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April 11, 2011

Mr. Claude H. Harris
Acting Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE, Room W45-231
Washington, DC 20590

Dear Mr. Harris:

Subject: Ford Motor Company (Ford) Recall No. 11S18 (Supplement) – Certain 2004 through 2006 model year Ford F-150 vehicles produced at the Dearborn Truck Plant, Kansas City Assembly Plant, and Norfolk Assembly Plant and certain 2006 model year Lincoln Mark LT vehicles produced at the Dearborn Truck Plant from the start of production through January 24, 2006

Reference: Ford's February 21, 2011 letter concerning Ford Safety Recall 11S18 (NHTSA Number 11V-107)

Summary

- **Ford Action** - Ford is supplementing the previously announced safety recall (Ford Safety Recall Number 11S18, NHTSA Number 11V-107) to include certain 2004 through 2006 model year Ford F-150 vehicles produced at the Dearborn Truck Plant, Kansas City Assembly Plant, and Norfolk Assembly Plant and certain 2006 model year Lincoln Mark LT vehicles produced at Dearborn Truck Plant from the start of production through January 24, 2006, that were not previously included in the population identified in the referenced letter.

Ford has previously stated its position concerning this subject. However, after continuing discussions with the agency, and to reassure customers of Ford's commitment to safety, and to eliminate any possible customer confusion, Ford is voluntarily recalling this remaining population of vehicles.

- **Number of Vehicles Involved** - Approximately 1,190,000 vehicles in the United States and federalized territories are potentially affected.
- **Effect on Vehicle Operation** - If the clockspring jumper wire comes in contact with the lower horn plate, the wire insulation may become chafed, creating the potential for a short circuit. If this occurs the airbag warning lamp will illuminate indicating that service is required.

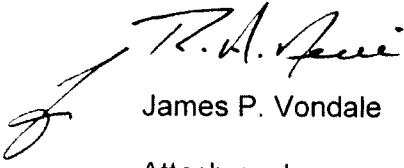


If the airbag warning lamp is ignored and a unique set of circumstances occurs, a driver side frontal airbag could deploy. The field data indicate drivers maintain vehicle control.

- Service Procedure - Owners will be notified and instructed to take their vehicles to a Ford or Lincoln/Mercury dealer to have a new clockspring jumper wire installed that incorporates a protective mesh cover.

The detailed information required by the applicable portions of 49 CFR Part 573 - Defect and Non-Compliance Information Report is attached.

Sincerely,



James P. Vondale

Attachment

49 CFR Part 573 -- DEFECT INFORMATION REPORT
11S18 (SUPPLEMENT) – CERTAIN 2004 THROUGH 2006 MODEL YEAR FORD F-150
VEHICLES AND CERTAIN 2006 MODEL YEAR LINCOLN MARK LT VEHICLES – POTENTIAL
DRIVER SIDE FRONTAL AIRBAG DEPLOYMENT

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Non-Compliance Reports, Ford Motor Company submits the following information concerning a safety recall action that it is voluntarily initiating.

573.6 (c) (2) - Potentially Affected Vehicles

Vehicles potentially affected are certain 2004 through 2006 model year Ford F-150 vehicles produced at the Dearborn Truck Plant, Kansas City Assembly Plant, and Norfolk Assembly Plant and certain 2006 model year Lincoln Mark LT vehicles produced at the Dearborn Truck Plant from the start of production through January 24, 2006. This notification supplements Ford's February 21, 2011 letter recalling certain months of production at the Norfolk Assembly Plant.

Because these vehicles are not produced in VIN order, information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-866-436-7332) or by contacting a local Ford or Lincoln/Mercury dealer who can obtain specific information regarding the vehicles from the Ford On-line Automotive Service Information System (OASIS) database.

573.6 (c) (3) - Estimated Population of Vehicles Potentially Affected

Approximately 1,190,000 vehicles in the United States and federalized territories are potentially affected.

573.6 (c) (4) - Estimated Percentage of Affected Vehicles with the Defect Condition

Unknown.

573.6 (c) (5) - Description of the Defect

During vehicle assembly the clockspring jumper wire may be oriented such that it contacts the lower horn mounting plate. In this position the wire insulation may chafe, exposing bare copper, and creating the potential for a short circuit. If this occurs the airbag warning lamp will be illuminated indicating service is required. The airbag warning lamp will be illuminated for that key cycle and on any subsequent key cycle where the condition is present.

If the driver ignores the airbag warning lamp, a unique set of conditions are required for a driver side frontal airbag deployment to occur. The first condition requires the chafed clockspring jumper wire to intermittently contact the lower horn plate, resulting in a short circuit during a specific 65 – 115 μ second time span, when the airbag circuit firing test is conducted. The second condition results from the gradual formation of an oxide film on the exposed copper wire. Initially, the thin oxide film provides little resistance and the restraint control module (RCM) can detect the short circuit condition and will illuminate the airbag warning lamp. As the oxide film layer progresses to a point where it masks the short circuit condition, the RCM will conduct the airbag circuit firing test that may result in a deployment.

573.6 (c) (6) - Chronology of Events

February 21, 2011: Ford notified the agency in a Part 573 letter that it was voluntarily recalling certain 2005 and 2006 model year Ford F-150 vehicles produced at the Norfolk Assembly Plant from November 1, 2004, through June 30, 2005.

March through April, 2011: Ford continued to work closely with the agency on assessing all of the factors involved in the agency's investigation and Ford's February 21, 2011 recall.

April 4 and April 7, 2011: Ford's Field Review Committee made the decision to recall vehicles not previously included.

573.6 (c) (8) - Service Program

Owners will be notified and instructed to take their vehicles to a Ford or Lincoln/Mercury dealership to have a new clockspring jumper wire installed that incorporates a protective mesh cover. There will be no charge to owners for this service.

Mailing of owner notification letters will begin the week of May 9, 2011, and will be mailed over several weeks. Notification to dealers will occur on April 12, 2011.

Ford's general reimbursement plan for the cost of remedies paid for by vehicle owners prior to notification of a safety recall was provided to the agency on February 24, 2011.

573.6 (c) (10) - Press Statement and Dealer/Owner Letters

National media attention is likely as with most Ford recalls when posted to NHTSA's safecar.gov website. Ford will provide public comments when requested. A news release will not be issued. A copy of the notification letters to dealers and owners from Ford will be forwarded to the agency when available.

573.6 (c) (11) - Recall Number

Ford has assigned recall number 11S18 to this action.

573.13 (c) (2) - Ending Date for Reimbursement Eligibility

The ending date for reimbursement eligibility for cost of remedies paid for by vehicle owners per Ford's general reimbursement plan is June 10, 2011.