



Frank M. Ligon
Director
Service Engineering Operations
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

August 20, 2007

TO: All U.S. Ford and Lincoln Mercury Dealers

SUBJECT: **Safety Recall 05S28 - Supplement #12:** 1992-2004 Multiple Vehicle Lines -
Speed Control System Modification

New REASON FOR SUPPLEMENT #12

The reason for this supplement is to provide the correct the labor operation for performing the Interim Repair on Mark VIII vehicles. Supplement #11 incorrectly stated that Labor Operation 05S28N was only for 1994 Mark VIII vehicles. It should have read that Labor Operation 05S28N applies to "Affected 1994-1998 Mark VIII Vehicles". We apologize to those who may have been inconvenienced by this error.

AFFECTED TRUCK VEHICLES

Year	Model	Notes
1998-2002	Ranger	These vehicles were added under Supplement #11
1998-2001	Explorer/Mountaineer	1999-2001 vehicles were added under Supplement #11
2001-2002	Explorer Sport & Sport Trac	These vehicles were added under Supplement #11
1995- 2002	F-53 Motorhome	These vehicles were added under Supplement #11
1993-1996	Bronco	1993 vehicles were added under Supplement #11
2003-2004	F-150 Lightning	These vehicles were added under Supplement #11
1993-2003	F-Series Under 8500 GVW	1993 vehicles were added under Supplement #11
1993-2003*	F-Series Over 8500 GVW (All plants except Cuautitlan)	1993 vehicles added under Supplement #11 * Built prior to November 4, 2002
1994-2003**	F-Series Over 8500 GVW (Cuautitlan built only)	** Built prior to January 7, 2003
1997-2002	Expedition	
1998-2002	Navigator	
2002-2003	Blackwood	
1992-2003	E-150/250/350	1992-993 & 1997-2003 were added under Supplement #11
1996-2003	E-450	2003 vehicles were added under Supplement #11
2002-2003	E-550	
2000-2003	Excursion	Built prior to November 4, 2002

Note: Diesel engine equipped vehicles are not affected.

AFFECTED CAR VEHICLES

Parts will become available in 4th quarter of 2007 to service the following vehicles.

Year	Model	Notes
1992-1998	Crown Victoria / Grand Marquis	1998 MY w/o Traction Assist
1992-1998	Town Car	1998 MY w/o Traction Assist
1993-1998	Mark VIII	
1993-1995	Taurus SHO A/T	
1994	Capri	

Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit <https://web.fsavinlists.dealerconnection.com>. (VIN list was made available August 6, 2007.)

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. The carlines and some additional truck lines, included in this supplement, were built with the same speed control deactivation switch as vehicles included in the previous recall population. These vehicles do not contain the established combination of factors that can result in a Texas Instruments switch being susceptible to developing a leak, increased electrical resistance within the leaking switch, and the potential for an unattended vehicle fire. Rather, the reports appear to relate to long term durability performance of the Texas Instruments switch.

Ford currently lacks the experience and data concerning the longer term durability of the speed control deactivation switch in vehicles with more than 15 years in service. Accordingly, to address ongoing customer concerns with the switch, Ford is taking this action to add a two amp fuse in the speed control deactivation switch circuit, or replace the switch with a new generation switch if the previous switch was leaking, to protect against extremely long term durability issues.

SERVICE ACTION

Affected Truck Vehicles - Permanent Repair

At no charge to the vehicle owner, dealers are to check the Speed Control Deactivation Switch (SCDS) harness connector for presence of brake fluid contamination on all affected truck vehicles. If the SCDS electrical connector is not contaminated with brake fluid, dealers are to install a fused jumper harness. If the Speed Control Deactivation Switch electrical connector is contaminated with brake fluid, dealers are to install the Brake Repair Kit following the procedures described in Attachment III.

Affected Car Vehicles - Interim Repair

At no charge to the vehicle owner, dealers are to perform an Interim Repair to disable the Speed Control System. Owners who have the Interim Repair performed will need to return to their dealer to have the permanent repair performed when parts are available. A supplement to this program will be issued when parts are available to service these car vehicle lines.

OWNER NOTIFICATION MAILING SCHEDULE

Mailing to owners of vehicles added under Supplement #11 is scheduled to begin the week of August 13, 2007.

PLEASE NOTE:

Federal law requires dealers to complete this 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 \$6,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

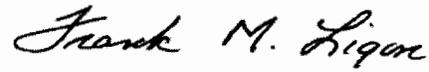
ATTACHMENTS

Attachment I: Administrative Information
Attachment II: Labor Allowances and Parts Ordering Information **New!**
Attachment III: Technical Information **New!**
Attachment IV: Dealer Q & A
Attachment V: Acknowledgement of Interim Service Offer

QUESTIONS?

Special Service Support Center (Dealer Only) Questions: 1-800-325-5621

Sincerely,



Frank M. Ligon

Safety Recall 05S28 - Supplement #12
1992-2004 Multiple Vehicle Lines
Speed Control System Modification

OASIS ACTIVATED?

Yes, OASIS was activated August 3, 2007.

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. Owner names and addresses for all affected vehicles are currently being loaded into the system and will be available the week of September 17, 2007, through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com>.

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 vehicle inventory before delivery.

SOLD VEHICLES

- Immediately contact any of your affected owners identified in OASIS. Give the owner a copy of the customer notification letter (when available) 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.

Safety Recall 05S28 - Supplement #12
1992-2004 Multiple Vehicle Lines
Speed Control System Modification

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 labor time will not automatically appear with 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.
 - Claiming Information for Electrical Grease II (Submit on same repair line as repair.)
 - Program Code: 05S28
 - Misc. Expense: OTHER
 - Misc. Expense: \$6.07
- NOTE:** Electrical Grease II can only be claimed when Labor Operation 05S28E is claimed. (Do not claim as "Normal Shop Supplies".)
- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 05S28 - Supplement #12
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LABOR ALLOWANCES – TRUCK VEHICLE LINES

Description	Labor Operation	Labor Time
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NON-LEAKING SCDS - Fused Jumper Harness Installation

<p>All Affected Trucks Except 1992-93 E-150, 250, & 350: Inspect SCDS electrical connector for brake fluid contamination. If no contamination is present, install fused jumper harness.</p> <p>Affected F-53 Vehicles Only: Additional labor required, if any, to remove components to gain access to the SCDS should be charged to "Related Damage".</p>	05S28D	0.2 Hour
<p>All Affected 1992-93 E-150, 250, & 350 Trucks: Lift vehicle, inspect the SCDS electrical connector for brake fluid contamination. If no contamination is present, install fused jumper harness.</p> <p>Affected F-53 Vehicles Only: Additional labor required, if any, to remove components to gain access to the SCDS should be charged to "Related Damage".</p>	05S28F	0.3 Hour

LEAKING SCDS - SCDS Replacement

<p>All Affected Trucks Including 1992-93 E-150, E-250, & E-350:</p> <p>Lift vehicle if necessary (Early E-Series), inspect SCDS electrical connector and find brake fluid contamination. Check servo harness connector for heat damage, blow brake fluid from the speed control switch and the servo wiring harness connectors. Apply Electrical Grease II to both connectors and install new SCDS.</p>	05S28E	0.4 Hour
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New! LABOR ALLOWANCES – CAR VEHICLE LINES**INTERIM REPAIR (Parts Not Available - Disable Speed Control System)***

<p><u>New!</u> All Affected Car Vehicle Lines Except 1993-1998 Mark VIII Vehicles:</p> <p>Disconnect electrical connector from the speed control deactivation switch, tape connector end to protect it from contamination, and secure connector with a tie-strap.</p>	05S28M	0.2 Hour
<p><u>New!</u> Affected 1994-1998 Mark VIII Vehicles:</p> <p>Disconnect electrical connector from SCDS located under right front fender, tape connector end to protect it from contamination, and secure connector with a tie-strap.</p>	05S28N	0.3 Hour
<p>Affected 1993 Mark VIII Vehicles:</p> <p>Disconnect intermediate steering shaft at the base of the steering column, lift vehicle, disconnect and slide intermediate shaft back to gain access to SCDS. Disconnect electrical connector from the SCDS, tape connector end to protect it from contamination, and secure connector with a tie-strap.</p>	05S28P	0.5 Hour

* **NOTE:** The interim repair will not close Safety Recall 05S28.

Safety Recall 05S28 - Supplement #12
1992-2004 Multiple Vehicle Lines
Speed Control System Modification

PARTS REQUIREMENTS / ORDERING INFORMATION

Parts to service the newly added population of car vehicles will be available in 4th quarter 2007.

Parts for Servicing Affected Trucks:

Part Number	Description	Usage	Quantity
4W1Z-14A411-BC (Package of 10)	Fused Jumper Harnesses. (Package of 10)	All affected truck vehicles with <u>non-leaking</u> switches.	1 per repair (One package services 10 vehicles.)
1L1Z-9F924-AA Motorcraft Part # SW-6350	Brake Repair Kit (Kit Contents: One SCDS & one Adapter Jumper Harness.)	All affected truck vehicles with <u>leaking</u> switches.	1 per repair (One kit services one vehicle.)
Motorcraft Part #: XG-15-A*	Electrical Grease II - <u>One</u> 3 oz. tube	All affected vehicles serviced to repair <u>leaking</u> switches.	One 3 ounce tube will service 10 vehicles.
N803942-S100	Intermediate Steering Shaft Bolts	1993 Mark VIII (Interim Repair)	2 per repair (One package contains 3 bolts.)

Questions regarding parts should be directed to the Special Service Support Center (800-325-5621) or E-mailed to: Ford@Renkim.com.

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.

1992-2004 MULTIPLE VEHICLE LINES — SPEED CONTROL SYSTEM MODIFICATION

OVERVIEW

Parts are available to perform a permanent repair on the affected population of trucks. Parts are not available for the affected population of cars. Therefore, an interim repair has been approved for the affected population of cars until parts are available.

NOTE: Owners of vehicles that have had the Interim Repair performed must return to the dealer to have the Permanent Repair performed when service parts become available in the 4th quarter of 2007.

Permanent Repair: The following vehicles are eligible for the permanent repair (see chart below). The permanent repair involves inspecting the speed control deactivation switch connector for presence of brake fluid and then either installing a fused jumper harness or replacing the speed control deactivation switch (SCDS).

YEAR	MODEL	YEAR	MODEL
1998-2002	Ranger	1994-2003	F-Series Over 8500 GVW (Cuautitlan built only)
1998-2001	Explorer/Mountaineer	1997-2002	Expedition
2001-2002	Explorer Sport and Sport Trac	1998-2002	Navigator
1995-2002	F-53 Motorhome	2002-2003	Blackwood
1993-1996	Bronco	1992-2002	E-150/250/350
2003-2004	F-150 Lightning	1996-2002	E-450
1993-2003	F-Series Under 8500 GVW	2002-2003	E-550
1993-2003	F-Series Over 8500 GVW (All plants except Cuautitlan)	2000-2003	Excursion

Interim Repair (Disable Speed Control System): The interim repair is to be performed on affected vehicle lines because parts are not available. The repair involves disconnecting the speed control deactivation switch connector and taping the end of the connector to prevent contamination from entering the connector. The following vehicles are eligible for the interim repair (see chart below). Instructions for performing the interim repair is located on the last page.

YEAR	MODEL	YEAR	MODEL
1992-1998	Town Car / Crown Victoria / Grand Marquis	1993-1995	Taurus SHO A/T
1993-1998	Mark VIII	1994	Capri



PERMANENT REPAIR PROCEDURE (TRUCKS ONLY)

IMPORTANT

1. Prior to performing each repair, the speed control deactivation switch harness connector must be carefully inspected for the presence of any brake fluid (evidence of a leaking switch).
2. If brake fluid is present:
 - a. the speed control deactivation switch harness electrical connector and the servo connector are blown dry of any trace of brake fluid (05S28E only).
 - b. electrical grease II (XG-15-A) is applied by the technician to the servo vehicle harness connector and the deactivation switch vehicle harness connector.

REPAIR FLOW CHART – PERMANENT REPAIR

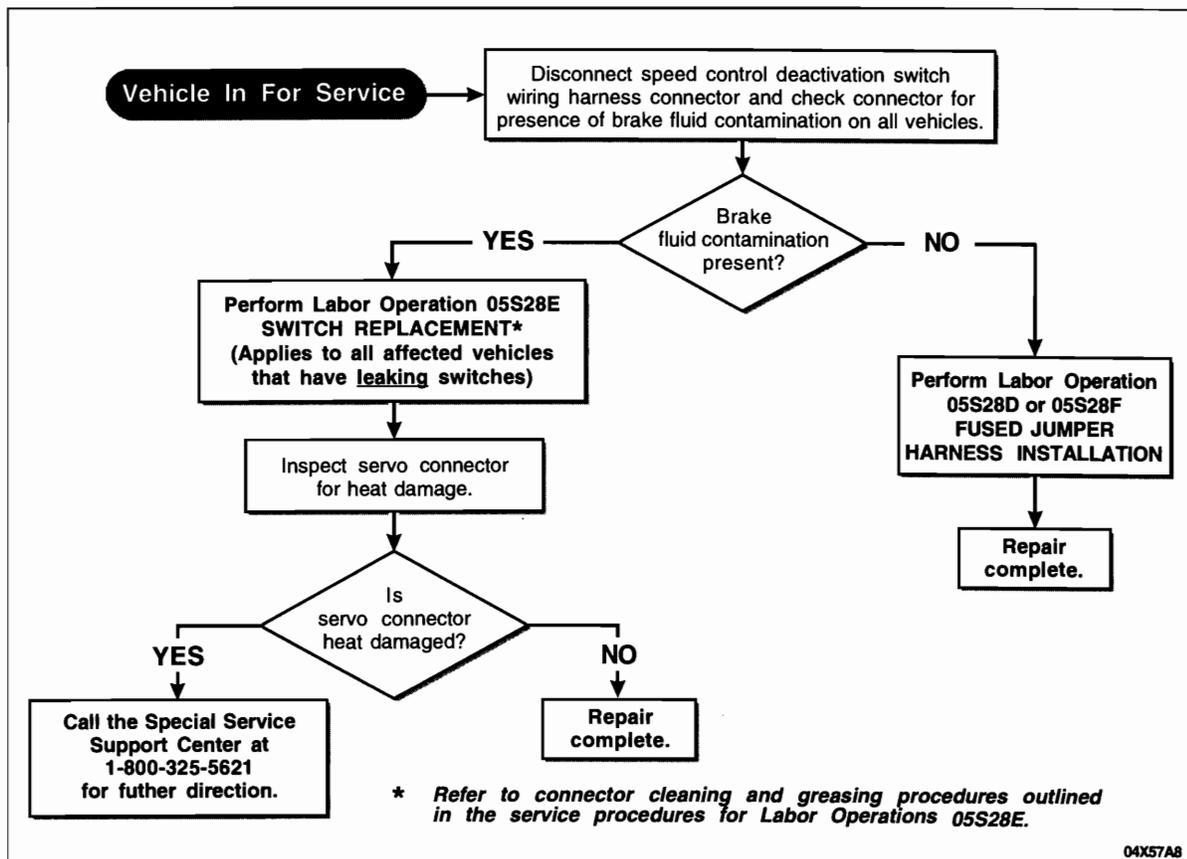


FIGURE 1



INSPECTION – ALL AFFECTED TRUCK VEHICLES

1. **NOTE:** The location of the speed control deactivation switch on the front of the master cylinder varies on some applications. On most affected vehicles, it will be at the 12 o'clock position. On some vehicles, the switch may be at either the 8 o'clock or 5 o'clock positions. The 1992 and 1993 E-Series switch is located on the driver side frame rail. Access to the switch is straightforward in all applications except the 1992 and 1993 E-Series where the vehicle must be lifted to access and the E-450 where the coolant degas bottle must be positioned aside. It is not necessary to drain the cooling system or empty the degas bottle to move it.

On E-450 models only, remove the 3 screws and position the coolant degas bottle forward to allow access to the speed control deactivation switch and servo.

2. If necessary (E-150/250/350), lift the vehicle and disconnect the speed control deactivation switch 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 or F).
 - If brake fluid is present, proceed to Labor Operation E.

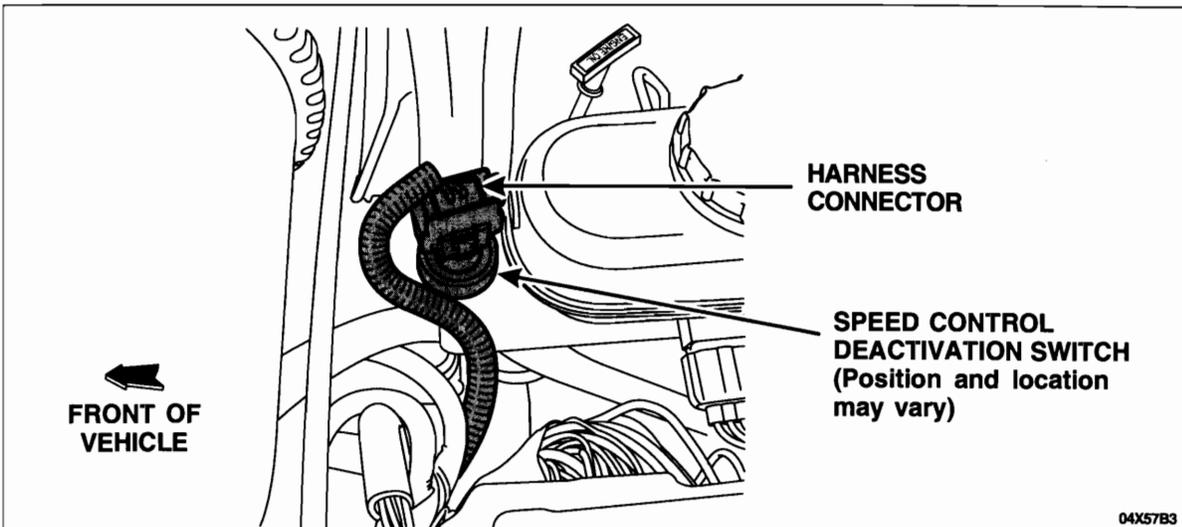


FIGURE 2

04X57B3



LABOR OPERATION D AND F – APPLIES TO VEHICLES WITH NON-LEAKING SWITCHES

1. Connect the fused jumper harness (14A411) to the speed control deactivation switch and the vehicle harness.
2. On E-450 models, secure the 2-wire take out to the larger portion of the fused jumper harness before installation, as shown in Figure 4.
3. Position the harness alongside an existing harness, located below or alongside 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.
4. Secure the jumper to the existing harness with tie straps, making sure the fuse holder is positioned vertically with the cap facing upward. Wrap the tie straps underneath, then over the top of the existing harness and verify proper fuse holder orientation. See Figures 3, 4 and 5.
5. Reinstall the coolant degas bottle (E-450 only), then release the vehicle.

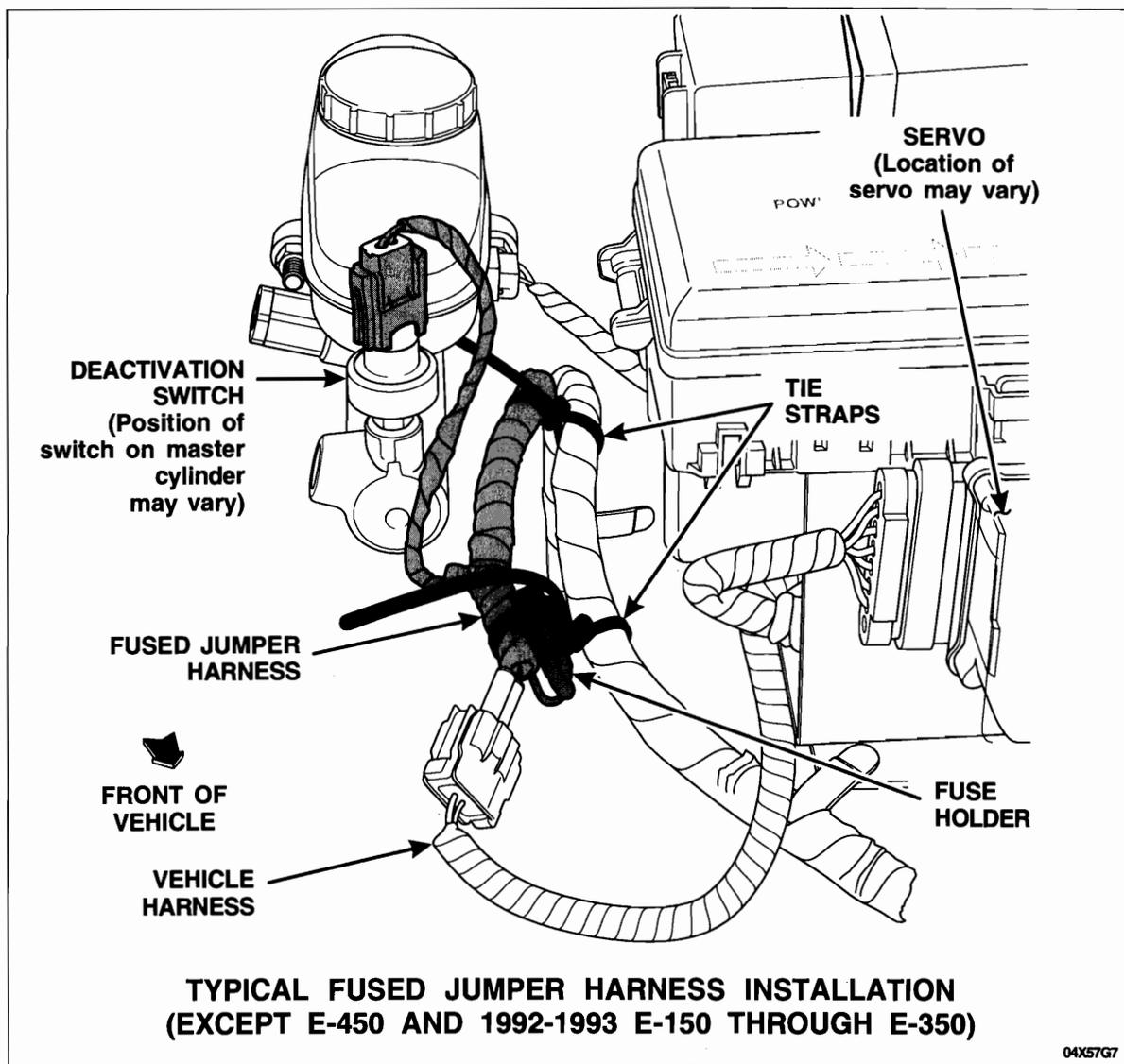


FIGURE 3



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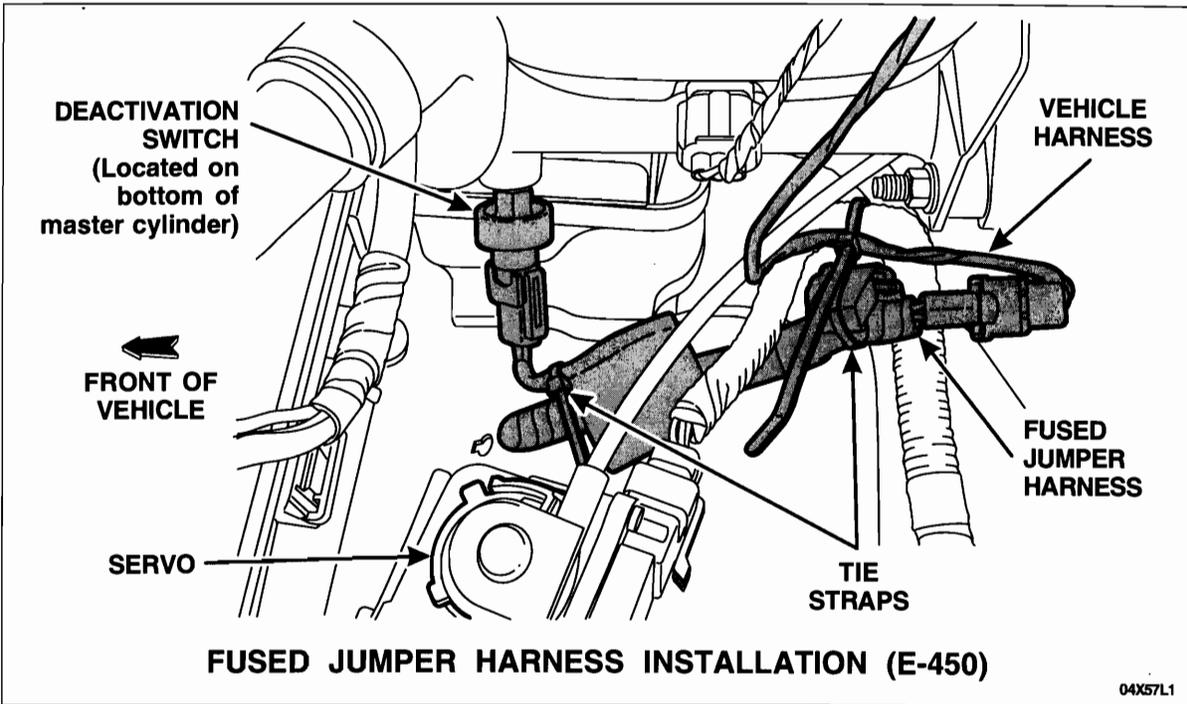


FIGURE 4

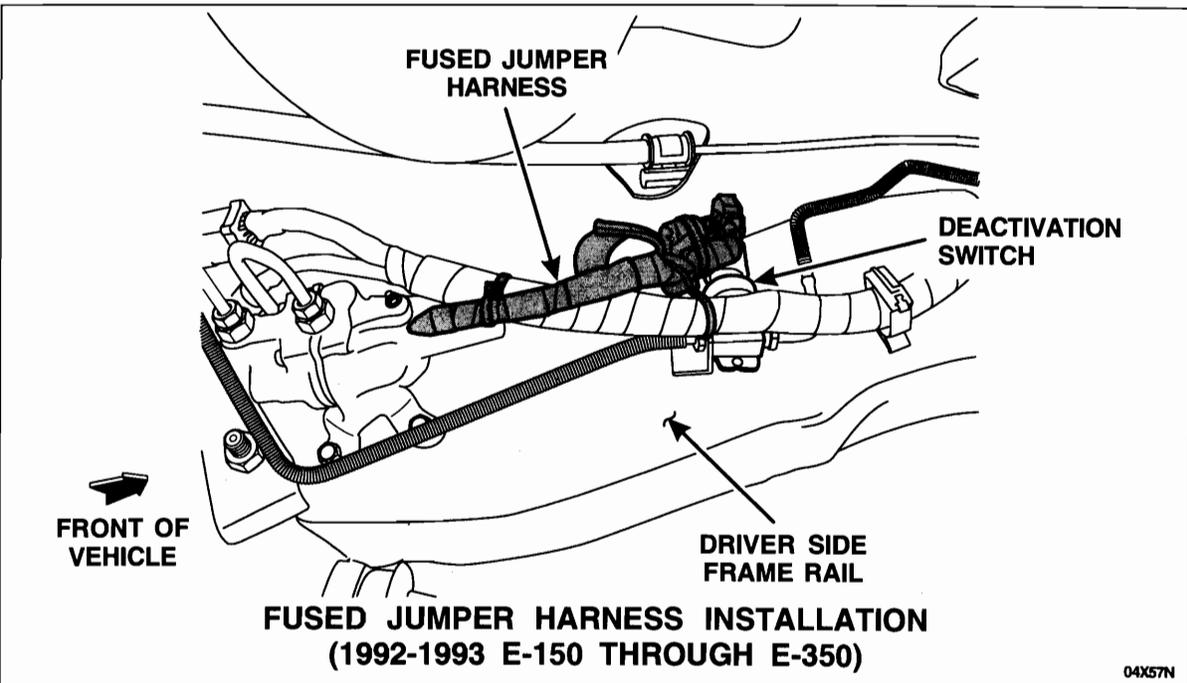


FIGURE 5



LABOR OPERATION E – APPLY TO VEHICLES WITH LEAKING SWITCHES

NOTE: The brake pedal must not be depressed during the removal and replacement of the speed control deactivation switch.

1. Check brake fluid level at the master cylinder and, if necessary, fill to maximum fluid level.
2. **CAUTION: DO NOT apply fluid to the electrical connector.**

Add a few drops of Motorcraft High Performance DOT 3 Motor Vehicle Brake Fluid, PM-1 or PM-1-C(US); CPM-1-C (Canada), to the fluid port at the threaded end of the *new* deactivation switch. See Figure 6.



FIGURE 6

3. Remove the brake fluid reservoir cap.
4. **CAUTION: Do not allow any foreign material to enter the master cylinder port once the deactivation switch is removed.**

NOTE: Call the Special Service Support Center for assistance if brake fluid does not flow from the speed control deactivation switch fitting when the switch is removed.

NOTE: If the *new* speed control deactivation switch is not installed immediately after the original switch is removed, the master cylinder brake fluid level could drop below the minimum level and air could enter the brake system. If this should occur, air must be bled from the brake system at all 4 wheels. In this situation, the labor to bleed the brake system will not be covered under this program.

Remove the speed control deactivation switch and observe brake fluid dripping/draining from the speed control deactivation switch fitting. As soon as brake fluid begins to bleed from the fitting, install the *new* speed control deactivation switch and torque to 18 Nm (13 lb-ft).

5. Check brake fluid level at master cylinder, fill to maximum fluid level and install brake fluid reservoir cap.



6. Disconnect the speed control servo and inspect the vehicle harness connector for heat damage. See Figure 7.
 - 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 next step.
 - If the speed control servo connector is heat damaged, call the Special Service Support Center at 1-800-325-5621 for further instructions.

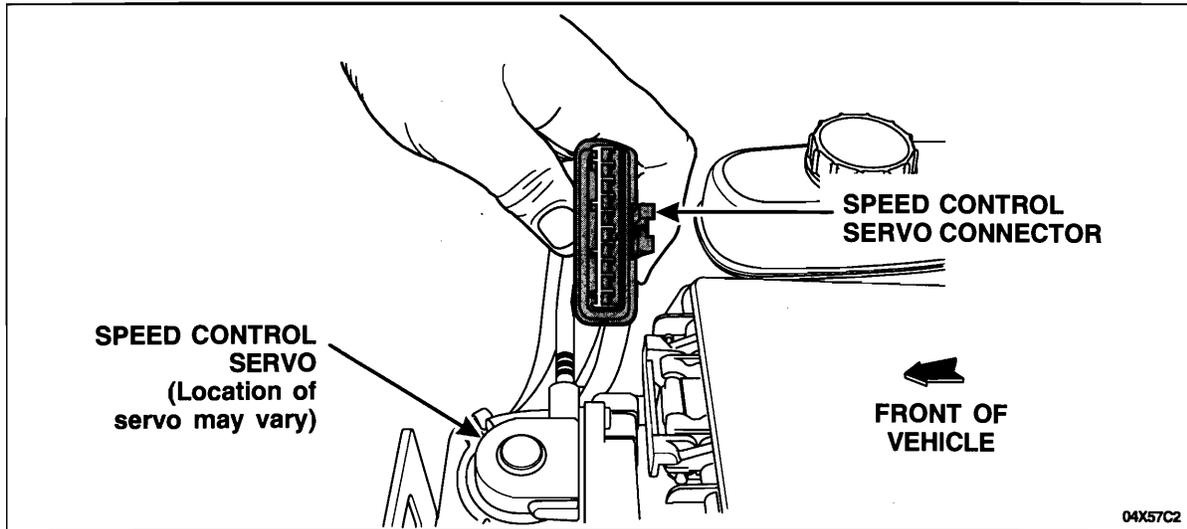


FIGURE 7

7. **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.**
8. Cut approximately 3 mm (1/8 in) off the grease tube applicator tip.



9. Before installing the jumper harness, fill the vehicle harness end of the jumper (male pin connector end) with Motorcraft Electrical Grease II XG-15-A. See Figure 8.

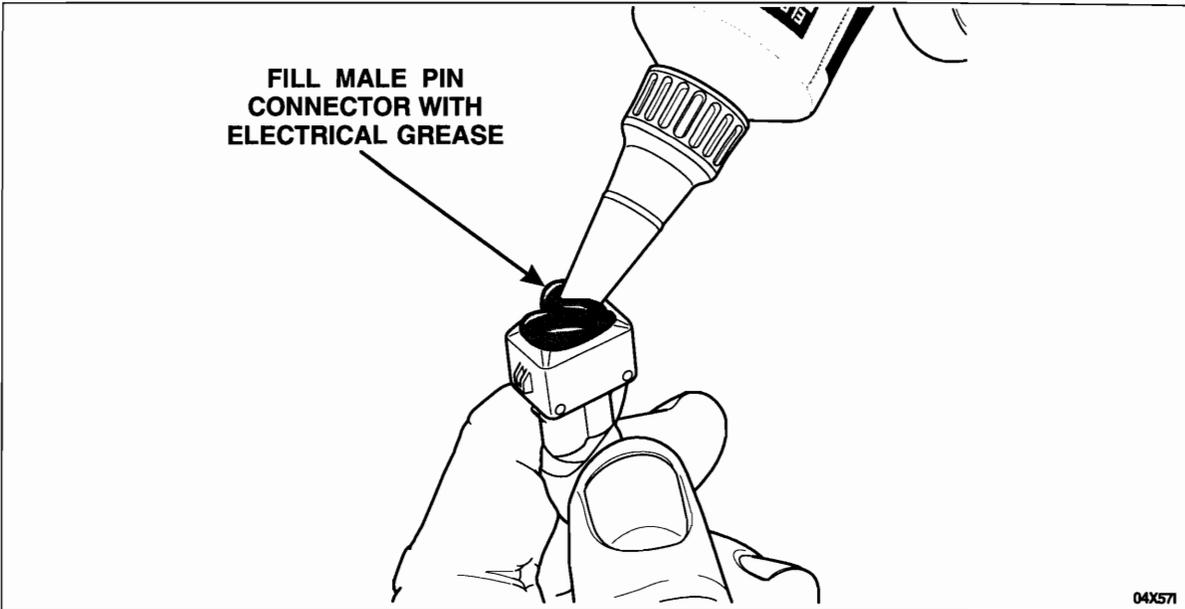


FIGURE 8



10. 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.

11. **CAUTION: Be sure to apply an adequate amount of grease to the vehicle harness connector only. DO NOT apply the grease directly to the connector of the servo module.**

Apply a 5 mm (3/16 in) high bead of Motorcraft Electrical Grease II XG-15-A across the entire width and length of the servo vehicle harness connector. See Figure 9.

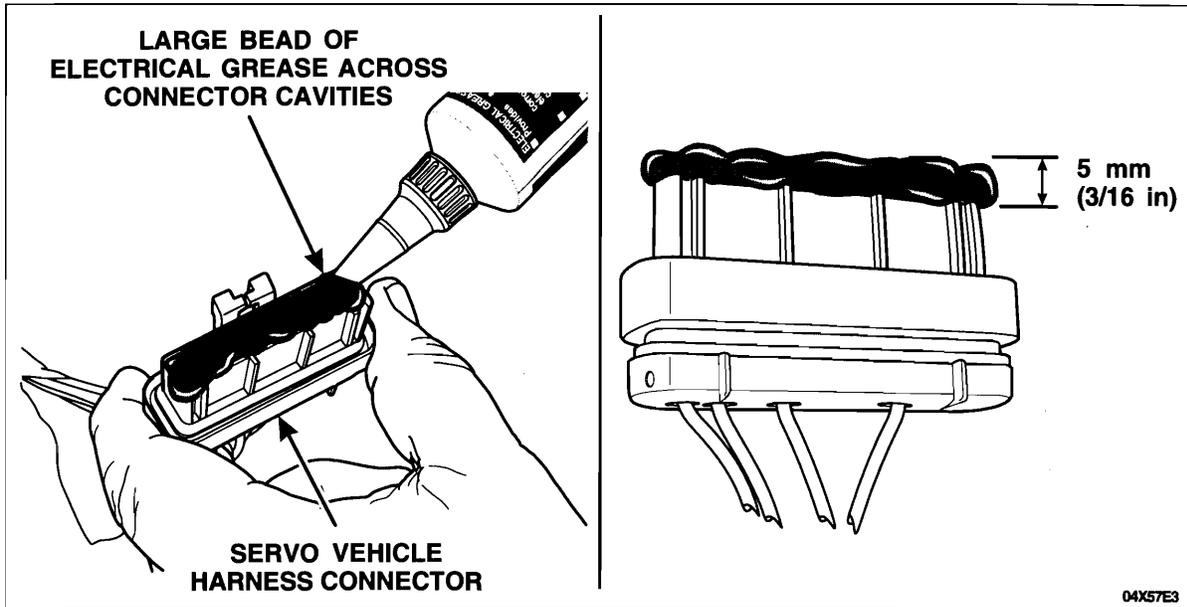


FIGURE 9

12. Reconnect the servo connector.

13. Reinstall the coolant degas bottle (E-450 only), then release the vehicle.



INTERIM REPAIR PROCEDURE (CARS ONLY)

LABOR OPERATION M, N AND P (DISABLE SPEED CONTROL SYSTEM)

- NEW**
- Labor operation 05S28M is for all affected car lines except 1993 through 1998 MARK VIII vehicles.
 - Labor operation 05S28N is for all affected 1994-1998 MARK VIII vehicles.
 - Labor operation 05S28P is for all affected 1993 MARK VIII vehicles.

NOTE: On 1993 MARK VIII vehicles, the steering wheel intermediate shaft needs to be disconnected from the inside of vehicle and the outside of vehicle, and then positioned upwards to gain access to the brake deactivation switch.

- When the intermediate steering shaft is disconnected, the steering wheel must be in LOCK position to prevent damage to the clockspring.
- During installation of the intermediate steering shaft, new bolts must be installed. Tighten the bolts to 49 Nm (36 lb-ft).

NEW **NOTE:** On the 1994-1998 MARK VIII vehicles, the deactivation switch is located underneath the right front fender splash shield in front of the right front wheel.

1. Disconnect the speed control deactivation switch.
2. Using vinyl tape, tape closed the end of the deactivation switch harness connector to prevent contamination from entering the connector.
3. Secure the connector by tie strapping it to the speed control cable or another available location to prevent rattle or contact with other components. Keep the harness away from the power distribution box to avoid chafing the harness. See Figure 10.

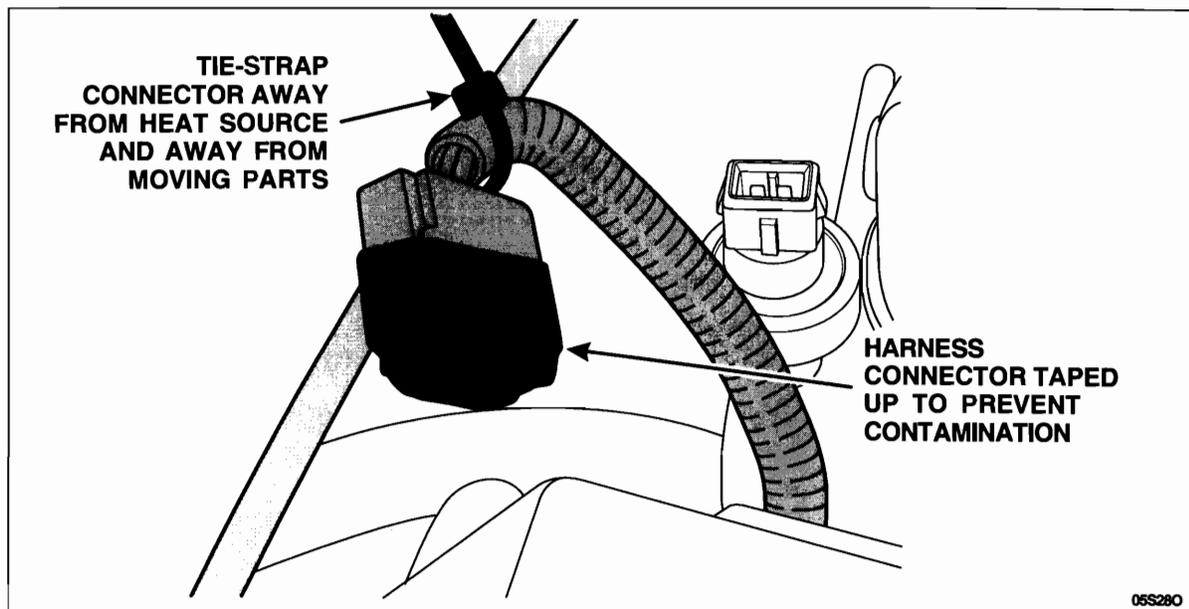


FIGURE 10



Safety Recall 05S28 - Supplement #12
1992-2004 Multiple Vehicle Lines
Speed Control System Modification

DEALER Q & A

Q1. Can the truck SCDS or the fused jumper harness be installed on a car?

A. No. The truck SCDS has different operating pressures than the car SCDS on nearly all applications. To prevent the wrong SCDS from being installed on a vehicle, the car and truck electrical connectors are keyed differently.

Q2. Why is an interim repair required on some of the affected population of cars?

A. The interim repair is required only on the newly added population of cars because the part required to make the necessary modification to the Speed Control System is not yet available. The interim repair will disable the Speed Control System and prevent the switch from overheating.

Q3. 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.

Q4. 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.

Q5. 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.

Q6. Is the Speed Control Deactivation Switch located on the vehicle steering wheel?

A. No. The Speed Control Deactivation Switch is typically mounted to the brake master cylinder under the hood. On some of the earlier built vehicles, the SCDS was mounted to a junction block or brake proportioning valve located below the master cylinder on or near the frame rail.

Q7. 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.

Q8. 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 which involves certain 1992-2004 vehicle lines 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