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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*

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### **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.

## **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.

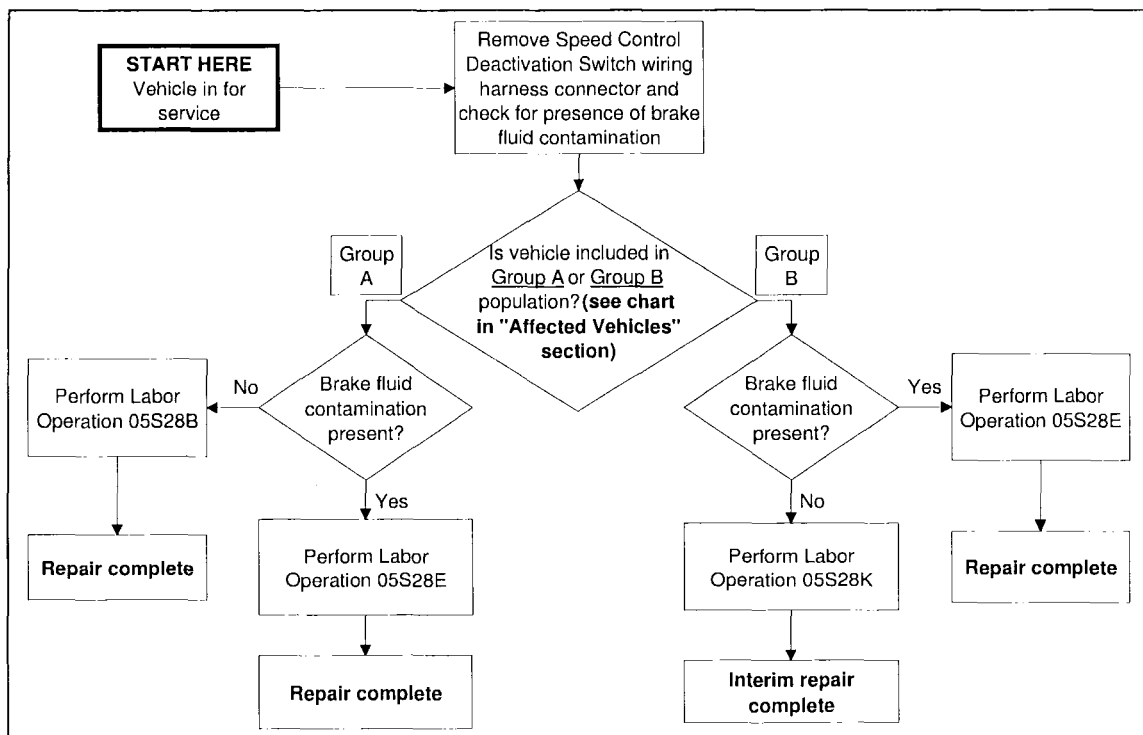
### **Group A Population (see Affected Vehicle section):**

- 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.

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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.

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**LABOR ALLOWANCES**

Description	Labor Operation	Labor Time
<b>SWITCH REPLACEMENT: (applies only to vehicles with non-leaking switches in Group A population)</b> 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
<b>SWITCH DISCONNECT: (applies only to vehicles with non-leaking switches in Group B population)</b> 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
<b>SWITCH REPLACEMENT: (applies to all vehicles in Group A and Group B populations with leaking switches)</b> 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 <b>Motorcraft Part #</b> SW-6350	Brake Repair Kit (Speed Control Deactivation Switch Kit)	<b>Group A Population:</b> All <b>Group B Population:</b> Vehicles with leaking switches or special needs owners only.	1
* 4W1Z-14A411-BB Unit of Issue = 10	Fused Jumper Harness	<b>Group A and Group B vehicles with Non-leaking Switches (When Available)</b>	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	<b>Group B Population:</b> 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.



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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](mailto: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**

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**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