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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:

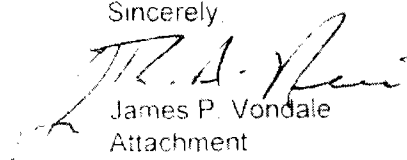
Subject: Ford Motor Company (Ford) Recall No. 09S09

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 26<sup>th</sup> and be completed the week of December 7<sup>th</sup>. Notification to Dealers will occur the week of October 12<sup>th</sup>.

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"> <li>• Vehicles with speed control</li> </ul>
1996-2003	Windstar	OAKVILLE	06-16-1995 to 10-24-2002	<ul style="list-style-type: none"> <li>• Vehicles with and without speed control</li> <li>• Built through October 24, 2002</li> </ul>
1997	F-Series over 8500 GVW (7.3L diesel only)	CUAUTITLAN	06/11/1996 to 12/05/1997	<ul style="list-style-type: none"> <li>• Vehicles with speed control</li> </ul>
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"> <li>• Vehicles with speed control</li> </ul>
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"> <li>• Vehicles with speed control</li> </ul>
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"> <li>• Vehicles with speed control</li> </ul>
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"> <li>• Vehicles with speed control</li> </ul>
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"> <li>• Vehicles with speed control</li> </ul>
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"> <li>• Vehicles with speed control</li> </ul>
2000-2003	Excursion (7.3L diesel only)	KENTUCKY TRUCK	03/25/1999 to 11/01/2002	<ul style="list-style-type: none"> <li>• Vehicles with speed control</li> </ul>
1995-1997	Explorer	LOUISVILLE	08-11-1994 to 08-05-1997	<ul style="list-style-type: none"> <li>• Vehicles with speed control</li> </ul>
1995-1997	Explorer	ST. LOUIS	12-21-1994 to 08-25-1997	<ul style="list-style-type: none"> <li>• Vehicles with speed control</li> </ul>
1998-2001	Explorer	LOUISVILLE	05-20-1997 to 09-21-2000	<ul style="list-style-type: none"> <li>• All body styles except postal vehicles</li> <li>• Vehicles without speed control</li> </ul>
1998-2001	Explorer	ST. LOUIS	05-14-1997 to 12-22-2000	<ul style="list-style-type: none"> <li>• All body styles except postal vehicles</li> <li>• Vehicles without speed control</li> </ul>

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



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