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Ford Motor Company
P. O. Box 1904
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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.

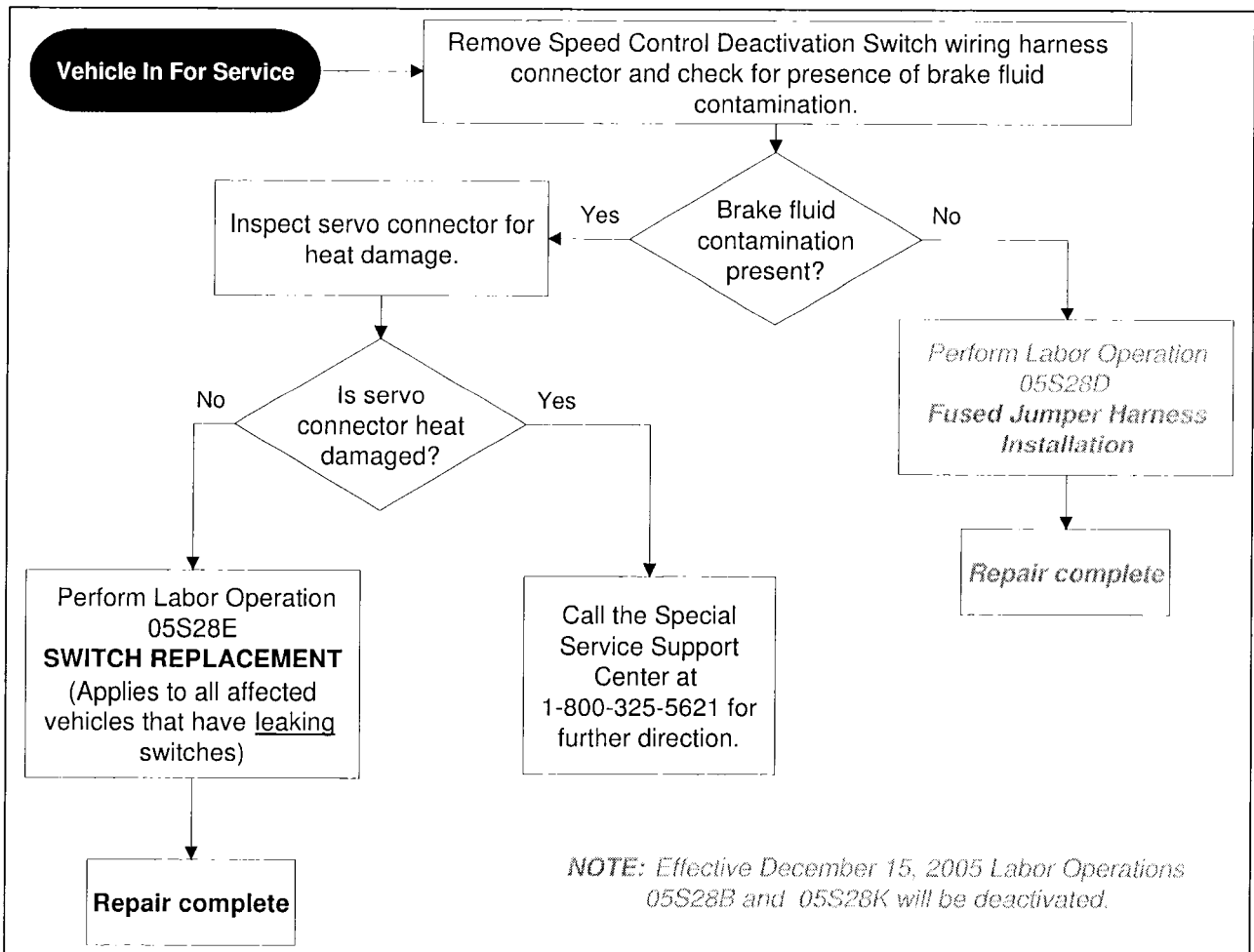
NEW SERVICE ACTION

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.

- o No brake fluid contamination present: Dealers are to install the fused jumper harness (Base Part #14A411), which will close the recall.
- o 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:

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

Attachment II: Labor Allowances and Parts Ordering Information

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

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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.

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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.

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LABOR ALLOWANCES

Description	Labor Operation	Labor Time
NEW! 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
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 servo wiring harness connectors. Install Brake Repair Kit (Speed Control Deactivation Switch Kit), and apply electrical grease to the servo harness connector.	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.

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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.

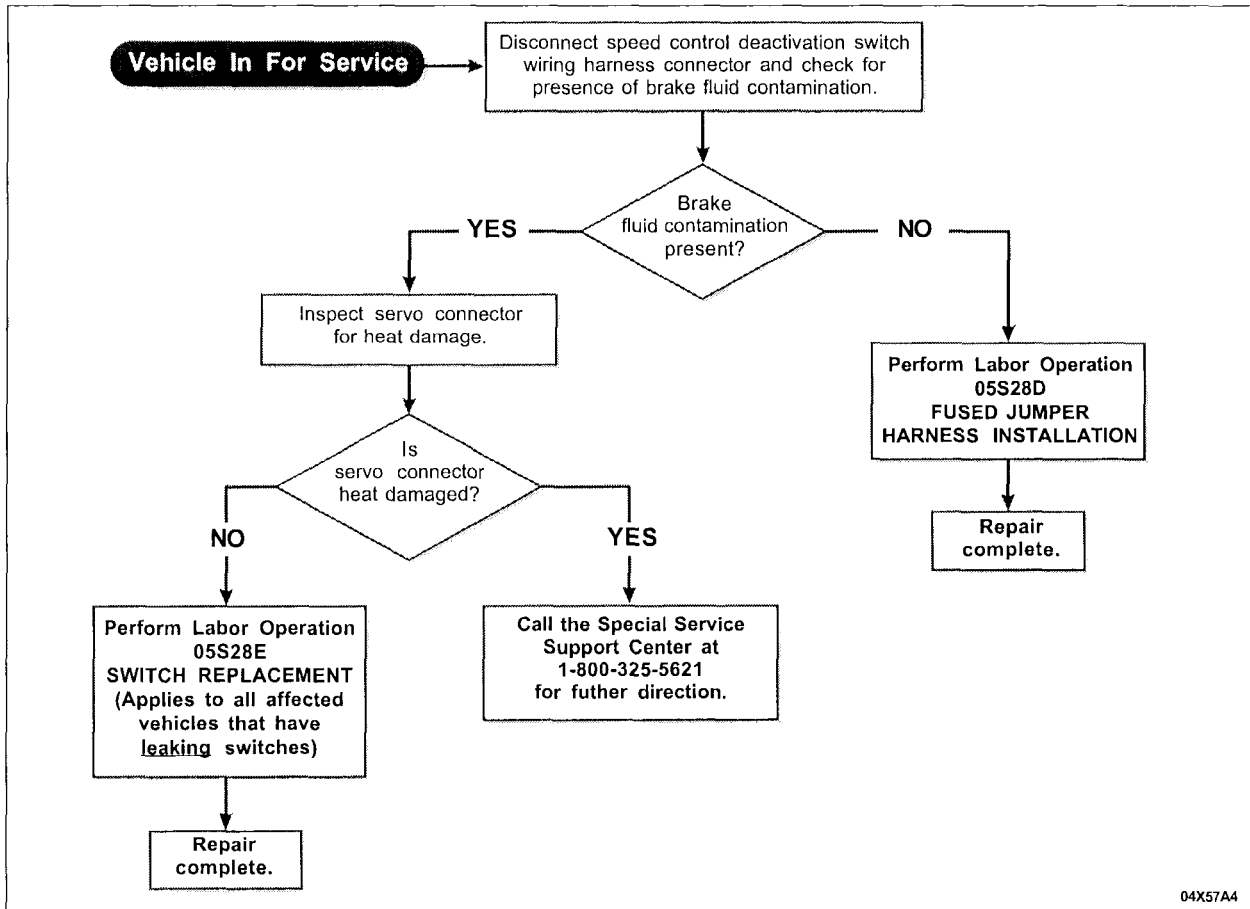
**CERTAIN 1994-1996 MODEL YEAR BRONCO,
1994-2002 F-150/250 (UNDER 8500 GVW), 1997-2002 EXPEDITION,
1998-2002 NAVIGATOR AND 2002 BLACKWOOD VEHICLES EQUIPPED
WITH SPEED CONTROL — SPEED CONTROL SYSTEM MODIFICATION**

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.

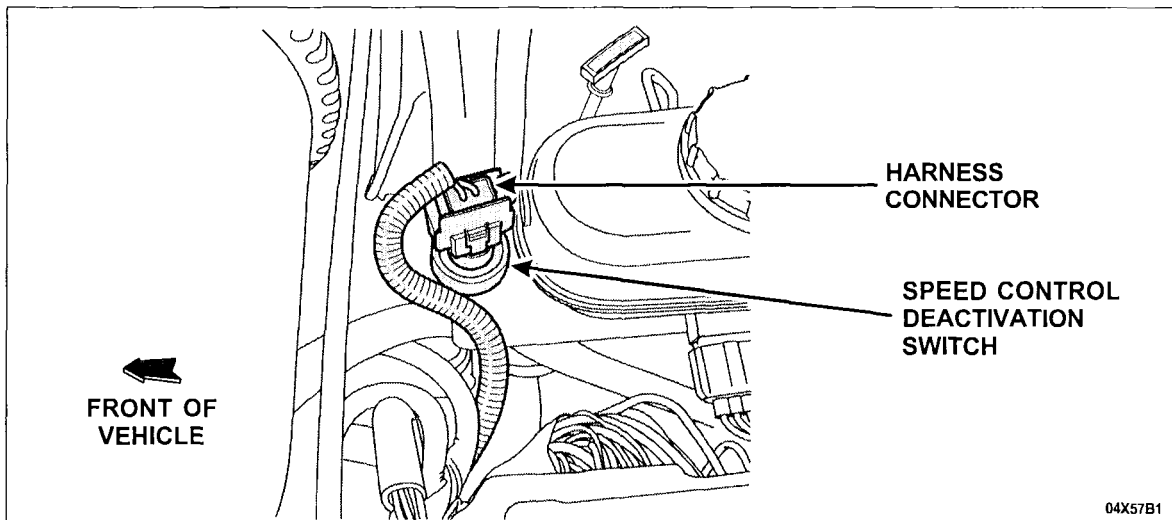


FIGURE 2

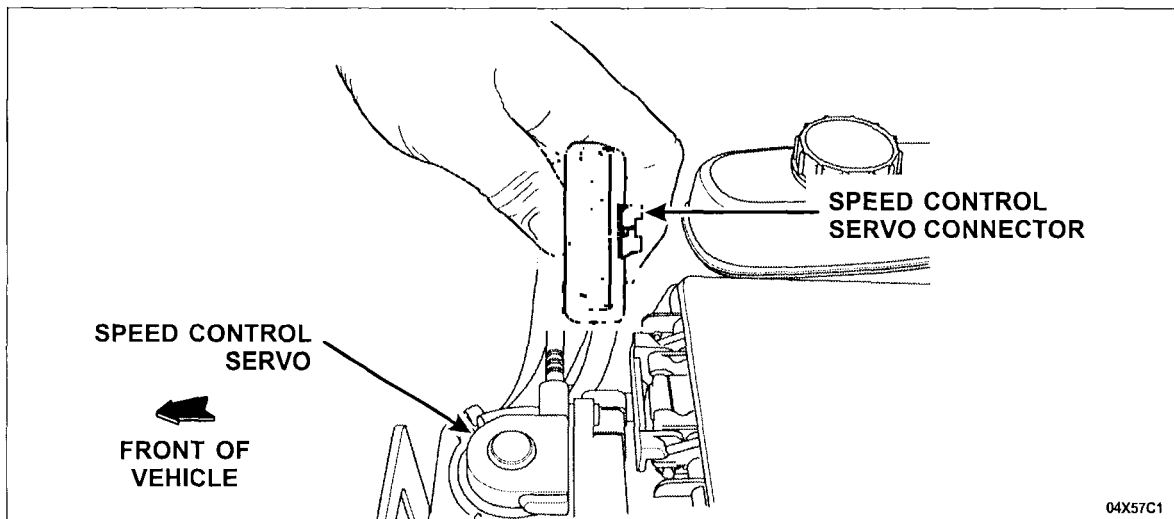


FIGURE 3



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.

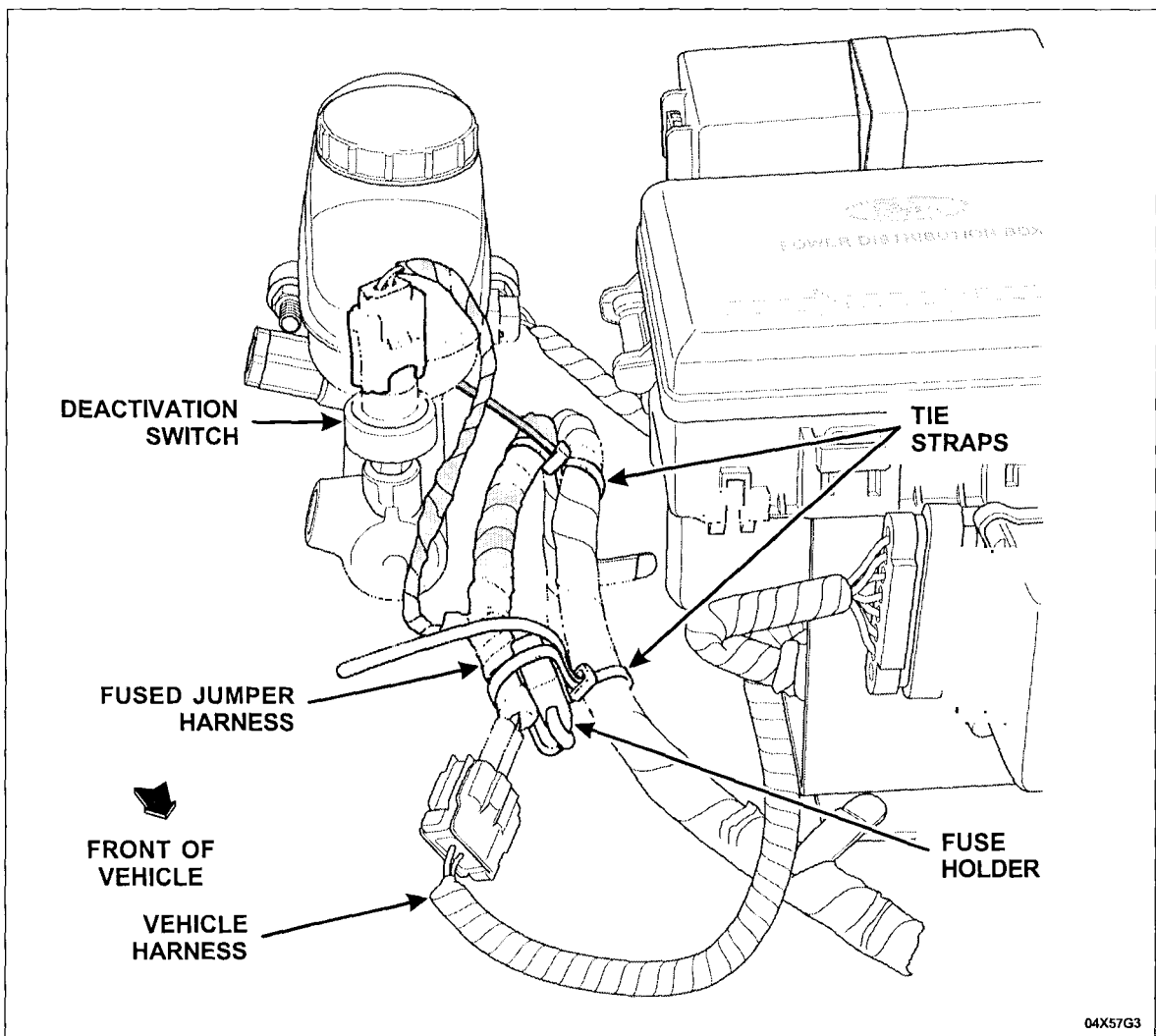


FIGURE 4



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.

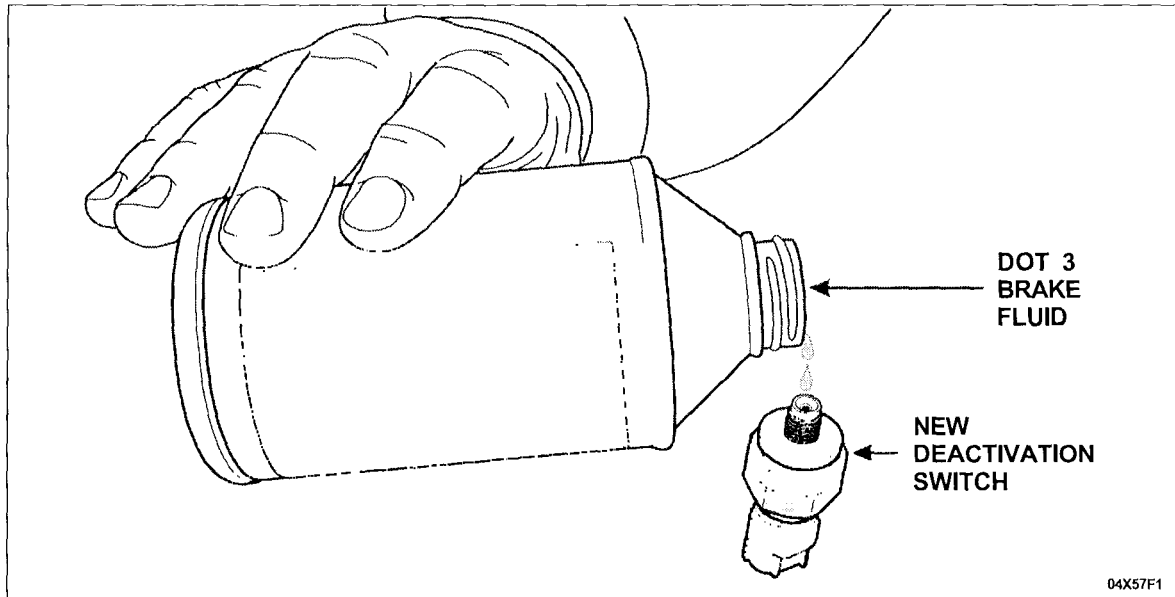


FIGURE 5

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.

