



L. W. Camp
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Ford Motor Company
330 Town Center Drive
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99V-028 (01)

Mr. Kenneth Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

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-related recall action that it is initiating.

573.5 (c) (2)

All 1992-1997 model year Ford Aerostar vehicles built at the St. Louis Assembly Plant from Job #1 (August 12, 1991) through the completion of 1997 model year production (August 22, 1997).

Information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-800-392-3679) or contacting a local Ford or Lincoln/Mercury dealer, who can obtain specific information regarding the vehicles from the Ford OASIS computer system.

573.5 (c) (3)

Approximately 757,000 vehicles.

573.5 (c) (4)

Although all the vehicles identified above are potentially susceptible, it is believed that substantially less than 1% will actually develop the condition.



99802

99V-029 (02)

573.5 (c) (5)

The 1992-1997 Aerostar vehicles were produced with a higher than specified electrical load through the accessory power feed circuit that connects to the A2 (accessory) terminal within the ignition switch. As a result, during start-up, electrical arcing of the A2 terminal to the terminal bridge (copper slider) could potentially cause pitting of the bridge. Over time, this pitting may cause the bridge to be restricted from fully returning to the "run" position from "start", and stop between the two positions. Should this occur, because of the proximity of adjacent terminals, there is a potential for contact between the B2 (battery), A2, and P1 (proof) circuits and ground simultaneously. This condition could create a short circuit and allow current to flow through the ground wire causing overheating and the potential for a vehicle fire. Upon turning the key to the "off" position, the short is eliminated.

There is no defect with any supplier provided components or manufactured parts.

573.5 (c) (6)

In August 1998, during the gathering of information necessary to respond to an unrelated NHTSA inquiry involving fuel pump/sender assemblies on 1993-1995 model year Aerostar vehicles, it was noted that there were reports alleging the above described condition. Subsequently, an investigation was initiated with the objective of replicating the condition and determining the causal factor(s). In addition, Aerostar complaint vehicles were inspected and components examined. Based on an extensive test program as well as vehicle and component inspections, it was concluded that higher than specified accessory loads to the A2 circuit could exist, due to the fact that most accessory loads, including the heater/AC blower motor, were being routed through one ignition switch accessory terminal (A2). This condition could create a short circuit and cause overheating. Ford has received approximately 168 owner and field reports potentially relating to this condition, 55 of which allege a fire. There have been no reports of accidents, injuries or fatalities attributed to this condition.

573.5 (c) (8)

Owners of record of the affected vehicles will be notified by first class mail on or about the week of March 15, 1999 to return vehicles to dealers for installation of a jumper harness with a relay which will re-route and activate all A2 accessories through the relay.

99S02

99V-029 (03)

573.5 (c) (9)

Ford plans to make a public statement concerning the subject matter of this action concurrent with owner notification. Notification letters to dealers and owners from Ford Customer Service Division will be forwarded when available.

573.5 (c) (11)

Ford has assigned campaign number 99S02 to this action.

Very truly yours,



L. W. Camp