid-October 2005. *(Note: This timing has been revised per Supplement #6.)*
- Advise of a new interim repair labor operation for use in deactivating the speed control system on the Supplement #5 population of vehicles, until the fused jumper harness becomes available.

NOTE: The owners of vehicles covered by the original 05S28 recall have already been notified that parts are available to perform the final repair. Therefore, these vehicle owners will continue to have 05S28 completed using the existing Brake Repair Kit (Speed Control Deactivation Switch Kit) until the fused jumper harness becomes available.

When the fused jumper harness becomes available, this bulletin will be supplemented with new service procedures and labor operations that will apply to all vehicles covered by 05S28.

- Advise of the owner-mailing schedule.

AFFECTED VEHICLES

GROUP A - Original Vehicle Population

Year	Model
2000	F-150, Expedition, and Navigator
2001	F-150 SuperCrew built from 9/11/99 through 8/7/00.

GROUP B - Supplement #5 Added Vehicle Population

Year	Model
1994-1996	Bronco
1994-1999 & 2001-2002	F-150
1994-1999	F-250 (Under 8500 GVW) built from 8/24/93 - 9/10/99
2001-2002	F-150 SuperCrew built from 8/8/00 - 8/20/02
1997-1999 & 2001-2002	Expedition
1998-1999 & 2001-2002	Navigator
2002	Blackwood

REASON FOR THIS RECALL

The underhood Speed Control Deactivation Switch (SCDS) may overheat, smoke, or burn, which could result in an underhood fire. The potential for a fire exists regardless of whether speed control is being used or the engine is running.

RECALL SERVICE ACTION (NOTE: THE FOLLOWING SERVICE ACTIONS ARE TO BE USED UNTIL THE FUSED JUMPER HARNESS IS AVAILABLE)

Overview: A new repair procedure involving a fused jumper harness is being developed to service the entire population of vehicles covered under this recall. *Seed stocking of the fused jumper harnesses, originally scheduled to begin the week of October 10, 2005, has been delayed until further notice.* Until fused jumpers are available; it will be necessary to perform unique service procedures for the two vehicle populations (Group A and Group B):

- Based on a commitment made in May 2005 to owners of Group A vehicles, dealers must continue to perform the final repair on this population of vehicles.
- For the population of vehicles in Group B (recently added under Supplement #5), dealers are to perform the interim repair (disabling the speed control system).

When the fused jumper harness becomes available, this bulletin will be supplemented with the new service procedures and labor operations.

All repairs are to be performed at no charge to the vehicle owner.

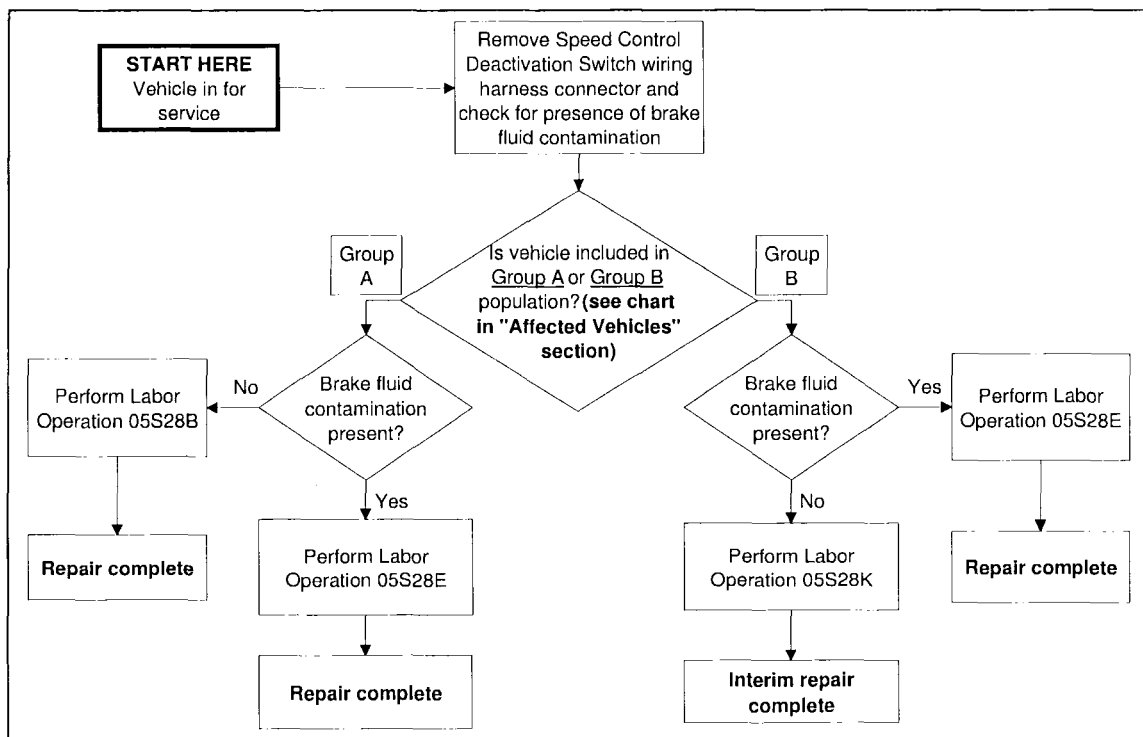
Group A Population (see Affected Vehicle section):

- Inspect speed control deactivation switch electrical connector for brake fluid contamination.
 - No brake fluid contamination present: Dealers are to continue to install the Brake Repair Kit (9F924), which will close the recall.
 - Brake fluid contamination present: If the connector is contaminated, dealers are to use compressed air to blow brake fluid from the speed control deactivation switch vehicle harness connector and servo vehicle harness connector, install the Brake Repair Kit (9F924), and apply electrical grease to the Speed Control Servo electrical connector. In addition, dealers are to inspect the Speed Control Servo electrical connector for heat damage. If the Speed Control Servo connector shows signs of heat damage, dealers should call the Special Service Support Center to obtain additional repair information. This action will close the recall.

Group B Population (see Affected Vehicle section):

- Inspect speed control deactivation switch electrical connector for brake fluid contamination.
 - No brake fluid contamination present: If authorized by the customer, dealers are to deactivate the speed control system. This Interim Repair will not close the recall.
 - Exception to the Interim Repair:
If an owner has special needs that necessitate that their vehicle has a functional speed control system, dealers are authorized to install the Brake Repair Kit (9F924), which will close the recall.
 - Brake fluid contamination present: If the connector is contaminated, dealers are to use compressed air to blow brake fluid from the speed control deactivation switch vehicle harness connector and servo vehicle harness connector, install the Brake Repair Kit (9F924), and apply electrical grease to the Speed Control Servo electrical connector. In addition, dealers are to inspect the Speed Control Servo electrical connector for heat damage. If the Speed Control Servo connector shows signs of heat damage, dealers should call the Special Service Support Center to obtain additional repair information. This action will close the recall.

Service Action to be Followed Until Fused Jumper Harnesses Are Available



OWNER NOTIFICATION MAILING SCHEDULE

Owners of Vehicles Included in Group A:

Owner letters were mailed in February 2005, with follow-up letters announcing part availability mailed in May 2005. No additional customer communications for this population of vehicles are planned.


Owners of Vehicles Included in Group B:

Beginning the week of September 12, 2005, owners of vehicles added under Supplement #5 will be notified of their inclusion in this recall and directed to contact their dealers to have their speed control system disconnected. When open ordering for the fused jumper harnesses begins in November 2005, owners will be re-notified and directed to schedule service appointments with their dealers to have the permanent repair performed and their speed control system re-activated.

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 before delivery.

ATTACHMENTS

- Attachment I: Administrative Information
-  Attachment II: *Labor Allowances and Parts Ordering Information*
- Attachment III: Technical Information (Interim Repair & Switch Kit Installation)
- Attachment IV: Dealer Q & A
- Acknowledgement of Interim Service Offer (Form Letter)

QUESTIONS?

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

Sincerely,



Frank M. Ligon

Safety Recall 05S28-S6

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

OASIS ACTIVATED? OASIS will be activated on September 7, 2005.

NOTE: This recall pertains to certain vehicles that have a factory installed speed control only. Ford offers a Genuine Accessory Speed Control kit that utilizes a production steering wheel identical to the factory-installed system. The Ford Accessory kit does not use a master cylinder mounted deactivation switch and, as a result, vehicles with this kit are not included in this recall. If a customer inquires about Safety Recall 05S28, and the VIN of their vehicle is not listed in OASIS under 05S28, the vehicle is not involved in the program.

FSA VIN LIST ACTIVATED? Yes

Available through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com> by September 7, 2005. Owner names and addresses will be available the week of October 10, 2005.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

STOCK VEHICLES

Correct all affected units in your new vehicle inventory before delivery.

SOLD VEHICLES

- In May 2005, owners of vehicles in Group A (original population) were directed to dealers to have the final repairs completed.
- Beginning week of Sept 12, 2005, owners of vehicles in Group B (added under Supplement #5) will be advised to contact their dealer and schedule an appointment to have the interim repair performed (disabling of the speed control system).
- Immediately contact any of your affected owners identified in OASIS. Give the owner a copy of the customer notification letter and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

RELATED DAMAGE

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

ADDITIONAL LABOR TIME

If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.

Safety Recall 05S28-S6

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control

Speed Control System Modification

OWNER REFUNDS

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 05S28
 - Misc. Expense: REFUND
 - Misc. Expense: ADMIN
 - Misc. Expense: 0.2 Hrs.

RENTAL VEHICLES

The use of rental vehicles is not authorized for this program.

CLAIMS PREPARATION AND SUBMISSION

- **For vehicles prior to MODEL YEAR 1996: Enter the appropriate labor operation and its respective labor time on the claim. (The system will not automatically price the labor operation.)**
- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 05S28-S6

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
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LABOR ALLOWANCES

Description	Labor Operation	Labor Time
SWITCH REPLACEMENT: (applies only to vehicles with non-leaking switches in Group A population) Inspect the speed control deactivation switch electrical connector for brake fluid contamination. Install Brake Repair Kit (Speed Control Deactivation Switch Kit)	05S28B*	0.4 Hour
SWITCH DISCONNECT: (applies only to vehicles with non-leaking switches in Group B population) 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 interim repair will not close Safety Recall 05S28.	05S28K	0.3 Hour
SWITCH REPLACEMENT: (applies to all vehicles in Group A and Group B populations with leaking switches) Inspect the speed control deactivation switch electrical connector for brake fluid contamination. If contamination is present, blow brake fluid from the speed control deactivation switch and servo harness connectors. Install Brake Repair Kit (Speed Control Deactivation Switch Kit), check for heat damage at, and apply electrical grease to, the servo harness connector.	05S28E*	0.4 Hour**

* Subject to "FCS-700 Tag Return". (See "Parts Retention and Return")

** Effective September 9, 2005, labor operation 05S28C will be replaced by labor operation 05S28E (requirement to splice harness removed). Claims submitted against Labor Operation 05S28C, with a repair date later than September 12, 2005, will not be accepted for payment.

PARTS REQUIREMENTS / ORDERING INFORMATION

Part Number	Description	Usage	Quantity
1L1Z-9F924-AA Motorcraft Part # SW-6350	Brake Repair Kit (Speed Control Deactivation Switch Kit)	Group A Population: All Group B Population: Vehicles with leaking switches or special needs owners only.	1
* 4W1Z-14A411-BB Unit of Issue = 10	Fused Jumper Harness	Group A and Group B vehicles with Non-leaking Switches (When Available)	1 per repair Unit of Issue = 10
95874-S101 Unit of Issue = 10 or WA-14-SBA Unit of Issue = 50 or OSP equivalent up to \$0.40 per vehicle	Tie-Strap for interim repair	Group B Population: For use with Labor Operation K (Switch Disconnection)	1 per repair

* The seed stocking of the fused jumper harnesses, originally scheduled to begin the week of October 10, 2005, has been delayed until further notice.

Safety Recall 05S28-S6

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
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PARTS SUPPORT CENTER

Dealers may use any of the following methods to contact the Parts Support Center for questions or assistance regarding recall parts:

- E-mail: Ford@Renkim.com
- FAX Number: 1 (888) 374-8040
- Phone: 1-800-207-2444

When contacting the Parts Support Center please provide:

- Dealer Name and P & A code
- Contact Name
- Phone number and E-mail address
- FSA #
- Include a VIN# for each part requested
- Part number and QTY being requested or question / concern regarding part

DEALER PRICE

For latest prices, refer to DOES II.

Safety Recall 05S28-S6

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
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Speed Control System Modification

PARTS RETENTION AND RETURN

After the claim is submitted, The Ford Warranty Parts Analysis Center (WPAC) may initiate an FCS 700 tag for the return of speed control deactivation switches. Do not return any removed parts unless you receive notice from PEARS (Parts Entry And Return System). Refer to your daily PEARS register for part disposition and return instructions.

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures."

EXCESS STOCK RETURN

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

DEALER Q & A**Q1. What vehicles are involved?**

A. Certain 1994-1996 model year Bronco, 1994-2002 F-150, 1994-1999 F-250 Light Duty (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood vehicles equipped with speed control.

Q2. Initially, the service fix for this recall involved replacing the Speed Control Deactivation Switch on all affected vehicles. Now the service fix is to install a fused jumper harness and only install a new switch if the old switch is leaking brake fluid. Why is Ford installing fused jumper harness instead of replacing all the switches?

A. Switch replacement is not necessary to address the concern. The fused jumper harness is effective in addressing the cause of the fire, which results from a system interaction due to the close proximity and orientation of the speed control system components.

Q3. The need to bring the vehicle in for both an interim and permanent modification (installation of a fused jumper harness) will be a significant inconvenience for our customers, what can I do to help address this?

A. To perform the service quickly and avoid the need for the customer to leave their vehicle, we are recommending that dealers perform the interim repair in the service write-up area.

Q4. Why is an interim repair required?

A. The interim repair is required because the part required to make the **necessary modification to the Speed Control System is not yet available**, and the circuit feeding the switch is energized at all times, even when the vehicle is not running. This means a fire could occur at any time, regardless of whether the Speed Control System is being used or whether the engine is running. The interim repair of disconnecting electrical power from the switch will prevent the switch from overheating. This interim repair will disable the Speed Control System.

Q5. So customers will not be able to use their Speed Control System until the modification is performed?

A. Correct. Although some customers may regard the inability to use their Speed Control System as an inconvenience, we believe this action is in the best interest of our customers' safety.

Q6. Can I just remove the fuse for the Speed Control System circuit?

A. No. Removing the fuse will disable more systems on the vehicle than just the Speed Control System.

Q7. Can the customer disconnect the Speed Control Deactivation Switch connector?

A. No. To ensure that the correct connector is disconnected, a dealership technician should perform this service.

Q8. Is the Speed Control Deactivation Switch located on the vehicle steering wheel?

A. No. The Speed Control Deactivation Switch is mounted to the brake master cylinder under the hood, and is not located on the steering wheel (see Attachment III, Figure 1).

Q9. Can customers avoid overheating the switch by not using the Speed Control System?

A. No. Because the electrical circuit to the Speed Control Deactivation Switch is always energized, not using the Speed Control System will not reduce the potential for overheating of the switch.

Q10. What if a customer refuses to have the interim repair performed?

A. Dealers may use the "Acknowledgement of Interim Service Offer" letter posted with this bulletin to document the customer's refusal of the interim repair. The signed letter should then be filed for future reference.

Safety Recall 05S28
Acknowledgement of Interim Service Offer

Ford Motor Company has announced safety recall 05S28 for certain 1994-2002 model year F-150, 1994-1999 F-250 Light Duty (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, 2002 Blackwood, and 1994-1996 Bronco vehicles equipped with speed control for the installation of a fused jumper harness due to the potential for the switch to overheat, smoke and cause a vehicle fire. Parts for the permanent modification are not currently available. Until parts are available, Ford Motor Company is offering an interim repair at no cost to the customer to disable the speed control system and eliminate the possibility of overheating, smoke and fire.

_____ has offered to conduct the interim repair on
(Dealership Name)

_____ to
(Vehicle Model) *(VIN)*

_____. The customer has chosen not to have the
(Customer Name)

interim repair completed after being informed that Ford Motor Company has announced Safety Recall 05S28 to prevent potential vehicle fires.

This form acknowledges that _____
(Dealership Name)

has offered the Safety Recall 05S28 interim repair on the above vehicle and

_____ has chosen not to have the interim service performed.
(Customer Name)

Dealer Service Manager Date

Customer signature Date



Frank M. Ligon
Director
Service Engineering Operations
Ford Customer Service Division

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

December 1, 2005

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

SUBJECT: Safety Recall 05S28-S7
Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW), 1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped With Speed Control
Speed Control System Modification

REASON FOR UPDATE

The purpose of this supplement is to announce that seed stocking of the new service part (Fused Jumper Harness) will begin the week of November 28, 2005, and to announce new repair procedures and labor operations for the repair of all affected vehicles. (See Attachment II for details.)

***NOTE:** All affected vehicles will receive the same repair. (There is no longer a different repair for the original population of vehicles and the vehicles added under Supplement #5.) Also, the Job Aids for Technician & Service Advisor and the Warranty Claims Administrator are no longer required because the availability of the fused jumper harness has simplified the repair procedure.*

AFFECTED VEHICLES

Year	Model
1994-1996	Bronco
1994-2002	F-150
2001-2002	F-150 SuperCrew
1994-1999	F-250 (Under 8500 GVW)
1997-2002	Expedition
1998-2002	Navigator
2002	Blackwood

REASON FOR THIS RECALL

The underhood Speed Control Deactivation Switch (SCDS) may overheat, smoke, or burn, which could result in an underhood fire. The potential for a fire exists regardless of whether speed control is being used or the engine is running.

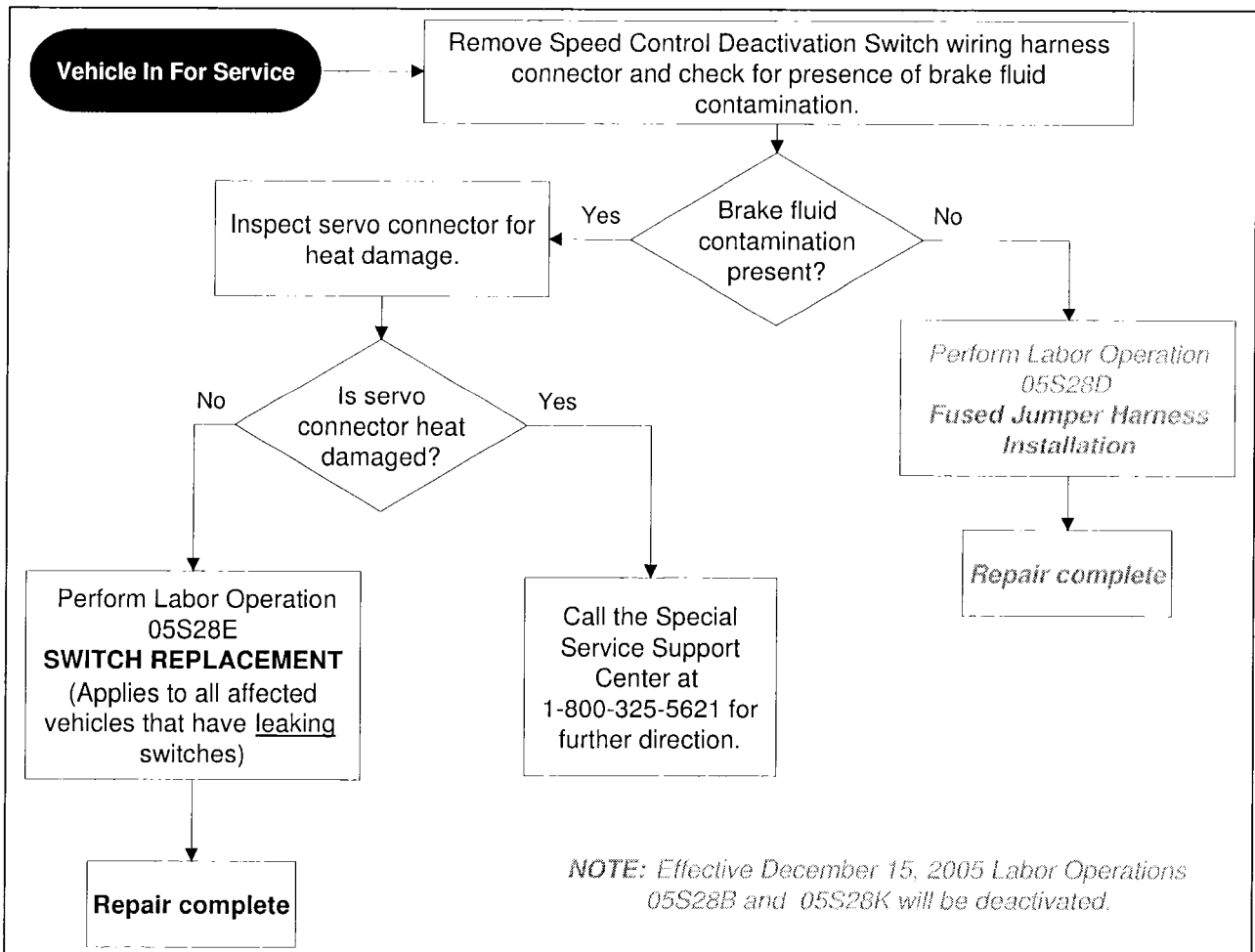
NEW SERVICE ACTION

A new repair procedure involving a fused jumper harness has been developed to service all the vehicles that remain open under this recall. All repairs are to be performed at no charge to the vehicle owner.

Repair Procedure For All Vehicles: Inspect speed control deactivation switch electrical connector for brake fluid contamination.

- No brake fluid contamination present: Dealers are to install the fused jumper harness (Base Part #14A411), which will close the recall.
- Brake fluid contamination present: If the connector is contaminated, dealers are to check the servo connector for heat damage. If the servo connector is heat damaged, dealers are to call the Special Service Support Center to obtain additional repair information. If the servo connector is not heat damaged, dealers are to install the Brake Repair Kit (9F924). This action will close the recall.

NEW Flow Chart – New Repair Procedure



OWNER NOTIFICATION MAILING SCHEDULE

Owners of Vehicles Included In The Original Population of Vehicles:

Owner letters were mailed in February 2005, with follow-up letters announcing part availability mailed in May 2005.

Owners of Vehicles Added Under Supplement #5:

NEW Owner post cards were mailed in November 2005 informing them that parts will be available beginning in late January 2006, and to contact their dealer for a service appointment in February 2006 (after open ordering begins).

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 before delivery.

ATTACHMENTS

Attachment I: Administrative Information

NEW Attachment II: Labor Allowances and Parts Ordering Information

NEW Attachment III: Technical Information (Installation of Fused Jumper Harness)

Attachment IV: Dealer Q & A

QUESTIONS?

Claims Information: 1-800-423-8851

Special Service Support Center (Dealer Only) Questions: 1-800-325-5621

Parts Support Center 1-800-207-2444

Sincerely,



Frank M. Ligon

Safety Recall 05S28-S7

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

OASIS ACTIVATED? OASIS was activated on September 7, 2005.

NOTE: This recall pertains to certain vehicles that have a factory installed speed control only. Ford offers a Genuine Accessory Speed Control kit that utilizes a production steering wheel identical to the factory-installed system. The Ford Accessory kit does not use a master cylinder mounted deactivation switch and, as a result, vehicles with this kit are not included in this recall. If a customer inquires about Safety Recall 05S28, and the VIN of their vehicle is not listed in OASIS under 05S28, the vehicle is not involved in the program.

FSA VIN LIST ACTIVATED? Yes

Available through FMCDDealer.com or at <https://web.fsavinlists.dealerconnection.com>. Owner names and addresses were made available the week of October 10, 2005.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

STOCK VEHICLES

Correct all affected units in your new vehicle inventory before delivery.

SOLD VEHICLES

- Owners of affected vehicles have been directed to contact dealers and schedule a service appointment beginning in February 2006.
- Beginning in February 2006, contact any of your affected owners identified in OASIS. Give the owner a copy of the customer notification letter and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

RELATED DAMAGE

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

ADDITIONAL LABOR TIME

If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.

Safety Recall 05S28-S7

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control

Speed Control System Modification

OWNER REFUNDS

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 05S28
 - Misc. Expense: REFUND
 - Misc. Expense: ADMIN
 - Misc. Expense: 0.2 Hrs.

RENTAL VEHICLES

The use of rental vehicles is not authorized for this program.

CLAIMS PREPARATION AND SUBMISSION

- **For vehicles prior to MODEL YEAR 1996: Enter the appropriate labor operation and its respective labor time on the claim. (The system will not automatically price the labor operation.)**
- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- Refer to ACESII manual for claims preparation and submission information.
- * **NEW!** *Effective December 15, 2005, Labor Operations 05S28B and 05S28K will be deactivated.*
- * **NEW!** *Claims for Labor Operations 05S28B (replaced by 05S28D) and 05S28K (no longer required), with repair dates on or after December 15, 2005, will not be accepted.*

Safety Recall 05S28-S7

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

LABOR ALLOWANCES

Description	Labor Operation	Labor Time
NEW! FUSED JUMPER HARNESS INSTALLATION: <i>Inspect the speed control deactivation switch electrical connector for brake fluid contamination. If no contamination is present, install fused jumper harness.</i>	05S28D	0.2 Hour
LEAKING SWITCH REPLACEMENT: <i>Inspect the speed control deactivation switch electrical connector for brake fluid contamination. If contamination is present, check servo harness connector for heat damage, and blow brake fluid from the speed control switch and servo wiring harness connectors. Install Brake Repair Kit (Speed Control Deactivation Switch Kit), and apply electrical grease to the servo harness connector.</i>	05S28E	0.4 Hour

NEW! **NOTE:** *Effective December 15, 2005, the following Labor Operations will be deactivated:*

- * Labor Operation 05S28B (Replaced by Labor Operation 05S28D)
- * Labor Operation 05S28K (Switch Disconnect – no longer required)

PARTS REQUIREMENTS / ORDERING INFORMATION

Part Number	Description	Usage	Quantity
4W1Z-14A411-BC (Package of 10)	Package of Fused Jumper Harnesses	All affected vehicles with non-leaking switches.	1 part per repair (One package services 10 vehicles.)
1L1Z-9F924-AA Motorcraft Part # SW-6350	Brake Repair Kit (Speed Control Deactivation Switch Kit)	All affected vehicles with leaking switches.	1 (One kit services one vehicle.)

The DOR/COR for this program is 50346. This number identifies parts ordered or seeded for this recall through the Parts Support Center (1-800-207-2444).

NEW! *The Fused Jumper Harness will be seed stocked to dealers beginning the week of November 28, 2005 (See table below for weekly part seed volumes). FCSD will be seeding approximately 100,000 pieces (10,000 packs) weekly. The majority of the seed stock shipments will occur late in the week. The seed stock will be for approximately 2% of your involved vehicle listing. **Each package contains 10 Fused Jumper Harnesses, which will service 10 vehicles.** Some small dealers will not receive a seed stock shipment each week.*

If additional seed stock is required prior to open ordering (January 23, 2006), please call the Parts Support Center at 1-800-207-2444.

Safety Recall 05S28-S7

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150/250 (Under 8500 GVW),
1997-2002 Expedition, 1998-2002 Navigator, and 2002 Blackwood Vehicles Equipped
With Speed Control
Speed Control System Modification

Open ordering of the Fused Jumper Harness is estimated to begin the week of January 23, 2006.

Number of Dealer Involved Vehicles	Seed Volume	Frequency
1 – 500 vehicles	10 parts (One Pack)	Every other week
501 or more vehicles	2% of FSA VIN List *	Weekly

* Your FSA VIN List is available through either <https://web.fsavinlists.dealerconnection.com> or <http://FMCDealer.com>.

PARTS SUPPORT CENTER

Dealers may use any of the following methods to contact the Parts Support Center for questions, assistance regarding recall parts, need for additional seed stock or FSA VIN list concerns:

- E-mail: Ford@Renkim.com
- FAX Number: 1-734-374-1030
- Phone: 1-800-207-2444

When contacting the Parts Support Center please provide:

- Dealer Name and P & A code
- Contact Name
- Phone number and E-mail address
- FSA #
- Part number and quantity being requested

DEALER PRICE

For latest prices, refer to DOES II.

PARTS RETENTION AND RETURN

After the claim is submitted, The Ford Warranty Parts Analysis Center (WPAC) may initiate an FCS 700 tag for the return of speed control deactivation switches. Do not return any removed parts unless you receive notice from PEARS (Parts Entry And Return System). Refer to your daily PEARS register for part disposition and return instructions.

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures."

EXCESS STOCK RETURN

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

DEALER Q & A

Q1. *Do vehicles that have the speed control deactivation switch replaced with the 9F924 Brake Repair Kit need to have a fused jumper harness installed?*

A. No, vehicles repaired with the 9F924 Brake Repair Kit do not require the installation of a fused jumper harness since the kit uses a new design switch.

Q2. **Initially, the service fix for this recall involved replacing the Speed Control Deactivation Switch on the original population of vehicles. Now the service fix is to install a fused jumper harness and only install a new switch if the old switch is leaking brake fluid. Why is Ford installing fused jumper harness instead of replacing all the switches?**

A. Ford has determined that switch replacement is not necessary to address the concern. The fused jumper harness is effective in addressing the cause of the fire, which results from a system interaction due to the close proximity and orientation of the speed control system components.

Q3. **Is the Speed Control Deactivation Switch located on the vehicle steering wheel?**

A. No. The Speed Control Deactivation Switch is mounted to the brake master cylinder under the hood, and is not located on the steering wheel (see Attachment III, Figure 1).

Q4. **Can customers avoid overheating the switch by not using the Speed Control System?**

A. No. Because the electrical circuit to the Speed Control Deactivation Switch is always energized, not using the Speed Control System will not reduce the potential for overheating of the switch.

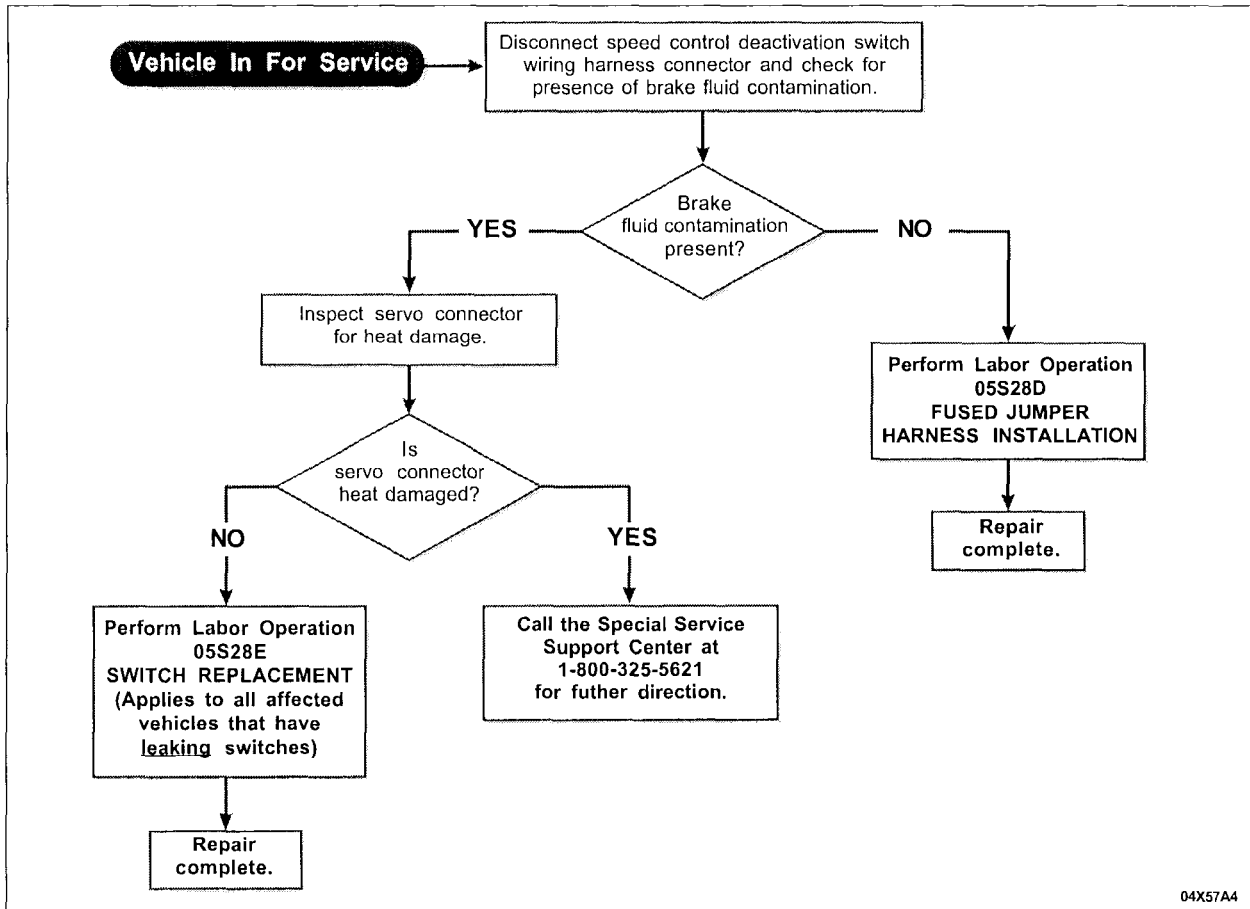
**CERTAIN 1994-1996 MODEL YEAR BRONCO,
1994-2002 F-150/250 (UNDER 8500 GVW), 1997-2002 EXPEDITION,
1998-2002 NAVIGATOR AND 2002 BLACKWOOD VEHICLES EQUIPPED
WITH SPEED CONTROL — SPEED CONTROL SYSTEM MODIFICATION**

OVERVIEW

This program involves performing an inspection procedure to determine which repairs to the speed control system must be performed; either installation of a fused jumper harness or replacement of the speed control deactivation switch. A flow chart has been developed to direct you to the proper service actions. See Figure 1.

NOTE: Disconnecting the battery is no longer required when performing these repairs.

NEW



04X57A4

FIGURE 1



INSPECTION – ALL AFFECTED VEHICLES

1. Disconnect the speed control deactivation switch located on the brake master cylinder and inspect the harness connector for the presence of brake fluid. See Figure 2.
 - If no brake fluid is present:
 - install the fused jumper harness (Labor Operation D).
 - If brake fluid is present, disconnect the speed control servo and inspect the vehicle harness connector for heat damage. See Figure 3.
 - If no heat damage is found at the speed control servo connector (even if there is presence of brake fluid in the connector), proceed to Labor Operation E.
 - If the speed control servo connector is heat damaged, call the Special Service Support Center at 1-800-325-5621 for further instructions.

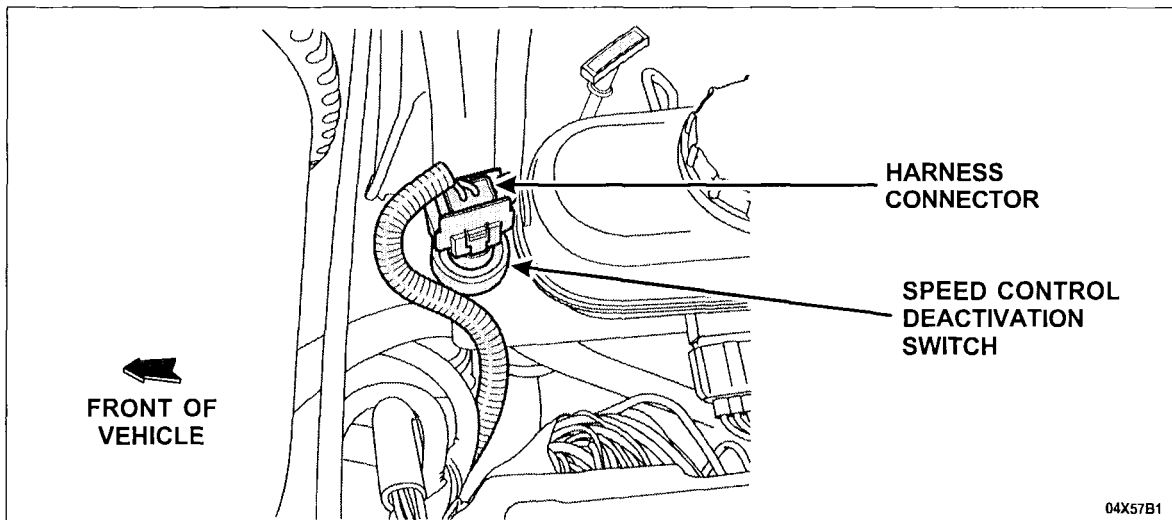


FIGURE 2

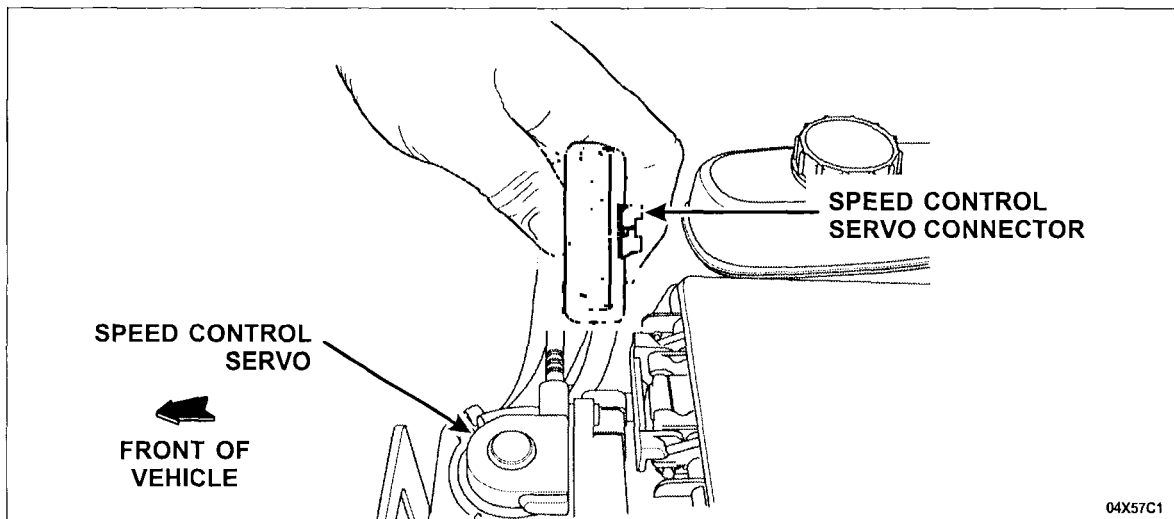


FIGURE 3



LABOR OPERATION D – APPLIES TO VEHICLES WITH NON-LEAKING SWITCHES

1.
 - a) Connect the fused jumper harness (14A411) to the speed control deactivation switch and the vehicle harness.
 - b) Position the harness alongside the existing harness, located below the master cylinder, so that the fuse holder is higher than the rest of the jumper harness. This will cause any water that enters the engine compartment and gets on the jumper harness to run downhill away from the fuse holder.
 - c) Secure the jumper to the existing harness with tie straps, making sure the fuse holder is positioned vertically with the cap facing upwards. Wrap the tie straps underneath, then over the top of the existing harness and verify proper fuse holder orientation. See Figure 4.
2. Release the vehicle.

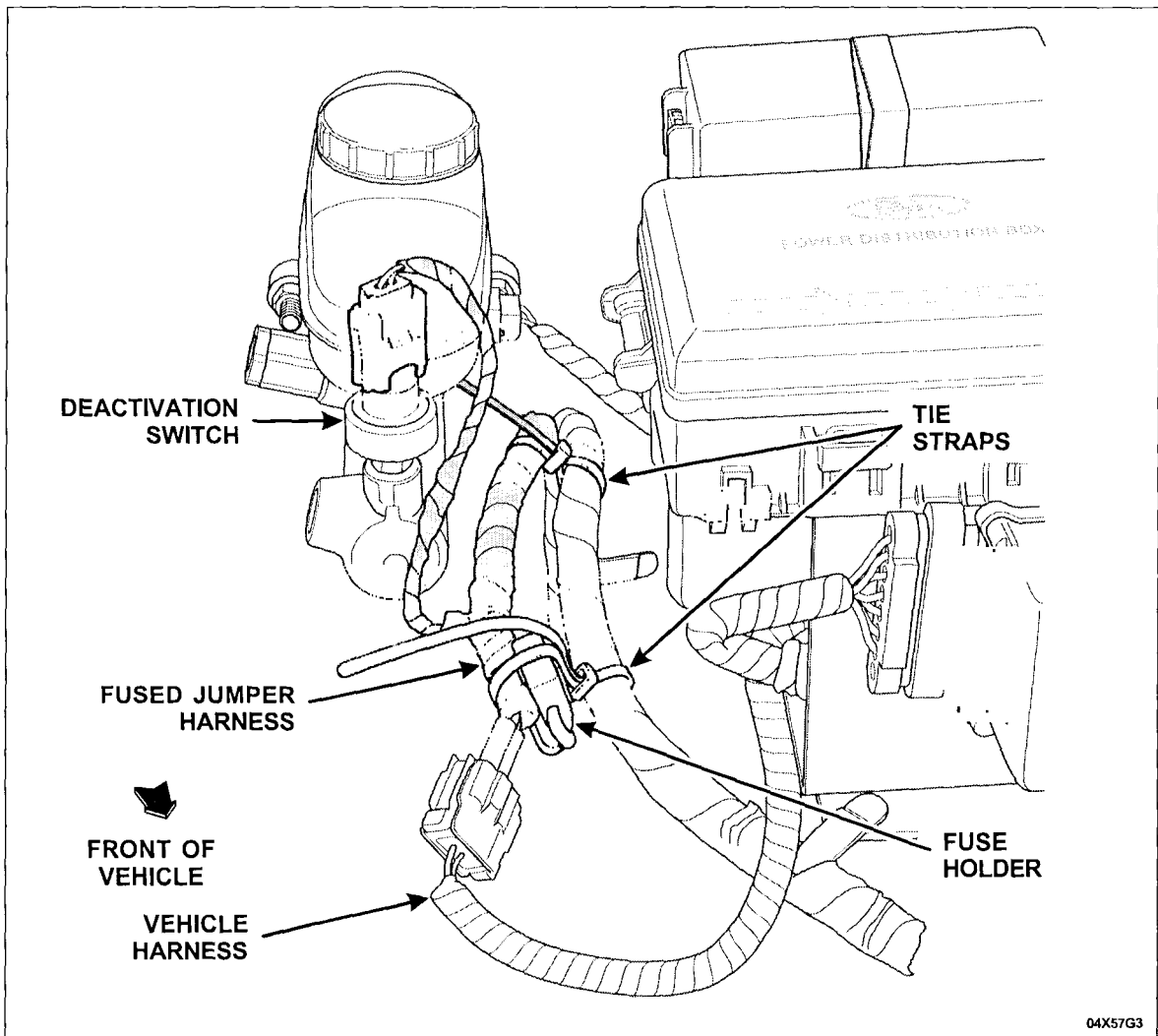


FIGURE 4



LABOR OPERATION E – APPLIES TO VEHICLES WITH LEAKING SWITCHES

1. **CAUTION:** Do not allow any foreign material to enter the master cylinder port once the deactivation switch is removed.

Remove the speed control deactivation switch from the brake master cylinder.

2. **CAUTION: DO NOT** apply fluid to the electrical connector.

Add a few drops of Motorcraft High Performance DOT 3 Brake Fluid, PM-1, to the fluid port at the threaded end of the **new** deactivation switch. See Figure 5.

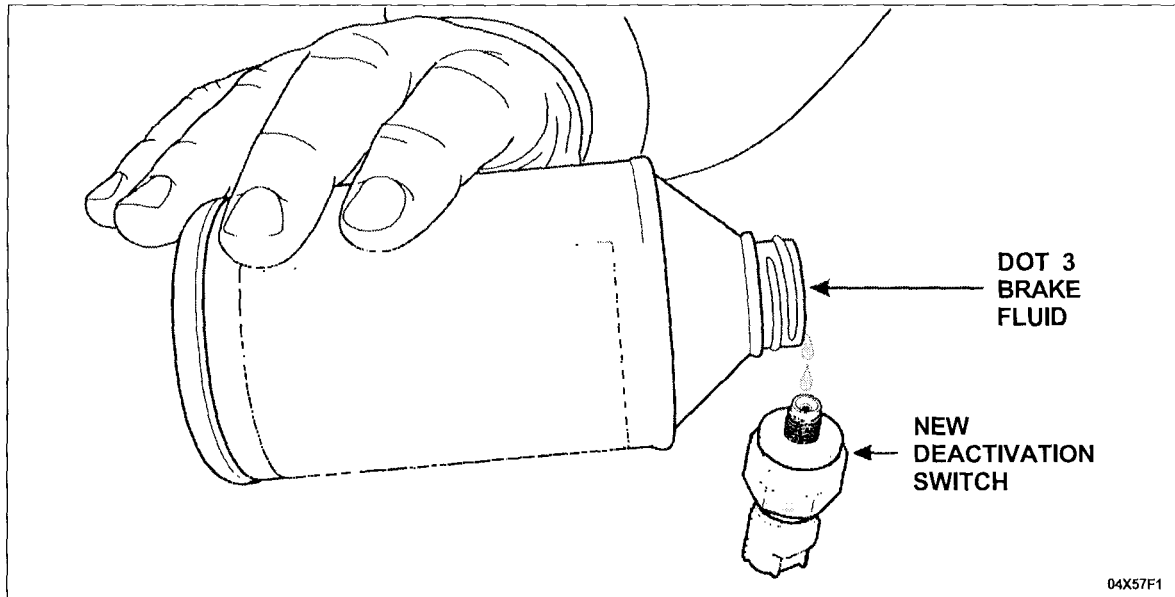


FIGURE 5

3. Install the **new** speed control deactivation switch into the master cylinder and tighten to 18 Nm (13 lb-ft).
4. With the speed control servo disconnected, use shop air *only* to blow the speed control deactivation switch harness electrical connector and the servo connector dry of any trace of brake fluid. **DO NOT USE ANY TYPE OF SOLVENT TO CLEAN THE CONNECTORS.**
5. Apply Ford Electrical Grease F8AZ-19G208-AA into each cavity of the servo vehicle harness connector *only*. It is not necessary to apply grease to the servo side of the connector.
6. Reconnect the servo connector.
7. Install the adapter jumper harness by connecting it to both the deactivation switch and the vehicle harness. Using the provided tie strap, secure the jumper harness to a nearby component such as the speed control cable or another wire harness.
8. Check the brake fluid level in the master cylinder and adjust if necessary.
9. Release the vehicle.





Frank M. Ligon
 Director
 Service Engineering Operations
 Ford Customer Service Division

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

August 28, 2006

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

SUBJECT: Safety Recall 05S28 - Supplement #9
 Certain 1994-1996 Model Year Bronco, 1994-2002 F-150 through F-550, 1997-2002 Expedition, 1998-2002 Navigator, 2002 Blackwood, 1994-1996 E-150/250/350, 1996-2002 E-450, 2000-2002 Excursion, and 1998 Explorer and Mountaineer vehicles equipped with Speed Control – Speed Control System Modification

New! REASON FOR SUPPLEMENT #9

The purpose of this supplement is to:

- *Announce new, more robust, electrical grease called "**Electrical Grease II**". This new electrical grease is to be used when performing Labor Operation 05S28E.*
- *Update the technical instructions to direct technicians to use the Electrical Grease II.*
- *Update the claiming instructions in Attachment I to reflect the cost of the new electrical grease.*
- *Highlight unique Speed Control Deactivation Switch location and accessibility on E-450 applications.*

AFFECTED VEHICLES*

Year	Model*
1994-1996	Bronco
1994-2002	F-150 Through F-550
1997-2002	Expedition
1998-2002	Navigator
2002	Blackwood
1994-1996	E-150/250/350
1996-2002	E-450
2000-2002	Excursion
1998	Explorer and Mountaineer

* Vehicles equipped with diesel engines are not affected.

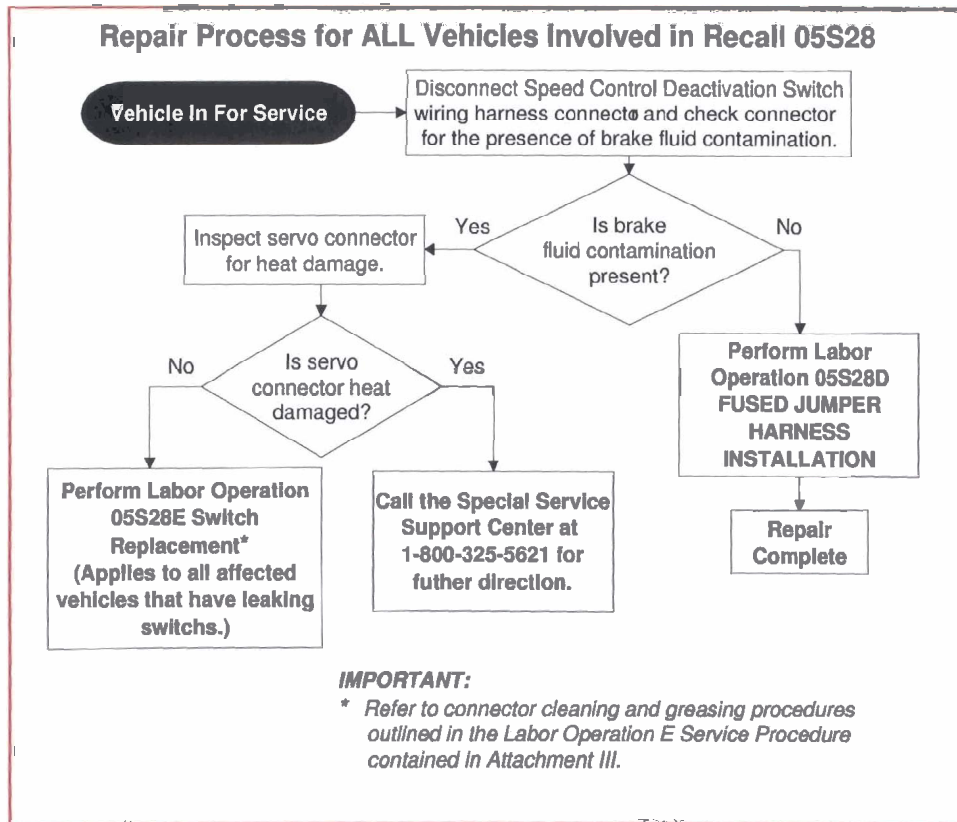
REASON FOR THIS RECALL

The underhood Speed Control Deactivation Switch (SCDS) may overheat, smoke, or burn, which could result in an underhood fire. The potential for a fire exists regardless of whether speed control is being used or the engine is running.

New! SERVICE ACTION

At no charge to the vehicle owner, dealers are to:

- Disconnect Speed Control Deactivation Switch wiring harness connector and check the connector for presence of brake fluid contamination on all affected vehicles.
- **If the Speed Control Deactivation Switch electrical connector is not contaminated with brake fluid:** Install the Fused Jumper Harness.
- **If the Speed Control Deactivation Switch electrical connector is contaminated with brake fluid:** Using compressed shop air, blow dry the Speed Control Servo electrical connector and the speed control switch harness connector. *Apply Electrical Grease II* to the servo connector and to the speed control switch adapter jumper harness male pin connector. Install the Brake Repair Kit (Speed Control Deactivation Switch Kit).



OWNER NOTIFICATION MAILING SCHEDULE

Owner mailing for owners of vehicles added under Supplement #8 will be completed the week of August 14, 2006.

PLEASE NOTE:

Federal law requires dealers to complete any outstanding 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 before delivery.

New! ATTACHMENTS

<i>Attachment I:</i>	<i>Administrative Information</i>
<i>Attachment II:</i>	<i>Labor Allowances and Parts Ordering Information</i>
<i>Attachment III:</i>	<i>Technical Information</i>
<i>Attachment IV:</i>	<i>Dealer Q & A</i>

QUESTIONS?

Special Service Support Center (Dealer Only) Questions: 1-800-325-5621

Sincerely,



Frank M. Ligon

Safety Recall 05S28 - Supplement #9

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150 through F-550, 1997-2002 Expedition, 1998-2002 Navigator, 2002 Blackwood, 1994-1996 E-150/250/350, 1996-2002 E-450, 2000-2002 Excursion, and 1998 Explorer and Mountaineer vehicles equipped with Speed Control – Speed Control System Modification

OASIS ACTIVATED?

Yes, OASIS was activated for the vehicles added under Supplement #8 on August 3, 2006.

NOTE: This recall pertains to certain vehicles that have a factory installed speed control only. Ford offers a Genuine Accessory Speed Control kit that utilizes a production steering wheel identical to the factory-installed system. The Ford accessory kit does not use a master cylinder mounted deactivation switch and, as a result, vehicles with this kit are not included in this recall. If a customer inquires about Safety Recall 05S28, and the VIN of their vehicle is not listed in OASIS under 05S28, the vehicle is not involved in the program.

FSA VIN LIST ACTIVATED?

Yes. Owner names and addresses for all affected vehicles are available through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com>.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

STOCK VEHICLES

Correct all affected units in your vehicle inventory before delivery.

SOLD VEHICLES

- Immediately contact any of your affected owners identified in OASIS. Give the owner a copy of the customer notification letter and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

RELATED DAMAGE

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

ADDITIONAL LABOR TIME

If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.

Safety Recall 05S28 - Supplement #8

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150 through F-550, 1997-2002 Expedition, 1998-2002 Navigator, 2002 Blackwood, 1994-1996 E-150/250/350, 1996-2002 E-450, 2000-2002 Excursion, and 1998 Explorer and Mountaineer vehicles equipped with Speed Control – Speed Control System Modification

OWNER REFUNDS

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close out the VIN for this recall.**
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 05S28
 - Misc. Expense: REFUND
 - Misc. Expense: ADMIN
 - Misc. Expense: 0.2 Hrs.

RENTAL VEHICLES

The use of rental vehicles is not authorized for this program.

CLAIMS PREPARATION AND SUBMISSION

- **For vehicles prior to MODEL YEAR 1996: Enter the appropriate labor operation and its respective labor time on the claim. (The system will not automatically price the labor operation.)**
- Enter claims using Direct Warranty Entry (DWE).
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked.
- **New!** Claiming Information for **Electrical Grease II** (Submit on same repair line as repair.)
 - Program Code: 05S28
 - Misc. Expense: OTHER
 - Misc. Expense: \$6.07

NOTE: Electrical Grease II can only be claimed when Labor Operation 05S28E is claimed. (Do not claim as "Normal Shop Supplies".)

- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 05S28 - Supplement #9

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150 through F-550, 1997-2002 Expedition, 1998-2002 Navigator, 2002 Blackwood, 1994-1996 E-150/250/350, 1996-2002 E-450, 2000-2002 Excursion, and 1998 Explorer and Mountaineer vehicles equipped with Speed Control – Speed Control System Modification

LABOR ALLOWANCES

Description	Labor Operation	Labor Time
FUSED JUMPER HARNESS INSTALLATION: Inspect the Speed Control Deactivation Switch electrical connector for brake fluid contamination. If no contamination is present, install fused jumper harness.	05S28D	0.2 Hour
New! LEAKING SWITCH REPLACEMENT: Inspect the Speed Control Deactivation Switch electrical connector for brake fluid contamination. If contamination is present, check servo harness connector for heat damage, and blow brake fluid from the speed control switch and the servo wiring harness connectors. <i>Apply Electrical Grease II to both the servo harness connector and to the switch adapter jumper harness connector (contained in the Brake Repair Kit) before connecting it to the vehicle harness.</i> Install new Speed Control Deactivation Switch.	05S28E	0.4 Hour

PARTS REQUIREMENTS / ORDERING INFORMATION

Part Number	Description	Usage	Quantity
4W1Z-14A411-BC (Package of 10)	Fused Jumper Harnesses. (Package of 10)	All affected vehicles with <u>non-leaking</u> Switches.	1 per repair (One package services 10 vehicles.)
1L1Z-9F924-AA Motorcraft Part # SW-6350	Brake Repair Kit (Kit Contents: One Speed Control Deactivation Switch & one Adapter Jumper Harness.)	All affected vehicles with <u>leaking</u> switches.	1 (One kit services one vehicle.)
New! Motorcraft Part #: XG-15-A	Electrical Grease II - <u>One</u> 3 ounce tube (NOTE: The original XG-12 Electrical Grease came in a package of <u>four</u> 3 three ounce tubes.)	All affected vehicles with <u>leaking</u> switches. (Use with Labor Operation 05S28E <u>only</u> .)	One 3 ounce tube will service 10 vehicles.

DEALER PRICE

For latest prices, refer to DOES II.

Safety Recall 05S28 - Supplement #9

Certain 1994-1996 Model Year Bronco, 1994-2002 F-150 through F-550, 1997-2002 Expedition, 1998-2002 Navigator, 2002 Blackwood, 1994-1996 E-150/250/350, 1996-2002 E-450, 2000-2002 Excursion, and 1998 Explorer and Mountaineer vehicles equipped with Speed Control – Speed Control System Modification

PARTS RETENTION AND RETURN

After the claim is submitted, the Ford Warranty Parts Analysis Center (WPAC) may initiate an FCS 700 tag for the return of speed control deactivation switches. Do not return any removed parts unless you receive notice from PEARS (Parts Entry And Return System). Refer to your daily PEARS register for part disposition and return instructions.

Follow the provisions of the Warranty and Policy Manual for “Parts Retention and Return Procedures”.

EXCESS STOCK RETURN

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

CERTAIN 1994-1996 MODEL YEAR BRONCO, 1994-2002 F-150 THROUGH F-550, 1997-2002 EXPEDITION, 1998-2002 NAVIGATOR, 2002 BLACKWOOD, 1994-1996 E-150/250/350, 1996-2002 E-450, 2000-2002 EXCURSION, AND 1998 EXPLORER AND MOUNTAINEER VEHICLES EQUIPPED WITH SPEED CONTROL — SPEED CONTROL SYSTEM MODIFICATION

OVERVIEW

This program involves inspecting the speed control deactivation switch connector for presence of brake fluid and then determining which repair to perform. A flow chart has also been developed to help direct you to the proper repair. See Figure 1.

IMPORTANT

1. Prior to performing each repair, the speed control deactivation switch harness connector must be carefully inspected for the presence of any brake fluid (evidence of a leaking switch).
2. If brake fluid is present:
 - a. the speed control deactivation switch harness electrical connector and the servo connector are blown dry of any trace of brake fluid (05S28E only).
 - b. Electrical Grease II (XG-15-A) is applied by the technician to the servo vehicle harness connector and the deactivation switch vehicle harness connector.

New, more robust, electrical grease (Electrical Grease II, Part # XG-15-A) is available. It is to be used when performing Labor Operation 05S28E. The instruction for Labor Operation 05S28E is revised with the part number for the new electrical grease. For all future 05S28 repairs, dealer technicians are directed to use Electrical Grease II XG-15-A where the original XG-12 was called for previously.



REPAIR FLOW CHART

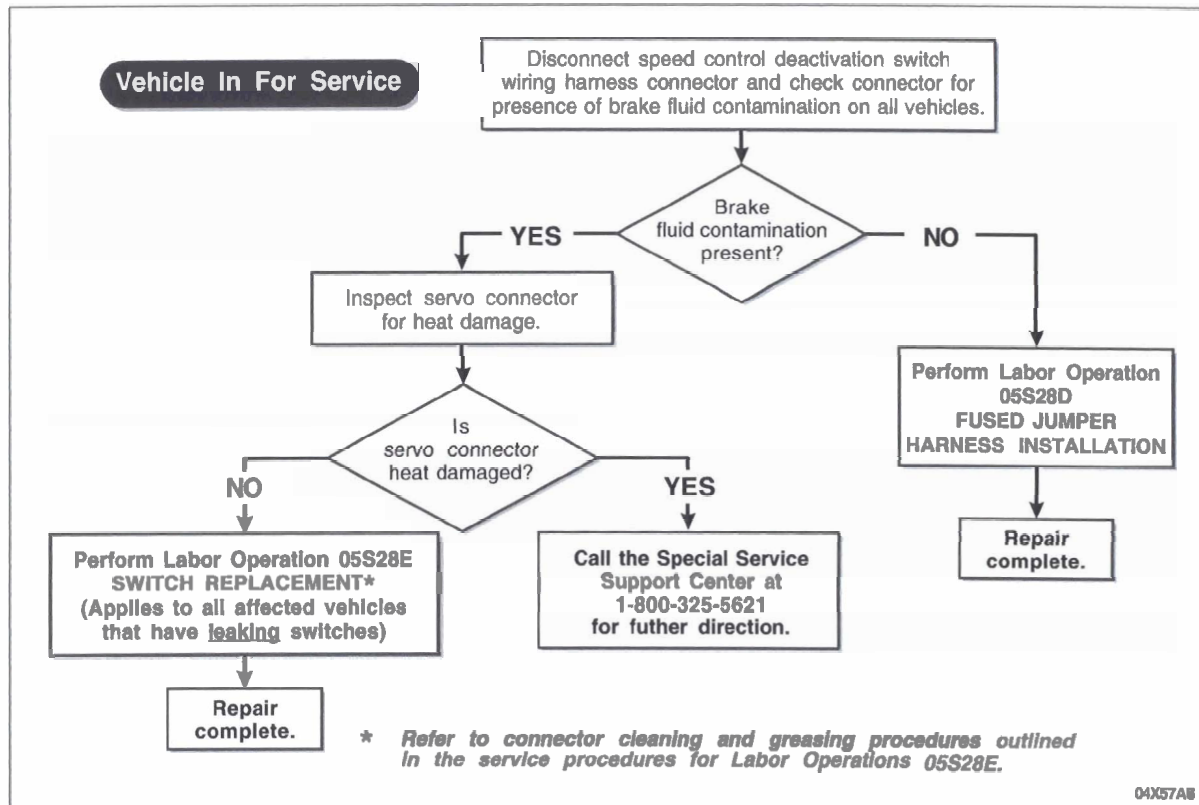


FIGURE 1

INSPECTION – ALL AFFECTED VEHICLES

1. **NOTE:** The location of the speed control deactivation switch on the front of the master cylinder varies on some applications. On most affected vehicles, it will be at the 12 O'clock position. On some, the switch may be at either the 8 O'clock or 5 O'clock positions. Access to the switch is straightforward in all applications except the E-450 where the coolant degas bottle must be positioned aside. It is not necessary to drain the cooling system or empty the degas bottle to move it.

On E-450 models only, remove the 3 screws and position the coolant degas bottle forward to allow access to the speed control deactivation switch and servo.



2. Disconnect the speed control deactivation switch located on the brake master cylinder and inspect the harness connector for the presence of brake fluid. See Figure 2.
 - If no brake fluid is present:
 - install the fused jumper harness (Labor Operation D).
 - If brake fluid is present, DISCONNECT THE SPEED CONTROL SERVO AND INSPECT THE VEHICLE HARNESS CONNECTOR FOR HEAT DAMAGE. See Figure 3.
 - If no heat damage is found at the speed control servo connector (even if there is presence of brake fluid in the connector), proceed to Labor Operation E.
 - If the speed control servo connector is heat damaged, call the Special Service Support Center at 1-800-325-5621 for further instructions.

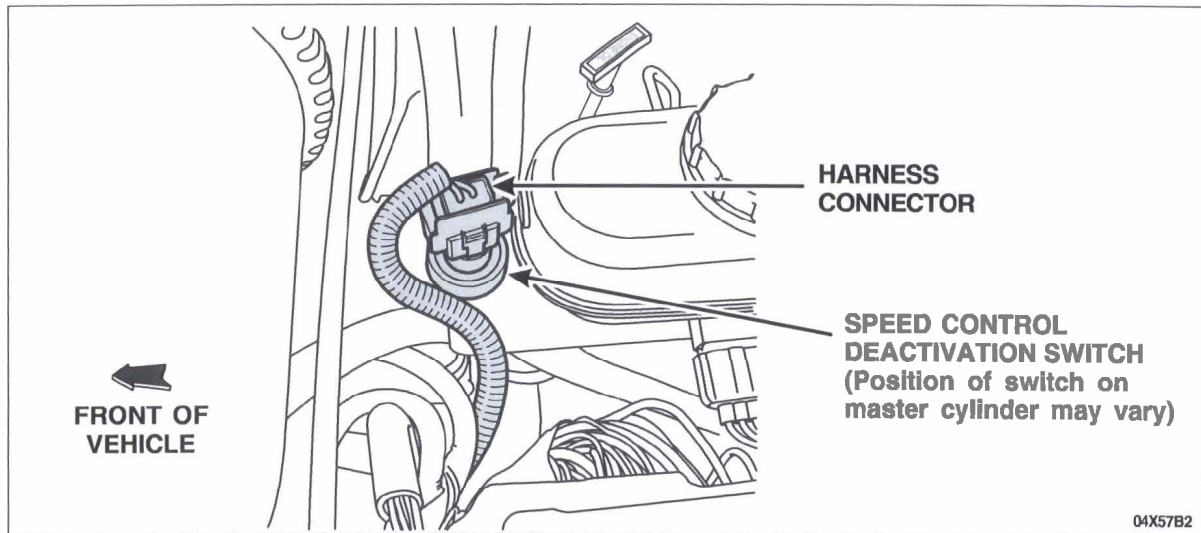


FIGURE 2

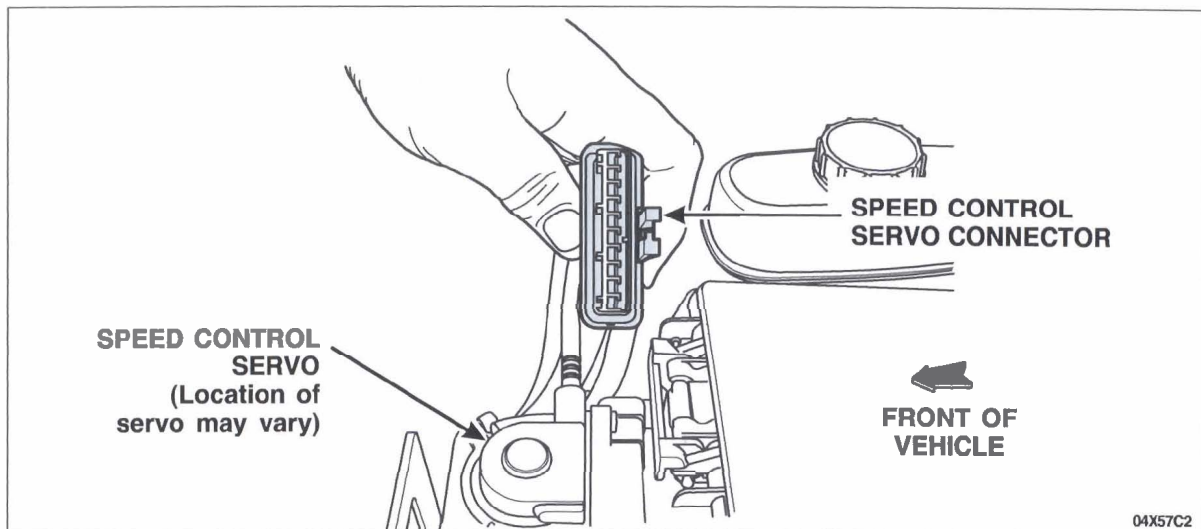


FIGURE 3



LABOR OPERATION D – APPLIES TO VEHICLES WITH NON-LEAKING SWITCHES

1. Connect the fused jumper harness (14A411) to the speed control deactivation switch and the vehicle harness.
2. On E-450 models, secure the 2-wire take out to the larger portion of the fused jumper harness before installation, as shown in Figure 5.
3. Position the harness alongside an existing harness, located below or alongside the master cylinder, so that the fuse holder is higher than the rest of the jumper harness. This will cause any water that enters the engine compartment and gets on the jumper harness to run downhill away from the fuse holder.
4. Secure the jumper to the existing harness with tie straps, making sure the fuse holder is positioned vertically with the cap facing upward. Wrap the tie straps underneath, then over the top of the existing harness and verify proper fuse holder orientation. See Figures 4 and 5.
5. Reinstall the coolant degas bottle (E-450 only), then release the vehicle.

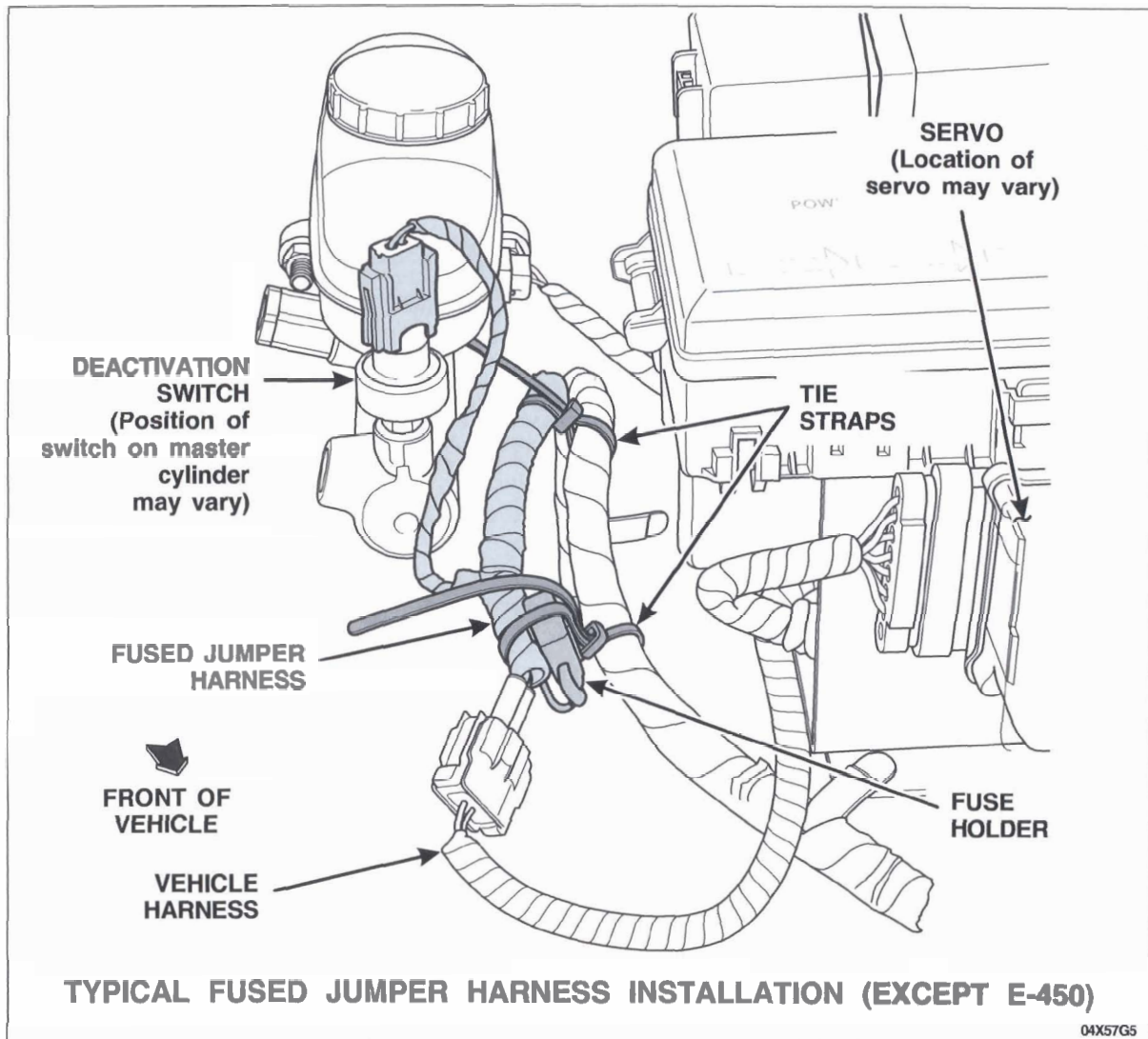


FIGURE 4



NEW

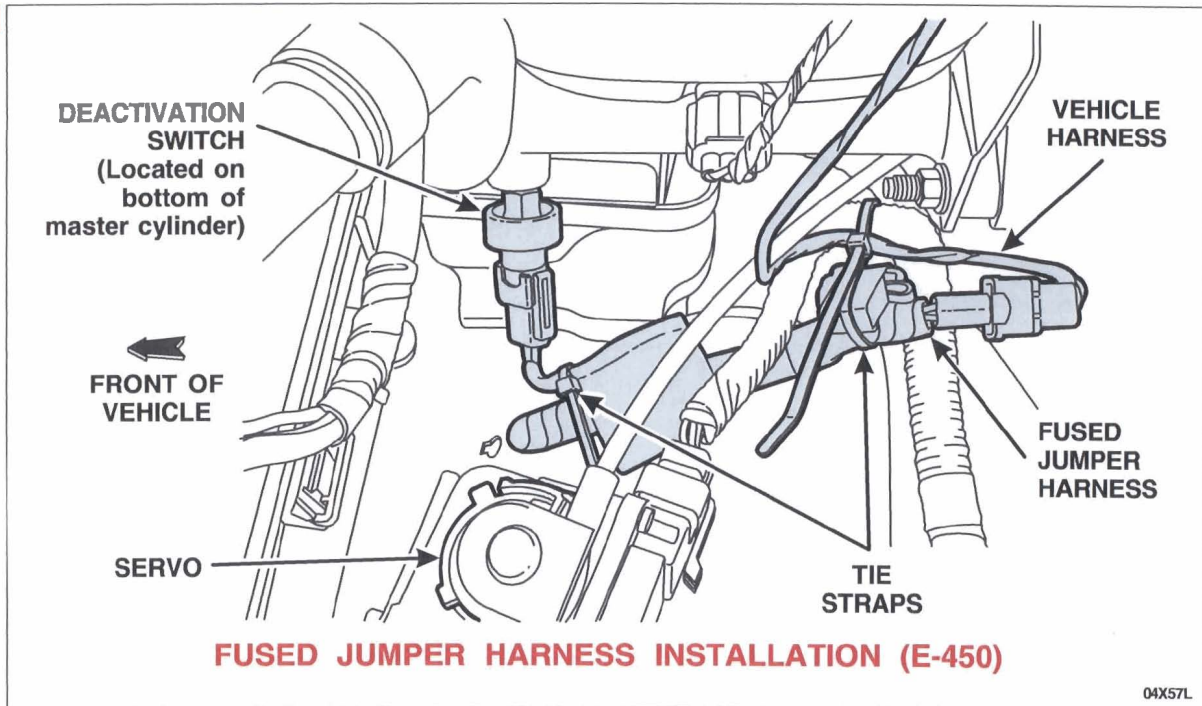


FIGURE 5



LABOR OPERATION E – APPLIES TO VEHICLES WITH LEAKING SWITCHES

1. **CAUTION: DO NOT** apply fluid to the electrical connector.

NEW

Add a few drops of Motorcraft High Performance DOT 3 Motor Vehicle Brake Fluid, PM-1or PM-1-C(US); CPM-1-C (Canada), to the fluid port at the threaded end of the *new* deactivation switch. See Figure 6.



FIGURE 6

2. **CAUTION: Do not** allow any foreign material to enter the master cylinder port once the deactivation switch is removed.

Remove the speed control deactivation switch from the brake master cylinder.



3. Install the *new* speed control deactivation switch into the master cylinder and tighten to 18 Nm (13 lb-ft).
4. **With the speed control servo disconnected, use shop air *only* to blow the speed control deactivation switch harness electrical connector and the servo connector dry of any trace of brake fluid. DO NOT USE ANY TYPE OF SOLVENT TO CLEAN THE CONNECTORS.**
5. Cut approximately 3 mm (1/8 in) off the grease tube applicator tip.
6. **Before installing the jumper harness, fill the vehicle harness end of the jumper (male pin connector end) with Motorcraft Electrical Grease II XG-15-A. See Figure 7.**

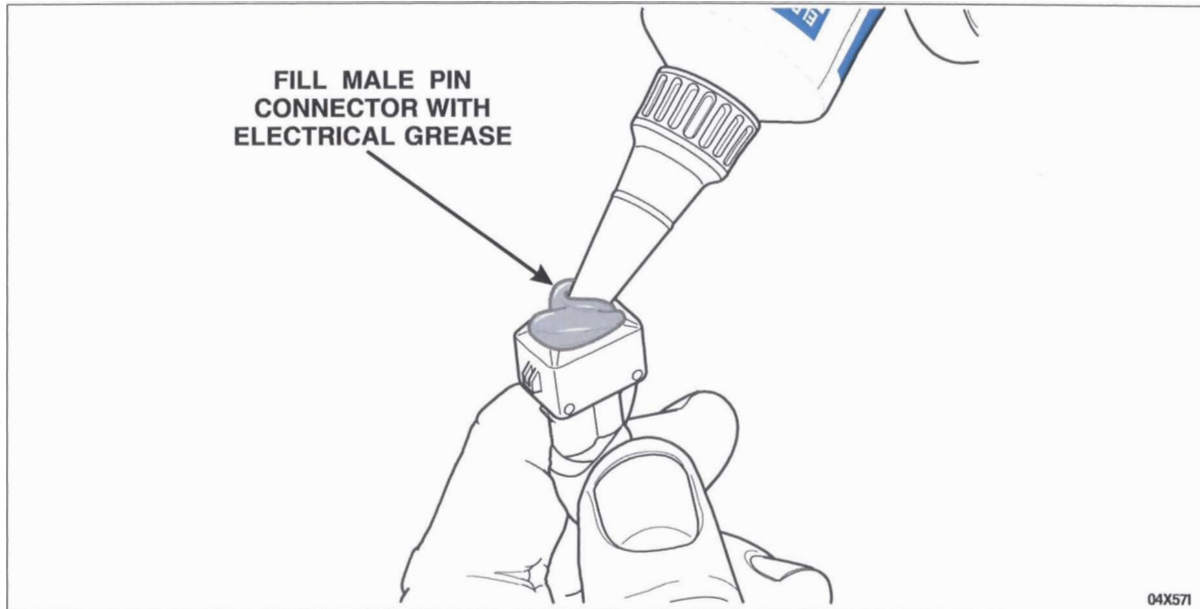


FIGURE 7



7. Install the adapter jumper harness by connecting it to both the deactivation switch and the vehicle harness. Using the provided tie strap, secure the jumper harness to a nearby component such as the speed control cable or another wire harness. See Figures 8 and 9.

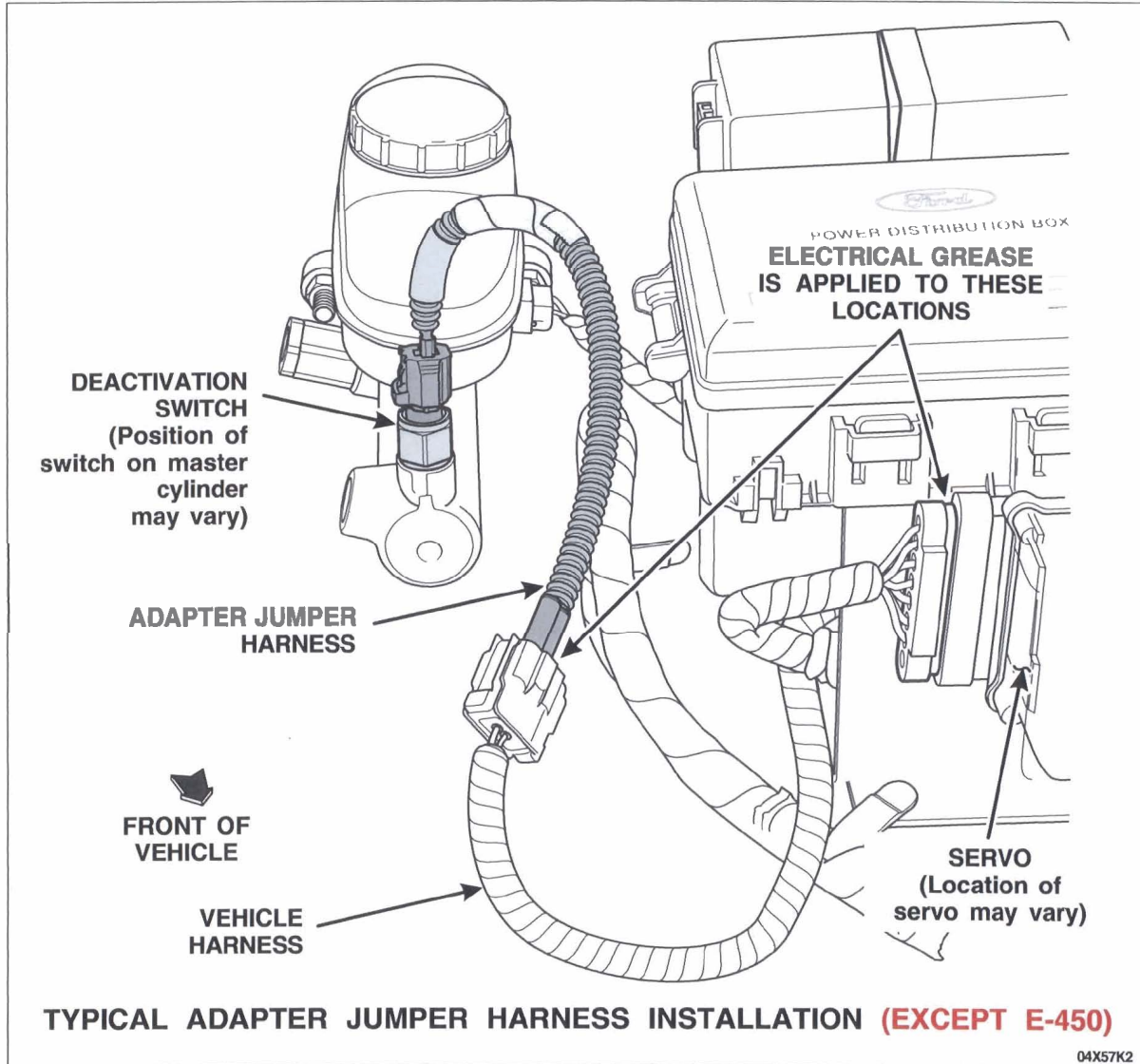


FIGURE 8



NEW

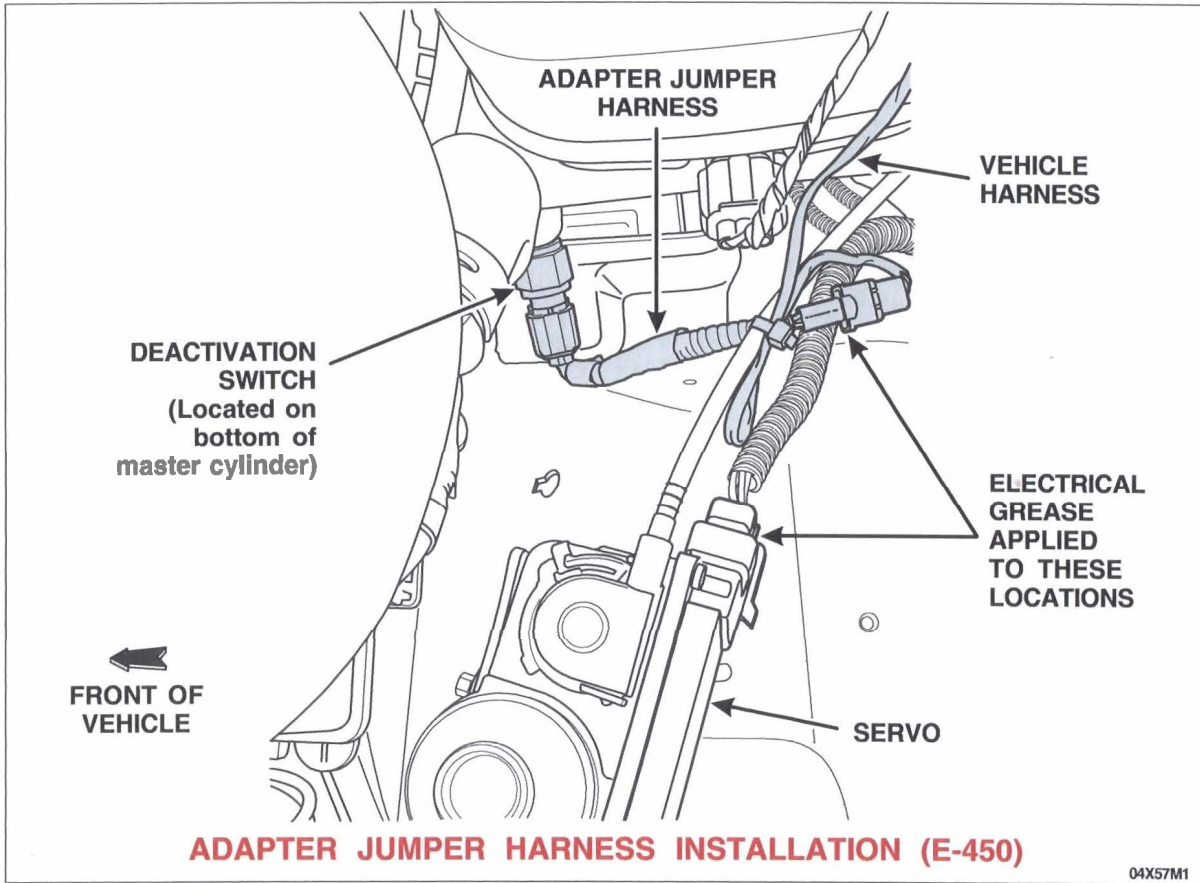


FIGURE 9



8. **CAUTION:** Be sure to apply an adequate amount of grease to the vehicle harness connector only. **DO NOT** apply the grease directly to the connector of the servo module.

NEW

Apply a 5 mm (3/16 in) high bead of Motorcraft Electrical Grease II XG-15-A across the entire width and length of the servo vehicle harness connector. See Figure 10.

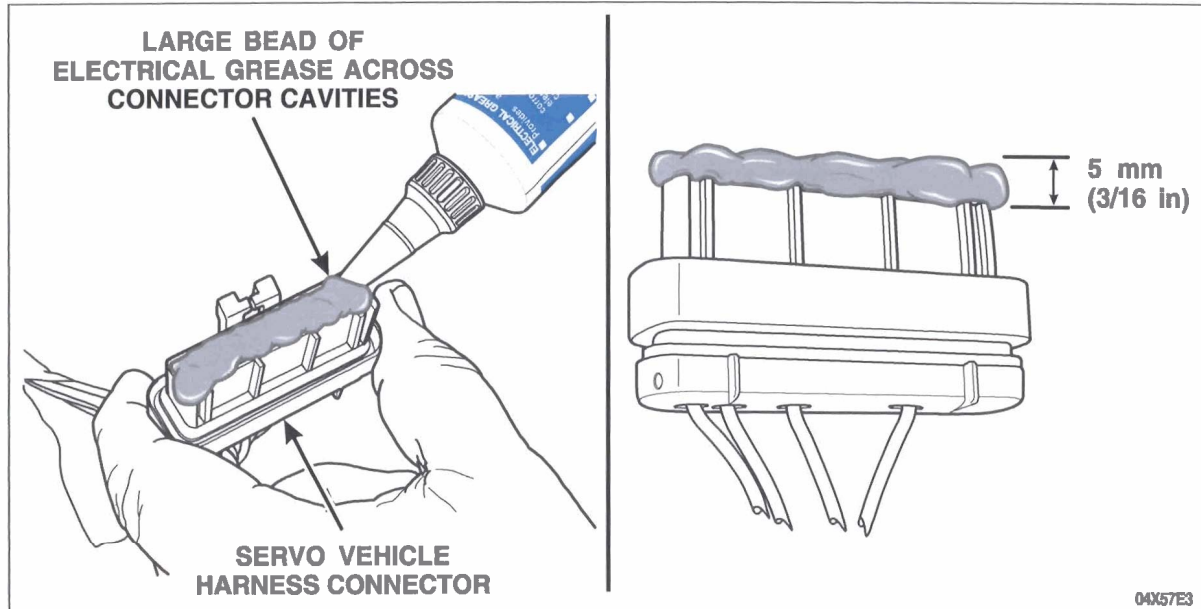


FIGURE 10

9. Reconnect the servo connector.
10. Check the brake fluid level in the master cylinder and adjust if necessary.
11. Reinstall the coolant degas bottle (E-450 only), then release the vehicle.



New! **DEALER Q & A**

Q1. *Why were these vehicles chosen to be added to the program while other vehicles built with the same Speed Control Deactivation Switch are not included in the program.*

A Ford has thoroughly investigated the potential for switch-related fires in other models and model years in cooperation with the National Highway Traffic Safety Administration. The other vehicles are not affected by the same factors that are found in the recall population. The investigation has shown that the effect of the system configuration of the recalled vehicles is different from other vehicles that use the same speed control deactivation switch. In the recalled vehicles, factors such as the specific orientation of the switch on the brake master cylinder and repeated high vacuum events may cause some speed control deactivation switches to be susceptible to brake fluid leaks and corrosion, which may result in the switch overheating.

Q2. *How should an affected vehicle, which had the latest level Speed Control Deactivation Switch (1L1Z-9F924-AA) installed before the 05S28 program, be serviced?*

A It should be assumed that the original Speed Control Deactivation Switch was replaced due to a leak, and as a result, the vehicle should be serviced as though it has a leaking switch (Labor Operation 05S28E).



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

August 2006

Safety Recall 05S28

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

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 1994-2002 F-250/350/450/550, 1994-1996 E-150/250/350, 1996-2002 E-450*, 2000-2002 Excursion, and 1998 Explorer and Mountaineer vehicles equipped with Speed Control. We apologize for this situation and want to assure you that, with your assistance, we will correct this condition. Our commitment, together with Ford and Lincoln Mercury dealers, is to provide you with the highest level of service and support.

* Includes motorhome applications.

What is the issue? On your vehicle, an underhood speed control deactivation switch may overheat, smoke, or burn, which could result in an underhood fire. This condition may occur either when the vehicle is parked or when it is being operated, even if the speed control is not in use.

What will Ford and your dealer do? Ford Motor Company has authorized your dealer to install a fused wiring harness into the speed control system of your vehicle free of charge (parts and labor).

How long will it take? The time needed for this repair is less than one-half day. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

What are we asking you to do? Please call your dealer without delay and request a service date for Recall 05S28. Provide the dealer with the Vehicle Identification Number (VIN) of your vehicle. The VIN is printed near your name at the beginning of this letter.

The vehicle owner is responsible for having this service action performed within a reasonable period of time. Ford Motor Company reserves the right to deny coverage for any vehicle damage that may result from failure to have this recall performed on a timely basis. Therefore, please have this recall performed as soon as possible.

If you do not already have a servicing dealer, you can access <http://www.genuineservice.com> for dealer addresses, maps, and driving instructions.

Fleet Owners: To locate a dealer, call 1-800-34FLEET. Representatives are available 9:00AM to 5:00PM Monday through Friday (Eastern Time Zone).

Motorhome Owners: To locate a dealer that services Motorhomes, call the Motorhome Customer Assistance Center toll free at 1-800-444-3311. Ford representatives are available 24 hours a day.

Please note: Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

**Have you
previously paid
for this repair?**

If you paid to remedy the issue addressed in this notice, you may be eligible for a refund.

To verify eligibility and expedite reimbursement, give your paid original receipt to your dealer.

Refund requests may be sent directly to Ford Motor Company. To request your refund from Ford, send the refund request with all required documentation, including your original repair receipt (no photocopies), to Ford Motor Company at P.O. Box 6251, Dearborn, Michigan 48121-6251. Refund requests mailed to this address may take up to 60 days to process. Your original receipt will be returned to you.

Detailed information regarding eligibility for Ford's reimbursement program and documentation requirements may be obtained by contacting the Ford Customer Relationship Center at 1-888-222-2751.

Owners who have previously paid for this repair still need to have the recall described in this letter performed.

**What if you no
longer own this
vehicle?**

If you no longer own this vehicle, and have an address for the current owner, please forward this letter to the new owner.

You received this notice because government regulations require that notification be sent to the last known owner of record. Our records are based primarily on state registration and title data, which indicate that you are the current owner.

**Can we assist
you further?**

If you have difficulty getting your vehicle repaired promptly and without charge, please contact your dealership's Service Manager for assistance.

If you still have concerns, please contact the Ford Motor Company Customer Relationship Center and one of our representatives will be happy to assist you. Call 1-888-222-2751. For the hearing impaired call 1-800-232-5952 (TDD). Office Hours are Monday through Friday 8AM – 5PM (Your Local Time)

If you wish to contact us through the Internet, our address is:
www.ownerconnection.com

Fleet Owners: If you still have concerns, please contact the Fleet Customer Information Center at 1-800-34-FLEET and one of our representatives will be happy to assist you. Representatives are available 9:00AM to 5:00PM Monday through Friday (Eastern Time Zone).

Or you may contact us through the internet at www.fleet.ford.com.

Motorhome Owners: If you still have concerns, please contact the Motorhome Customer Assistance Center toll free at 1-800-444-3311. Ford representatives are available 24 hours a day.

If you are still having difficulty getting your vehicle repaired in a reasonable time or without charge, you may write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S. W., Washington, D. C. 20590 or call the toll free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153) or go to <http://www.safercar.gov>.

Thank you for your attention to this important matter.

Sincerely,



Frank M. Ligon
Director
Service Engineering Operations