

Ford Motor Company

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Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
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Washington, D.C. 20590

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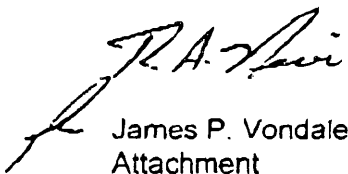
Subject: Supplement to Ford Recall No. 05S28 - Certain 1994-2002 F-150, 1994-1999 F-250 Light Duty (Under 8500 GVW), 1994-1996 Ford Bronco, 1997-2002 Ford Expedition, 1998-2002 Lincoln Navigator and 2002 Lincoln Blackwood vehicles equipped with speed control, excluding vehicles previously included in Safety Recall 05S28 - Speed Control System.

Summary

- Ford Action -- Ford is supplementing its prior recall 05S28 to add the vehicles identified above to address the risk of an under hood fire related to the speed control system. Based upon our very intense investigation conducted since the earlier announcement of the recall we have determined that the reported fires result from a speed control system interaction issue. Also, since our announcement of 05S28 in January 2005, an increasing number of alleged speed control deactivation switch fires has been reported on the affected vehicles.
- Number of Vehicles Involved -- Ford estimates that there are approximately 3.8 million vehicles currently in operation in the United States and Federalized Territories.
- Affect on Vehicle Operation -- The speed control deactivation switch may, under certain conditions, overheat, smoke, or burn.
- Service Procedure -- Initially, as an interim repair, owners will be instructed to return their vehicles to their dealers to have the speed control deactivation switch disconnected. As soon as repair parts are available (expected mid October, 2005) owners will be instructed to return to the dealers for installation of a fused wiring harness.

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

Sincerely,


James P. Vondale
Attachment



49 CFR Part 573 --DEFECT INFORMATION REPORT
05S28 - CERTAIN 1994-2002 F-150, 1994-1999 F-250 LIGHT DUTY (UNDER 8500 GVW), 1994-
1996 FORD BRONCO, 1997-2002 FORD EXPEDITION, 1998-2002 LINCOLN NAVIGATOR AND
2002 LINCOLN BLACKWOOD VEHICLES EQUIPPED WITH SPEED CONTROL,
EXCLUDING VEHICLES PREVIOUSLY INCLUDED IN SAFETY RECALL 05S28 -
SPEED CONTROL SYSTEM BUILT THROUGH AUGUST 20, 2002

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance 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 1994-2002 Ford F-150, 1994-1999 F-250 Light Duty (under 8500 GVW), 1994-1996 Ford Bronco, 1997-2002 Ford Expedition, 1998-2002 Lincoln Navigator, and 2002 Lincoln Blackwood equipped with speed control and built through August 20, 2002.

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 (1-800-392-3673) 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

Ford estimates that there are approximately 3.8 million vehicles currently in service in the United States and Federalized Territories, out of the approximately 4.5 million vehicles originally produced for sale in the United States and Federalized Territories.

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

Unknown.

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

The speed control deactivation switch may, under certain conditions, overheat, smoke, or burn. Ford has identified 547 incidents that appear to allege a fire related to the speed control deactivation switch on the affected vehicles. There have been three alleged, but unconfirmed injuries. News reports and lawsuits have alleged three deaths related to the speed control deactivation switch, but Ford has no evidence indicating that any of these actually relate to the switch, and, in fact, have indication that at least one does not relate to the switch. In the two others, the evidence necessary to draw a conclusion about the cause is unavailable.

573.6 (c) (6) - Chronology of Events

In September 2004 Ford began investigating reports of underhood fires in the affected vehicles as a result of an increasing number of reports. Investigation of the reported underhood fires is complex because fires can occur for a variety of reasons, including improper vehicle modification (such as aftermarket accessories), arson, prior accident damage, lack of maintenance, or a faulty repair. Often, evidence as to the cause and origin of the fire is lost as a result of damage from the fire, or efforts to extinguish it. In December 2004, NHTSA opened an investigation of fires involving the speed control deactivation switch on 1999-2001 F-150 and Expedition vehicles. Based upon a

573.6 (c) (6) – Chronology of Events (Continued)

review of available information and data, we identified an increasing number of reports of fires on 2000 model year F-150s and Expeditions that were alleged to relate to the speed control deactivation switch and, in response, initiated recall 05S28 in January 2005. Ford has continued an intense investigation into this issue to identify the root cause of the alleged fires since that time. Also since that time, an increasing number of alleged speed control deactivation switch fires have been reported on the affected vehicles.

Ford's investigation found that brake fluid may leak through the speed control deactivation switch into the speed control system electrical components, potentially corroding them. In rare cases, the corrosion in the electrical components can lead to increasing resistance and higher electrical current flow through the system. Together, these conditions could lead to overheating and, possibly, a fire at the switch. This system interaction is the result of the close proximity and orientation of the speed control components in the affected vehicles. As a result, we feel it is in the best interest of customer safety that we take this action.

573.6 (c) (8) - Service Program

Initially, as an interim repair, owners will be instructed to return their vehicles to their dealers to have the speed control deactivation switch disconnected. As soon as replacement parts are available (expected mid October, 2005) owners will be instructed to return to the dealers for installation of a fused wiring harness.

There will be no charge to owners for this service. Mailing of owner notification letters will begin during the week of September 12, 2005. Ford's general reimbursement plan for the cost of remedies paid for by vehicle owners prior to of a safety recall was provided to the agency on February 28, 2005.

573.6 (c) (9) -Press statement and Dealer/Owner Letters

Ford plans to make a statement to the media concerning the subject matter of this action. 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 05S28 to this action.

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

The ending date for reimbursement eligibility for remedies paid for by vehicle owners per Ford's general reimbursement plan is October 15, 2005.