



Michael A. Berardi
Director
Service Engineering Operations
Ford Customer Service Division

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

January 28, 2008

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

SUBJECT: **Safety Recall 05S28 - Supplement #14:** 1992-2004 Multiple Vehicle Lines - Speed Control System Modification

REF: Safety Recall Bulletin 05S28 Supplement #13 dated September 5, 2007

A note from Ford to our dealers...

Ford Motor Company understands that Safety Recall 05S28 is very complex in nature, and the large volume of affected vehicles has placed additional workload on your front-line parts and service personnel. Service part supply shortfalls have resulted in unforeseen delays, leaving affected vehicle owners anxious to have repairs completed.

We appreciate your efforts in managing difficult situations with affected vehicle owners, and ask for your continued patience and support as we work through the remaining service part availability issues.

New! REASONS FOR THIS SUPPLEMENT

- *Inform dealers that parts are available to service certain vehicle applications (primarily car).*
- *Provide status on part availability to service the remaining vehicle applications (primarily truck).*
- *Inform dealers about the future availability of a Universal Fused Jumper Harness that will be used to service all affected vehicles under this program. This part, which will significantly reduce the complexity of the repair procedures, is expected to be available in the 2nd Quarter of 2008.*
- *Provide revised service procedures, part applications and Labor Operations for some vehicle applications (see Attachment II).*
- *Eliminate the option of performing the interim repair (disconnect) on 2001 and 2002 Ranger vehicles due to the potential of setting an ABS MIL/fault when the Speed Control is disconnected.*
- *Authorize dealers to perform final repairs on 2001 and 2002 Ranger vehicles that have previously had the interim repair performed. The final repair will consist of replacing the Speed Control Deactivation Switch.*
- *Remove 2002 Ranger non-FX4 vehicles built after 5/1/02 from the program (these vehicles do not contain a Speed Control circuit that is powered at all times).*

***** IMPORTANT NEW INFORMATION *****

The polarity of the speed control circuit varies within both the car and truck vehicle populations. If the polarity of the Fused Jumper Harness (FJH) does not match the circuit polarity of the vehicle, the fuse will not offer the intended protection in the event of an electrical short to ground. Therefore, the vehicles below will be subject to further repair under Safety Recall 08S01, which is expected to be published the week of February 4, 2008.

- *Certain truck vehicles previously repaired in accordance with prior bulletin repair direction.*
- *Certain car vehicles that were incorrectly repaired by dealers through the use of unauthorized repair parts.*

IMPORTANT NOTE: For all future repairs, dealers must reference the "Vehicle Application & Repair Chart" in Attachment II for each specific vehicle application to determine the correct service repair procedure and service part number.

- Differences in the circuit polarity make it **essential** that the correct fused jumper harness is installed in the specified vehicle application. This is necessary to ensure that the fuse is installed on the "positive" (B+) side of the Speed Control circuit.
- Differences in Speed Control Deactivation Switch (SCDS) activation pressures make it **essential** that the correct SCDS is installed in the specified vehicle application.

Part Availability:

Parts to service certain populations of vehicles are available in limited supply. Details are as follows:

Fused Jumper Harness (FJH) 8W7Z-14A411-BB

This part, which services certain car vehicle applications, is available in limited supply. Beginning the week of January 28, 2008, dealers will receive quantities in weekly "Seed Stock" shipments. Each dealer's allocation will be based upon their number of affected assigned vehicles.

Fused Jumper Harness (FJH) 4W1Z-14A411-BC

This part, which services certain car and truck vehicle applications, is no longer available. It will be superseded in the future by a Universal Fused Jumper Harness that will service all car and truck applications. Dealers with remaining inventory of the 4W1Z-14A411-BC SCDS part should refer to Attachment IV for usage applications.

Universal Fused Jumper Harness – Future Availability

The universal harness will contain a fuse in each side of the circuit to address polarity complexity issues, and a connector hardshell that is compatible with all original equipment Speed Control Deactivation Switches. The Universal Fused Jumper Harness, which will be available in the 2nd quarter of 2008, will significantly reduce the repair complexity of the program.

Speed Control Deactivation Switch (SCDS) / Brake Repair Kit 1L1Z-9F924-AA

This part, which services certain car and truck vehicle applications, is available in limited supply. Dealers are only authorized to use this part to service specific vehicle applications as described in the "Vehicle Application & Repair Chart" in Attachment II. Beginning the week of January 28, 2008, dealers will receive quantities in weekly "Seed Stock" shipments. Each dealer's allocation will be based upon their number of affected assigned vehicles.

Speed Control Deactivation Switch (SCDS) / Brake Repair Kit XW7Z-9F924-BA

This part, which services certain car vehicle applications, is available in limited supply. Dealers are only authorized to use this part to service specific vehicle applications as described in the "Vehicle Application & Repair Chart" in Attachment II. Beginning the week of January 28, 2008, dealers will receive quantities in weekly "Seed Stock" shipments. Each dealer's allocation will be based upon their number of affected assigned vehicles.

Affected Vehicles

Year	Model	Notes
1992-1998	Crown Victoria / Grand Marquis	▪ 1992 MY built after February 4, 1992 ▪ 1998 MY w/o Traction Assist built from Job #1 through October 31, 1997
1992-1998	Town Car	▪ 1992 MY built after February 4, 1992. ▪ 1998 MY w/o Traction Assist built from Job #1 through October 31, 1997
1993-1998	Mark VIII	
1993-1995	Taurus SHO A/T	
1994	Capri	
1998-2002	Ranger	Non-FX4 vehicles built prior to May 2, 2002
1998-2001	Explorer/Mountaineer	
2001-2002	Explorer Sport & Sport Trac	
1995-2002	F-53 Motorhome	
1993-1996	Bronco	
2003-2004	F-150 Lightning	
1993-2003	F-Series Under 8500 GVW	Built prior to October 31, 2002
1993-2003	F-Series Over 8500 GVW (All plants except Cuautitlan)	Built prior to November 4, 2002
1994-2003	F-Series Over 8500 GVW (Cuautitlan built only)	Built prior to January 7, 2003
1997-2002	Expedition	
1998-2002	Navigator	
2002-2003	Blackwood	
1992-2003	E-150/250/350	Built prior to January 1, 2003
1996-2003	E-450	Built prior to January 1, 2003
2002-2003	E-550	
2000-2003	Excursion	Built prior to November 4, 2002

Note: Diesel engine equipped vehicles are not affected.

Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit <https://web.fsavinlists.dealerconnection.com>.

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 inspect the Speed Control Deactivation Switch (SCDS) harness connector for the presence of brake fluid contamination on all affected vehicles. After the inspection, dealers are to perform the repairs as specified in the "[Vehicle Application & Repair Chart](#)" in Attachment II.

New! INTERIM REPAIR LETTER

Because truck owners have been notified of the parts shortage and the resulting need to perform interim repairs, it is no longer necessary that the dealer provide a copy of the interim repair letter to truck vehicle owners on which the interim repair is performed.

New! OWNER NOTIFICATION MAILING SCHEDULE

**Owners of vehicles that can be serviced with FJH 8W7Z-14A411-BB or SCDS XW7Z-9F924-BA
(Covers most car vehicle applications)**

Owner Letters informing vehicle owners that parts are available to perform final repairs will be mailed in phases, beginning the week of February 11, 2008. The volume and timing of the mailing phases will be determined based upon service part seed stocking and inventory levels.

All other vehicle owners (Note exception below)

Part availability status update letters will be mailed to all other owners in the February through March, 2008 timeframe. The letters will inform owners that service parts to perform permanent repairs on their vehicle will not be available until June, 2008, and encourage them to contact their dealer to have the interim repair performed at their earliest convenience.

Exception:

Owners of 2001 & 2002 Ranger vehicles that have previously had the interim repair performed, and as a result have the potential to set an ABS fault, will be notified in February, 2008 that parts are available to have the permanent repairs performed on their vehicle. These vehicle owners will be directed to contact their dealer to schedule the final service repair appointment at their earliest convenience.

PLEASE NOTE:

Federal law requires dealers to complete this 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 \$6,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

ATTACHMENTS

New!	Attachment I:	Administrative Information
New!	Attachment II:	Labor Allowances and Parts Ordering Information
New!	Attachment III:	Technical Information
New!	Attachment IV:	Usage for Obsolete Part #4W1Z-14A411-BC
New!	Attachment V:	Dealer Q & A
	Attachment VI:	Acknowledgement of Interim Service Offer
New!	Owner Letters	

QUESTIONS?

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

Sincerely,



Michael A. Berardi

Safety Recall 05S28 - Supplement #14
1992-2004 Multiple Vehicle Lines
Speed Control System Modification

OASIS ACTIVATED?

Yes, OASIS was activated August 2007.

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 are available 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

- Owners of affected vehicles will be directed to dealers for repairs.
- 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. Ford Motor Company reserves the right to deny coverage for related damage in cases where the vehicle owner has not had this recall performed within a reasonable period of time after receiving notification.

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 #14
1992-2004 Multiple Vehicle Lines
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 1997: Enter the appropriate labor operation and its respective labor time on the claim. (The labor time will not automatically appear with 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.
 - 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 05S28EE, 05S28MB, 05S28MX or 05S28RT is claimed. (Do not claim as "Normal Shop Supplies".)
- Refer to "**Vehicle Application & Repair Chart**" in Attachment II for Labor Operations, and the ACESII manual for claims preparation and submission information.

Safety Recall 05S28 - Supplement #14

1992-2004 Multiple Vehicle Lines
Speed Control System Modification

New! **LABOR ALLOWANCES** (*Labor allowances are contained in the chart below.*)

New! Vehicle Application & Repair Chart

Affected Vehicles and Model Years		NOTE: Repair claims will only be approved for repairs shown for each vehicle listed in this chart. Please call SSSC for exceptions.		
Model	Model Years	REPAIR, PART, AND LABOR OPERATON / LABOR TIME		
		(Dry) Non-leaking SCDS	(Wet) Leaking SCDS	If Parts Are Not Available
Town Car	1992-1995	(FJH) 8W7Z-14A411-BB Labor Op 05S28DD 0.2 Hrs.	(SCDS) XW7Z-9F924-BA Labor Op 05S28EE 0.4 Hrs.	Perform Interim Repair Labor Op 05S28MM 0.2 Hrs.
	1996-1998	(SCDS) XW7Z-9F924-BA Labor Op 05S28SD 0.3 Hrs.		
Crown Victoria & Grand Marquis	1992-1998	(FJH) 8W7Z-14A411-BB Labor Op 05S28DD 0.2 Hrs		
Mark VIII	1993	(SCDS) XW7Z-9F924-BA Labor Op 05S28MS 0.6 Hrs	(SCDS) XW7Z-9F924-BA Labor Op 05S28MB 0.9 Hrs	Perform Interim Repair Labor Op 05S28PP 0.5 Hrs.
	1994-1995	(SCDS) XW7Z-9F924-BA Labor Op 05S28MW 0.4 Hrs.	(SCDS) XW7Z-9F924-BA Labor Op 05S28MX 0.6 Hrs	Perform Interim Repair Labor Op 05S28NN 0.3 Hrs.
	1996-1998	(SCDS) 1L1Z-9F924-AA Labor Op 05S285MW 0.4 Hrs	(SCDS) 1L1Z-9F924-AA Labor Op 05S285MX 0.6 Hrs	
Taurus SHO	1993-1995	(FJH) 8W7Z-14A411-BB Labor Op 05S28DD 0.2 Hrs.	(SCDS) XW7Z-9F924-BA Labor Op 05S28EE 0.4 Hrs.	Perform Interim Repair Labor Op 05S28MM 0.2 Hrs.
Capri	1994	Perform Interim Repair Labor Op 05S28MM 0.2 Hrs.		
Ranger	1998-2000			
Ranger	2001-2002	(SCDS) 1L1Z-9F924-AA Labor Op 05S28RS 0.3 Hrs.	(SCDS) 1L1Z-9F924-AA Labor Op 05S28RT 0.4 Hrs.	- Do Not Perform Interim Repair. - Call SSSC if no part is available

Note: The interim repair will not close Safety Recall 05S28.

Note: Dealers that have remaining inventory of the obsolete 4W1Z-14A411-BC part should refer to Attachment IV for usage applications.

Safety Recall 05S28 - Supplement #14
 1992-2004 Multiple Vehicle Lines
 Speed Control System Modification

New! LABOR ALLOWANCES (Continued)

New! Vehicle Application & Repair Chart (Continued)

Affected Vehicles and Model Years		THE ONLY AUTHORIZED REPAIRS ARE THOSE SPECIFIED BELOW		
Model	Model Years	REPAIR, PART, AND LABOR OPERATON / LABOR TIME		
		(Dry) Non-leaking SCDS	(Wet) Leaking SCDS	If Parts Are Not Available
F-53 Motorhome	1995-2002	(SCDS) 1L1Z-9F924-AA Labor Op 05S28SD 0.3 Hrs.	(SCDS) 1L1Z-9F924-AA Labor Op 05S28EE 0.4 Hrs.	- Do Not Perform Interim Repair. - Call SSSC if no part is available
E-150/250/350	1992-1993	Perform Interim Repair Labor Op 05S28NN 0.3 Hrs.		
	1994-2003	Perform Interim Repair Labor Op 05S28MM 0.2 Hrs.		
E-450	1996-2003			
E-550	2002-2003			
Bronco	1993-1996			
F-Series (Under 8500 GVW)	1993-2003			
F-150 Lightning	2003-2004			
F-Series (Over 8500 GVW)	1993-2003			
Explorer & Mountaineer	1998-2001			
Explorer Sport & Sport Trac	2001-2002			
Expedition	1997-2002			
Navigator	1998-2002			
Blackwood	2002-2003			
Excursion	2000-2003			

NOTE: The interim repair will not close Safety Recall 05S28.

Note: Dealers that have remaining inventory of the obsolete 4W1Z-14A411-BC part should refer to Attachment IV for usage applications.

Safety Recall 05S28 - Supplement #14

1992-2004 Multiple Vehicle Lines
Speed Control System Modification

New! PARTS REQUIREMENTS / ORDERING INFORMATION

NOTE: Please reference the "Vehicle Application & Repair Chart" at the beginning of Attachment II to identify correct part usage and vehicle application.

Part Number	Description	Quantity
8W7Z-14A411-BB	Fused Jumper Harnesses (Package of 10 - One package services 10 vehicles) Part will be Seed Stocked – refer to chart below	1 part per repair
XW7Z-9F924-BA Motorcraft Part # SW-6351	Brake Repair Kit (SCDS & Adapter Harness.) Restricted availability- contact SSSC to place order	1 kit per repair
1L1Z-9F924-AA Motorcraft Part # SW-6350	Brake Repair Kit (SCDS & Adapter Harness.) Part will be Seed Stocked – refer to chart below	1 kit per repair
4W1Z-14A411-BC This part is no longer available for order and will be superseded in the future.	Fused Jumper Harnesses Dealers that have inventory of this part should refer to Attachment IV for usage applications.	1 part per repair
Motorcraft Part #: XG-15-A	Electrical Grease II - <u>One</u> 3 oz. tube Note: Must be used when servicing any affected vehicle that has a leaking SCDS.	One 3 ounce tube will service 10 vehicles.
95874-S101	Tie-Strap for Interim Repair Unit of Issue = 10 or WA-14-SBA Unit of Issue = 50 or OSP equivalent up to \$0.40 per vehicle	1 tie-strap per interim repair
N803942-S100	Intermediate Steering Shaft Bolts - 6 parts required per vehicle (1993 Mark VIII Only)	2 per repair (One package contains 3 bolts.)

New! SEED STOCK PLAN

The 8W7Z-14A411-BB Fuse Jumper Harness, XW7Z-9F924-BA Brake Kit, and 1L1Z-9F924-AA Brake Kit will be seed stocked to dealers according to the charts below. The first orders will arrive at dealers the week of January 28, 2008. The re-occurring piece pattern shown below will be delivered to dealers weekly. Dealers will be notified via a DOES II communication if circumstances warrant a change in strategy, and when open ordering resumes.

<u>8W7Z-14A411-BB – Fuse Jumper Harness</u>				
		<u>Re-occurring Piece Pattern</u>		
<u>Dealer Involved Vehicles*</u>	<u>Seed 1 Week of 1/28/08</u>	<u>Seed 2 Week of 2/4/08</u>	<u>Seed 3 Week of 2/11/08</u>	<u>Seed 4 Week of 2/18/08</u>
1 to 500	10 pieces	0 pieces	10 pieces	0 pieces
501 plus	30 pieces	60 pieces	50 pieces	60 pieces

Note: 1 pack contains 10 pieces

Safety Recall 05S28 - Supplement #14

1992-2004 Multiple Vehicle Lines
Speed Control System Modification

SEED STOCK PLAN (Continued)

<u>XW7Z-9F924-BA – Brake Kit (Speed Control Deactivation Switch)</u>				
		<u>Re-occurring Piece Pattern</u>		
<i>Dealer Involved Vehicles*</i>	<i>Seed 1 Week of 1/28/08</i>	<i>Seed 2 Week of 2/4/08</i>	<i>Seed 3 Week of 2/11/08</i>	<i>Seed 4 Week of 2/18/08</i>
<i>1 to 500</i>	<i>2 pieces</i>	<i>2 pieces</i>	<i>2 pieces</i>	<i>2 pieces</i>
<i>501 plus</i>	<i>5 pieces</i>	<i>5 pieces</i>	<i>5 pieces</i>	<i>5 pieces</i>

<u>1L1Z-9F924-AA – Brake Kit (Speed Control Deactivation Switch)</u>				
		<u>Re-occurring Piece Pattern</u>		
<i>Dealer Involved Vehicles*</i>	<i>Seed 1 Week of 1/28/08</i>	<i>Seed 2 Week of 2/4/08</i>	<i>Seed 3 Week of 2/11/08</i>	<i>Seed 4 Week of 2/18/08</i>
<i>1 to 500</i>	<i>2 pieces</i>	<i>2 pieces</i>	<i>2 pieces</i>	<i>2 pieces</i>
<i>501-1000</i>	<i>4 pieces</i>	<i>4 pieces</i>	<i>4 pieces</i>	<i>4 pieces</i>
<i>1001-2000</i>	<i>12 pieces</i>	<i>12 pieces</i>	<i>12 pieces</i>	<i>12 pieces</i>
<i>2001-3000</i>	<i>14 pieces</i>	<i>14 pieces</i>	<i>14 pieces</i>	<i>14 pieces</i>
<i>3001 plus</i>	<i>40 pieces</i>	<i>40 pieces</i>	<i>40 pieces</i>	<i>40 pieces</i>

* This number indicates the number of affected vehicles sold at each dealer. Dealers will need to access <https://web.fsavinlists.dealerconnection.com> to determine the total number of affected vehicles assigned to their dealership in order to calculate the number of parts that they will receive under the Seed Stock Program.

The DOR/COR numbers for this program are: 05387 for 8W7Z-14A411-BB & XW7Z-9F924-BA and 50388 for 1L1Z-9F924-AA. This number identifies parts ordered for this recall through the Special Service Support Center.

NOTE: If an emergency repair is required and the necessary parts are not available, contact the Special Service Support Center (1-800-325-5621). Please be prepared to provide your P&A Code, vehicle VIN, and vehicle owner name.

NOTE: If a dealership wishes to discontinue their seed stock, contact Special Service Support Center (800-325-5621). Please note that removing a dealership P&A Code from this seed stock program is a permanent action.

Questions regarding parts should be directed to the Special Service Support Center (800-325-5621) or E-mailed to: Ford@Renkim.com.

DEALER PRICE

For latest prices, refer to DOES II.

Safety Recall 05S28 - Supplement #14
1992-2004 Multiple Vehicle Lines
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.

1992-2004 MULTIPLE VEHICLE LINES — SPEED CONTROL SYSTEM MODIFICATION

TABLE OF CONTENTS

SPEED CONTROL DEACTIVATION SWITCH (SCDS) IDENTIFICATION AND LOCATION	Page 2
SPEED CONTROL DEACTIVATION SWITCH (SCDS) INSPECTION	Page 4
VEHICLE APPLICATION AND REPAIR CHART	Page 5
FUSED JUMPER HARNESS (FJH) INSTALLATION	Page 7
LEAKING SPEED CONTROL DEACTIVATION SWITCH (SCDS) REPLACEMENT	Page 8
NON-LEAKING SPEED CONTROL DEACTIVATION SWITCH (SCDS) REPLACEMENT	Page 12
INTERIM REPAIR	Page 13



SPEED CONTROL DEACTIVATION SWITCH (SCDS) IDENTIFICATION AND LOCATION

SCDS Identification

The Speed Control Deactivation Switch (SCDS) involved in Recall 05S28 and the revised SCDS is illustrated below. See Figure 1.

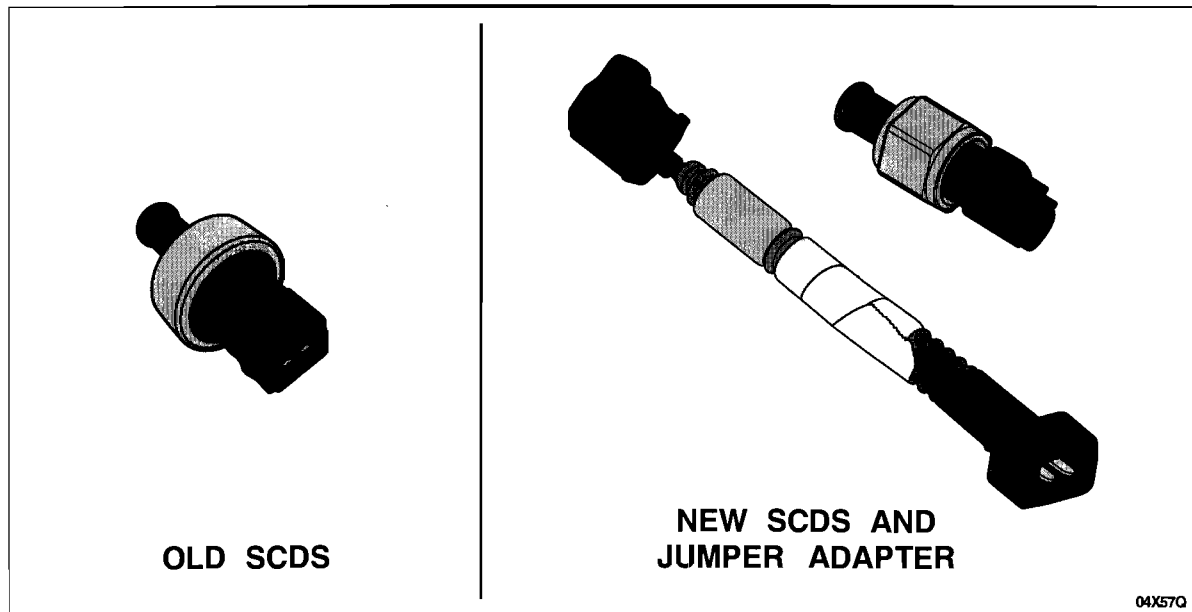


FIGURE 1

Note that the revised SCDS has a different electrical connector. A jumper adapter (which is included in the parts kit) is required when replacing the old SCDS with the revised SCDS.

SCDS Location

In most late model year vehicles involved in this recall, the SCDS is located on the master cylinder. In early model year vehicles (1992-1998), the SCDS may be located on the master cylinder but is often found on a brake line distribution block or on the brake proportioning valve. If in doubt, just follow the metal brake lines from the master cylinder until the switch is found.

- On early model year E-Series vehicles, the SCDS is located on the left frame rail.
- On E-450 models only, remove the 3 screws and position the coolant degas bottle forward to allow access to the SCDS and servo.
- On F-53 vehicles, if the SCDS is not located on the master cylinder, it may be located in a brake line junction block approximately 457 mm (18 in) below the master cylinder. It may be necessary to reposition wiring harnesses and/or remove add-on equipment in order to locate the switch.



- On 1993 MARK VIII vehicles, the steering wheel intermediate shaft needs to be disconnected from the inside of vehicle and the outside of vehicle, and then positioned upwards to gain access to the SCDS.
 - When the intermediate steering shaft is disconnected, the steering wheel must be in LOCK position to prevent damage to the clockspring.
 - During installation of the intermediate steering shaft, **new** bolts must be installed. Tighten the bolts to 49 Nm (36 lb-ft).
- On 1994-1998 MARK VIII vehicles, the SCDS is located underneath the right front fender splash shield in front of the right front wheel. It is not necessary to remove the right front wheel to access the SCDS. Turn the wheel all the way right and position the front of the fender splash shield aside.
- On all affected Mark VIII vehicles, the speed control servo is located underneath the left front fender splash shield in front of the left front wheel.



SPEED CONTROL DEACTIVATION SWITCH (SCDS) INSPECTION

NOTE: On E-150/250/350 and MARK VIII it may be necessary to lift the vehicle to disconnect the SCDS.

Disconnect the SCDS and inspect the harness connector (see Figure 2) for the presence of brake fluid.
Refer to the Vehicle Application And Repair Chart on page 5 to identify the correct repair procedure.

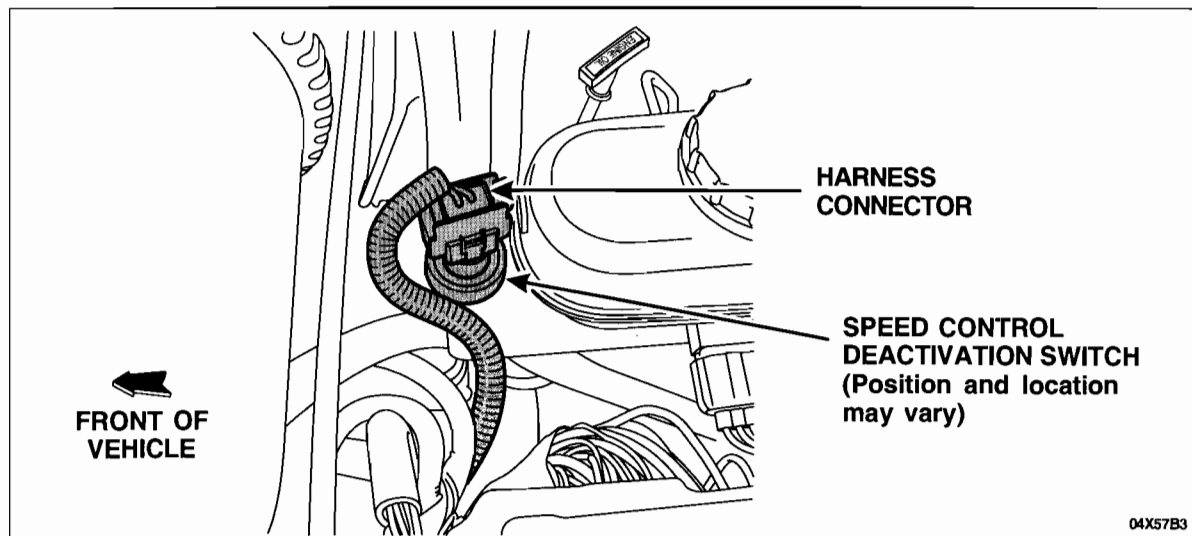


FIGURE 2



VEHICLE APPLICATION AND REPAIR CHART

Affected Vehicles and Model Years		NOTE: Repair claims will only be approved for repairs shown for each vehicle listed in this chart. Please call SSSC for exceptions.		
Model	Model Years	REPAIR, PART, AND REPAIR OPERATION		
		(Dry) Non-leaking SCDS Repair Part	(Wet) Leaking SCDS Repair Part	Necessary Parts Are Not Available
Town Car	1992-1995	(FJH) 8W7Z-14A411-BB Labor Op 05S28DD	(SCDS) XW7Z-9F924-BA Labor Op 05S28EE	Perform Interim Repair Labor Op 05S28MM
	1996-1998	(SCDS) XW7Z-9F924-BA Labor Op 05S28SD		
Crown Victoria & Grand Marquis	1992-1998	(FJH) 8W7Z-14A411-BB Labor Op 05S28DD		
Mark VIII	1993	(SCDS) XW7Z-9F924-BA Labor Op 05S28MS	(SCDS) XW7Z-9F924-BA Labor Op 05S28MB	Perform Interim Repair Labor Op 05S28PP
	1994-1995	(SCDS) XW7Z-9F924-BA Labor Op 05S28MW	(SCDS) XW7Z-9F924-BA Labor Op 05S28MX	Perform Interim Repair Labor Op 05S28NN
	1996-1998	(SCDS) 1L1Z-9F924-AA Labor Op 05S28MW	(SCDS) 1L1Z-9F924-AA Labor Op 05S28MX	
Taurus SHO	1993-1995	(FJH) 8W7Z-14A411-BB Labor Op 05S28DD	(SCDS) XW7Z-9F924-BA Labor Op 05S28EE	Perform Interim Repair Labor Op 05S28MM
Capri	1994	Perform Interim Repair Labor Op 05S28MM		
Ranger	1998-2000			
	2001-2002	(SCDS) 1L1Z-9F924-AA Labor Op 05S28RS	(SCDS) 1L1Z-9F924-AA Labor Op 05S28RT	• Do Not Perform Interim Repair. • Call SSSC if no part is available.
F-53 Motorhome	1995-2002	(SCDS) 1L1Z-9F924-AA Labor Op 05S28SD	(SCDS) 1L1Z-9F924-AA Labor Op 05S28EE	• Do Not Perform Interim Repair. • Call SSSC if no part is available.

NOTE: The interim repair will not close Safety Recall 05S28.



VEHICLE APPLICATION AND REPAIR CHART Continued

Affected Vehicles and Model Years		NOTE: Repair claims will only be approved for repairs shown for each vehicle listed in this chart. Please call SSSC for exceptions.		
Model	Model Years	REPAIR, PART, AND REPAIR OPERATION		
		(Dry) Non-leaking SCDS Repair Part	(Wet) Leaking SCDS Repair Part	Necessary Parts Are Not Available
E- (150/250/350)	1992-1993	Perform Interim Repair Labor Op 05S28NN		
	1994-2003	Perform Interim Repair Labor Op 05S28MM		
E-450	1996-2003			
E-550	2002-2003			
Bronco	1993-1996			
F-Series (Under 8500 GVW)	1993-2003			
F-150 Lightning	2003-2004			
F-Series (Over 8500 GVW)	1993-2003			
Explorer & Mountaineer	1998-2001			
Explorer Sport & Sport Trac	2001-2002			
Expedition	1997-2002			
Navigator	1998-2002			
Blackwood	2002-2003			
Excursion	2000-2003			

NOTE: The interim repair will not close Safety Recall 05S28.



FUSED JUMPER HARNESS (FJH) INSTALLATION

1. Connect the fused jumper harness to the SCDS and the vehicle harness.
2. 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.
3. Secure the jumper harness 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 Figure 3.

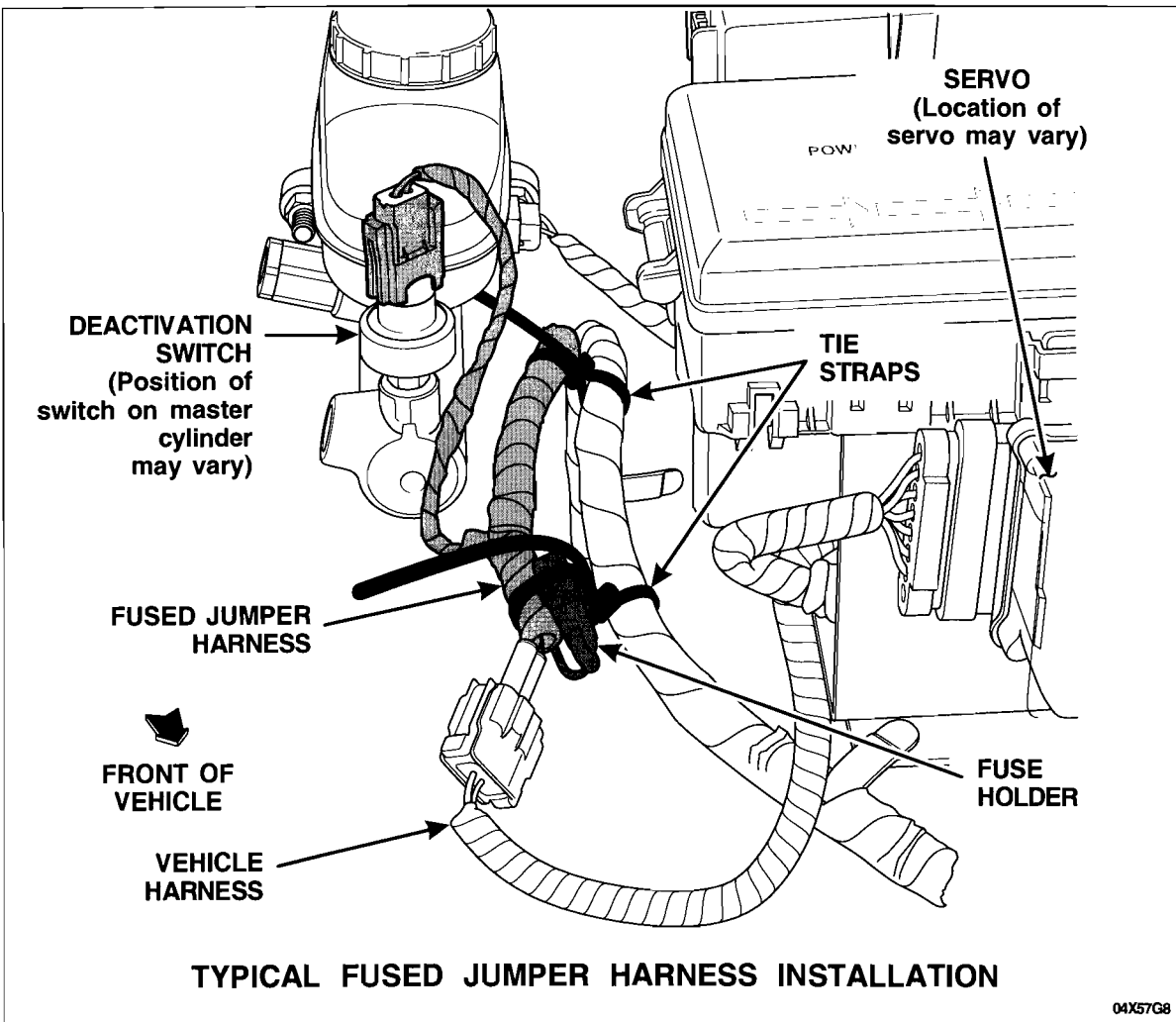


FIGURE 3



LEAKING SPEED CONTROL DEACTIVATION SWITCH (SCDS) REPLACEMENT

NOTE: The brake pedal must not be depressed during the removal and replacement of the SCDS.

1. Check the brake fluid level at the master cylinder and, if necessary, fill to maximum fluid level.

NOTICE: DO NOT apply fluid to the electrical connector or damage to the connector may occur.

2. Add a few drops of Motorcraft High Performance DOT 3 Motor Vehicle Brake Fluid, PM1-1 or PM-1-C (US), CPM-1-C (Canada), to the fluid port at the threaded end of the **new** SCDS. See Figure 4.



FIGURE 4

NOTICE: Do not allow any foreign material to enter the master cylinder port once the SCDS is removed.

NOTE: Call the Special Service Support Center for assistance if brake fluid does not flow from the SCDS fitting when the SCDS is removed.

NOTE: If the **new** SCDS is not installed immediately after the original switch is removed, the master cylinder brake fluid could drop below the minimum level and air could enter the brake system. If this should occur, air must be bled from the brake system at all 4 wheels. In this situation, the labor to bleed the brake system will not be covered under this program.

3. Remove the SCDS.
4. With the brake fluid reservoir cap removed, observe for brake fluid dripping/draining from the SCDS fitting. As soon as brake fluid begins to bleed from the fitting, install the **new** SCDS and tighten to 18 Nm (13 lb-ft).
5. Check the brake fluid level at the master cylinder, fill to maximum fluid level and install the brake fluid reservoir cap.



6. Disconnect the speed control servo and inspect the vehicle harness connector for heat damage. See Figure 5.
- 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 next step.
 - If the speed control servo connector is heat damaged, call the Special Service Support Center for further instructions.

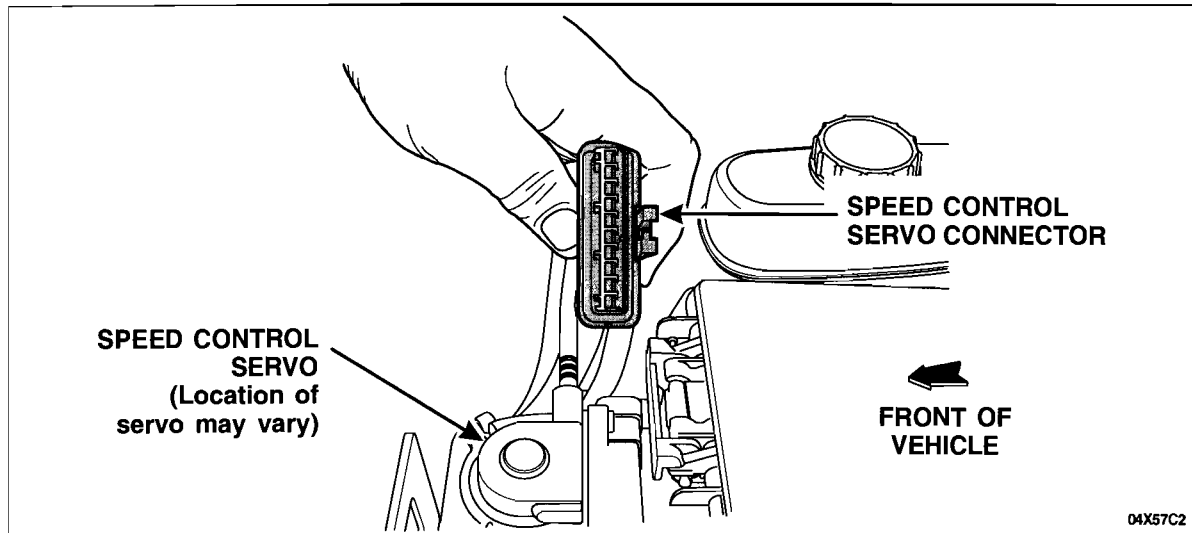


FIGURE 5

7. With the speed control servo disconnected, use shop air only to blow the SCDS 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.



8. Cut approximately 3 mm (1/8 in) off the grease tube applicator tip.
9. 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 6.

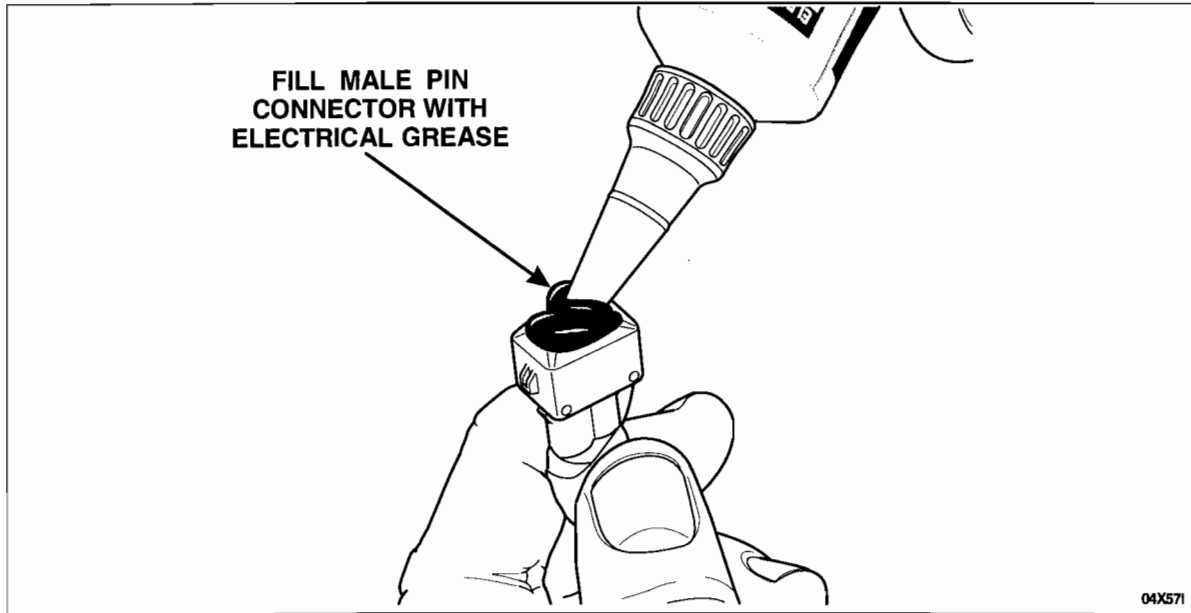


FIGURE 6

10. Install the adapter jumper harness by connecting it to both the SCDS 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.



NOTICE: 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.

11. 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 7.

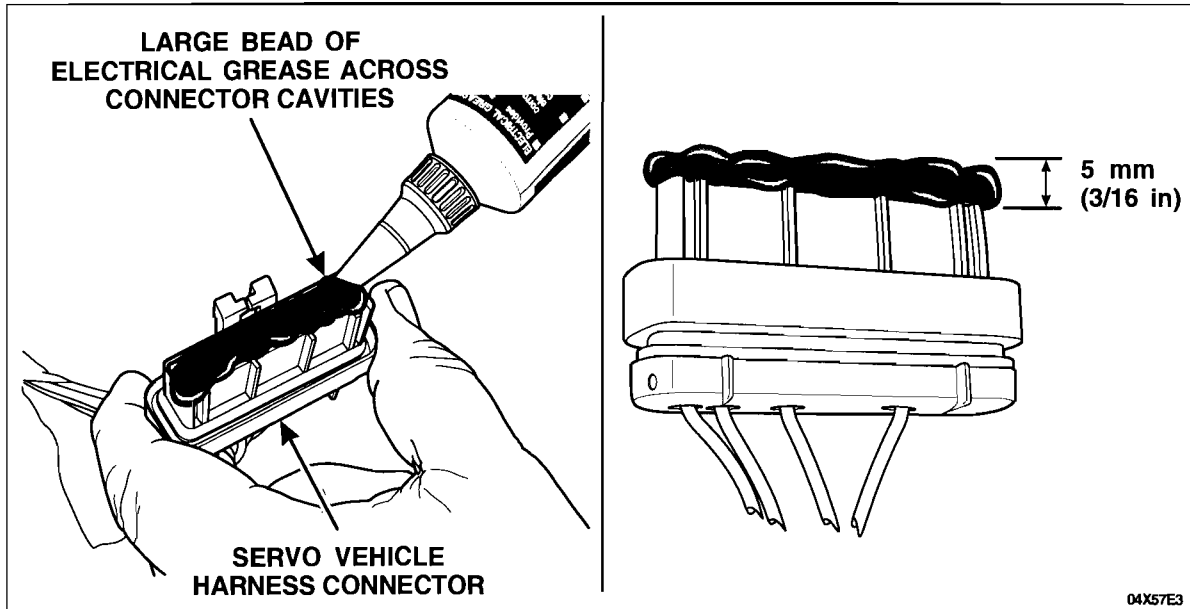


FIGURE 7

12. Reconnect the servo connector.
13. Release the vehicle.



NON-LEAKING SPEED CONTROL DEACTIVATION SWITCH (SCDS) REPLACEMENT

NOTE: The brake pedal must not be depressed during the removal and replacement of the SCDS.

1. Check the brake fluid level at the master cylinder and, if necessary, fill to maximum fluid level.

NOTICE: DO NOT apply fluid to the electrical connector or damage to the connector may occur.

2. Add a few drops of Motorcraft High Performance DOT 3 Motor Vehicle Brake Fluid, PM1-1 or PM-1-C (US), CPM-1-C (Canada), to the fluid port at the threaded end of the **new** SCDS. See Figure 8.



FIGURE 8

NOTICE: Do not allow any foreign material to enter the master cylinder port once the SCDS is removed.

NOTE: Call the Special Service Support Center for assistance if brake fluid does not flow from the SCDS fitting when the SCDS is removed.

NOTE: If the **new** SCDS is not installed immediately after the original switch is removed, the master cylinder brake fluid could drop below the minimum level and air could enter the brake system. If this should occur, air must be bled from the brake system at all 4 wheels. In this situation, the labor to bleed the brake system will not be covered under this program.

3. Remove the SCDS.
4. With the brake fluid reservoir cap removed, observe for brake fluid dripping/draining from the SCDS fitting. As soon as brake fluid begins to bleed from the fitting, install the **new** SCDS and tighten to 18 Nm (13 lb-ft).
5. Check the brake fluid level at the master cylinder, fill to maximum fluid level and install the brake fluid reservoir cap.
6. Install the adapter jumper harness by connecting it to both the SCDS 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.



CPR © 2008 FORD MOTOR COMPANY
DEARBORN, MICHIGAN 48121
01/08

INTERIM REPAIR

1. Lift the vehicle if necessary, and disconnect the SCDS.
2. Using vinyl tape, tape closed the end of the SCDS harness connector to prevent contamination from entering the connector.
3. Secure the connector by tie strapping it to the speed control cable or another available location to prevent rattle or contact with other components. See Figure 9.

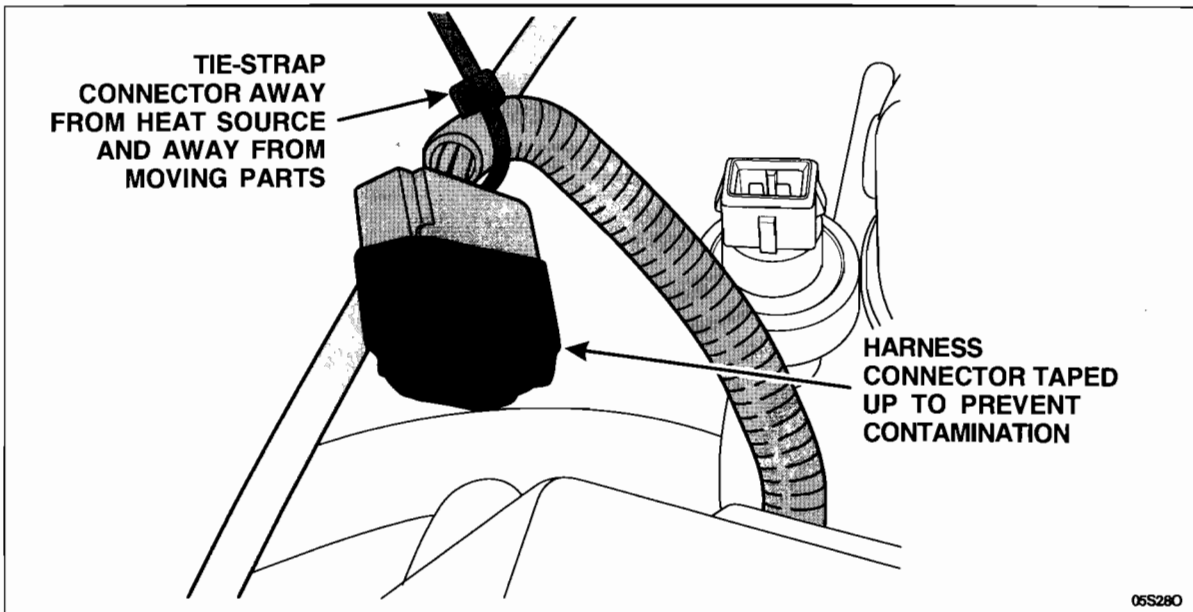


FIGURE 9



Safety Recall 05S28 - Supplement #14

1992-2004 Multiple Vehicle Lines
Speed Control System Modification

Usage for Obsolete Part #4W1Z-14A411-BC

Fused jumper harness (FJH) 4W1Z-14A411-BC is being superseded by a universal fused jumper harness. Any remaining inventory of FJH 4W1Z-14A411-BC may be used only on certain vehicles with a non-leaking (dry) SCDS. (See chart below)

4W1Z-14A411-BC USAGE CHART

Mode	Model Years	(Dry) Non-leaking SCDS replacement part and Labor Operation.
Capri	1994	(FJH) 4W1Z-14A411-BC Labor Op 05S28DD 0.2 Hrs.
Ranger	1998-2000	
Ranger	2001-2002	(FJH) 4W1Z-14A411-BC Labor Op 05S28RR 0.2 Hrs.
F-53 Motorhome	1999-2002	(FJH) 4W1Z-14A411-BC Labor Op 05S28DD 0.2 Hrs.
Bronco	1994-1996	
F-Series (Under 8500 GVW)	1994-2003	
F-150 Lightning	2003-2004	
F-Series (Over 8500 GVW)	1994-2003	
Explorer & Mountaineer	1998-2001	
Explorer Sport & Sport Trac	2001-2002	
Expedition	1997-2002	
Navigator	1998-2002	
Blackwood	2002-2003	
Excursion	2000-2003	

Safety Recall 05S28 - Supplement #14
1992-2004 Multiple Vehicle Lines
Speed Control System Modification

DEALER Q & A **New!**

Q1. Why did Ford launch this recall without having enough parts to satisfy customer demand?

- A. In this recall, an interim repair of disconnecting the Speed Control System to eliminate the risk of fire was available. Whether parts were available for dealers to perform the final repair, or whether an interim repair had to be performed instead, it was the right course of action to take for our customers. We recognize that launching a recall without adequate service parts creates a difficult customer handling issue for dealers, and we appreciate your efforts in explaining the situation to our customers.

Q2. When will parts be available?

- A. Refer to "Part Availability" section at the beginning of this bulletin.

Q3. Why is Ford authorizing the use of the 1L1Z-9F924-AA Speed Control Deactivation Switches to service certain trucks, but not other trucks?

- A. The 1L1Z-9F924-AA SCDS part is in short supply. Dealers are authorized to install this SCDS on 2001 & 2002 Ranger because there is no alternative repair available for this application, and on 1997 & 1998 Mark VIII vehicles because of the prior commitment made to car vehicle owners regarding part availability. Due to the difficulty that owners of F53 Motorhomes may have bringing their vehicles into the dealership for service, dealers are authorized to install an SCDS as a final repair on the first visit.

Q4. Why is Ford authorizing the use of Speed Control Deactivation Switches to service certain car vehicles with non-leaking SCDS?

- A. The use of the XW7Z-9F924-BA SCDS is authorized as a repair for certain vehicles containing non-leaking Speed Control Deactivation Switches because the 8W7Z-14A411-BB FJH does not contain the correct polarity for those applications.

Q5. Since the polarity of the speed control circuit has been determined to vary by application, is there the potential that certain previously repaired vehicles will require rework?

- A. Yes, certain previously repaired vehicles will need to be re-repaired with the proper parts under Safety Recall 08S01, which is expected to launch the week of February 4, 2008.

Q6. What's being done to improve part availability timing?

- A. Ford is working with multiple suppliers to increase their production capacity.

Safety Recall 05S28 - Supplement #14

1992-2004 Multiple Vehicle Lines

Speed Control System Modification

Q7. Why can't either SCDS or FJH be installed on any vehicle?

- A. The polarity of the speed control circuit varies within both the car and truck vehicle populations. These differences in circuit polarity make it **essential** that the correct Fused Jumper Harness is installed in the specified vehicle applications. If the polarity of the Fused Jumper Harness (FJH) does not match the circuit polarity of the vehicle, the fuse may not provide the intended level of protection in the event of an electrical short to ground.

Differences in Speed Control Deactivation Switch (SCDS) activation pressures make it **essential** that the correct SCDS is installed in the specified vehicle application.

Dealers must reference the "Vehicle Application & Repair Chart" in Attachment II to determine the correct service repair procedure and service part number for each vehicle application.

Q8. What is the Universal Fused Jumper Harness and when will it be available?

- A. The Universal Fused Jumper Harness will contain a fuse in each side of the circuit to address polarity complexity issues, and a connector hardshell that is compatible with all Speed Control Deactivation Switches. The Universal Fused Jumper Harness, which will be available in June of 2008, will significantly reduce the repair complexity of the program.

Q9. So customers that have the interim repair performed 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.

Q10. 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.

Q11. 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.

Q12. Is the Speed Control Deactivation Switch located on the vehicle steering wheel?

- A. No. The Speed Control Deactivation Switch is typically mounted to the brake master cylinder under the hood. On some of the earlier built vehicles, the SCDS was mounted to a junction block or brake proportioning valve located below the master cylinder on or near the frame rail.

Q13. Can customers avoid overheating the switch by not using the Speed Control System?

- A. No. The electrical circuit to the Speed Control Deactivation Switch is always energized, so not using the Speed Control System doesn't reduce the potential for overheating of the switch.

Q14. 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 which involves certain 1992-2004 vehicle lines 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