



Automotive Safety Office
Environmental and Safety Engineering

Fairlane Plaza South
330 Town Center Drive
Dearborn, MI 48126-2738 USA

October 20, 2009

Mr. Daniel C. Smith
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E. W45-231
Washington, D.C. 20590

Dear Mr. Smith:

Subject: Revised Ford Motor Company (Ford) Defect Information Report Regarding
Recall No. 09S09

The summary of the Ford Action in our Defect Information Report cover letter dated October 9, 2009 concerning Ford recall 09S09 is being revised to provide additional detail for the affected vehicles as follows:

- Ford Action - Ford is conducting a voluntary safety recall involving certain 1995-2003 model year Ford Windstar, 2000-2003 Ford Excursion diesel, 1993-1997 and 1999-2003 Ford F-250 SD through F-550 SD diesel, 1992-2003 Ford E-150 through E-550, 1995-2002 Ford Explorer, 1997 and 2002 Mercury Mountaineer, 1995-1997 and 2001-2003 Ford Ranger, and 1994 Ford F-53 vehicles equipped with the Texas Instruments speed control deactivation switch (SCDS). Ford is making a safety-related defect determination for the Windstar vehicles. We have not made a safety-related defect determination for the other vehicles included in this recall, but are including them to avoid any future concerns related to a potential fire risk resulting from the Texas Instruments SCDS either from the agency or from our customers.

In addition, the detailed affected vehicle information table that was provided in the attachment to our October 9, 2009 letter (Part 573.6 (c) (2)) has been revised to be consistent with the vehicle information provided above and is attached. The population of vehicles included in the recall as described in our October 9, 2009 communication did not change.

Sincerely,


James P. Vondale
Attachment



SAFETY RECALL 09S09 AFFECTED VEHICLES

| Year | Model | Assembly Plant | Build Dates | Notes |
|-------------|--|-----------------------|-----------------------------|---|
| 1995 | Windstar | OAKVILLE | 12-15-1993 to 08-11-1995 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1996-2003 | Windstar | OAKVILLE | 06-16-1995 to 10-24-2002 | <ul style="list-style-type: none"> • Vehicles with and without speed control • Built through October 24, 2002 |
| 1997 | F-250 SD through F-550 SD (7.3L diesel only) | CUAUTITLAN | 06/11/1996 to 12/05/1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1993 - 1995 | F-250 SD through F-550 SD (7.3L diesel only) | KANSAS CITY | 06/08/1992 to 08/11/1995 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1994 - 1997 | F-250 SD through F-550 SD (7.3L diesel only) | KENTUCKY TRUCK | 09/20/1993 to 12/17/1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1993 - 1995 | F-250 SD through F-550 SD (7.3L diesel only) | NORFOLK | 07/28/1992 to 06/30/1995 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1993 - 1996 | F-250 SD through F-550 SD (7.3L diesel only) | ONTARIO | 08/24/1992 to 06/28/1996 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1999 - 2002 | F-250 SD through F-550 SD (7.3L diesel only) | CUAUTITLAN | 10/02/1998 to 01/02/2002 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1999 - 2003 | F-250 SD through F-550 SD (7.3L diesel only) | KENTUCKY TRUCK | 09/03/1997 to 11/04/2002 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 2000-2003 | Excursion (7.3L diesel only) | KENTUCKY TRUCK | 03/25/1999 to 11/01/2002 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1995-1997 | Explorer | LOUISVILLE | 08-11-1994 to 08-05-1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1995-1997 | Explorer | ST. LOUIS | 12-21-1994 to 08-25-1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1998-2001 | Explorer | LOUISVILLE | 05-20-1997 to 09-21-2000 | <ul style="list-style-type: none"> • All body styles except postal vehicles • Vehicles without speed control |
| 1998-2001 | Explorer | ST. LOUIS | 05-14-1997 to 12-22-2000 | <ul style="list-style-type: none"> • All body styles except postal vehicles • Vehicles without speed control |

SAFETY RECALL 09S09 AFFECTED VEHICLES (CONTINUED)

| Year | Model | Assembly Plant | Build Dates | Notes |
|-----------|---|-----------------|--------------------------|--|
| 2002 | Explorer (Except Sport and Sport Trac) | LOUISVILLE | 08-14-2000 to 08-19-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 2002 | Explorer (Except Sport and Sport Trac) | ST. LOUIS | 10-02-2000 to 08-30-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 1997 | Mountaineer | LOUISVILLE | 03-15-1996 to 08-05-1997 | <ul style="list-style-type: none"> Vehicles with speed control |
| 2002 | Mountaineer | LOUISVILLE | 08-14-2000 to 08-19-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 2002 | Mountaineer | ST. LOUIS | 10-02-2000 to 08-30-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 1994 | F-53 | MONTERREY/IMMSA | 02/25/1993 to 08/04/1994 | <ul style="list-style-type: none"> Vehicles with speed control |
| 1992-1995 | E-350 (7.3L diesel only) | LORAIN | 07-30-1991 to 09-06-1995 | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 1996-2002 | E-350 through E-550 except stripped chassis (7.3L diesel only) | LORAIN | 07-18-1995 to 08-02-2002 | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 2003 | E-350 and E-450 except stripped chassis (7.3L diesel only) | LORAIN | 04-23-2002 to 01-09-2003 | <ul style="list-style-type: none"> Vehicles with and without speed control Built through January 9, 2003 |
| 2003 | E-550 except stripped chassis (7.3L diesel only) | LORAIN | 04-23-2002 to 03-14-2003 | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 1992-1995 | E-150 through E-350 (gasoline only) | LORAIN | 07-30-1991 to 09-06-1995 | <ul style="list-style-type: none"> Vehicles without speed control |
| 1996-2002 | E-150 through E-550 except stripped chassis (gasoline only) | LORAIN | 07-18-1995 to 08-02-2002 | <ul style="list-style-type: none"> Vehicles without speed control |

SAFETY RECALL 09S09 AFFECTED VEHICLES (CONTINUED)

| Year | Model | Assembly Plant | Build Dates | Notes |
|-----------|---|----------------|--------------------------|--|
| 2003 | E-150 through E-450 except stripped chassis (gasoline only) | LORAIN | 04-23-2002 to 12-31-2002 | <ul style="list-style-type: none"> • Vehicles without speed control • Built through December 31, 2002 |
| 2003 | E-550 except stripped chassis (gasoline only) | LORAIN | 04-23-2002 to 03-14-2003 | <ul style="list-style-type: none"> • Vehicles without speed control |
| 1995-1997 | Ranger | EDISON | 01-05-1994 to 08-14-1997 | <ul style="list-style-type: none"> • Vehicles with speed control • Non-Electric |
| 1995-1997 | Ranger | LOUISVILLE | 08-11-1994 to 08-05-1997 | <ul style="list-style-type: none"> • Vehicles with speed control • Non-Electric |
| 1995-1997 | Ranger | TWIN CITIES | 10-27-1994 to 08-22-1997 | <ul style="list-style-type: none"> • Vehicles with speed control • Non-Electric |
| 2001-2002 | Ranger | EDISON | 03-13-2000 to 08-27-2002 | <ul style="list-style-type: none"> • Vehicles without speed control • Non-Electric |
| 2001-2002 | Ranger | TWIN CITIES | 04-03-2000 to 08-10-2002 | <ul style="list-style-type: none"> • Vehicles without speed control • Non-Electric |
| 2002 | Ranger | EDISON | 05-02-2002 to 08-27-2002 | <ul style="list-style-type: none"> • Non-FX4 vehicles with speed control • Built from May 2, 2002 through Job Last • Non-Electric |
| 2002 | Ranger | TWIN CITIES | 05-02-2002 to 08-10-2002 | <ul style="list-style-type: none"> • Non-FX4 vehicles with speed control • Built from May 2, 2002 through Job Last • Non-Electric |
| 2002 | Ranger | PACHECO | 07-04-2001 to 04-30-2002 | <ul style="list-style-type: none"> • Vehicles without speed control • Non-Electric |
| 2003 | Ranger | EDISON | 04-29-2002 to 12-05-2002 | <ul style="list-style-type: none"> • Vehicles with and without speed control • Built through December 5, 2002 • Non-Electric |
| 2003 | Ranger | TWIN CITIES | 05-06-2002 to 12-05-2002 | <ul style="list-style-type: none"> • Vehicles with and without speed control • Built through December 5, 2002 • Non-Electric |

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OFFICE OF DEFECTS
INVESTIGATION

Automotive Safety Office
Environmental and Safety Engineering

Fairlane Plaza South
330 Town Center Drive
Dearborn, MI 48126-2738 USA

October 9, 2009

Mr. Daniel C. Smith
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E. W45-231
Washington, D.C. 20590

Dear Mr. Smith:

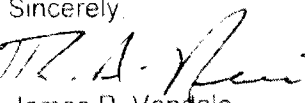
Subject: Ford Motor Company (Ford) Recall No. 09S09

Summary

- Ford Action - Ford is conducting a voluntary safety recall involving certain 1995-2003 model year Ford Windstar, 2000-2003 Ford Excursion diesel, 1993-1997 and 1999-2003 Ford F-Super Duty diesel, 1992-2003 Ford Econoline, 1995-2002 Ford Explorer and Mercury Mountaineer, 1995-1997 and 2001-2003 Ford Ranger, and 1994 Ford F53 Motorhome vehicles equipped with the Texas Instruments speed control deactivation switch (SCDS). Ford is making a safety-related defect determination for the Windstar vehicles. We have not made a safety-related defect determination for the other vehicles included in this recall, but are including them to avoid any future concerns related to a potential fire risk resulting from the Texas Instruments SCDS either from the agency or from our customers.
- Number of Vehicles Involved - Ford estimates there are approximately 4.5 million vehicles currently registered in the United States and Federalized Territories.
- Effect on Vehicle Operation - The SCDS may, under certain conditions, leak internally and then overheat, smoke, or burn. In addition, a small number of 1999-2003 Windstar vehicles, brake fluid was found to migrate from a leaking switch to the anti-lock brake system (ABS) module connector, which could also overheat, smoke, or burn. Ford is not aware of any smoke or fire related accidents, injuries or fatalities in any of the recalled vehicles.
- Service Procedure - Owners will be notified and instructed to take their vehicles to a Ford or Lincoln/Mercury dealer for installation of a fused wiring harness to eliminate the potential risk of fire. On 1999-2003 Windstar vehicles with a leaking switch, the repair will also involve an inspection and repair, if necessary, of the ABS module connector. Repairs will be completed at no charge to owners.

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

Sincerely,


James P. Vondale
Attachment

49 CFR Part 573 -- DEFECT INFORMATION REPORT
FORD RECALL 09S09

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

Ford is making a safety-related defect determination for 1995-2003 model year Windstar vehicles. For all other vehicles included in this safety recall, Ford is not making a determination that these vehicles contain a safety-related defect. We are including these other vehicles to avoid any future concerns related to any potential fire risk resulting from the Texas Instruments speed control deactivation switch (SCDS) either from the agency or from our customers.

573.6 (c) (2) - Potentially Affected Vehicles

Approximately 4.5 million potentially affected vehicles are currently registered in the U.S. and Federalized Territories. Those vehicles, equipped with the Texas Instruments speed control deactivation switch, are listed in the table at the end of this attachment.

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 (1-888-222-2751) 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.

Ford believes the Texas Instruments speed control deactivation switches used in the potentially affected vehicles were manufactured in the United States and Mexico.

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

Ford estimates that there are approximately 4.5 million potentially affected vehicles currently registered 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

Ford has previously recalled vehicles that were equipped with the Texas Instruments SCDS. The vehicles previously recalled contain a specific combination of factors that may cause a switch that is powered at all times to be more likely to leak and develop increased electrical resistance and potential for an unattended vehicle fire.

Vehicles addressed by this action are equipped with Texas Instruments speed control deactivation switches that were not included in earlier recalls conducted by Ford. Ford has continued to monitor the performance of these switches in vehicles that were not included in the previous recalls. An increase in the number of leaking switches has been observed on Windstar vehicles, along with a small number of reports of switch fires. A small number of reports of brake fluid migration from a leaking switch to the anti-lock brake system (ABS) module on 1999-2003 Windstar vehicles have also been received. In a small subset of these reports, the presence of brake fluid in the ABS connector resulted in a melted connector or a localized fire at the ABS module.

As a result of the Windstar analysis, Ford reviewed all the remaining vehicles that were not previously recalled that also use the Texas Instruments SCDS. These other vehicles use the Texas Instruments SCDS as a redundant speed control device or, on non-speed control equipped vehicles, as an ABS signal input or simply for parts commonality. All of these vehicles have been in service for many years and most continue to have no fire allegations. Nevertheless, we have decided to include all remaining vehicles equipped with the Texas Instruments SCDS that is used as a redundant speed control device or, on non-speed control equipped vehicles, as an ABS signal input or simply to plug the cylinder port and associated electrical connector, in this action. We are including these other vehicles in this action to address possible ongoing customer lack of confidence in vehicles with the switch.

573.6 (c) (6) - Chronology of Events

In February 2008 Ford began investigating reports of underhood fires in Windstar vehicles as a result of an increasing trend of reports. Ford was also contacted by the National Highway Traffic Safety Administration (NHTSA) in May 2008 regarding some of these reports. In June 2008 NHTSA opened an investigation (PE08-035) into underhood fires on 1995 through 2003 Ford Windstars, some of which were allegedly attributed to the SCDS. NHTSA also identified four complaints alleging that brake fluid leaked from the SCDS into the ABS module connector resulting in a fire.

The Windstar vehicles are equipped with Texas Instruments speed control deactivation switches that were not included in earlier SCDS recalls conducted by Ford. Those recalls involved vehicles with switches that were powered-at-all-times because of the risk of an unattended vehicle fire. The SCDS in Windstar vehicles is not powered-at-all-times. Ford conducted an extensive, in-depth investigation into the Windstar allegations and found a small number of allegations of switch melting, smoking or burning. Though extremely low, there was found to be some risk of an unattended fire resulting from a leaking switch in Windstar vehicles. Ford's investigation also found that a leaking switch could result in brake fluid migration through the wire harness to the ABS connector which is powered-at-all-times, presenting a small risk of an unattended fire originating at the ABS module if brake fluid is present. Ford is aware of only a small number of allegations of unattended fires originating at the ABS module.

As a result of the Windstar investigation, Ford reviewed all the remaining applications of the SCDS that were not part of previous field service actions. All of these vehicles have been in service for many years and most continue to have no fire allegations. Ford is not aware of any smoke or fire related accidents, injuries or fatalities in any of the recalled vehicles.

Aside from the Windstar, the additional vehicles addressed in this action have different system parameters and do not pose an unreasonable risk to safety. However, Ford is taking this action on all of these vehicles to address possible ongoing customer lack of confidence in vehicles with the affected switch.

573.6 (c) (8) - Service Program

Owners will be notified and instructed to take their vehicles to a Ford or Lincoln/Mercury dealer for installation of a fused wiring harness to eliminate the potential risk of fire. On 1999-2003 Windstar vehicles where the switch is found to be leaking, the ABS module connector will also be inspected and repaired as necessary. Repairs will be completed at no charge to owners.

Mailing of owner notification letters will begin the week of October 26th and be completed the week of December 7th. Notification to Dealers will occur the week of October 12th.

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 28, 2009.

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

Ford does not at this time plan 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 09S09 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 December 18, 2009.

SAFETY RECALL 09S09 AFFECTED VEHICLES

| Year | Model | Assembly Plant | Build Dates | Notes |
|-------------|---|----------------|--------------------------|---|
| 1995 | Windstar | OAKVILLE | 12-15-1993 to 08-11-1995 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1996-2003 | Windstar | OAKVILLE | 06-16-1995 to 10-24-2002 | <ul style="list-style-type: none"> • Vehicles with and without speed control • Built through October 24, 2002 |
| 1997 | F-Series over 8500 GVW (7.3L diesel only) | CUAUTITLAN | 06/11/1996 to 12/05/1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1993 - 1995 | F-Series over 8500 GVW (7.3L diesel only) | KANSAS CITY | 06/08/1992 to 08/11/1995 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1994 - 1997 | F-Series over 8500 GVW (7.3L diesel only) | KENTUCKY TRUCK | 09/20/1993 to 12/17/1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1993 - 1995 | F-Series over 8500 GVW (7.3L diesel only) | NORFOLK | 07/28/1992 to 06/30/1995 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1993 - 1996 | F-Series over 8500 GVW (7.3L diesel only) | ONTARIO | 08/24/1992 to 06/28/1996 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1999 - 2002 | F-Series over 8500 GVW (7.3L diesel only) | CUAUTITLAN | 10/02/1998 to 01/02/2002 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1999 - 2003 | F-Series over 8500 GVW (7.3L diesel only) | KENTUCKY TRUCK | 09/03/1997 to 11/04/2002 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 2000-2003 | Excursion (7.3L diesel only) | KENTUCKY TRUCK | 03/25/1999 to 11/01/2002 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1995-1997 | Explorer | LOUISVILLE | 08-11-1994 to 08-05-1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1995-1997 | Explorer | ST. LOUIS | 12-21-1994 to 08-25-1997 | <ul style="list-style-type: none"> • Vehicles with speed control |
| 1998-2001 | Explorer | LOUISVILLE | 05-20-1997 to 09-21-2000 | <ul style="list-style-type: none"> • All body styles except postal vehicles • Vehicles without speed control |
| 1998-2001 | Explorer | ST. LOUIS | 05-14-1997 to 12-22-2000 | <ul style="list-style-type: none"> • All body styles except postal vehicles • Vehicles without speed control |

SAFETY RECALL 09S09 AFFECTED VEHICLES (CONTINUED)

| Year | Model | Assembly Plant | Build Dates | Notes |
|-----------|--|-----------------|-----------------------------|--|
| 2002 | Explorer (Except Sport and Sport Trac) | LOUISVILLE | 08-14-2000 to 08-19-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 2002 | Explorer (Except Sport and Sport Trac) | ST. LOUIS | 10-02-2000 to 08-30-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 1997 | Mountaineer | LOUISVILLE | 03-15-1996 to 08-05-1997 | <ul style="list-style-type: none"> Vehicles with speed control |
| 2002 | Mountaineer | LOUISVILLE | 08-14-2000 to 08-19-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 2002 | Mountaineer | ST. LOUIS | 10-02-2000 to 08-30-2002 | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 1994 | F-53 Motorhome | MONTERREY/IMMSA | 02/25/1993 to 08/04/1994 | <ul style="list-style-type: none"> Vehicles with speed control |
| 1992-1995 | E-Series (7.3L diesel only) | LORAIN | 07-30-1991 to 09-06-1995 | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 1996-2002 | E-Series except stripped chassis (7.3L diesel only) | LORAIN | 07-18-1995 to 08-02-2002 | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 2003 | E-350/450 except stripped chassis (7.3L diesel only) | LORAIN | 04-23-2002 to 01-09-2003 | <ul style="list-style-type: none"> Vehicles with and without speed control Built through January 9, 2003 |
| 2003 | E-550 except stripped chassis (7.3L diesel only) | LORAIN | 04-23-2002 to 03-14-2003 | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 1992-1995 | E-Series (gasoline only) | LORAIN | 07-30-1991 to 09-06-1995 | <ul style="list-style-type: none"> Vehicles without speed control |
| 1996-2002 | E-Series except stripped chassis (gasoline only) | LORAIN | 07-18-1995 to 08-02-2002 | <ul style="list-style-type: none"> Vehicles without speed control |
| 2003 | E-150/250/350/450 except stripped chassis (gasoline only) | LORAIN | 04-23-2002 to 12-31-2002 | <ul style="list-style-type: none"> Vehicles without speed control Built through December 31, 2002 |
| 2003 | E-550 except stripped chassis (gasoline only) | LORAIN | 04-23-2002 to 03-14-2003 | <ul style="list-style-type: none"> Vehicles without speed control |

SAFETY RECALL 09S09 AFFECTED VEHICLES (CONTINUED)

| Year | Model | Assembly Plant | Build Dates | Notes |
|-----------|--------|----------------|--------------------------|--|
| 1995-1997 | Ranger | EDISON | 01-05-1994 to 08-14-1997 | <ul style="list-style-type: none"> • Vehicles with speed control • Non-Electric |
| 1995-1997 | Ranger | LOUISVILLE | 08-11-1994 to 08-05-1997 | <ul style="list-style-type: none"> • Vehicles with speed control • Non-Electric |
| 1995-1997 | Ranger | TWIN CITIES | 10-27-1994 to 08-22-1997 | <ul style="list-style-type: none"> • Vehicles with speed control • Non-Electric |
| 2001-2002 | Ranger | EDISON | 03-13-2000 to 08-27-2002 | <ul style="list-style-type: none"> • Vehicles without speed control • Non-Electric |
| 2001-2002 | Ranger | TWIN CITIES | 04-03-2000 to 08-10-2002 | <ul style="list-style-type: none"> • Vehicles without speed control • Non-Electric |
| 2002 | Ranger | EDISON | 05-02-2002 to 08-27-2002 | <ul style="list-style-type: none"> • Non-FX4 vehicles with speed control • Built from May 2, 2002 through Job Last • Non-Electric |
| 2002 | Ranger | TWIN CITIES | 05-02-2002 to 08-10-2002 | <ul style="list-style-type: none"> • Non-FX4 vehicles with speed control • Built from May 2, 2002 through Job Last • Non-Electric |
| 2002 | Ranger | PACHECO | 07-04-2001 to 04-30-2002 | <ul style="list-style-type: none"> • Vehicles without speed control • Non-Electric |
| 2003 | Ranger | EDISON | 04-29-2002 to 12-05-2002 | <ul style="list-style-type: none"> • Vehicles with and without speed control • Built through December 5, 2002 • Non-Electric |
| 2003 | Ranger | TWIN CITIES | 05-06-2002 to 12-05-2002 | <ul style="list-style-type: none"> • Vehicles with and without speed control • Built through December 5, 2002 • Non-Electric |



Michael A. Berardi
Director
Service Engineering Operations
Ford Customer Service Division

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

October 13, 2009

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

SUBJECT: Safety Recall 09S09
Certain 1992-2003 Model Year Vehicle Lines
Speed Control System Modification

AFFECTED VEHICLES

Due to the complexity and the number of vehicles involved, please refer to Attachment IV for Affected Vehicle Applications. Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit <https://web.fsavinlists.dealerconnection.com>. This information will be available by October 15, 2009.

REASON FOR THIS SAFETY RECALL

In some of the affected Windstar vehicles, the Speed Control Deactivation Switch (SCDS) may overheat, smoke, or burn, which could result in an underhood fire. The potential for a switch fire exists in these vehicles regardless of whether speed control is being used. In addition, on 1999-2003 Windstar vehicles only, brake fluid may migrate from a leaking SCDS to the anti-lock brake system (ABS) module, creating the potential for melting or fire at the ABS module regardless of whether the engine is running or power is present.

As a result of the Windstar investigation, Ford reviewed all remaining Texas Instruments Speed Control Deactivation Switches in vehicles not previously recalled. These other vehicles use the Texas Instrument SCDS as a redundant speed control device, ABS signal input, or for parts commonality. All of these vehicles have been in service for many years and most continue to have no fire allegations. However, Ford is taking action on all of these vehicles to address customers' lack of confidence in the perceived long term durability of their vehicles.

SERVICE ACTION

Dealers are to inspect the Speed Control Deactivation Switch (SCDS) harness connector for the presence of brake fluid contamination. If no brake fluid is present, dealers are to install the universal fused jumper harness. If brake fluid is present, dealers are to replace the SCDS and check for related damage as instructed in Attachment III - Technical Information. This service must be performed on all affected vehicles at no charge to the vehicle owner. Owners are being advised to park their vehicle outdoors away from structures until the recall service is performed to prevent a potential fire from spreading.

OWNER NOTIFICATION MAILING SCHEDULE

Owners of affected vehicles will be notified by mail beginning late October 2009 and ending early December 2009. Dealers should repair any affected vehicles that arrive at their dealerships, whether or not the customer has received a letter.

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
- Attachment III: Technical Information
- Attachment IV: Affected Vehicle Applications
- Attachment V: Dealer Q & A
- Owner Notification Letter
- Recall Reimbursement Plan

QUESTIONS & ASSISTANCE

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

Sincerely,



Michael A. Berardi

Safety Recall 09S09
Certain 1992-2003 Model Year Vehicle Lines
Speed Control System Modification

OASIS ACTIVATED?

Yes, OASIS will be activated on October 13, 2009.

NOTE: This recall pertains to certain vehicles that have a factory installed speed control deactivation switch only. Ford offered a Genuine Accessory Speed Control kit that utilized 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 09S09, and the VIN of their vehicle is not listed in OASIS under 09S09, the vehicle is not involved in the program.

FSA VIN LIST ACTIVATED?

Yes, FSA VIN list will be available through <https://web.fsavinlists.dealerconnection.com> by October 15, 2009. Owner names and addresses will be available by December 18, 2009.

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

- Owners of affected vehicles will be directed to dealers for repairs.
- Immediately contact any of your affected owners whose vehicles are not on your VIN lists but are identified in OASIS. Give the customer a copy of the Owner 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. Ford Motor Company reserves the right to deny coverage for related damage in cases where the vehicle owner has not had this recall performed on a timely basis.

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.
- If you encounter aftermarket equipment or modifications to the vehicle which might prevent the repair of the covered condition, call the Special Service Support Center.

Safety Recall 09S09
Certain 1992-2003 Model Year Vehicle Lines
Speed Control System Modification

OWNER REFUNDS

- **This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close the recall on the vehicle.**
- 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. Non-covered repairs, or those judged by Ford to be excessive, will not be reimbursed.
- Refunds will only be provided for the cost associated with repairs due to a leaking speed control deactivation switch.
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 09S09
 - Misc. Expense: ADMIN
 - Misc. Expense: REFUND
 - Misc. Expense: 0.2 Hrs.
- Multiple refunds should be submitted on one repair line and the invoice details for each repair should be detailed in the comments section of the claim. If a repair is performed on the same visit, the repair and refunds should be submitted on separate repair lines.

RENTAL VEHICLES

The use of rental vehicles is not authorized for this program.

CLAIMS PREPARATION AND SUBMISSION

- Enter claims using Direct Warranty Entry (DWE).
- Refer to ACESII manual for claims preparation and submission information.
- Refunds or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed. Related damage requires prior approval from the Special Service Support Center.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked. "MT" labor requires prior approval from the Special Service Support Center.
- Claiming information for Electrical Grease II for servicing both the speed control servo and SCDS adapter jumper harness connector – applies to Labor Operation 09S09G or 09S09H. (Submit on same repair line as repair.)
 - Program Code: 09S09
 - Misc. Expense: OTHER
 - Misc. Expense: \$6.30
- Claiming information for Electrical Grease II for servicing SCDS adapter jumper harness connector **only** - applies to Labor Operation 09S09D, 09S09F or 09S09J (Submit on same repair line as repair.)
 - Program Code: 09S09
 - Misc. Expense: OTHER
 - Misc. Expense: \$0.50

Safety Recall 09S09
 Certain 1992-2003 Model Year Vehicle Lines
 Speed Control System Modification

LABOR ALLOWANCES

| Inspection Only | Labor Operation | Labor Time |
|--|------------------------|-------------------|
| No SCDS found on vehicle - Applies to <u>certain</u> 1992-2003 E-Series vehicles <ul style="list-style-type: none"> 1992-1993: Lift vehicle and check for SCDS on left frame rail under driver's seat 1994-2003: Check for SCDS on the master cylinder | 09S09A | 0.2 Hour |
| Non-Leaking SCDS Repair Descriptions | Labor Operation | Labor Time |
| Install Universal Fused Jumper Harness (UFJH) - Applies to all vehicles <u>except</u> 1992-1993 E-Series and 1993 F-Series vehicles <ul style="list-style-type: none"> Inspect SCDS harness connector for presence of brake fluid Install UFJH | 09S09B | 0.2 Hour |
| Lift Vehicle and Install UFJH - Applies to 1992-1993 E-Series and 1993 F-Series vehicles <ul style="list-style-type: none"> Lift vehicle and inspect SCDS harness connector for presence of brake fluid Install UFJH | 09S09C | 0.3 Hour |
| Leaking SCDS Repair Descriptions | Labor Operation | Labor Time |
| Replace SCDS - Applies to all vehicles that have a SCDS but do not have a speed control servo except 1999-2003 Windstar vehicles <ul style="list-style-type: none"> Inspect and replace SCDS Apply electrical grease to SCDS adapter jumper harness connector | 09S09D | 0.3 Hour |
| Lift Vehicle and Replace SCDS – Applies to 1992-1993 E-Series and 1993 F-Series vehicles <ul style="list-style-type: none"> Lift vehicle, inspect, and replace SCDS Apply electrical grease to SCDS adapter jumper harness connector | 09S09F | 0.4 Hour |
| Replace SCDS and Inspect Speed Control Servo – Applies to all vehicles that have a speed control servo except 1999-2003 Windstar vehicles <ul style="list-style-type: none"> Inspect and replace SCDS Apply electrical grease to SCDS adapter jumper harness connector Inspect speed control servo harness connector for heat damage Blow out brake fluid from connector and apply electrical grease | 09S09G | 0.4 Hour |
| Replace SCDS, Inspect Speed Control Servo and ABS Connectors – Applies to 1999-2003 Windstar vehicles with speed control <ul style="list-style-type: none"> Inspect and replace SCDS Apply electrical grease to SCDS adapter jumper harness connector Inspect speed control servo harness connector for heat damage Blow out brake fluid from connector and apply electrical grease Lift vehicle and inspect ABS connector for corrosion and heat damage | 09S09H | 0.6 Hour |
| Replace SCDS and Inspect ABS Connector – Applies to 1999-2003 Windstar vehicles without speed control <ul style="list-style-type: none"> Inspect and replace SCDS Apply electrical grease to SCDS adapter jumper harness connector Lift vehicle and inspect ABS connector for corrosion and heat damage | 09S09J | 0.5 Hour |

Safety Recall 09S09
 Certain 1992-2003 Model Year Vehicle Lines
 Speed Control System Modification

PARTS REQUIREMENTS / ORDERING INFORMATION

Order your parts requirements through normal order processing channels.

| Part Number | Description | Quantity |
|--|---|--|
| 8W7Z-14A411-C Shipped in packages of 10. One package services 10 vehicles. | Universal Fused Jumper Harness (UFJH) <ul style="list-style-type: none"> • Universal polarity and electrical connectors • Approved for use on all affected vehicle populations | 1 part per repair |
| 1L1Z-9F924-AA Motorcraft Part # SW-6350 | Brake Repair Kit (SCDS & Adapter Harness) <ul style="list-style-type: none"> • 1995-2002 Explorer • 1997 and 2002 Mountaineer • 1995-1997, 2001-2003 Ranger • 1992-2003 E-Series • 1993-1997, 1999-2003 F-Series over 8500 GVW • 2000-2003 Excursion • 1994 F-53 Motorhome | 1 kit per repair |
| XW7Z-9F924-BA Motorcraft Part # SW-6351 | Brake Repair Kit (SCDS & Adapter Harness) <ul style="list-style-type: none"> • 1995-2003 Windstar | 1 kit per repair |
| Motorcraft Part # XG-15-A | Electrical Grease II - <u>One</u> 3 oz. tube Note: Must be used on vehicles that have a leaking SCDS. | One 3 oz. tube will service 10 vehicles. |

The DOR/COR number for this safety recall is 50409.

Questions regarding parts should be directed to the Special Service Support Center (1-800-325-5621) or E-mailed to: Ford@Renkim.com.

DEALER PRICE

For latest prices, refer to DOES II.

PARTS RETENTION AND RETURN

Affected speed control deactivation switches and related damage parts are subject to random selection for return to the Ford Warranty Parts Analysis Center (WPAC). Refer to your daily PEARS (Parts Entry and Return System) 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.

CERTAIN 1992 - 2003 MODEL YEAR VEHICLE LINES - SPEED CONTROL SYSTEM MODIFICATION

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OVERVIEW

This Safety Recall involves an inspection of the Speed Control Deactivation Switch (SCDS) harness connector for the presence of brake fluid contamination. If no brake fluid is present, install the universal fused jumper harness. If brake fluid is present, replace the SCDS and inspect the speed control servo harness connector for heat damage. See Flow Chart #2 on page 3.

In addition, for 1999 through 2003 Windstar vehicles, the repair includes an inspection of the Anti-lock Brake System (ABS) connectors. See Flow Chart #2 on page 3.

If a related damage condition is found that you believe to be caused by a leaking SCDS, call the Special Service Support Center (1-800-325-5621) to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted.

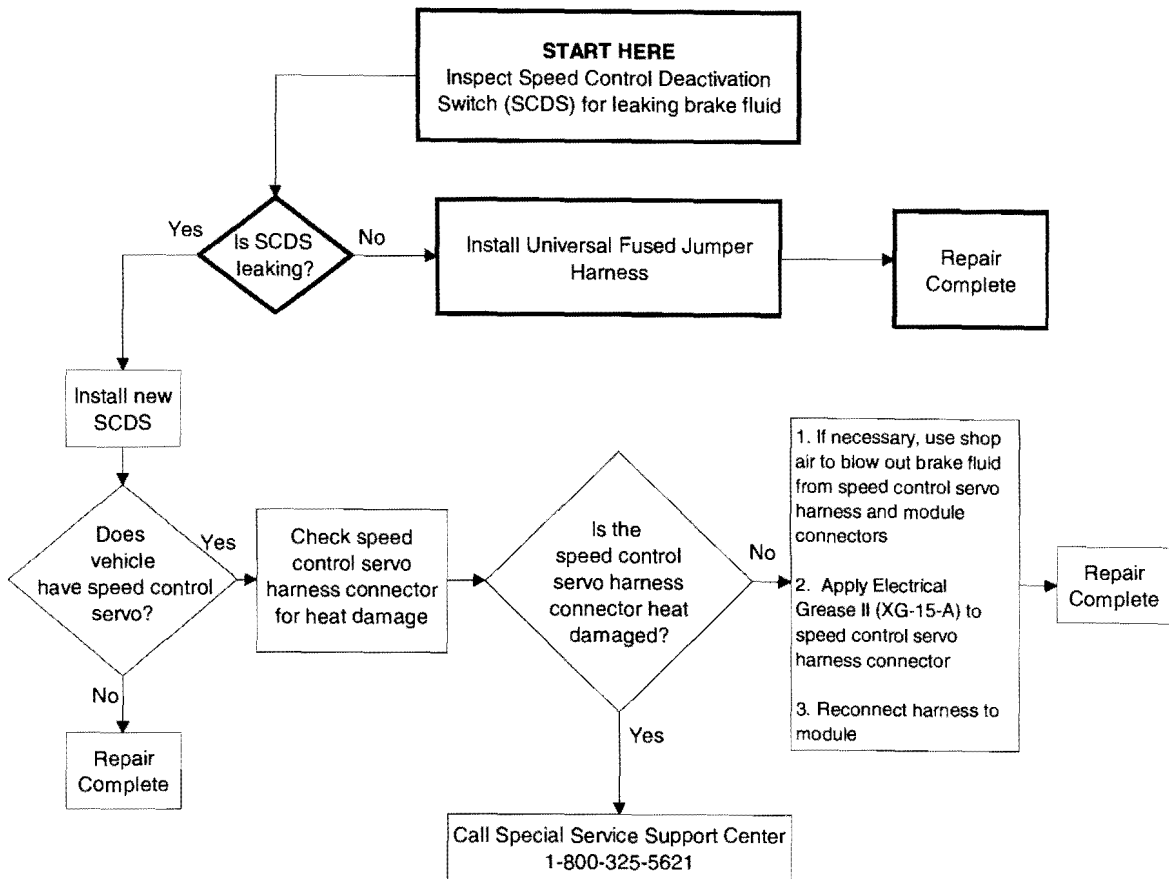


REPAIR FLOW CHARTS

Flow Chart #1 shows the repair procedure for all affected vehicles except 1999 through 2003 Windstar vehicles.

Flow Chart #1

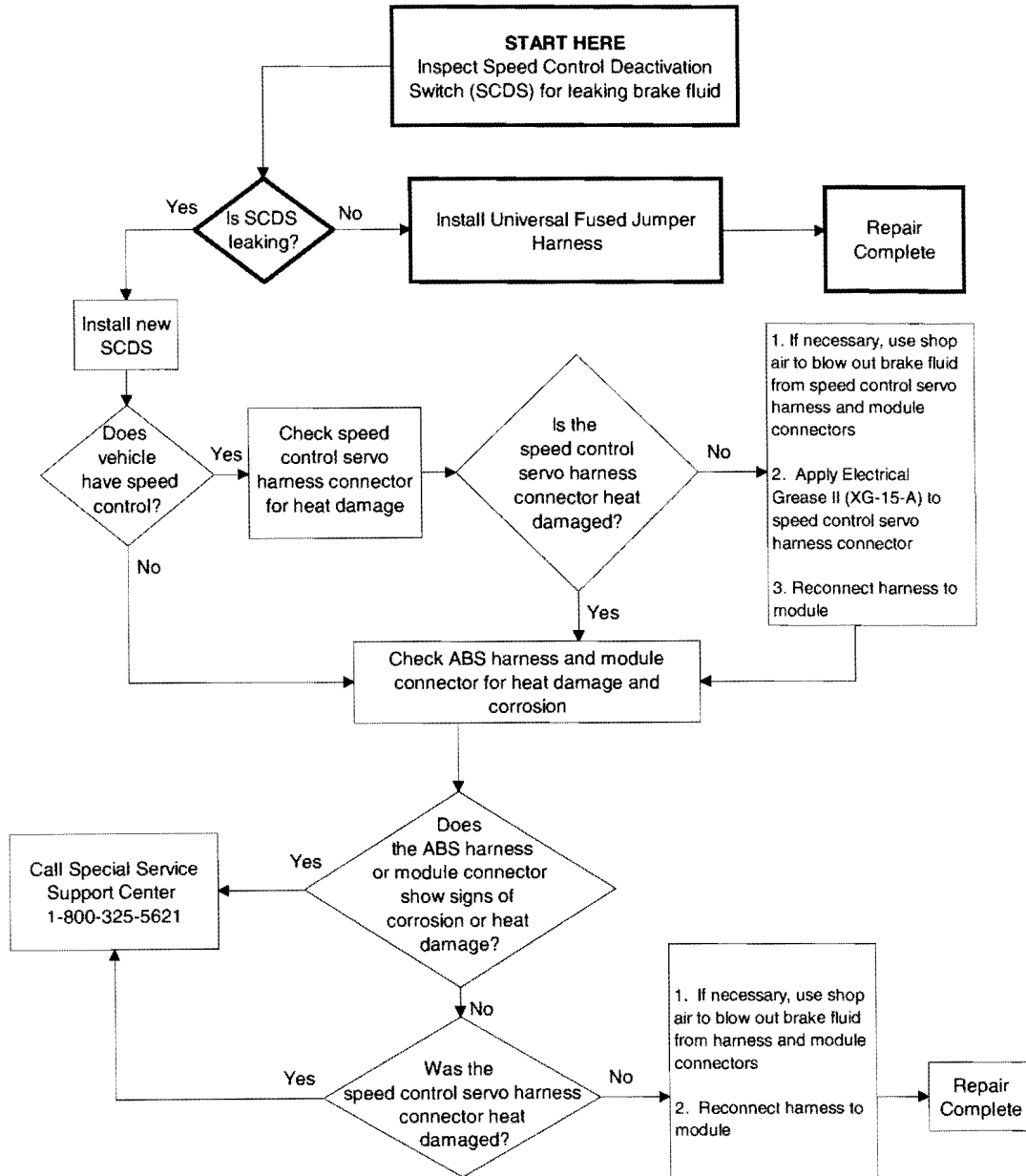
- 1992-2003 E-Series
- 2000-2003 Excursion
- 1995-2002 Explorer
- 1993-1997, 1999-2003 F-Series Over 8500 GVW
- 1994 F53 Motorhome
- 1997, 2002 Mountaineer
- 1995-1997, 2001-2003 Ranger
- 1995-1998 Windstar



Flow Chart #2 shows the repair procedure for 1999 through 2003 Windstar vehicles.

Flow Chart #2

1999-2003 Windstar



SPEED CONTROL DEACTIVATION SWITCH (SCDS) IDENTIFICATION AND LOCATION

SCDS Identification

The Speed Control Deactivation Switch (SCDS) involved in Safety Recall 09S09 and the revised SCDS are illustrated below (See Figure 1).

Note that the revised SCDS has a different electrical connector. An adapter jumper harness (which is included in the parts kit) is required when replacing the old SCDS with the revised SCDS.

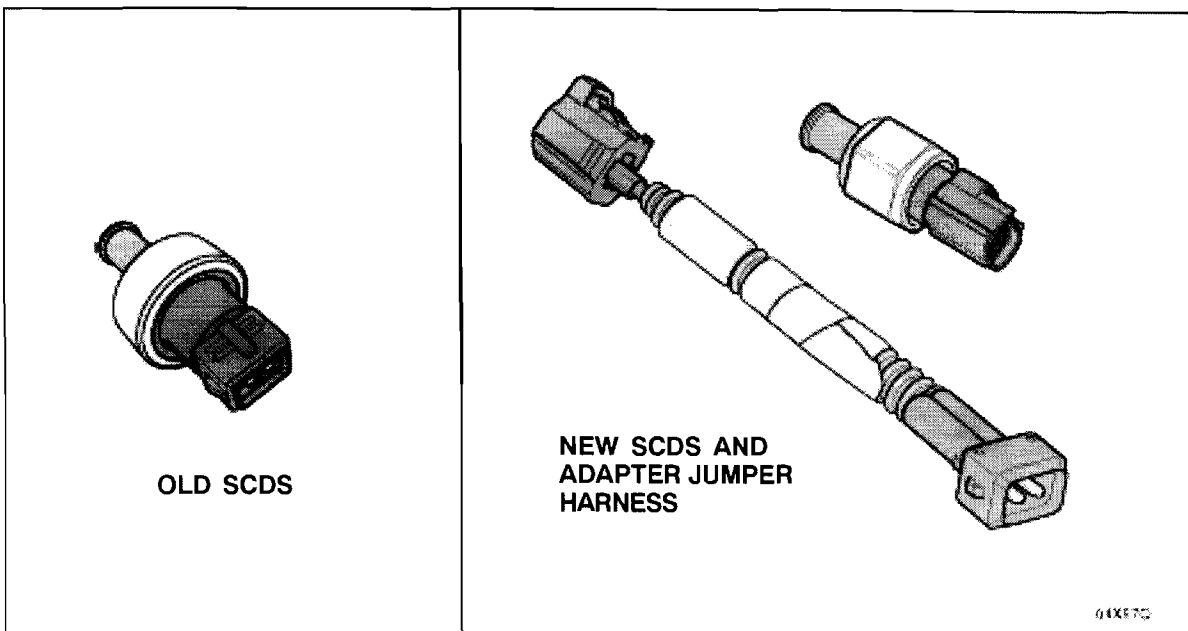


FIGURE 1

SCDS Location

In most vehicles involved in this recall, the SCDS is located on the master cylinder. In 1992-1993 E-Series vehicles, the SCDS is usually located on the junction block or brake proportioning valve on the left frame rail under the driver's seat. In 1993 F-Series vehicles, the SCDS is usually located on the junction block or brake proportioning valve on the left frame rail below the master cylinder. To verify, just follow the metal brake lines from the master cylinder until the switch is found. On F-53 Motorhome vehicles, if the SCDS is not located on the master cylinder, it may be located in a brake line junction block approximately 457 mm (18 in) below the master cylinder. It may be necessary to reposition wiring harnesses and/or remove add-on equipment in order to locate the switch.



SCDS INSPECTION PROCEDURE

NOTE: For E-Series vehicles, there is a possibility that the vehicle was manufactured without a SCDS. If unable to locate a SCDS after checking on all the brake lines, no further action is required, release the vehicle.

NOTE: On 1992-1993 E-Series and 1993 F-Series vehicles, it may be necessary to lift the vehicle to gain access to the SCDS. On Windstar vehicles, the air cleaner housing must be separated in the middle to gain access to the SCDS.

1. Disconnect the harness connector from the SCDS (See Figure 2).

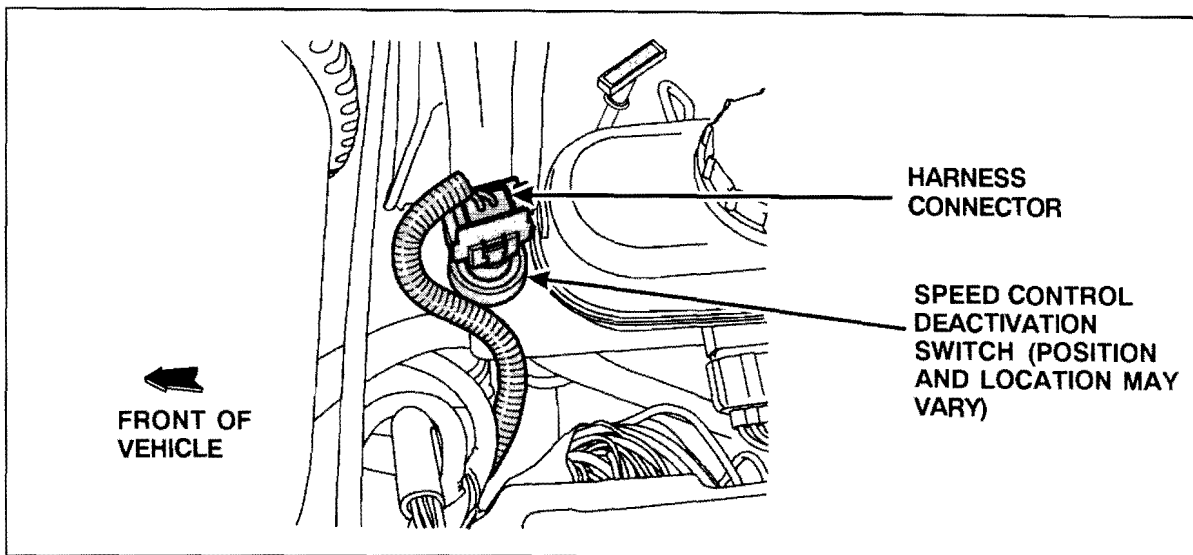


FIGURE 2

2. Inspect the harness connector for the presence of brake fluid.
 - If there is **no** evidence of brake fluid on the connector, install Universal Fused Jumper Harness (UFJH). See page 6.
 - If there **is** evidence of brake fluid on the connector, replace SCDS. See page 7.



UNIVERSAL FUSED JUMPER HARNESS (UFJH) INSTALLATION

1. Connect the Universal Fused Jumper Harness (UFJH) to the SCDS and the vehicle harness.
2. Secure the UFJH to the existing harness with tie straps, making sure the fuse holders are positioned vertically with the fuse holder cap facing upward. Wrap the tie straps underneath, then over the top of the existing harness and verify proper fuse holder orientation (See Figure 3).
3. No further action is required, release the vehicle.

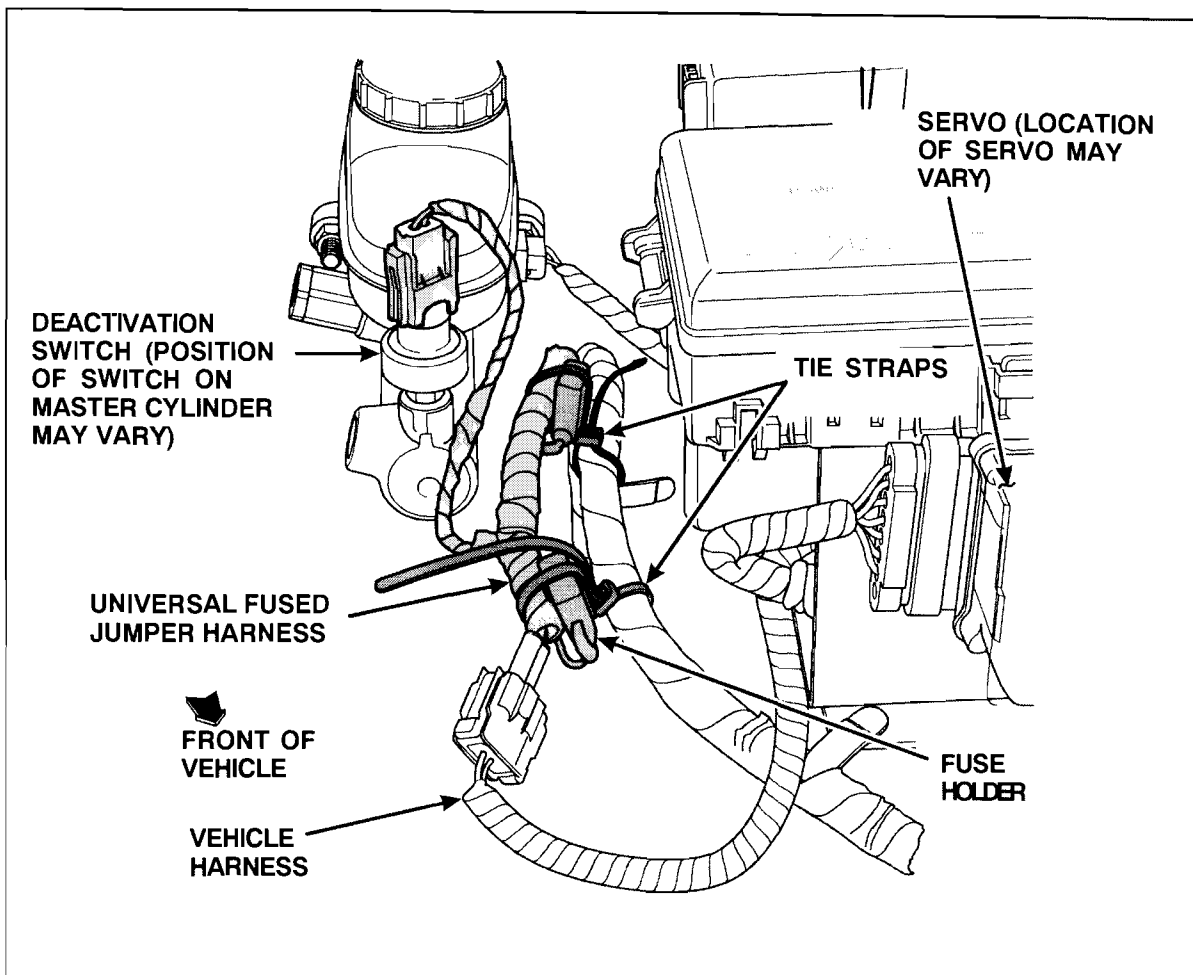


FIGURE 3



SPEED CONTROL DEACTIVATION SWITCH (SCDS) REPLACEMENT

NOTE: The brake pedal must not be depressed during the removal and replacement of the SCDS.

1. Check the brake fluid level at the master cylinder and, if necessary, fill to maximum fluid level.

NOTICE: **DO NOT** apply fluid to the electrical connector or damage to the connector may occur.

2. Add a few drops of Motorcraft High Performance DOT 3 Motor Vehicle Brake Fluid, PM-1-C (US), CPM-1-C (Canada), to the fluid port at the threaded end of the **new** SCDS (See Figure 4).

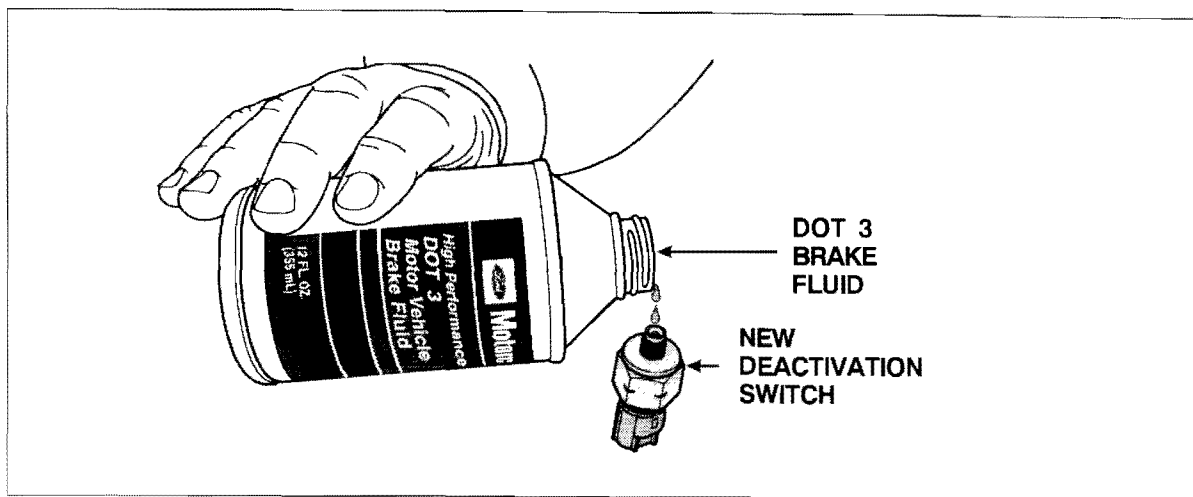


FIGURE 4

NOTICE: Do not allow any foreign material to enter the master cylinder port once the SCDS is removed.

3. Remove the old SCDS.

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

NOTE: If the **new** SCDS is not installed immediately after the original switch is removed, the master cylinder brake fluid 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.**

4. With the brake fluid reservoir cap removed, observe for brake fluid dripping/draining from the SCDS fitting. As soon as brake fluid begins to bleed from the fitting, install the **new** SCDS and tighten to 18 Nm (13 lb-ft).



5. Check the brake fluid level at the master cylinder, fill to maximum fluid level and install the brake fluid reservoir cap.
6. Before installing the adapter jumper harness, fill the vehicle harness end of the jumper (male pin connector end) with **Motorcraft Electrical Grease II (XG-15-A)** (See Figure 5).

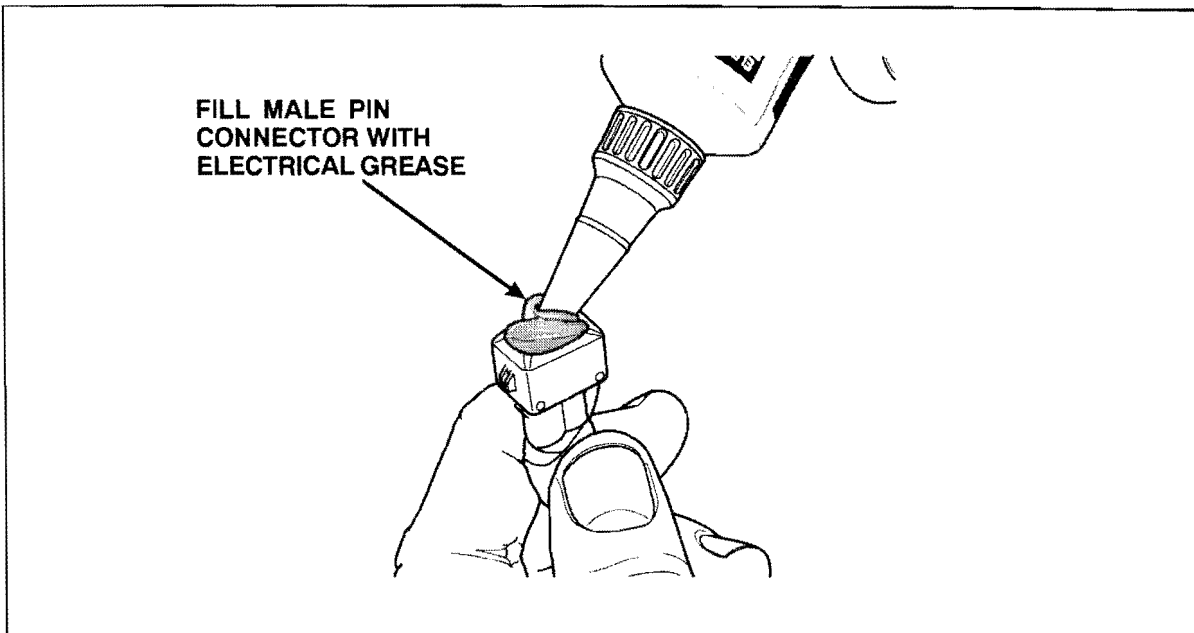


FIGURE 5

7. Install the adapter jumper harness by connecting it to both the SCDS and the vehicle harness. Using the provided tie strap, secure the adapter jumper harness to a nearby component such as the speed control cable or another wire harness.
 - If the vehicle has a speed control servo, proceed with speed control servo inspection. See page 9.
 - If the vehicle is a 1999-2003 Windstar that does not have speed control, proceed with ABS inspection. See page 11.
 - If none of the above apply, no further action is required, release the vehicle.



SPEED CONTROL SERVO INSPECTION

1. Disconnect the speed control servo and inspect the vehicle harness connector for heat damage (See Figure 6).
 - 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 step 2 for further instructions.
 - If heat damage is found, proceed as follows:
 - 1999-2003 Windstar, complete ABS inspection on page 11 before calling the Special Service Support Center for further instructions.
 - All other vehicles, call the Special Service Support Center for further instructions.

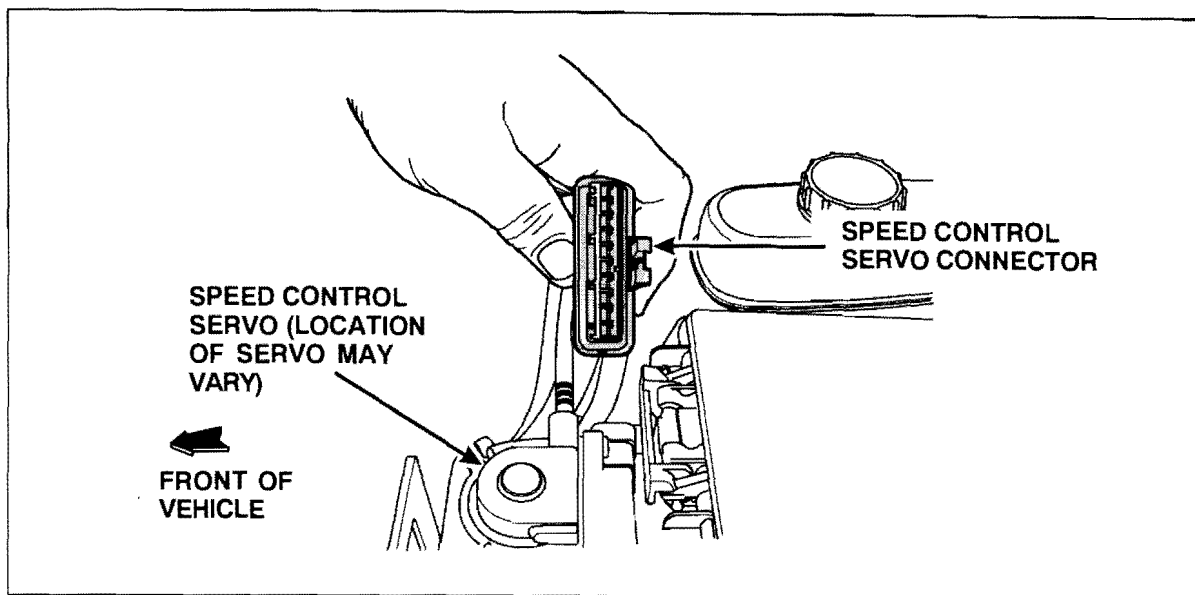


FIGURE 6



2. With the speed control servo disconnected, use shop air to blow out any trace of brake fluid from the speed control servo harness electrical connector and the servo module. **Do not use any type of solvent to clean the connectors.**
3. 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 7).

NOTICE: 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.

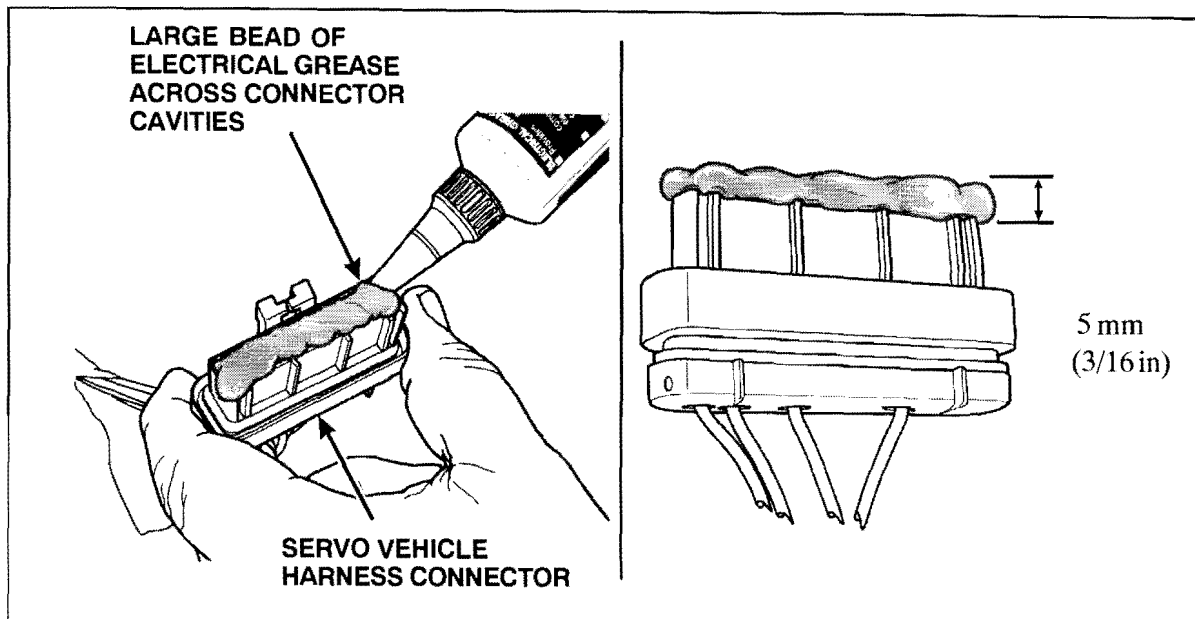


FIGURE 7

4. Reconnect the harness to the servo module.
5. If the vehicle is a 1999-2003 Windstar, proceed to ABS inspection on page 11. Otherwise no further action is required, release the vehicle.



ANTI-LOCK BRAKE SYSTEM (ABS) INSPECTION

NOTE: This inspection applies to 1999 through 2003 Windstar vehicles only.

1. Lift vehicle and remove ABS cover.
2. Disconnect ABS module. Inspect the ABS harness and module connectors for the presence of brake fluid.
3. If brake fluid is present, use shop air to blow out any trace of brake fluid from the harness connector and module.
4. Inspect the ABS harness and module connectors for corrosion and/or heat damage (See Figure 8).

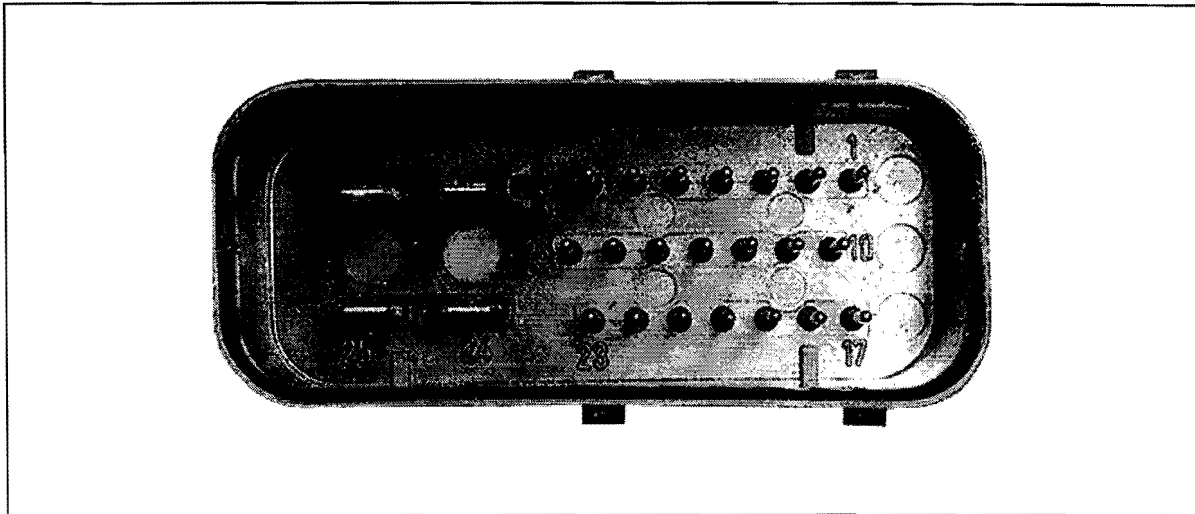


FIGURE 8

5. If evidence of corrosion and/or heat damage is found in either the ABS harness or module connector, call the Special Service Support Center for further instructions.
6. If there is no evidence of corrosion and/or heat damage, reconnect the ABS harness to the ABS module.
7. **Is the speed control servo heat damaged?**
 - If the speed control servo is heat damaged, call the Special Service Support Center for further instructions.
 - If the speed control servo is **not** heat damaged, no further action is required, release the vehicle.



Safety Recall 09S09
 Certain 1992-2003 Model Year Vehicle Lines
 Speed Control System Modification

AFFECTED VEHICLE APPLICATIONS:

| Year | Model | Notes |
|------------------------|--|--|
| 1995 | Windstar | <ul style="list-style-type: none"> Vehicles with speed control |
| 1996-2003 | Windstar | <ul style="list-style-type: none"> Vehicles with and without speed control Built through October 24, 2002 |
| 1993-1997 1999-2003 | F-Series over 8500 GVW (7.3L diesel only) | <ul style="list-style-type: none"> Vehicles with speed control |
| 2000-2003 | Excursion (7.3L diesel only) | <ul style="list-style-type: none"> Vehicles with speed control |
| 1995-1997 | Explorer | <ul style="list-style-type: none"> Vehicles with speed control |
| 1998-2001 | Explorer | <ul style="list-style-type: none"> All body styles except postal vehicles Vehicles without speed control |
| 2002 | Explorer | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 1997 | Mountaineer | <ul style="list-style-type: none"> Vehicles with speed control |
| 2002 | Mountaineer | <ul style="list-style-type: none"> All vehicles except those with Interactive Vehicle Dynamics (IVD) option |
| 1994 | F-53 Motorhome | <ul style="list-style-type: none"> Vehicles with speed control |
| 1992-2002 | E-Series (7.3L diesel only) | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 2003 | E-350/450 (7.3L diesel only) | <ul style="list-style-type: none"> Vehicles with and without speed control Built through January 9, 2003 |
| 2003 | E-550 (7.3L diesel only) | <ul style="list-style-type: none"> Vehicles with and without speed control |
| 1992-2002 | E-Series (gasoline only) | <ul style="list-style-type: none"> Vehicles without speed control |
| 2003 | E-150/250/350/450 (gasoline only) | <ul style="list-style-type: none"> Vehicles without speed control Built through December 31, 2002 |
| 2003 | E-550 (gasoline only) | <ul style="list-style-type: none"> Vehicles without speed control |
| 1995-1997 | Ranger | <ul style="list-style-type: none"> Vehicles with speed control Non-Electric |
| 2001-2002 | Ranger | <ul style="list-style-type: none"> Vehicles without speed control Non-Electric |
| 2002 | Ranger | <ul style="list-style-type: none"> Non-FX4 vehicles with speed control Built from May 2, 2002 through Job Last Non-Electric |
| 2003 | Ranger | <ul style="list-style-type: none"> Vehicles with and without speed control Built through December 5, 2002 Non-Electric |

NOTE: All assembly plants are affected.

Safety Recall 09S09
Certain 1992-2003 Model Year Vehicle Lines
Speed Control System Modification

DEALER Q & A**Q1. What is the Universal Fused Jumper Harness?**

A. The Universal Fused Jumper Harness contains a fuse in each side of the circuit to accommodate polarity complexity across vehicle lines, and a connector hardshell that is compatible with all Speed Control Deactivation Switches.

Q2. Why are the Speed Control Deactivation Switches not interchangeable on all vehicle applications?

A. Differences in Speed Control Deactivation Switch (SCDS) activation pressures make it **essential** that the correct SCDS is installed in the specified vehicle application.

Q3. 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.

Q4. 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.

Q5. Can customers avoid overheating the switch by not using the Speed Control System?

No. The electrical current to the switch is not affected by use of the Speed Control System. On some vehicles, this switch is always energized whether the engine is on or off. Not using the Speed Control System doesn't reduce the potential for overheating of the switch.

Q6. Why are we inspecting the Anti-lock Brake System (ABS) connector for the 1999-2003 Windstar but not the other vehicles included in the recall?

A. On a small number of 1999-2003 Windstar vehicles, brake fluid has been found to migrate from a leaking switch to the Anti-lock Brake System (ABS) module. In a small subset of these reports, the presence of brake fluid resulted in melted ABS connectors or a localized ABS fire. This condition was not observed on other vehicles included in this recall.

Q7. Why is Ford recalling vehicles that are not equipped with speed control under this Safety Recall?

A. On vehicles not equipped with speed control, the switch is still present and is used either as an input to the anti-lock brake system or for parts commonality.

Q8. Why are vehicles other than Windstar being recalled?

A. As a result of the Windstar investigation, Ford reviewed all the remaining vehicle applications of the Texas Instruments SCDS that were not part of previous field service actions. These other vehicles use the Texas Instrument SCDS as a redundant speed control device, ABS signal input, or for parts commonality. All of these vehicles have been in service for many years and most continue to have no fire allegations. However, Ford is taking action on all of these vehicles to address customers' lack of confidence in the perceived long term durability of their vehicles.

Ford Motor Company
Recall Reimbursement Plan for 09S09

Ford and Lincoln Mercury dealers are in the best position to quickly and efficiently process reimbursement requests. However, federal legislation requires all motor vehicle manufacturers to establish processes through which customers may seek recall reimbursement directly from the manufacturer or from the dealers.

Regarding the specific reimbursement plan for Recall # 09S09, owners who have paid for service to remedy the defect or noncompliance must have had that service performed prior to December 18, 2009. After this date, if repairs related to this recall are performed by a non-Ford repair facility in an emergency situation, customers must submit any refund requests through their dealership. As required by this federal regulation, Ford Motor Company submitted the details of its latest General Recall Reimbursement Plan in a letter to the National Highway Traffic Safety Administration (NHTSA) in February 2009. The following is the text of that letter and the Plan:

General Recall Reimbursement Plan
(As submitted to the NHTSA)

Pursuant to the requirements set forth in 49 CFR Part 573 and Part 577 of the Code of Federal Regulations, Ford Motor Company (Ford) is submitting required information pertaining to our general reimbursement plan for the cost of remedies paid for by vehicle owners before they are notified of a related safety recall.

Set forth below is Ford's general plan to reimburse owners and purchasers for costs incurred for remedies in advance of notification of potential safety-related defects or noncompliances pursuant to Part 573.6 (c)(8)(i). This plan has not changed since our February 28, 2007 submission.

Reimbursement Notification

Ford's notice to a vehicle owner in accordance with 49 CFR Part 577 will indicate that Ford is offering a refund if the owner paid to have service to remedy the defect or noncompliance prior to a specified ending date. In accordance with Part 573.13 (c)(2), this ending date will be defined as a minimum of ten calendar days after the date on which Ford mailed the last of its Part 577 notifications to owners, and will be indicated in the specific reimbursement plan available to owners for an individual recall. This notice will direct owners to seek eligible reimbursement through authorized dealers or, at their option, directly through Ford at the following address:

Ford Motor Company
P.O. Box 6251
Dearborn, MI 48121-6251

Ford notes that this rule allows for the identification of a beginning date for reimbursement eligibility. Under the rule, an owner who paid to remedy the defect or noncompliance prior to the identified beginning date would not be eligible for reimbursement. Ford generally has not established such a beginning date for reimbursement eligibility and does not presently anticipate changing this general policy. However, in any case where Ford determines a beginning date is appropriate, Ford will indicate that date in the owner notice. As permitted by 577.11(e), Ford may not include a reimbursement notification when all vehicles are well within the warranty period, subject to approval by the agency.

Costs to be Reimbursed

For vehicles, reimbursement will not be less than the lesser of:

- The amount paid by the owner for the remedy that specifically addressed and was reasonably necessary to correct the defect or noncompliance that is the subject of the recall, or
- The cost of parts for the remedy (to be no more than the manufacturer's list retail price for authorized part(s), plus associated labor at local labor rates, miscellaneous fees (such as disposal of waste) and taxes.

For replacement equipment, reimbursement will be the amount paid by the owner for the replacement item (limited by the amount of the retail list price of the defective or noncompliant item that was replaced, plus taxes, where the brand or model purchased by the owner was different than the brand or model that was the subject of the recall). If the item of motor vehicle equipment was repaired, the reimbursement provisions identified above for vehicles will apply.

Ford notes that costs incurred by the owner within the period during which Ford's original or extended warranty would have provided for a free repair of the problem will not be eligible for reimbursement, as provided by Part 573.13 (d)(1).

Entities Authorized to Provide Reimbursement

Ford will continue to use authorized dealers to reimburse owners under the specific reimbursement plans for a particular recall, and will encourage owners to pursue requests for reimbursement directly through dealers to expedite reimbursement. Ford will also provide a mailing address to which customers can, at their option, send requests for reimbursement directly to Ford, as previously noted. Requests for reimbursement sent directly to Ford may take up to 60 days to process. Whether the owner chooses to pursue reimbursement requests through a dealer or directly through Ford, the owner will be directed to submit the required documentation, upon which reimbursement eligibility will be determined.

Required Documentation

The reimbursement determination will depend upon the information provided by the customer. Consistent with Part 573.13 (d)(4) the following information must be submitted:

- Claimant name and address
- Vehicle make, model, and model year
- Vehicle identification number (VIN) and, for replacement equipment, a description of such equipment or, for tires, the model, size and TIN (DOT code)
- Identification of the recall number (either the Ford recall number or the NHTSA recall number)
- Identification of the owner of the recalled vehicle at the time that the pre-notification remedy was obtained
- An original receipt for the pre-notification remedy that includes a breakdown of the amount for parts, labor, other costs and taxes, including costs for the replacement item. Where the receipt covers work other than to address the recall or noncompliance, Ford may require the claimant to separately identify costs that are eligible for reimbursement.
- If the remedy was obtained during the warranty period, documentation indicating that the warranty was not honored or the warranty repair did not correct the problem related to the recall.

Failure to submit all of the above information may result in denial of the reimbursement request.

Additional Information

The Part 577 required owner notice will provide a toll-free telephone number through which specific information about the reimbursement plan can be requested from Ford. This general reimbursement plan will be incorporated into notifications pursuant to Part 573.6 by reference. Information specific to an individual recall also may be incorporated into the Part 573.6 notification.