

EA02-025

10-27-03

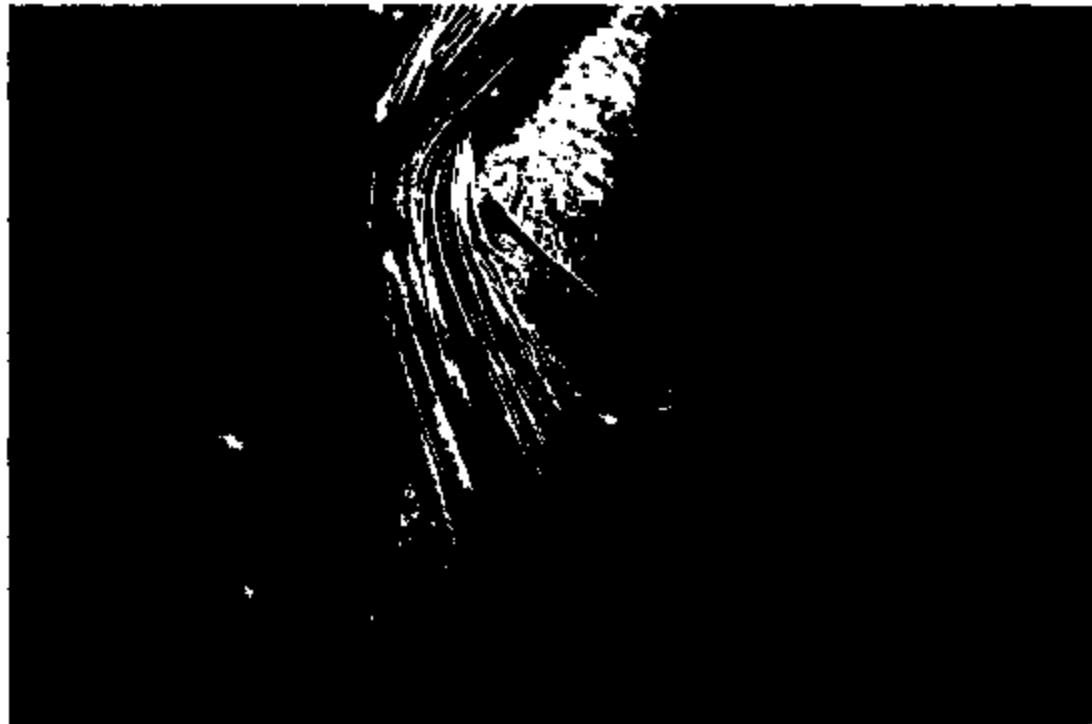
**FORD 10/27/03
LETTER TO ODI**

BOOK 2 OF 22

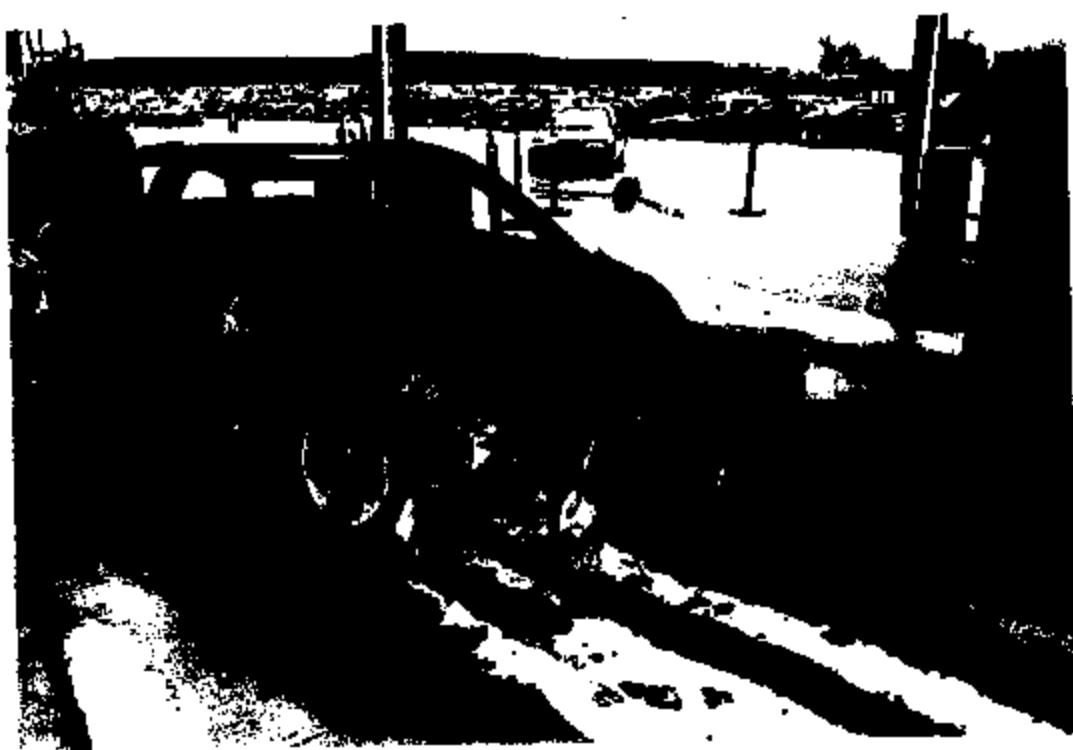
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PART A

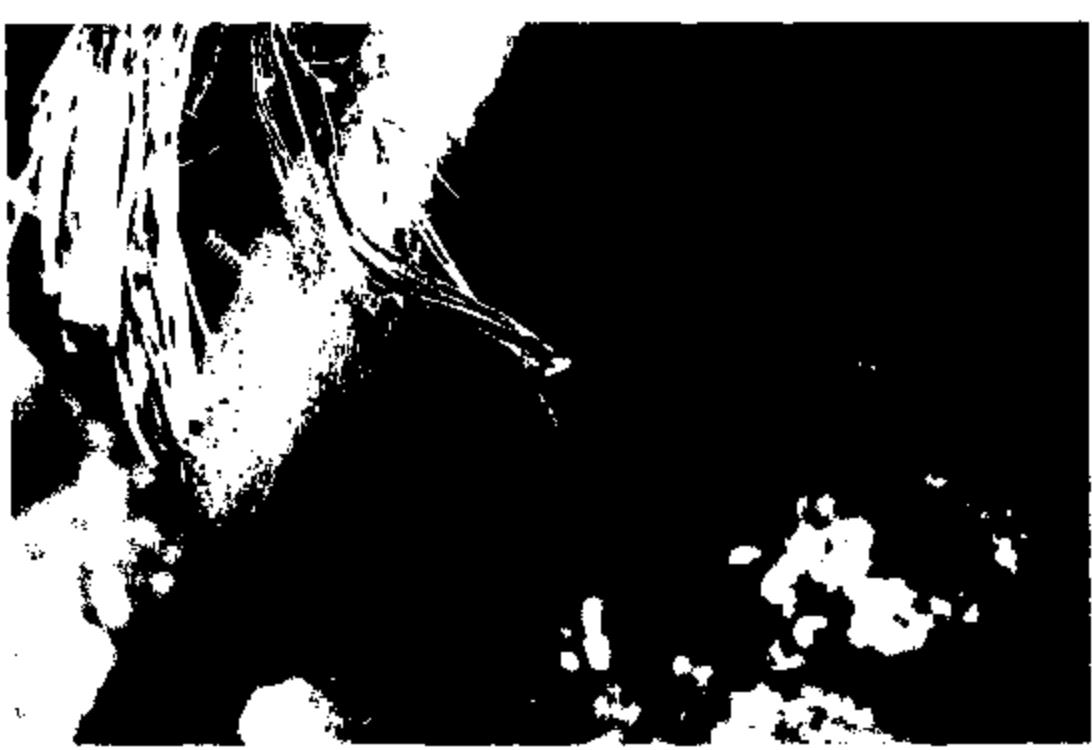
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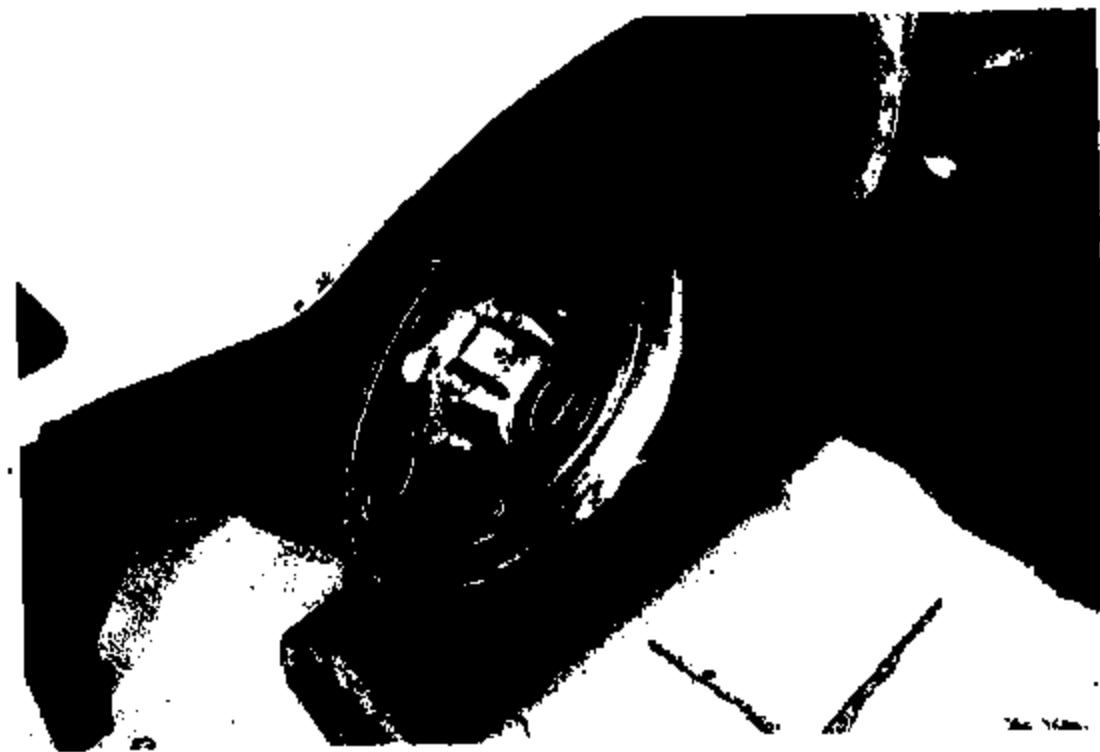
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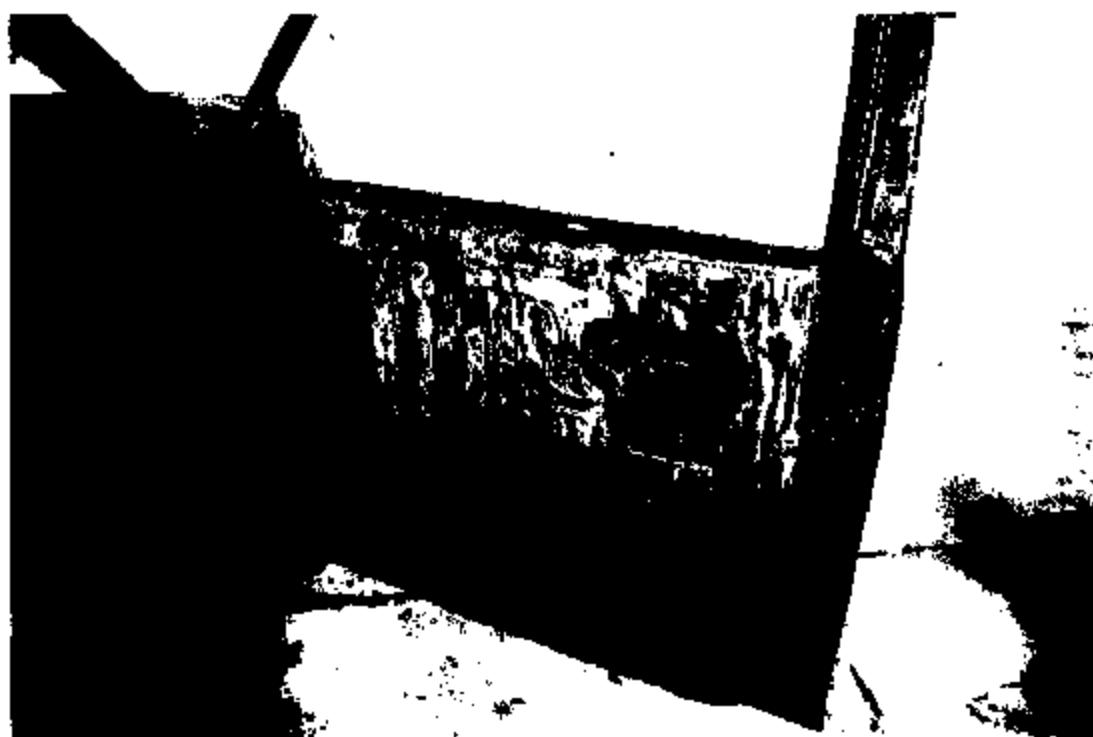
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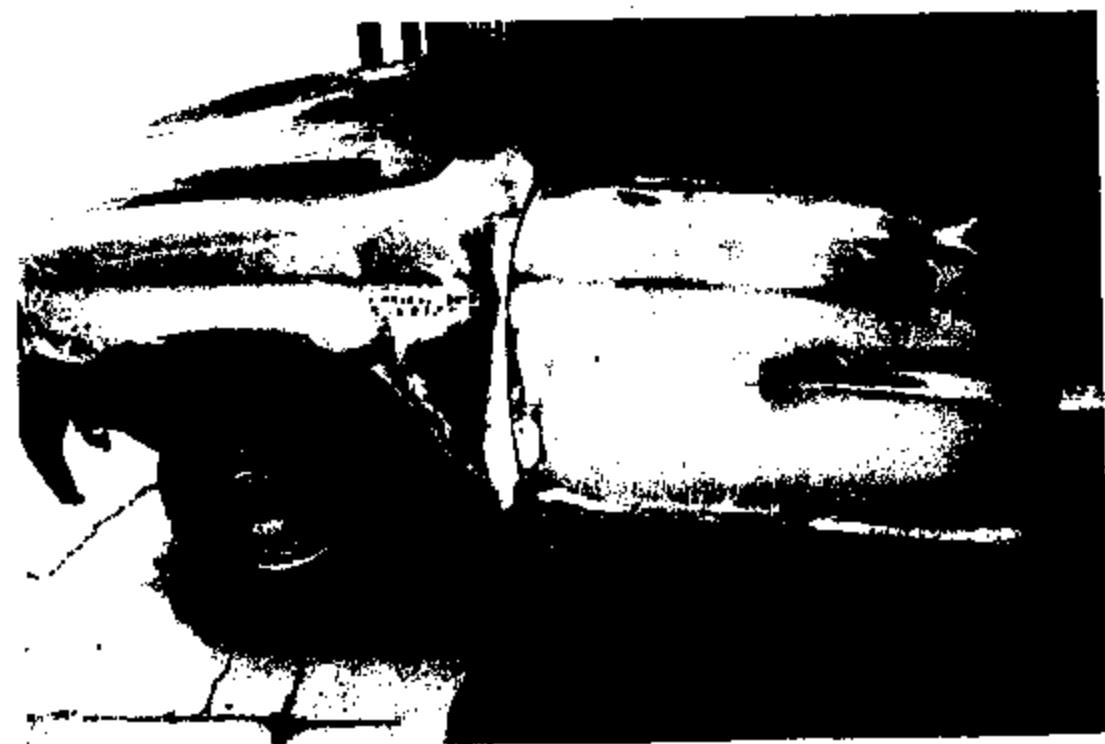
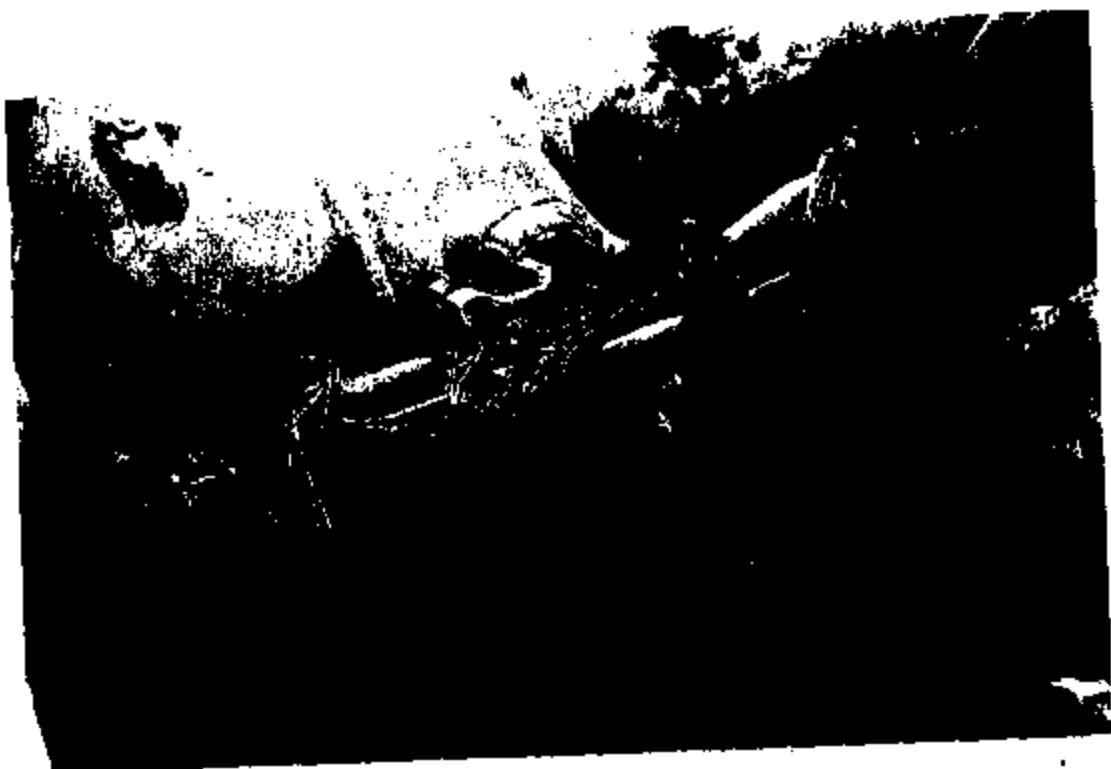
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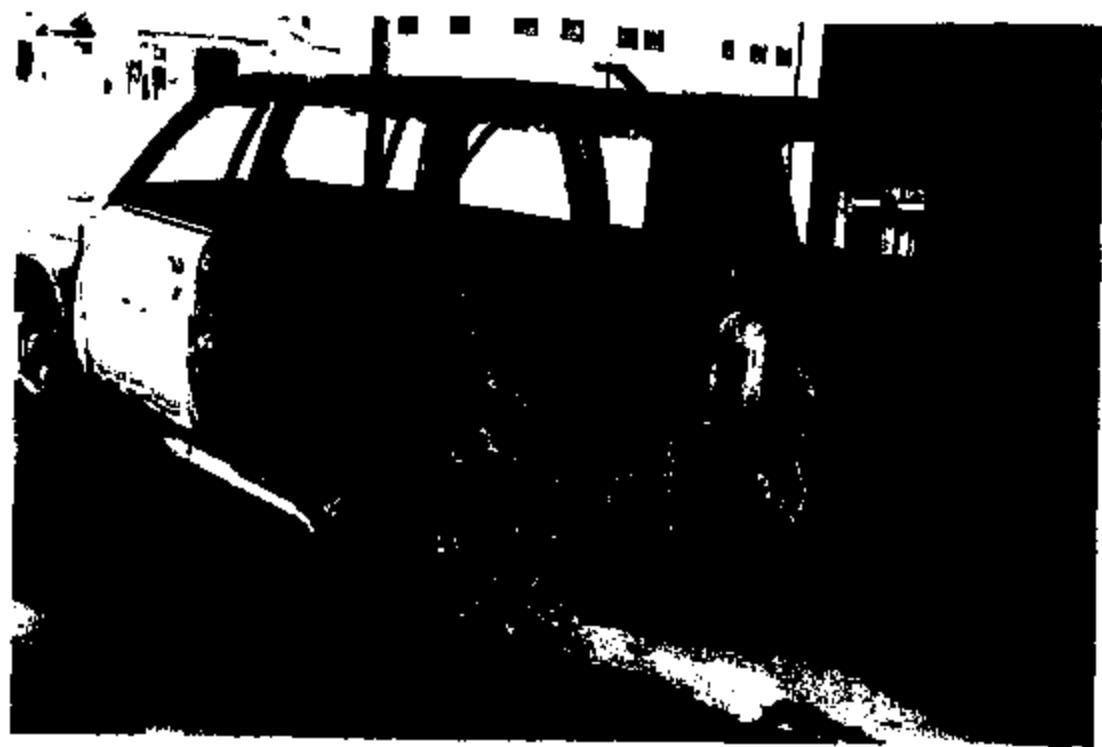
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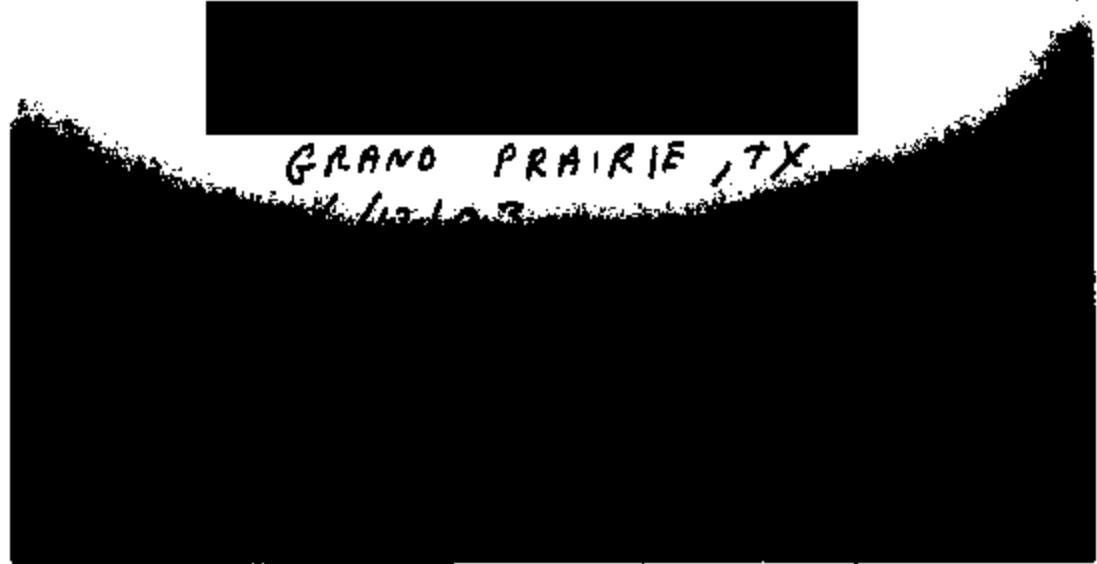
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2002-025-8 18312



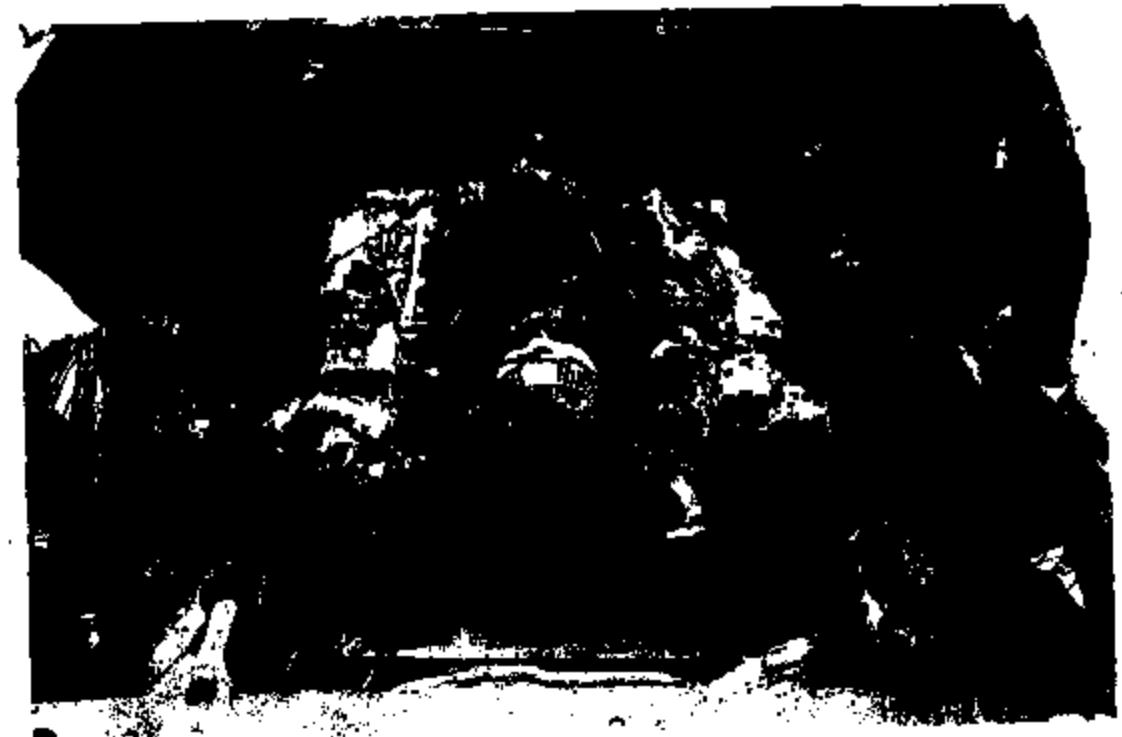
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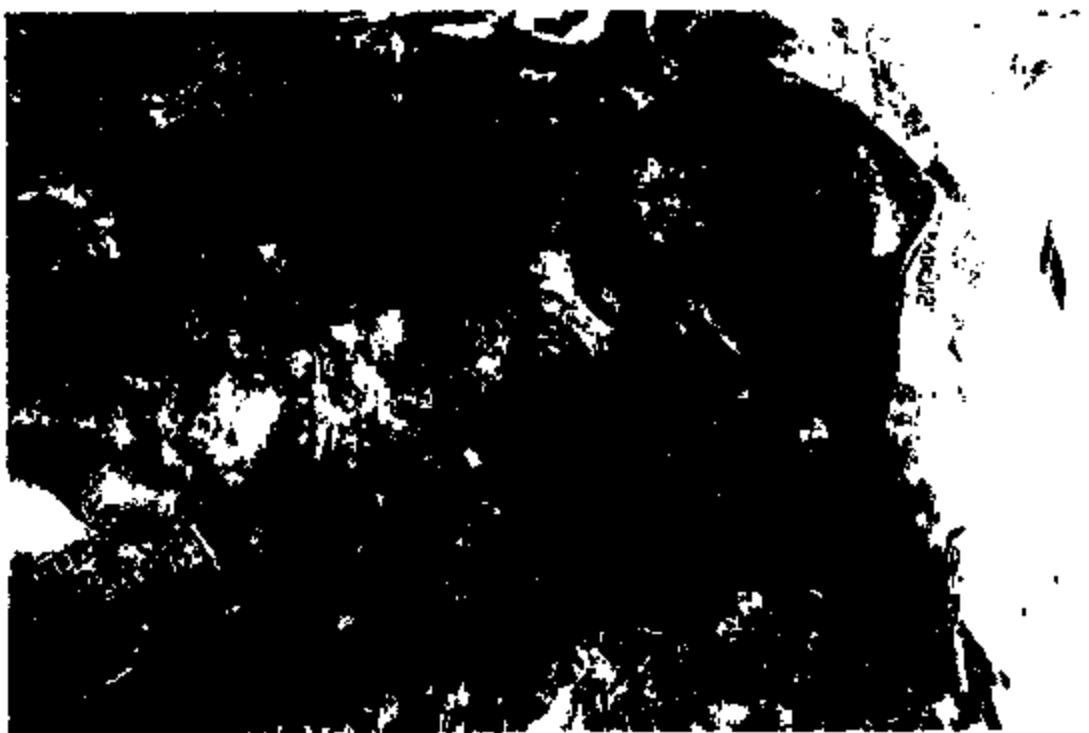
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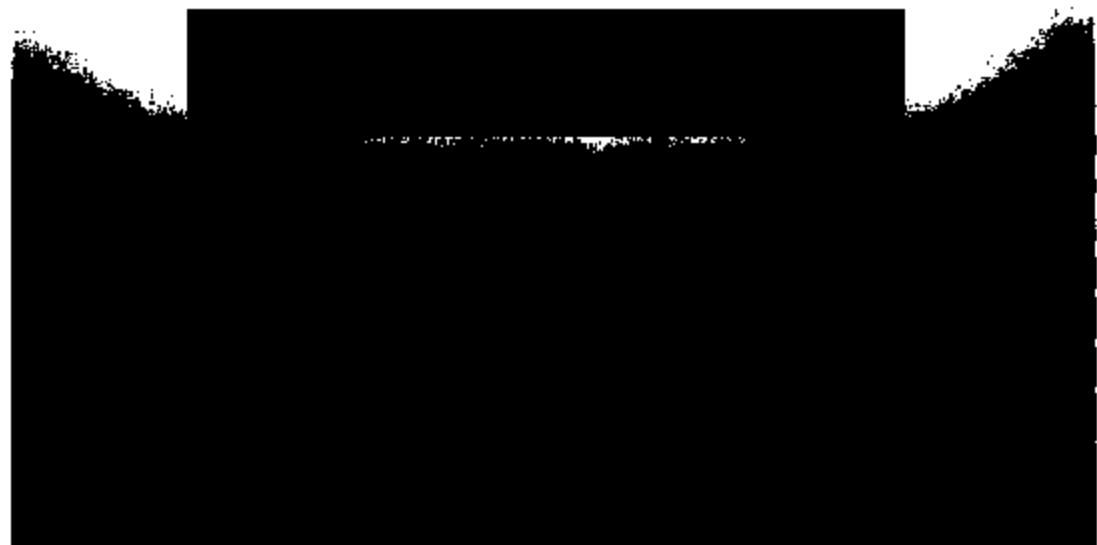
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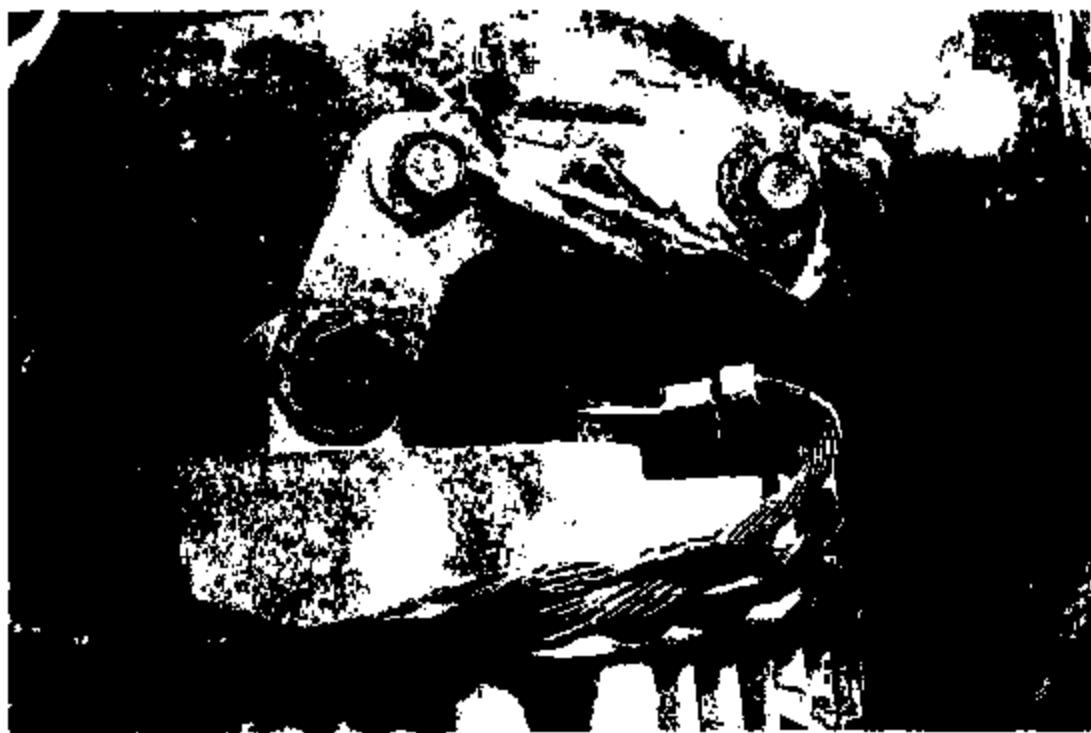
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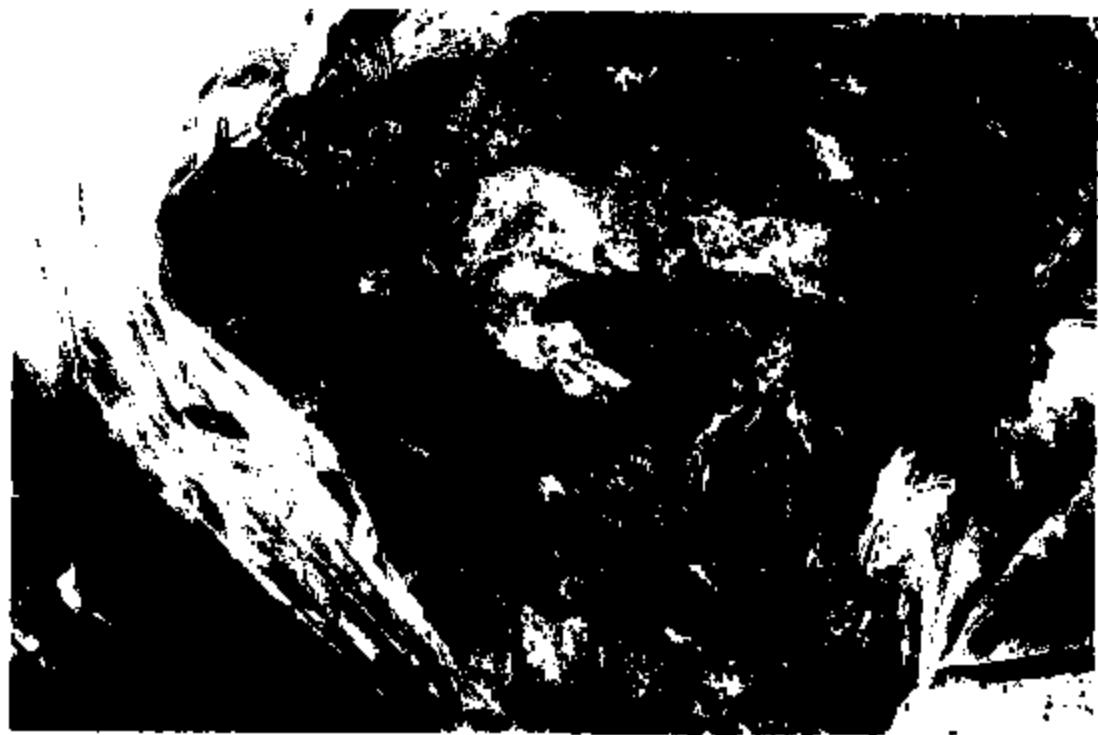
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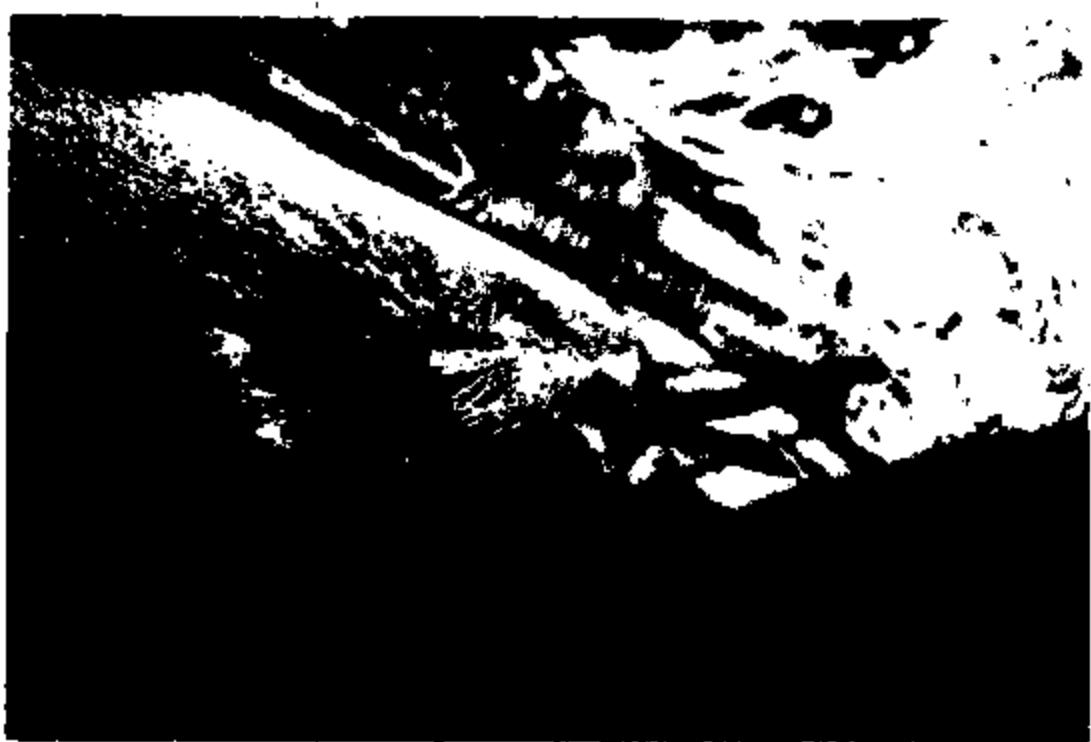
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2002-025-B 16334



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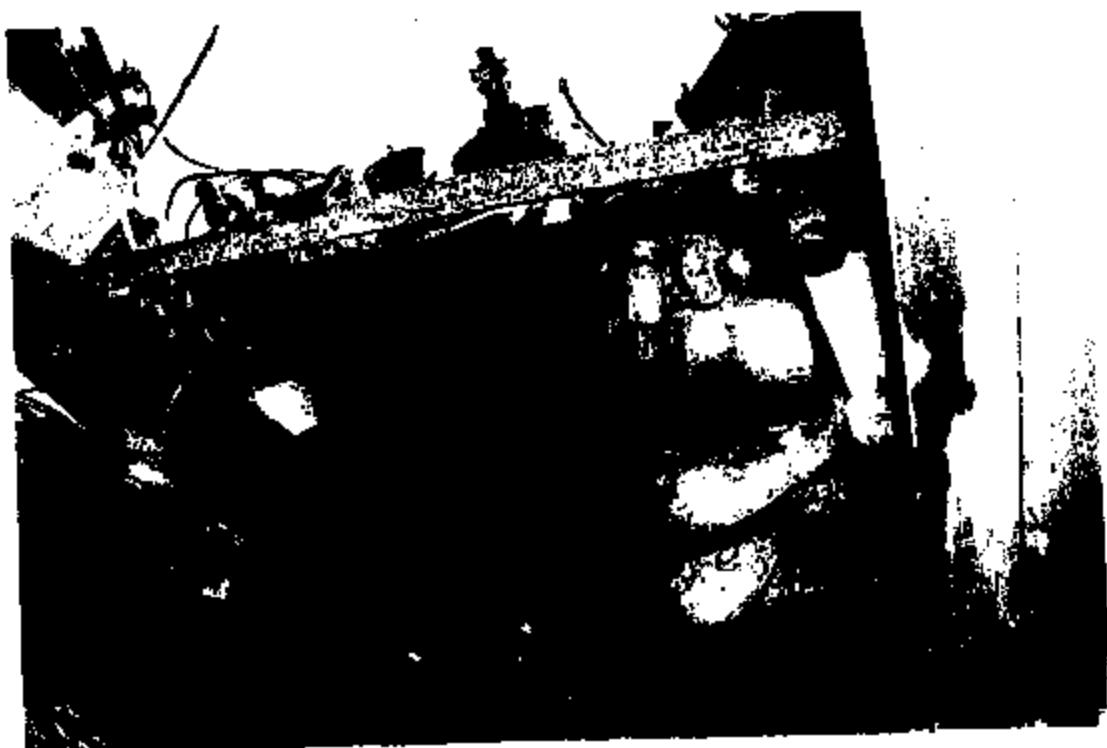


ENR2-025-8 10336





BB2-828-B 10346



ENR2-825-8 10341



EM02-025-B 16342



2002-025-3 16343

State Farm Insurance Companies



P. O. Box 789013
Dallas, TX 75278-9013

February 28, 2002

Ford Motor Co.
Parklane Towers West
Suite 400
3 Parklane Blvd.
Dearborn, MI 48126

FORD MOTOR COMPANY
DETROIT, MI

MAR - 8 2002

OFFICE OF THE
GENERAL COUNSEL

RE: Claim Number: [REDACTED]
Date of Loss: December 9, 2001
Our Insured: [REDACTED]

Dear Ford Motor Co.:

Our insured's vehicles were involved in a fire loss. We have settled both claims with our insureds in the amount of \$20,074.77.

Our investigation revealed that the cause of the loss was due to an electrical failure in the wiring harness in the engine compartment of the 1994 Mercury.

This loss occurred at the residence of [REDACTED]. Parked in the garage were a 1964 Corvair and a 1950 Willys owned by [REDACTED]. Also, parked in the carport was a 1994 Mercury owned by [REDACTED] and a 1997 Montero Sport owned by [REDACTED]. All four vehicles along with the house were damaged.

State Farm is the insurer of the 1994 Mercury and 1997 Montero Sport. Enclosed is the documentation of State Farm's claims. If you would like to inspect the vehicles please contact me to arrangements. You may consider this letter as our demand to Ford for reimbursement of \$20,074.77.

Sincerely,

Tonya Bedell

Claim Specialist

Subrogation Unit/Team 40

(972) 732-4842

State Farm Mutual Automobile Insurance Company

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710-0001

5002-025-B 10344

State Farm Insurance Companies



April 11, 2002

Allen Robinson
Ford Motor Company
Park Lane Towers West
Suite 300
Three Packard Boulevard
Dearborn, MI 48126

Re: Our insured: [REDACTED]
Our Claim number: [REDACTED]
Date of Loss: 12/09/01

Dear Mr. Robinson:

Thank you for your April 2, 2002 letter.

I have compiled the following responses to your request for supporting documentation in the above referenced matter.

1. This loss occurred at the residence of [REDACTED]. Parked in the garage were a 1964 Corvair Monza and a 1990 Willis Keypoint owned by [REDACTED]. Also, parked in the courtyard was a 1994 Mercury Grand Marquis owned by [REDACTED], and a 1997 Mitsubishi Montero Sport owned by [REDACTED]. On the December 9, 2001, [REDACTED] received a call from his neighbor stating that his house was on fire. [REDACTED] exited out of the house. Both give accounts the fire was confined to the engine compartment of the Mercury. Neighbors had called the fire department. By the time the fire department arrived, all four vehicles were on fire as well as the residence. The fire department extinguished the fire. The fire report is enclosed for your review.

State Farm insures the 1994 Mercury Grand Marquis and the 1997 Mitsubishi Montero Sport.

2. Since the vehicle was totally consumed from the fire, we are unable to read the mileage for the 1994 Mercury Grand Marquis. The 1997 Montero Sport mileage was 61,000.

3. Our investigation revealed that the cause of the loss was due to an electrical failure in the wiring harness in the engine compartment of the 1994 Mercury Grand Marquis.
4. Our expert's report is enclosed for your review.
5. The alleged defective part has not been repaired or replaced.
6. The vehicles are located at Copart Auto Storage in Grand Prairie, Texas.
7. The total loss worksheet and copies of draft payments for both files are enclosed.
8. According to the owner, he performed the last oil change on the 1994 Mercury in July 2001. He had the following work done at Pablock's Auto Repair: two rear axle bearings, two rear air ride bags, alternator replaced and 3 window lifts. The owner was unable to locate his receipts.
9. According to the owner, there were no aftermarket or modifications made to the vehicle (1994 Mercury).

State Farm contends that Ford Motor is negligent in manufacturing a defective vehicle. Also, responsible for any resulting damage. Therefore, we are requesting reimbursement in the amount of \$20,074.77

Should you have any questions regarding this matter please contact me at the number listed below.

Thank you in advance for your cooperation.

Sincerely,

John Bedell

John Bedell
Claim Specialist
Subrogation Unit
(972) 732-4842

01/31/2002 89:57 9727827593

FARMERSVILLE POLICE

JAN 31 2002

WEATHERFORD AUTO CLAIMS

Run Report

Farmersville Fire Department

Alarm Information

Date SUNDAY 12-9-01

Time of Alarm 4:18 AM Time of Arrival 4:30 AM Time Cleared 7:20 AM

Type of Call Dispatched CAR FIRE THEN 5 MIN. LATER STRUCTURE FIRE

Location of Call 9 24 PM RD 2194 CR 657/6A 666

Response Information

Number of Personnel at Scene 1 FARMERSVILLE FD
1 FF Trucks used at Scene 4
1 Pumper 1 A-S METHCOTT FD

Scene Information TM DIVERSIFIED SALES

Occupant's Name [REDACTED] Occupant's Telephone [REDACTED]

Owner's Name TM Owner's Address [REDACTED]

Owner's Telephone [REDACTED] FARMERSVILLE, TX.

Remarks and Cause

Vehicle Involved,
Make, Model,
Year, and VIN number

A general place or equipment,
machinery, supplies, etc caused the
fire. Itemize Name and Serial Number

According to the resident the fire started under the hood of the car and spread to the house. Four cars were destroyed; two under the carport and the antique cars in the garage. The garage, dining room and most of the living area were destroyed. He stated the roof had buckled out but was still in the attic. Bedroom and bath received minor damage and he stated there did have some fire in it.

Report by Kirk Bradley

Telephone Number 972-764-6497

RECEIVED

JAN 25 2002

COLLIN COUNTY FIRE MARSHAL		John Paul, Deputy Fire Marshal	
INCIDENT NUMBER		01-48963	
INCIDENT TYPE		Structure Fire WATERFORD AUTO CLAIMS	
DAY	DATE	TIME	
Sunday	12-09-2001	0414	
SCENE LOCATION		876 FM 2194, Farmersville	
FIRE DISTRICT		INCIDENT COMMANDER	
Farmersville		Bennie Cox, Chief	
Department	Notified	Arrived	Cleared
CCFM	0428	0433	0823
Farmersville	0416	0428	0720
Princeton	0428	0441	0615

Sky Condition	Temperature	Wind Direction/Gust	Humidity	Rainfall
Clear	-42	North <10		None

OWNER/VICTIM INFORMATION

Name	
Race/Sex/DOB	
Address	
City, State, Zip	Farmersville, Texas
Home Telephone	
Cell Telephone	

WITNESS INFORMATION

Name	
Address	
City, State, Zip	FARMERSVILLE, TEXAS
Home Telephone	
Name	Rebecca Lightfoot

INSURANCE INFORMATION

Insurance Company	Geico Insurance Companies
Policy Number	7 603 6123584
Claim Number	2001-052164
Address	P.O Box 645, Breckham, Texas 77421
Agent	Donna Rice 4535 Business 78 Farmersville, Texas 75442
Claim Adjuster	Lance Landford Cell 972-329-8137 Fax 972-362-8329
Investigator	Gary Morgan, HSI 254-375-2269 fax 254-375-2565

2002-025-3 10348

RECEIVED

PROPERTY DESCRIPTION

JAN 25 2002

Single family dwelling, wood frame with brick siding. Attached two car garage and detached two car carport. Residence located on south side of [redacted] Garage and [redacted] with concrete driveway from roadway to carport and garage.
Residence is 1640 square feet
Covered patio porch is 275 square feet
Attached garage is 460 square feet

Parked in the garage were a 1964 Corvair and a 1950 Willys both owned by [redacted]
Parked in the carport was a 1994 Mercury owned by [redacted] and a 1997 Montero Sport owned by [redacted]

SUMMARY

[redacted] is a member of an antique car club. [redacted] attended the club meeting and dinner with him. Because of the late hour after the dinner, she decided to spend the night at [redacted] residence.

They had driven [redacted] 994 Mercury to the dinner and when they returned he parked it under the carport next to [redacted] Montero Sport.

They went to bed around 12 midnight. [redacted] stated he got up around 0130 to eat some ice cream and watched some television. He did not notice anything unusual. [redacted] stated he has never had any problems with his the Mercury.

The neighbor, [redacted], heard some type of explosion and he looked out his bedroom window toward [redacted] residence and observed fire under the carport area and around and under the hood of the Mercury. [redacted] called 911 and then called [redacted] and awoke him and told him of the fire and told him to get out of the house.

[redacted] then observed smoke filling the house and observed fire coming from the garage area. [redacted] went out the back door and attempted to start her vehicle, but could not get it started so she went with [redacted] to the neighbor's house to await the arrival of the fire department.

The origin of the fire was under the carport in the engine area of the Mercury. The exact cause is not known.

[redacted] pet cat died in the fire and was found in the master bedroom.

Below is the insurance information on the vehicles destroyed by fire.

Vehicle	VIN	Insurance
1997 Montero Sport	1A8L5T1WV9022248	State Farm Policy #851289900743M
1994 Mercury	2M2BLM73W9R263456	State Farm Policy GI61934QD000K
1964 Corvair	40967W16646	E. Coast Insurance Agency Maryland Casualty Policy ACB173812 Same as Corvair
1950 Willys	4001261494	

Estimated loss is \$200,000.00

6002-828-8 10349



INVESTIGATIVE CONSULTANTS, INC.

CAUSE & ORIGIN REPORT



PREPARED FOR:

**STATE FARM INSURANCE COMPANY
REQUESTOR: GREG SNYDER**

PREPARED BY:

**DAVID J. BRISTOW, CFEI
FIRE INVESTIGATOR**

All information contained within this report is privileged and confidential. Reports are furnished to our clients only, and release of any and all information contained within them is the sole responsibility of the client.

2205 W. Division St. • #G-3 • Arlington, Texas 76012
Metro 817-469-1849 • Local 817-459-0922 • Fax 817-460-4677

6062-025-B 16355

CONFIDENTIAL

INVESTIGATIVE CONSULTANTS, INC.
2285 W. DIVISION, SUITE #G-3
ARLINGTON, TEXAS 76012
METRO (817) 469-1848 LOCAL (817) 469-0922

NAME: [REDACTED]

TYPE OF INVESTIGATION:

CLAIM #: [REDACTED]

CAUSE & ORIGIN

ICI #: [REDACTED]

ACCOUNT #: 155

DATE OF LOSS: 12-9-01

REPORT DATED: 1-21-02

LOSS LOCATION:

REQUESTOR: GREG SNYDER

[REDACTED]
FARMERSVILLE, TEXAS

PHONE #: (972) 732-4750

REQUEST: The investigation was authorized on 12-12-01 by Mr. Greg Snyder, a claims representative with State Farm Insurance Company. The purpose of this investigation was to determine the cause and origin of a fire that occurred on 12-9-01 in a 1994 Mercury Marquis.

ENCLOSURES:

1. Recall information from the National Highway Traffic Safety Administration
2. Photograph documentation

PERSONS CONTACTED:

1. [REDACTED]
[REDACTED]
2. [REDACTED]
Insured's girlfriend/witness
3. [REDACTED]
Neighbor/witness
[REDACTED]

PROPERTY DESCRIPTION: The insured property consisted of a 1994 Mercury Marquis. At the time of the fire scene examination there was no license plate attached to the vehicle. Furthermore, the VIN plate and inside stickers to the vehicle were consumed in the fire.

NAME: AYCOCK, KENNETH
CLAIM #: 43-R837-005

PAGE #: 2

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FIRE SCENE EXAMINATION: The initial examination commenced on 12-14-01 and was conducted at the insured's residence located [REDACTED] in Farmersville, Texas.

The examination began with a visual inspection of the structure, as well as the numerous vehicles involved in the fire. During the initial investigation an exterior examination of the structure that was involved in the fire was conducted, finding the west portion, which consisted of the garage area, was the most heavily fire damaged area of the building. As a result of the fire, the majority of the roof and associated framing members over the garage were consumed and had collapsed within the interior of the garage. Flames spread into the attic space above the living area, also severely charring and damaging the framing members in the attic cavity. It should be noted that the insured vehicle, where the fire initiated, was positioned beneath a metal-clad carport, located on the southwest portion of the structure (refer to Photograph #4). Prior to examining the vehicles, a cursory inspection of the interior of the residence was conducted, finding severe damage of the west portion, consisting of the garage area and a lighter amount of damage in the interior of the living quarters of the structure. It should be noted that the structure was insured by Germania Insurance Company and permission had not been received at the time of this investigation to complete a full investigation. However, Germania Insurance Company did have their own investigator, Gary Morgan, on the scene at the time of my arrival and investigation. Photographs were made of the interior living quarters, which indicated the greatest amount of damage was within the living room and dining room areas. Most of the damage was the result of collapsing, burning roof structure into the living area. It did not appear that a large amount of flame extension from the garage had entered through the doorways until the latter portions of the fire. As shown in Photographs #6 and #7, burn patterns indicated that the fire had entered into the garage and living quarters from the southwest portion of the structure. As depicted in Photograph #7, a window and doorway on the south portion of the dining room area was where the occupants of the residence, Mr. Aycock and Ms. Lightfoot, first saw a glow coming from the 1994 Mercury Marquis. After examining the living quarters the determination that the damage was a result of fire invasion from the west portion of the structure. The garage area was examined, finding severe fire damage throughout the garage area. Among the contents within the garage area were two other vehicles: a 1950 Willys Jeepster, and a 1964 Corvair Monza. These two vehicles were also insured by other insurance companies and permission had not been granted to complete an investigation of these vehicles. However, during the cursory examination, the damage appeared to be the result of fire invasion into the garage area and the vehicles were ignited. During the inspection of the garage area and shown in Photographs #9 through #12, near all of the ceiling joists, roof trusses, and other associated framing members were consumed in the fire. Sections of the branch circuit wiring routed from the panel breaker box in the extreme west wall of the garage was examined, finding evidence of

NAME: [REDACTED]
CLAIM #: [REDACTED]

PAGE #: 3

CONFIDENTIAL

electrical faulting, however, none of the faults could be attributed to initiating the fire. The panel breaker box was photographed, however, it was not opened and examined to determine what fuses were in the tripped position. The branch circuit wiring routed from the panel breaker box into the attic cavity area had partially collapsed and numerous conductors were found to have frayed and melted in two.

After the general examination of the garage area, an inspection of the two vehicles and other contents in the garage were examined. The first vehicle examined was a 1964 Corvair Monza. As shown in Photographs #13 and #14, near all of the painted surfaces of the vehicle were consumed, as well as heavy damage to the lights, lenses, and body molding of the vehicle. The interior of the vehicle, as shown in Photographs #15 and #16, revealed near all of the padding and upholstery was consumed. During this initial examination, there were no indications that the fire had originated within the Corvair Monza. However, a full and complete examination of the vehicle has not been conducted. The second vehicle, parked in the extreme west portion of the garage, was a 1950 Willys Jeepster. As with the Corvair, severe fire damage was noted to the exterior of the vehicle and near all of the combustible components were consumed in the interior of the vehicle. As shown in Photographs #19 and #20, all of the upholstery and combustible materials in the passenger compartment were consumed. Due to the limited amount of examination that could be done, no evidence was discovered to indicate that the fire had originated in the Willys Jeepster or Corvair Monza. This was also confirmed by witness accounts of the fire. The third vehicle parked adjacent to the 1994 Mercury Marquis was a vehicle owned by Rebecca Lightfoot. The vehicle was a Mitsubishi Montero, parked to the west of the Marquis, beneath the same carport. As shown in Photographs #21 through #23, all of the exterior painted surfaces of the vehicle were consumed in the fire. The lights, lenses, and chrome components were also consumed and severely fire damaged. All four tires were combusted and severely fire damaged. An examination of the interior passenger compartment revealed severe fire damage and near all of the combustible components were consumed in the fire. The various electrical components in the instrument panel area were examined, finding the wiring harness was void of insulation and severely heat stressed. The burn patterns in the passenger compartment of the Mitsubishi Montero indicated that flames had extended from the structure, as well as the 1994 Mercury Marquis. It should be noted that during interviews with the various witnesses that after the initial discovery of the fire all of the witnesses described that the fire involvement was not within the Mitsubishi Montero. According to interviews with Rebecca Lightfoot, the owner of the vehicle, that after the discovery of the fire she was able to get in the vehicle and try to start the vehicle. She did state, however, that as she turned the key on the battery appeared to be weak and the vehicle would not start and she had to abandon the vehicle under the carport. However, she did state that after being notified of the fire, she was certain that there was no fire involved in her Montero.

NAME: [REDACTED]
CLAIM #: [REDACTED]

PAGE #: 4

CONFIDENTIAL

Witness accounts and burn patterns noted during the examination of the structure and vehicle indicated that the fire had originated within the area of the 1994 Mercury Marquis.

An exterior examination of the vehicle revealed near all of the painted surfaces of the vehicle were consumed in the fire. The heat stressing to the metal frame was most severe and the roof section had partially collapsed. The lights, lenses, and body molding of the vehicle were also severely fire damaged, and were consumed in the fire. As shown in Photograph #30, the aluminum alloy hood was near totally melted from the vehicle. All four tires were also combusted and deflated. The trunk area, as shown in Photograph #33, was severely heat damaged and all of the contents within this region were fire damaged. It should be noted that prior to the fire scene examination a Germania adjustor had opened the trunk of the vehicle to examine some rifles that [REDACTED] had stored in the trunk area. The rifles had been removed prior to the fire scene examination.

An examination of the vehicle began with an inspection of the engine compartment. As shown in Photographs #35 through #37, near all of the belts, hoses, and plastic reservoirs in the engine compartment were consumed in the fire. It was also noted that some of the light aluminum products in the engine compartment had melted as a result of the fire. The initial examination indicated that a greater amount of heat deterioration was on the left side; however, severe fire damage was noted throughout the engine compartment. The radiator and the grill assembly was also melted out during the process of the fire.

An examination of the engine's electrical circuitry began with an examination of the battery and battery cables. As shown in Photographs #38 and #39, the battery casing was severely fire damaged and the interior plates were exposed. The battery cables were severely heat stressed and were found to be brittle, and some sections of the battery cables had broken in two. The inspection of the remaining battery cables and other associated wiring harness near the battery was examined, finding evidence of electrical faulting, as well as melting from external heating. The power distribution center was also inspected, finding it to be severely fire damaged to the point that no determination could be made as to the condition of the fuses prior to the fire (refer to Photograph #40). Wiring throughout the left side of the engine compartment was found to be very brittle, and some sections of the wiring had broken in two. However, during the separation and examination of the remaining wiring harness, there was evidence of both electrical faults and melting as a result of the fire. The alternator, located on the right side of the engine compartment, was also inspected, finding the conductors to the alternator were void of insulation, but no electrical faults were noted in this portion of the wiring. The connection to the alternator was examined, as shown in Photograph #43, and there was no evidence of electrical faulting in the alternator connections. The stab blades and female connectors were heat stressed, but no fault conditions were noted. The wiring

CONFIDENTIAL

harness in the extreme left side of the engine compartment was void of insulation and severely heat stressed. Again, some sections of the wiring harness had partially broken and collapsed from the engine compartment. The wiring harness was carefully moved, however, the brittle condition was such that other conductors began to break loose. However, during the inspection of the wiring harness in the left rear side of the engine compartment, numerous conductors were found to have electrically faulted and melted in two. Photographs #45 and #46 demonstrate some of the conductors that had electrically faulted and fused to adjacent conductors. The wiring harness routed along the front radiator assembly, as shown in Photograph #46, was also void of insulation and highly heat stressed. Again, within this section, the wiring bundled and was heat stressed, and some of the conductors had broken in two. The separation and encapsulation of the remaining conductors did reveal evidence of electrical faulting and again, evidence that they had melted (refer to Photographs #48 and #49). Some of the faulting that occurred in the wiring harness is depicted in Photograph #51, where the beaded ends of the conductors indicated that some of the faulting was a result of energized conductors making contact with either adjacent conductors or grounded frame components. The wiring harness in the right rear portion of the engine compartment was inspected, finding it also to be severely heat stressed and all the conductors were void of insulation. The conductors within this area were carefully removed and examined, and again, some of the conductors did exhibit some evidence of melting and energized electrical fault conditions. Due to the fact that there was evidence of electrical faulting throughout the wiring harness, no specific area could be determined as to the ignition source of the fire. Other wiring harness routed along the top of the engine, which is a portion of the engine control module, was examined, as shown in Photograph #53. The wiring within this area was void of insulation, however, there was no direct fault indicators found within this section of the wiring.

The fuel system and its fuel rail was examined, finding that near all of the combustible fuel lines attached to the fuel rail were consumed in the fire. There were no indications that the fire had originated as a result of a fuel leak and the fuel line connections to the fuel rail were still in place. The damage appeared to be the result of fire burning the fuel lines and consuming the lines and the available fuel in the lines.

One particular area in the left rear portion of the engine compartment is in the area where the brake pressure switch is located, and this was severely fire damaged. During interviews with the insured, [REDACTED] stated that approximately two weeks prior to the fire's occurrence, the cruise control had stopped working, and the brake lights had also become inoperable. He stated that he replaced a fuse with a 15-amp fuse and the vehicle began to operate properly. The connection for the brake pressure switch was melted and displaced from its mounting bracket, as shown in Photograph #55. A large portion of broken conductors from the wiring harness had collapsed beneath the area

NAME: [REDACTED]
CLAIM #: [REDACTED]

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CONFIDENTIAL

where the brake pressure switch is located. The vehicle was raised by utilizing a jack and the debris from beneath the brake pressure switch area was recovered and examined. The metal connection where the brake pressure switch connector was connected was recovered and found to be severely melted. The debris from beneath the area where the brake pressure switch was mounted was removed and placed in a container for further examination. However, prior to placing the debris in the container, the debris was carefully examined to find any remaining components of the brake pressure switch cap. Small sections of wiring that may have been to the brake pressure switch were recovered, however, they could not be positively identified. The part identification number and model number of the brake pressure switch was melted and no determination could be made as to its manufacture date. Also removed from beneath the engine compartment was the melted remains of the air suspension pump and motor. This component was recovered and placed in the vehicle. During the course of the inspection of the engine compartment, the fluid levels of the engine oil and transmission fluid were checked, finding both to be at or near their normal levels (refer to Photograph #58). An overall assessment of the burn patterns in the engine compartment, as well as information from eyewitnesses, indicated that the fire had originated in the engine compartment. However, due to the intensity of the fire damage and the numerous electrical faultings throughout the engine compartment, no specific circuit could be identified.

Continuing in the examination of the 1994 Marquis began with an examination of the interior passenger compartment. Near all of the combustible contents within the passenger compartment were consumed in the fire. The seating frames and secondary support springs were found to be severely heat stressed and annealed. However, the heat damage was not greater than normally would be expected. As shown in Photographs #63 and #64, near all of the instrument panel cover was consumed in the fire. The exposed wiring harness in the instrument panel was examined, finding the conductors to be void of insulation and evidence of both electrical fault conditions and melting were noted throughout the wiring harness in the instrument panel. The steering column area was examined, finding the steering wheel had collapsed, as shown in Photograph #66. Wiring routed in the area of the steering column, as shown in Photograph #67, also exhibited evidence of melting from external flame impingement. Some of the conductors and contact switches that had collapsed to the floorboard were recovered and examined, finding some had melted during the fire (refer to Photograph #69). The metal framework of the instrument panel was collapsed and severely heat stressed, however, the burn patterns indicated that the flames had extended into the passenger compartment. During the debris removal of the floorboard areas, numerous sections of the broken wiring harness were recovered, finding large sections of the wiring harness that had melted as a result of external flame impingement (refer to Photograph #72). The floor coverings in the vehicle were examined after the debris removal, finding no evidence that the fire had originated at or near floor level in the vehicle. The burn patterns indicated that

CONFIDENTIAL

flames had extended from the engine compartment into the passenger compartment. Other electrical circuitries, including the door locks and electric window switches, were found to be severely heat stressed and the conductors were void of insulation. There were no specific fault conditions noted on the conductors that could be attributed to initiating the fire. The remains of the stereo system, as shown in Photographs #73 and #76, were found to be severely fire damaged and no determination could be made if a failure had occurred. Near all of the interior components were severely fire damaged and some had collapsed from the stereo system. After examination of the passenger compartment, the burn patterns indicated that the fire had migrated from the engine compartment.

During the course of the examination interviews were conducted, first with [REDACTED], the owner of the vehicle. [REDACTED] stated that he was made aware of the fire at approximately 4:00 a.m. by a neighbor, [REDACTED]. He stated [REDACTED] lives to the east of his residence and had gotten up to use the restroom and looking out his bathroom window, could see a glow behind the garage. [REDACTED] called [REDACTED] and stated that he had a fire in the back of his residence. [REDACTED] stated that when [REDACTED] called to inform him of the fire, he stated for he and [REDACTED] not to go out of the back door of the residence. [REDACTED] stated that he put on some clothes and exited out of the front of the residence. [REDACTED] stated that when he got outside he noticed that his girlfriend, [REDACTED] was not in the front yard and then proceeded to go to the back of the residence. [REDACTED] stated that at that point he saw his girlfriend, [REDACTED] trying to remove her Montero that was parked to the west of the 1994 Mercury Marquis. [REDACTED] stated at the time that he saw the fire his neighbor, [REDACTED] as well as [REDACTED] (neighbor to the west), were at the residence. [REDACTED] gave the account that he could see flames extending from the Marquis. According to [REDACTED], the garage door in front of the vehicle was on fire, however, he stated that he could not specifically determine how much fire involvement was noted. He did state that when he and [REDACTED] awoke, there was smoke inside the residence. [REDACTED] stated that he did go to the window in the dining room and could see a glow coming from the vehicle before exiting the residence. [REDACTED] stated that [REDACTED] did exit out of the rear entrance near the carport and her description was that the fire was confined to the engine compartment of the vehicle.

During the investigation I interviewed [REDACTED], who stated that she in fact, after being notified of the fire, did exit out of the rear of the structure and saw flames extending from the engine compartment (of the Mercury) and had begun to impinge upon the garage door. [REDACTED] stated that after seeing the fire, she went to her Minibishi Montero, which was parked to the west of the Mercury Marquis, and tried to remove the vehicle. She stated that there was no fire involvement in her vehicle at the time of the discovery of the fire. She stated that she put the key in the ignition and when she tried to start the vehicle, it appeared that the battery was low and the vehicle would

NAME: [REDACTED]
CLAIM #: [REDACTED]

PAGE #: 8

CONFIDENTIAL

not start. She stated that she exited the vehicle and waited for the fire department to arrive. During the interview with [REDACTED] both stated that the neighbors had advised them that they already called the fire department. According to [REDACTED] the fire department had been advised that it was an auto fire and they only sent a small pumper. They stated that at the time they arrived the residence was involved in the fire, and the amount of damage to the residence was due to the fact that the limited amount of water that the small tanker truck was carrying was not able to extinguish the fire properly.

An interview was conducted with [REDACTED] who stated that he had awakened during the night and when he went to his bathroom, which is located on the west portion of the residence, he saw a glow coming from the [REDACTED] residence. He stated as he looked out the window, he could see the fire was near one of the vehicles parked under the carport. [REDACTED] stated that his wife called [REDACTED] and then he went to the scene. As noted, the fire was confined within the engine compartment of the 1994 Mercury Marquis. Before going to the scene he called the fire department and advised them that a vehicle was on fire at [REDACTED] residence. [REDACTED] stated that he went to the front of [REDACTED] residence and then he and [REDACTED] went to the rear of the structure. By this time [REDACTED] stated, the garage door appeared to be burning. When they got to the backyard they could not find [REDACTED] because she had gone back inside.

CONCLUSION: In conclusion, it is my opinion that this fire originated within the engine compartment of the 1994 Mercury Marquis. Furthermore, it is my opinion that the fire was the result of an electrical failure in the wiring harness in the engine compartment. As noted in the report text, numerous conductors had electrically failed throughout the engine compartment; therefore, no specific circuit could be identified. Furthermore, numerous sections of the wiring harness had broken and had failed on the floor or the engine components and frame. However, the burn patterns indicated that the fire may have originated within the left side of the engine compartment. Also noted in the report, attempts to recover a component from the brake pressure switch was conducted and no evidence could be gathered to document that it had failed and initiated the fire.

INVESTIGATION CONDUCTED BY:

David J. Bristow, CPEI
Fire Investigator

DJB/mg



APRIL 10, 2002

Mr. Allen Robinson
Ford Motor Corporation
Parklane Towers West, Suite 300
Three Parklane Blvd.
Dearborn, MI 48126

RE: INSURED: [REDACTED]
POLICY NUMBER: [REDACTED]
DATE OF LOSS: 12/09/2001
CLAIM NUMBER: [REDACTED]

As insurers of the building situated at 876 FM 2194 Farmersville, TX, the Germania Insurance Group has paid its insured \$ 166,493.00 as a result of: a fire that originated in a 1994 Mercury Marquis.

The Germania Insurance Group is subrogated to the insured's right of recovery for these damages. You are further advised the insured has no authority to enter into any settlement with you, nor furnish a release in connection with this occurrence.

If you have liability insurance, please contact your insurance company and forward this letter to them as is required in your policy.

We are looking to you "for" reimbursement of \$ 166,493.00.

Please be advised that if you are contacted by an attorney representing our insured, they do not represent our interest. We will expect a separate payment for our damages unless we notify you otherwise.

Thank you for your assistance in this matter.

By: Karen L. Kopecky
Recovery Specialist
SUBROGATION DEPARTMENT
THE GERMANIA COMPANIES

GERMANIA COMPANIES
POST OFFICE BOX 645 • BREMHAM, TEXAS 77834-0645 • 979/836-5224 • FAX 979/830-7589

REDACTED

BB62-025-0 18359 M



PHOTOGRAPH DOCUMENTATION

ER02-025-5 10300



#1

AYC 000001



#2

AYC 000002

ER02-020-B 10361

73



AYC 000003

74



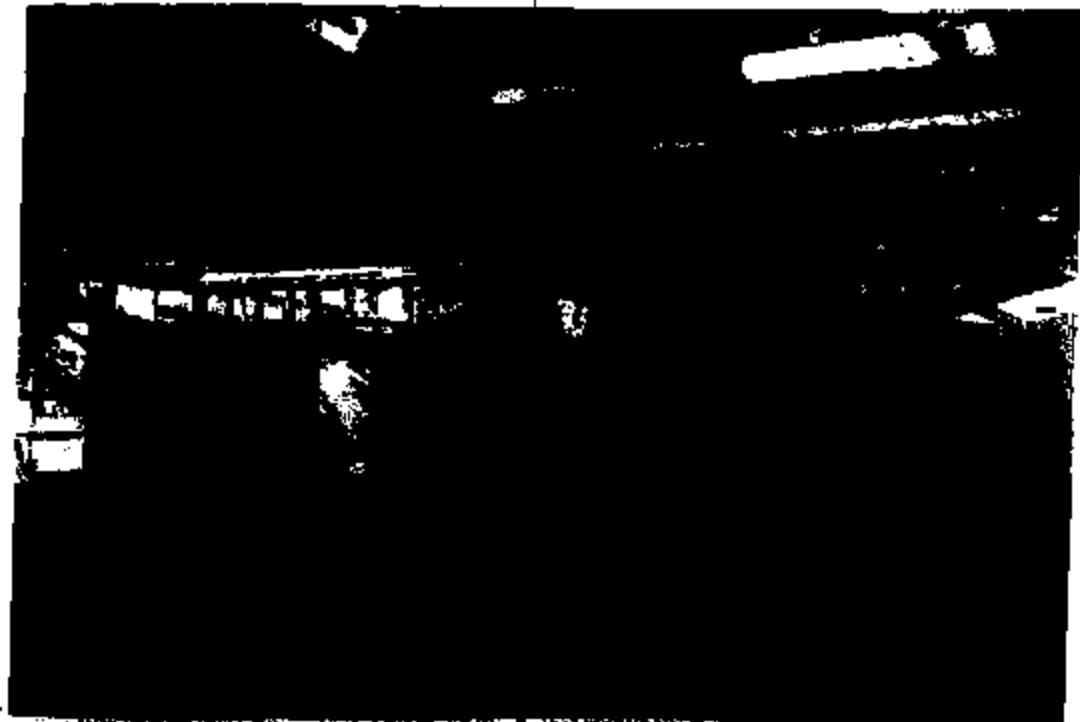
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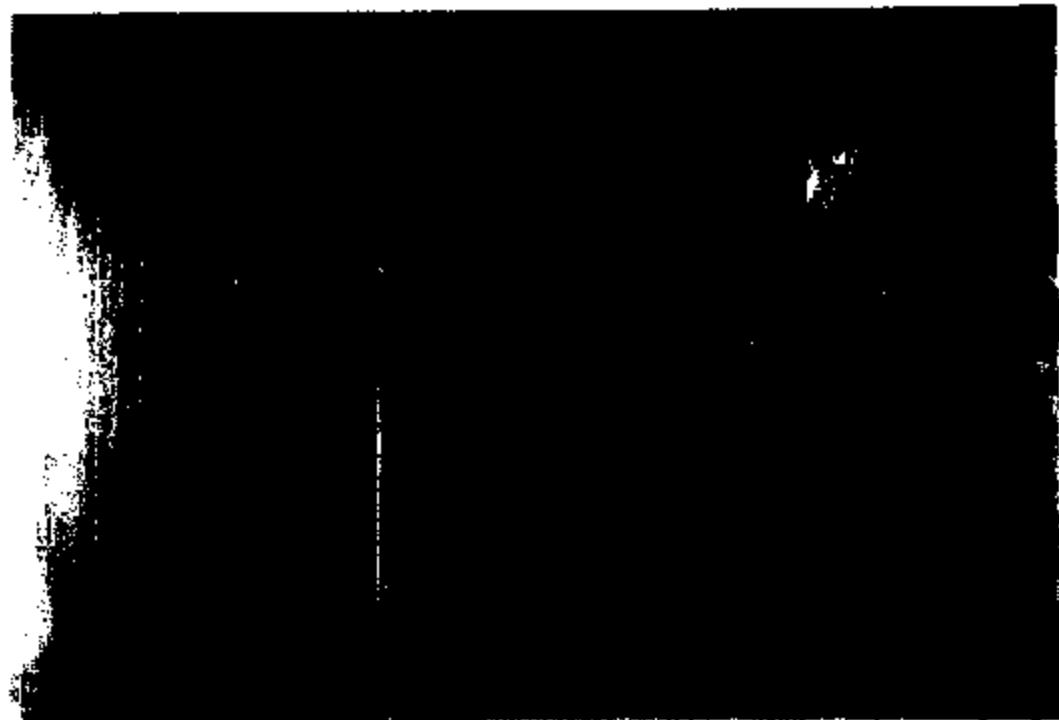
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2002-025-4 10364

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AYC 000009

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0002-025-3 10000

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AYC 000011

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E982-828-8 10388

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AYC 000013

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SP02-025-8 18387

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AYC 000016

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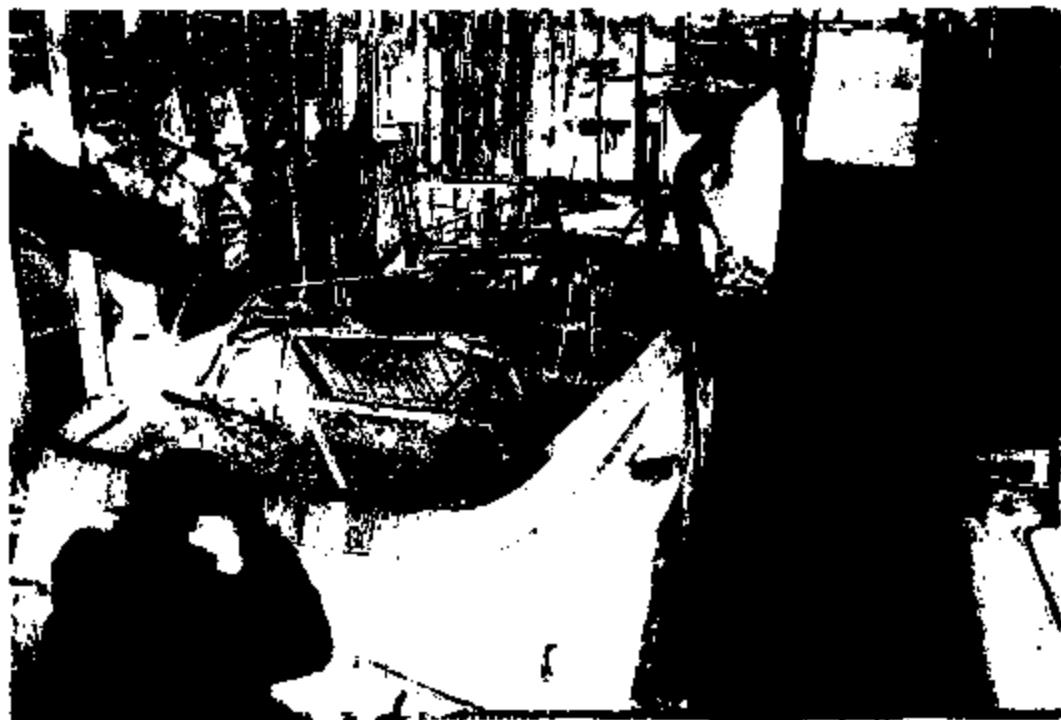
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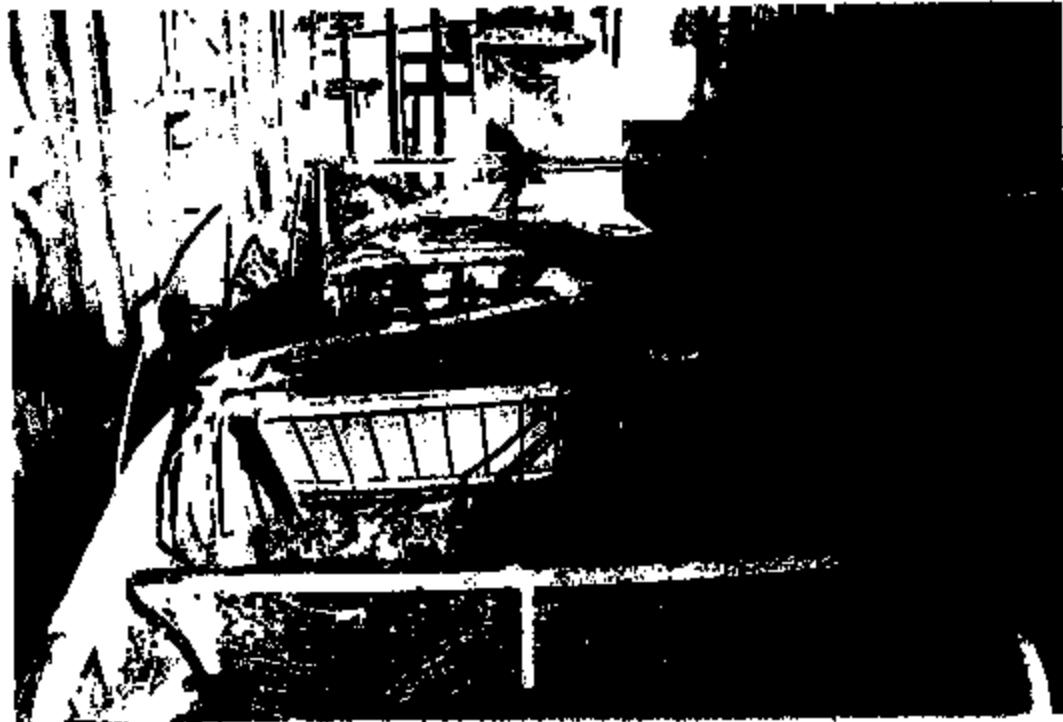
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AYC 000019

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E002-025-B 10370

721



AYC 000021

722



5002-025-3 10071

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AYC 000023

24



E962-025-5 15372

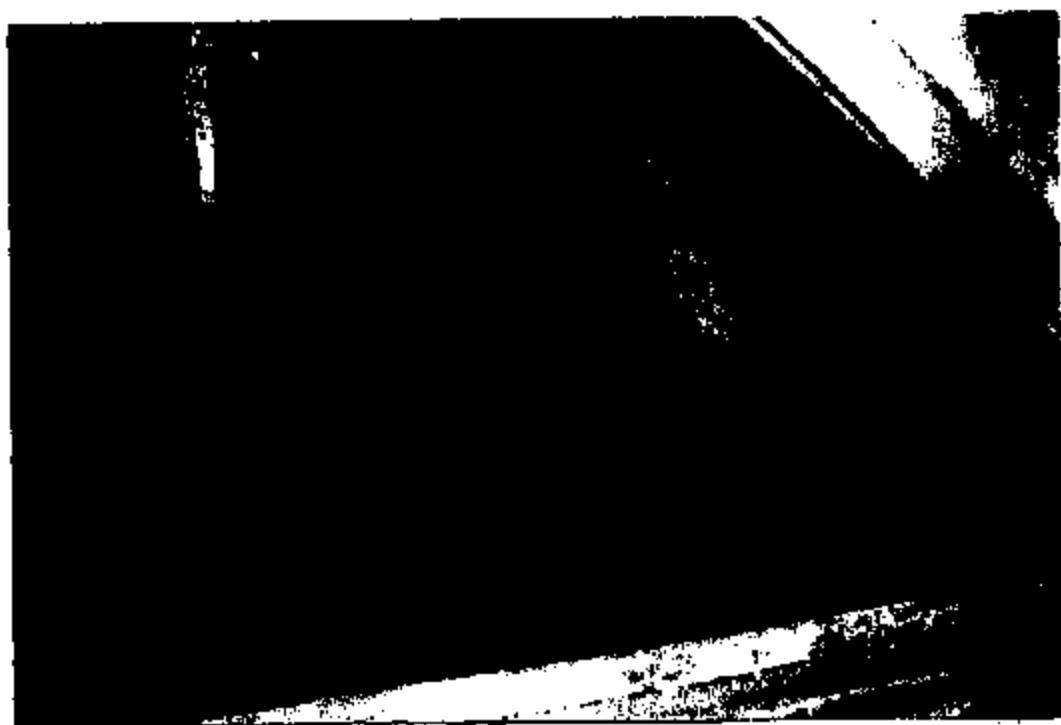
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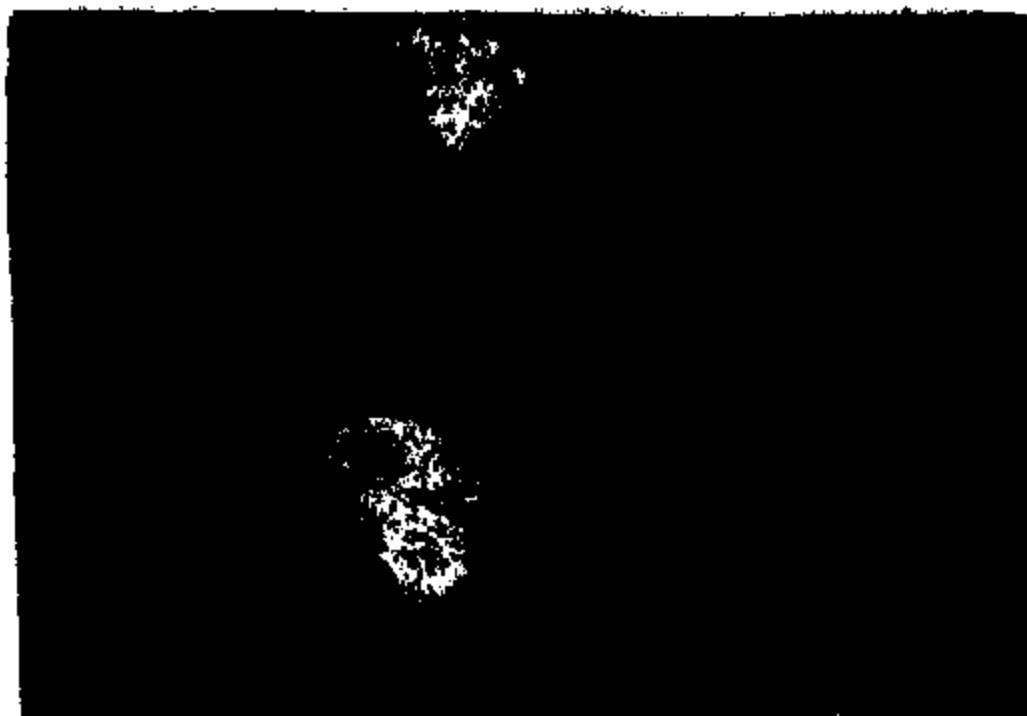
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AYC 000027

AYC 000028

#28



0002-020-5 18374

29



AYC 000029

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2002-025-8 16378

#31



AYC 000031

AYC 000032

#32



ENR-825-B 18376

33



AYC 000033

34



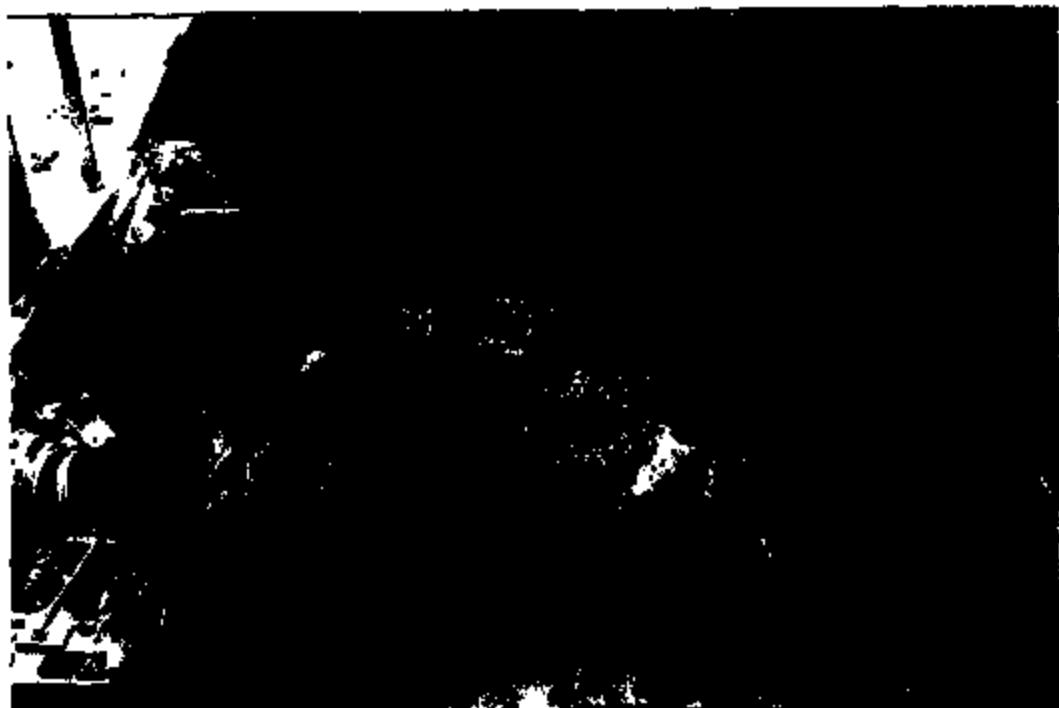
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37



AYC 000037

AYC 000038

38



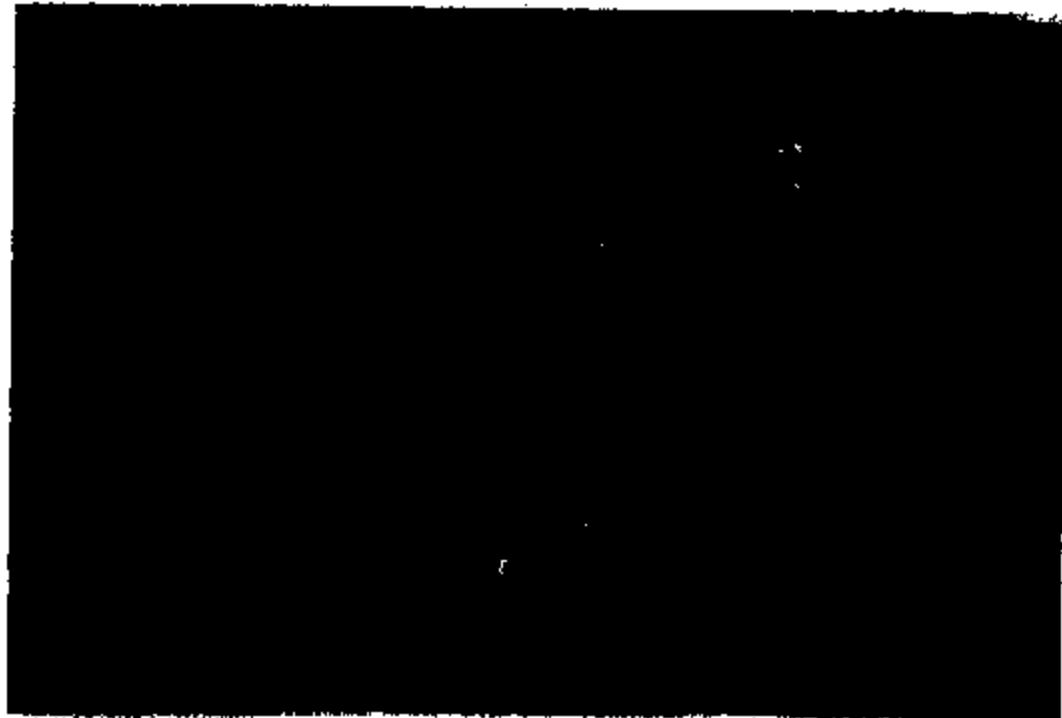
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AYC 000042

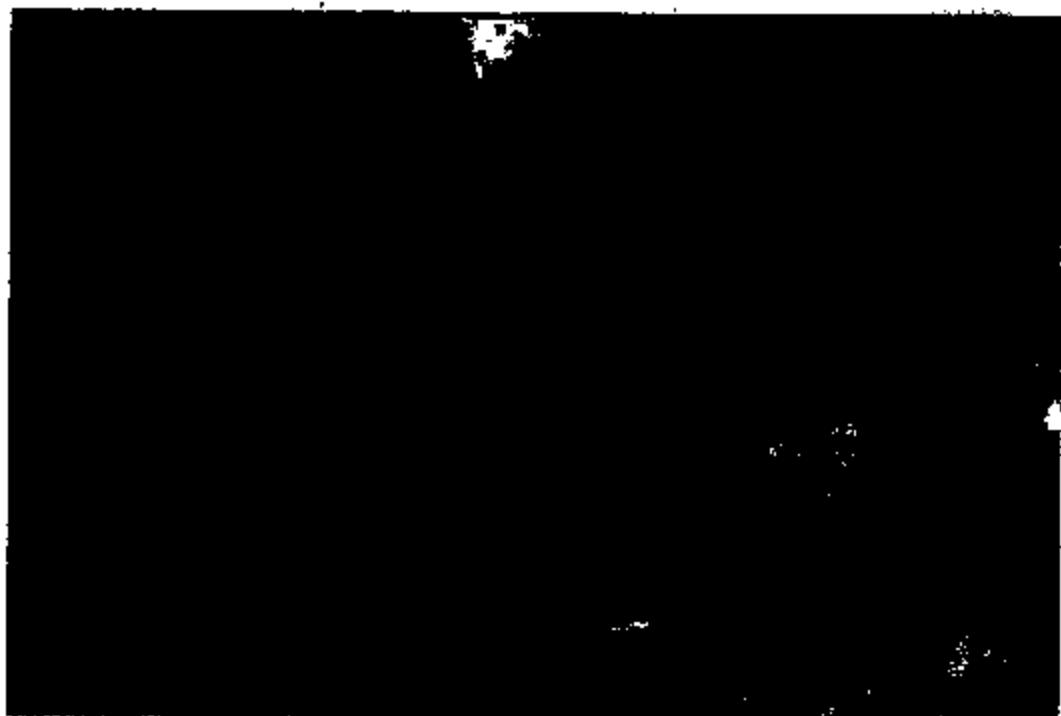
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AYC 000044

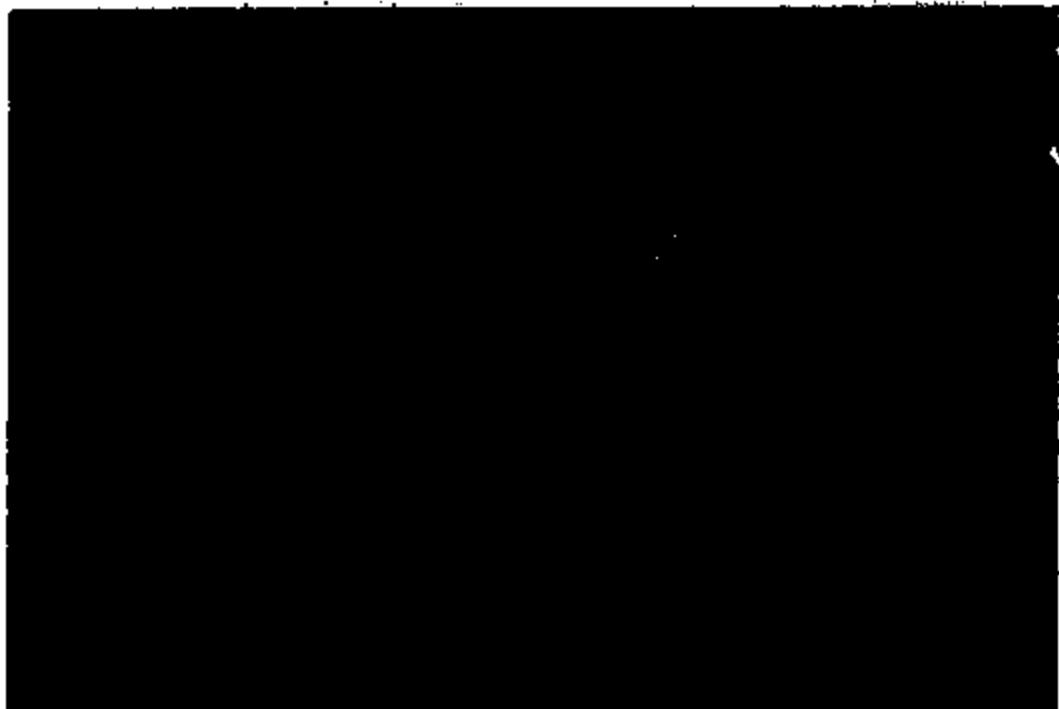
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AYC 000046

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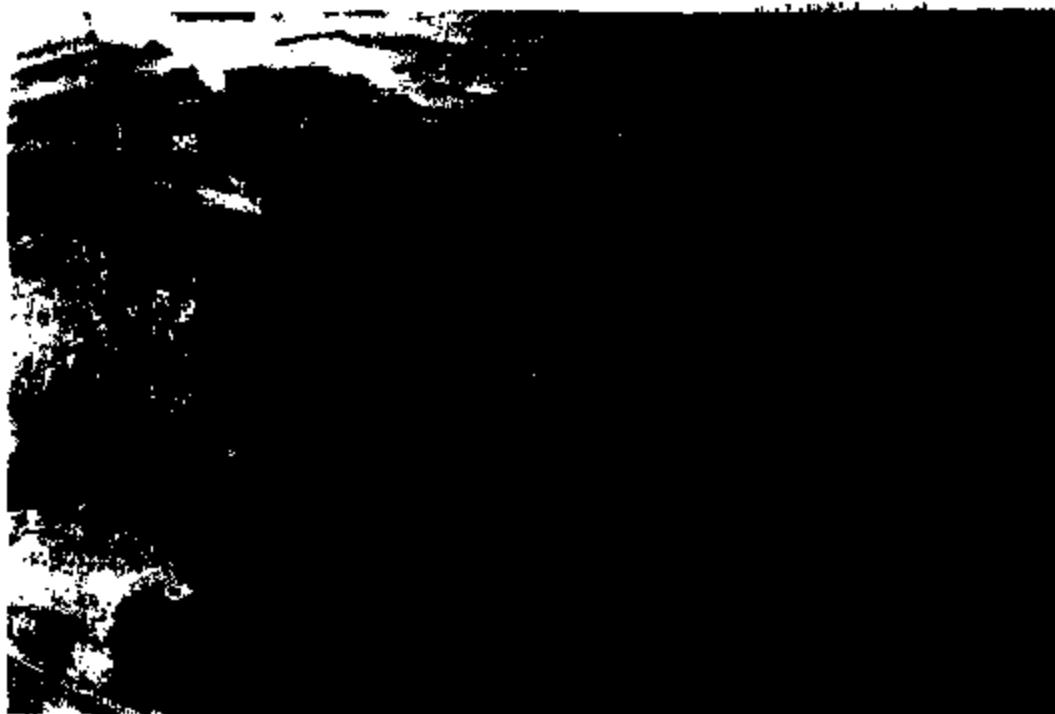
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AYC 000048

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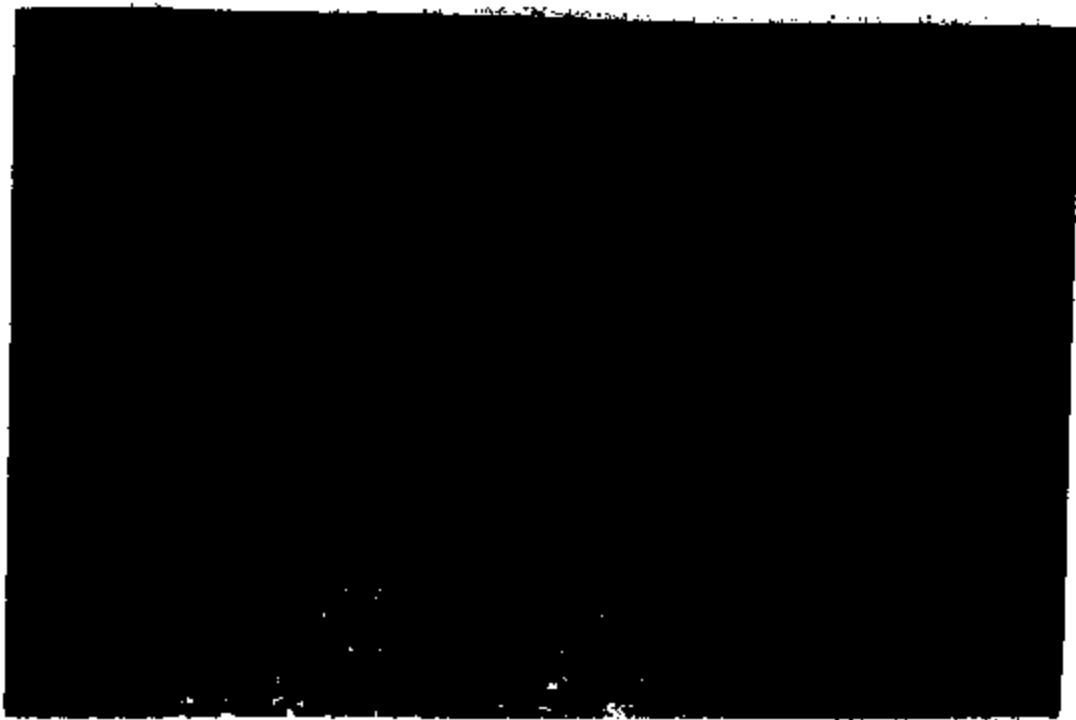
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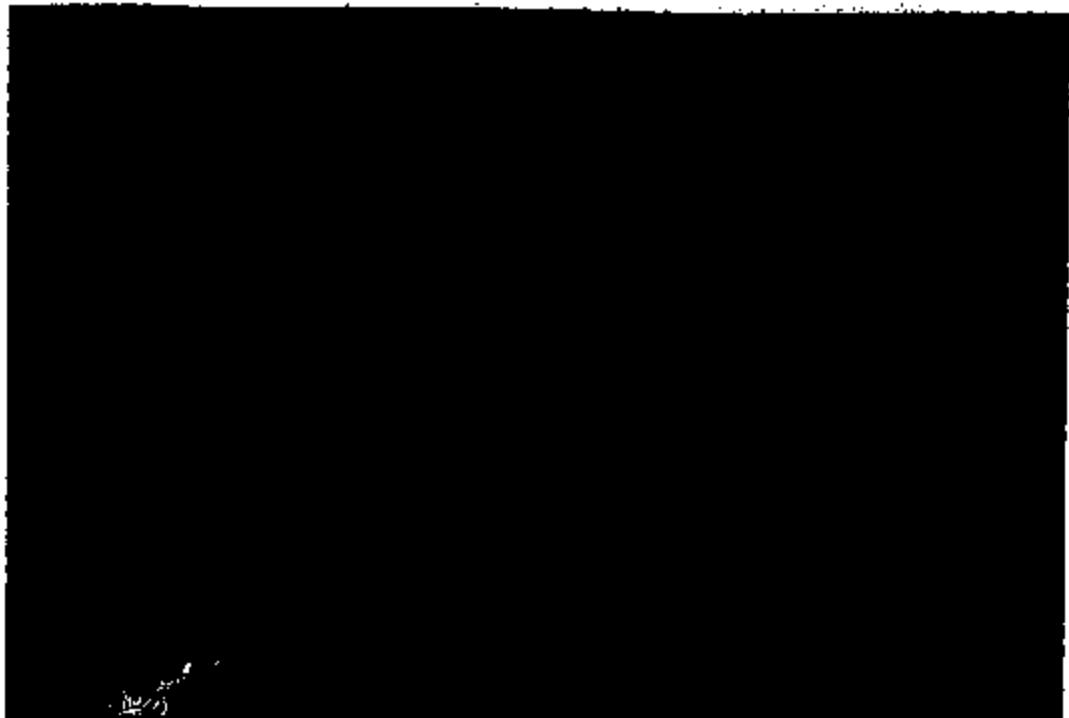
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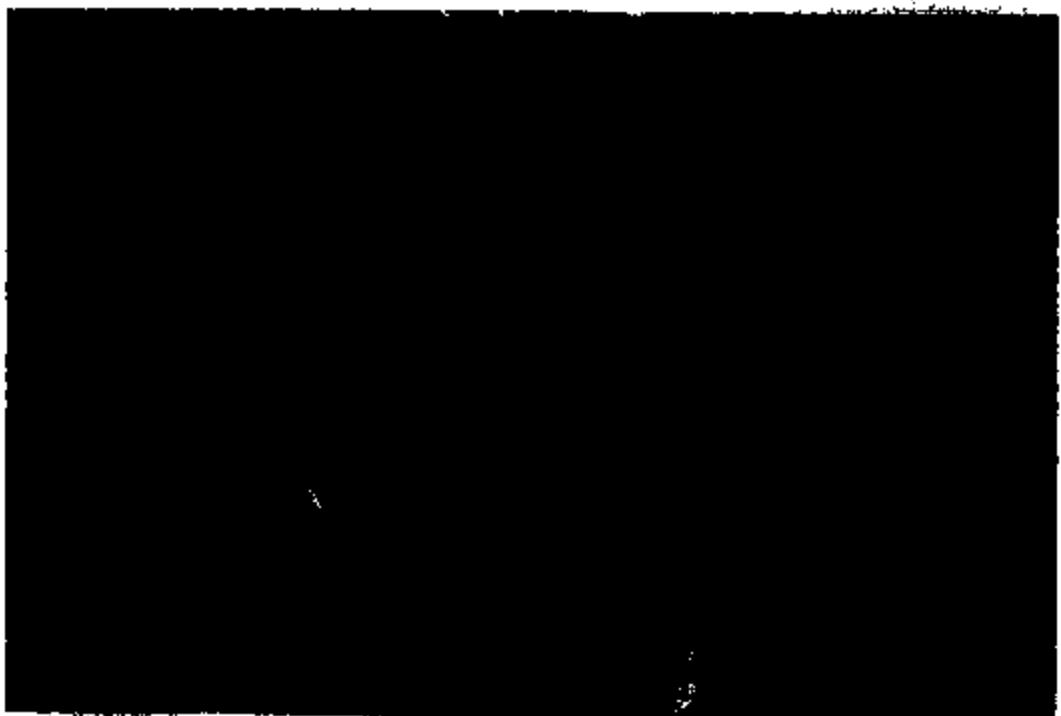
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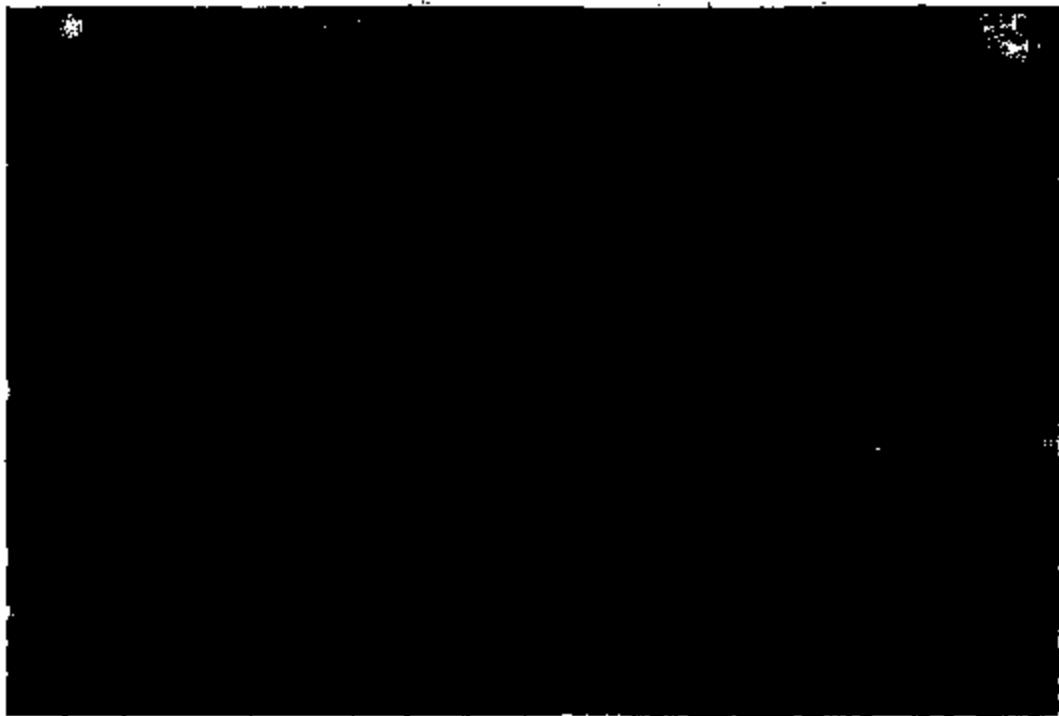
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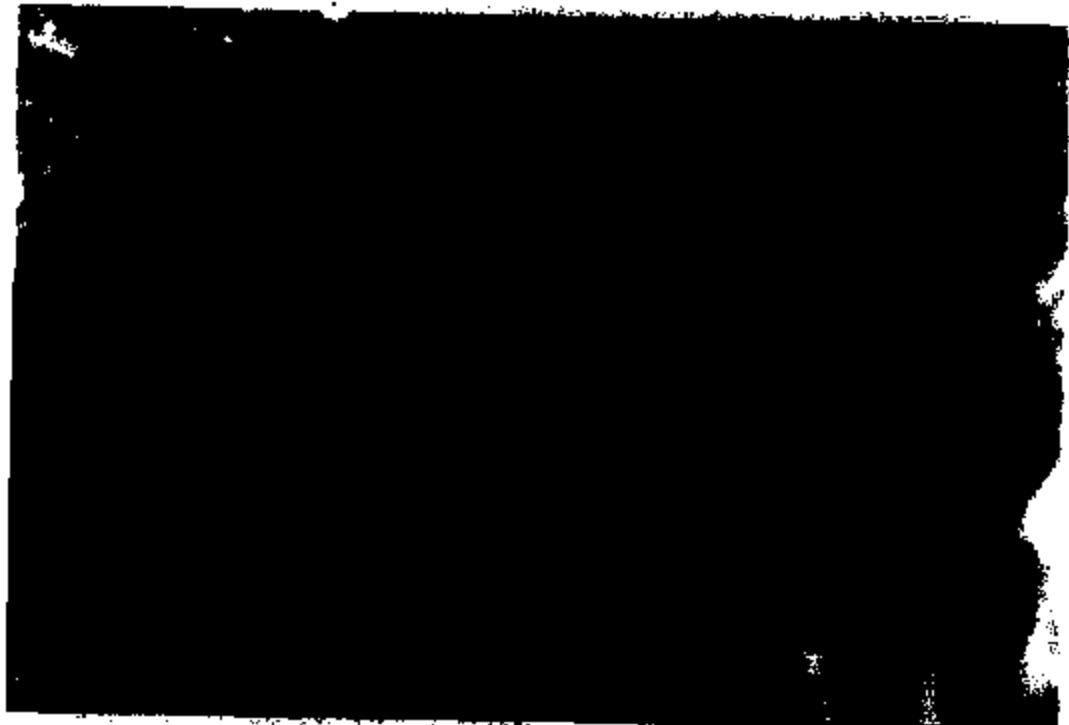
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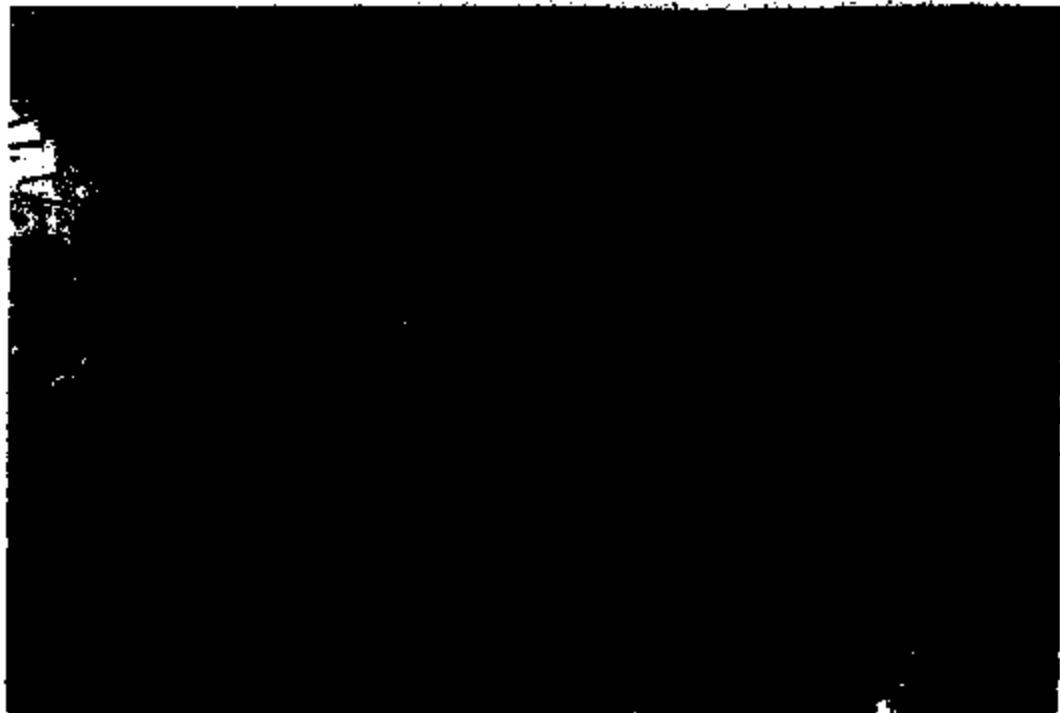
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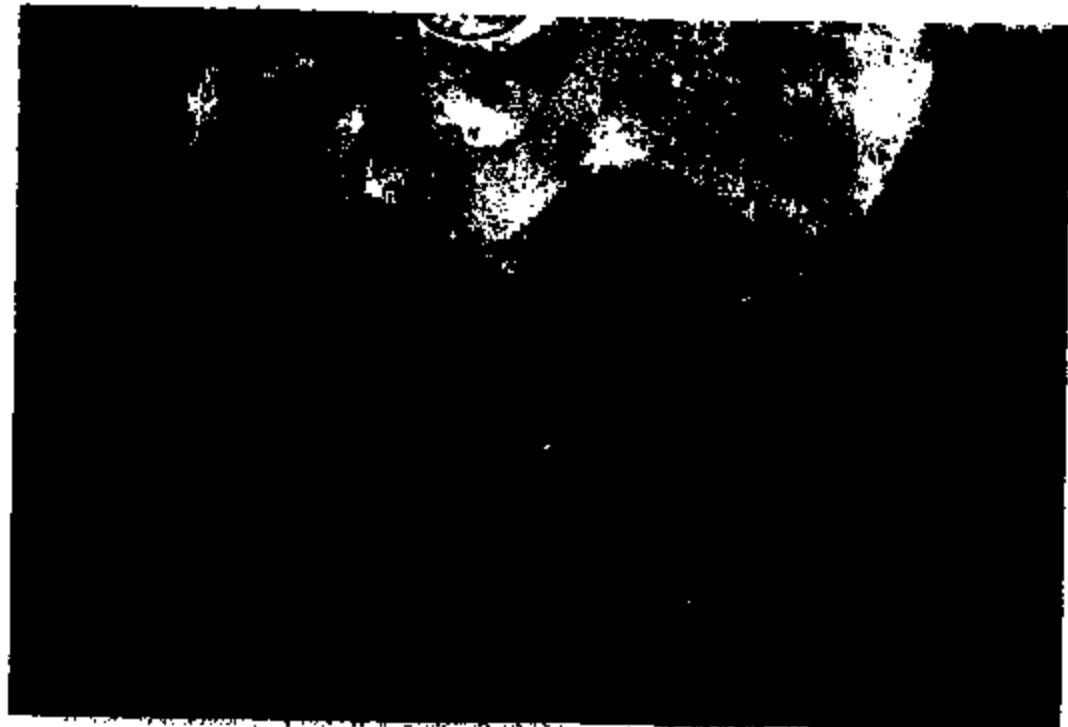
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AYC 000058

2000-025-5 15340

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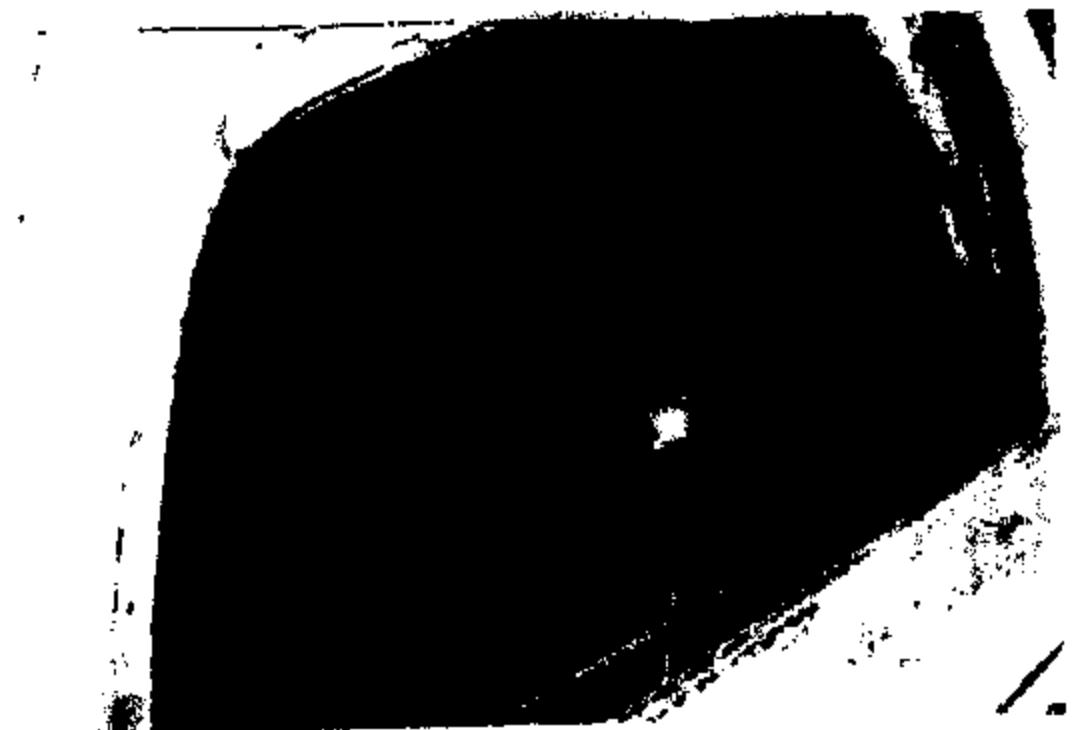
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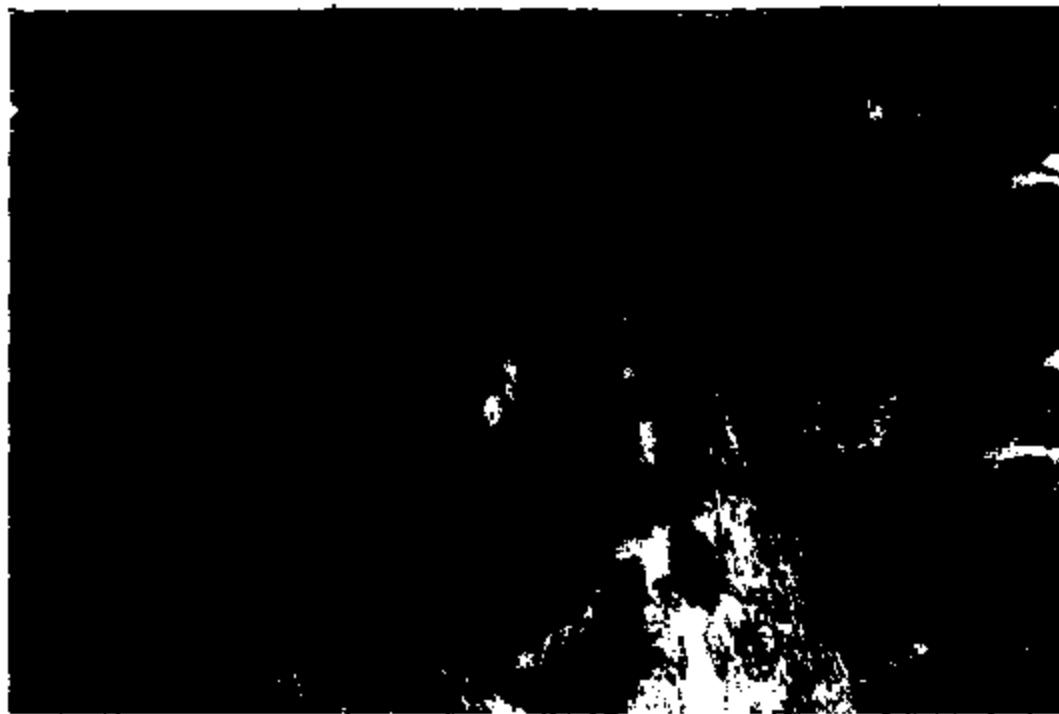
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AYC 000002

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AYC 000063

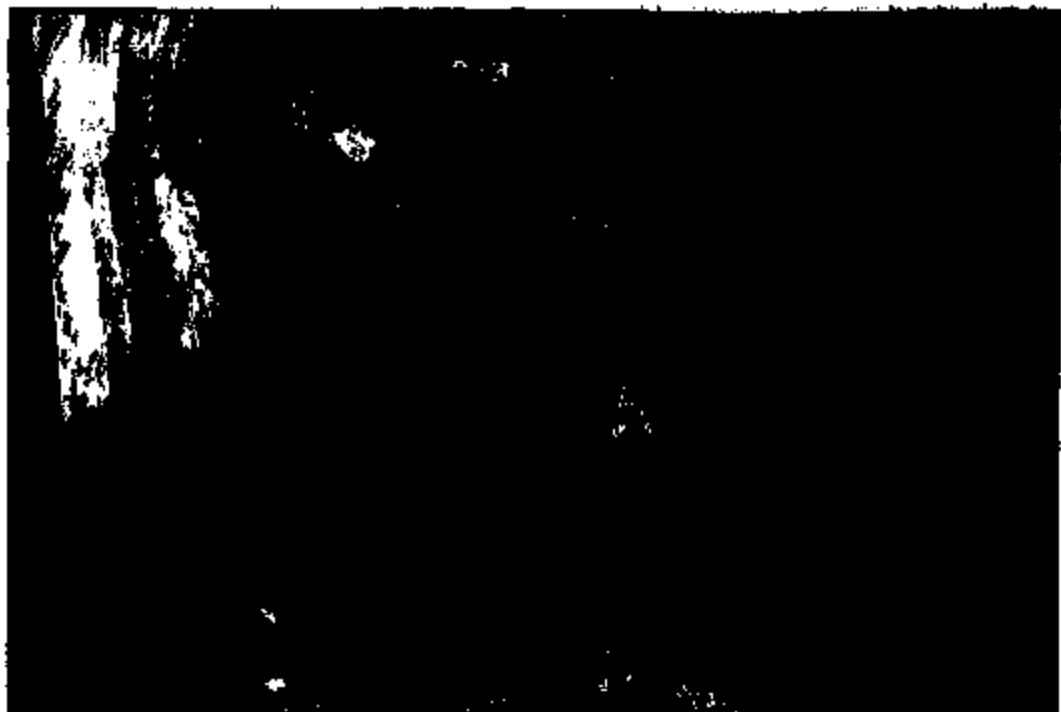
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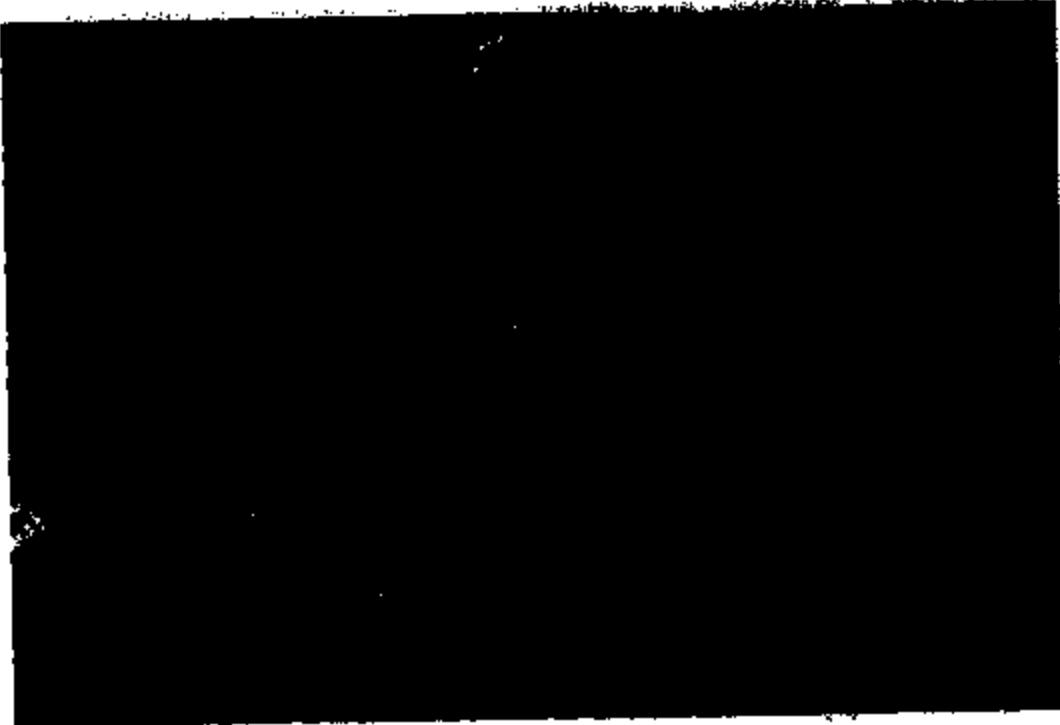
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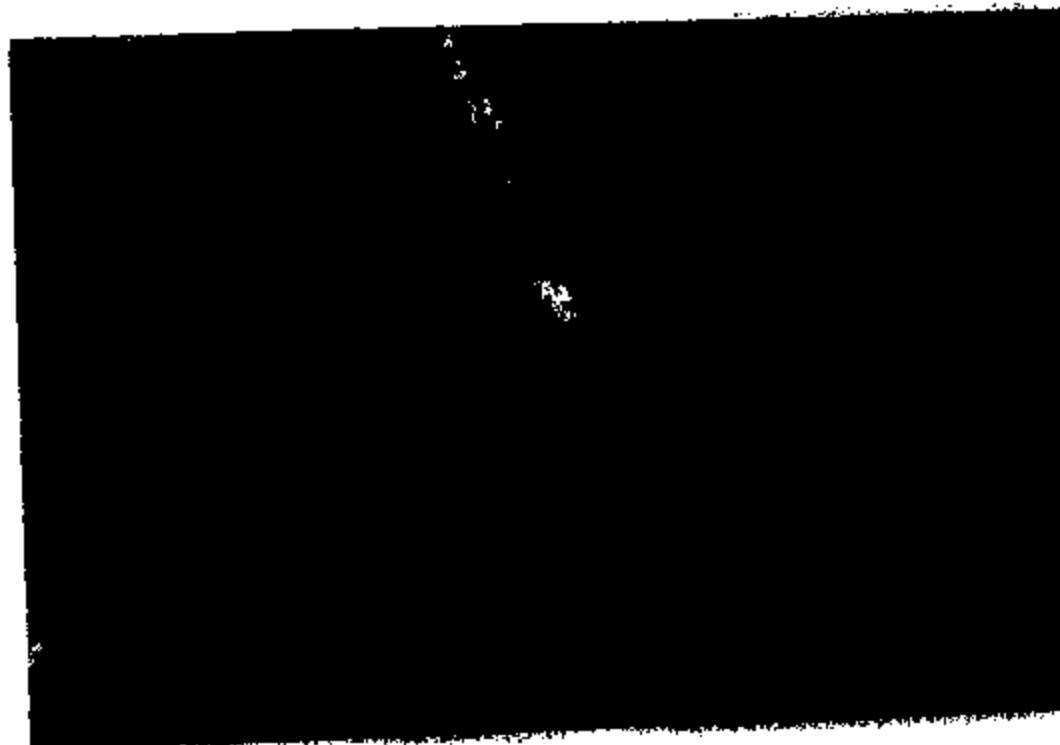
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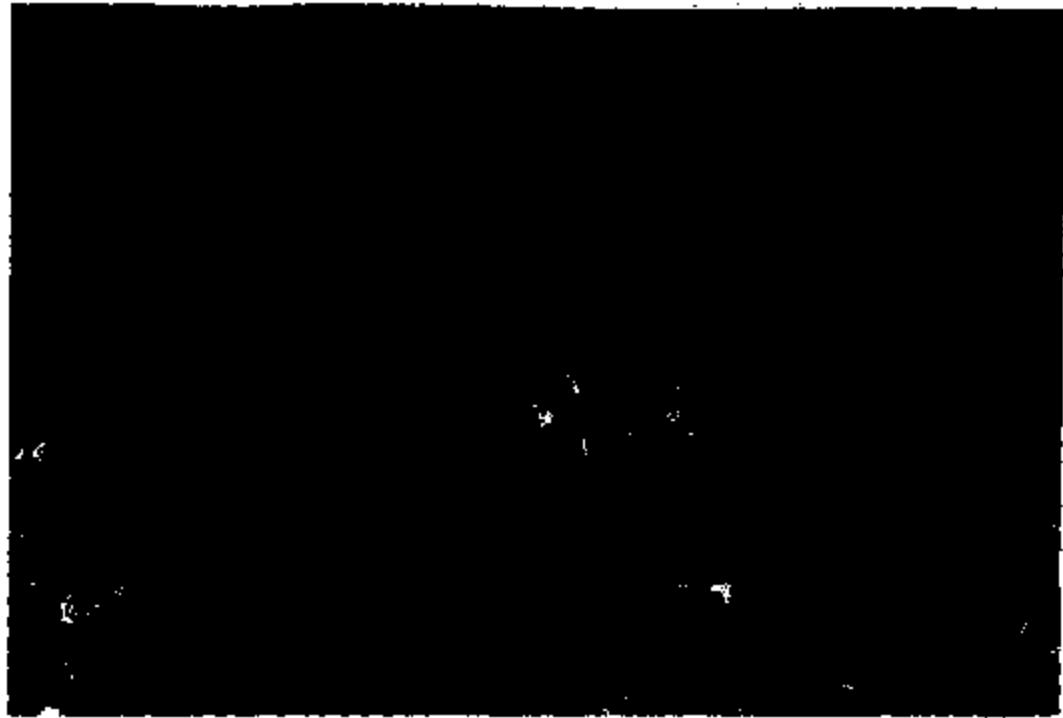
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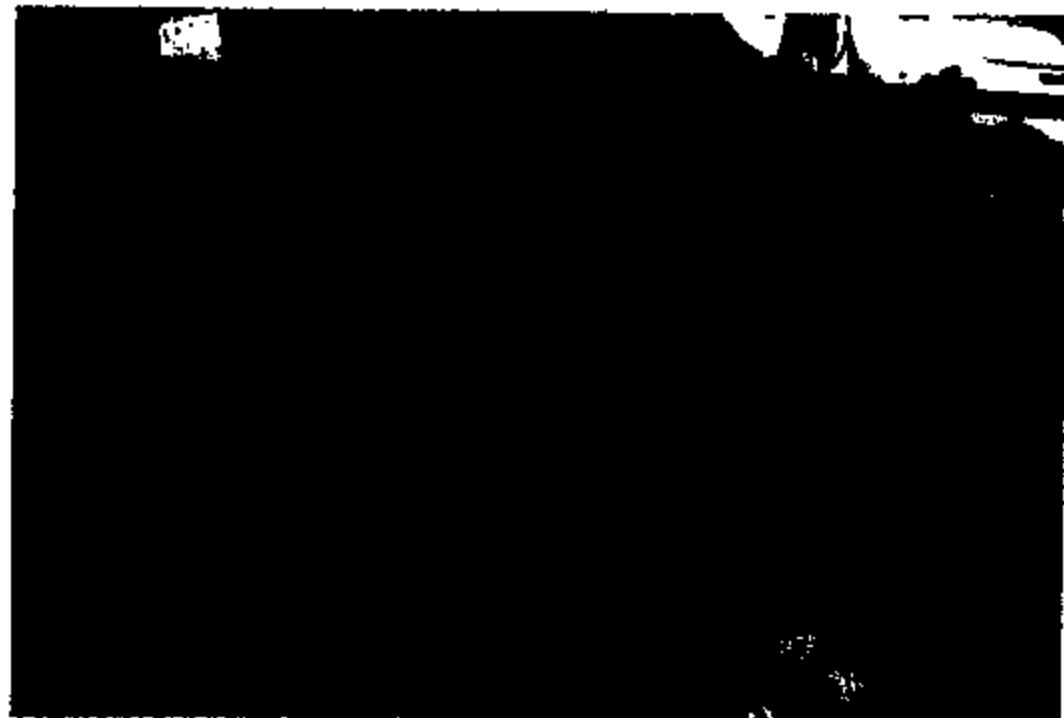
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70



AYC 000070

#71



AYC 000071

#72



AYC 000072

E962-025-0 10306

#73



AYC 000073

74



AYC 000074

#75



AYC 000075

#76



AYC 000076

2002-020-0 18381

ASSIGNMENT:

Received from: Mr. Gary Morgan
Instructions: The instructions were to examine the remains of a 1994 Mercury Grand Marquis for the purpose of determining if an electrical system failure caused the fire event.

Received on: 1/26/02
Commenced on: 2/1/02
Completed on: 2/4/02

Verbal report on: 2/6/02
Verbal report to: Mr. Lance Lankford

BACKGROUND:

The fire occurred at the residence of [REDACTED] on 12/9/01. Sometime after the investigation by Mr. Morgan and others, the vehicle was removed to the Copart vehicle storage lot in Grand Prairie. It was at the Copart location that I examined the vehicle. In my conversations with Mr. Morgan, he related that he had placed the origin in the vehicle engine compartment at the left front. In addition, Mr. Morgan said that an eyewitness had observed that the fire originated in the left front of the engine compartment of the Marquis (complete details are included in his report). The vehicle was in the copart at the time of the incident. There were 3 other vehicles involved, one other in the copart and two in the garage. According to Mr. Morgan, the residence is a total loss.

INVESTIGATION:

On February 1, 2002, I examined the vehicle at Copart of Texas (auto salvage facility) in Grand Prairie. My roll one photographs 20 - 24 illustrate the extent of the burning of the vehicle. The fire consumed essentially all combustible materials. At the time of my examination, the hood was missing. I examined the electrical system remains throughout the vehicle for any indication of a fault condition that could have provided the ignition source required for the fire event.

I examined the wiring system and electrical appliance remains under the vehicle dash. I did not find any evidence of a fault condition with the wiring, motors, switches etc. in this area.

I examined the wiring in the engine compartment area and forward of the engine-cooling radiator. Burning in this area is extensive (see roll two photos # 1 ~ 4). My examination of the electrical wiring still in place at the time of my investigation did not reveal any evidence of electrical failure. Some of the wiring in the vicinity of the suspension leveling pump (photo, roll one #18) remains in place and no evidence of fault condition was observed on it. The fire investigators gathered the miscellaneous wiring remains from underneath the vehicle in this area at the time of their scene examination. I examined these remains and my observations appear in the next paragraph.

The wiring remains collected from the area beneath the suspension leveling pump were placed in a plastic bag and stored in the other seat area of the vehicle. Roll two photos # 5 through 22 depict my examination of this debris. The only identifiable items found in the debris consist of ceramic circuit boards, stop light switch and numerous segments of electrical wiring. The only abnormal situation that I observed is evidence of arcing found on two of the wire segments. These are illustrated by roll two photos # 17 and 18. It is not possible to determine exactly which of the vehicle wiring harnesses these wire segments were located in. They were, however, gathered from the area beneath which Mr. Morgan and the eyewitness whom he references in his report placed the fire origin.

Investig.
File No.: [REDACTED]

-3-

CONCLUSIONS:

Based on the information available at this time, it is my professional opinion that:

1. There is evidence of arcing on wire segments found in the debris gathered from beneath the vehicle in the vicinity of the suspension system leveling pump.
2. Arcing of the type evidenced can cause sparks and heat, either of which are capable of igniting combustible materials.

Report:
File No.: [REDACTED]

-4-

PROPERTY / EVIDENCE - RETRIEVED / RETAINED FROM THIS SCENE:

FILE STATUS:

The requested scope of inquiry has been completed with the submittal of this report. All photographs taken during the course of the investigation have been included in this report or have been enclosed with this report.

Respectfully,

Glenn Hardin, P.E.
Electrical Engineer
Grand Prairie, Texas
(972) 623-3448

cc: Lynn Montgomery
CM44B Lawyer
(972) 623-4448

cc: Post

(Address all correspondence concerning this file to the following address. Please include the CM4 file number.)

Crawford Investigation Services
Forensic Engineering Unit
2035 North Highway 320
Grand Prairie, TX 75080

2482-625-B 10401

RECORDED
FILE NO. [REDACTED]

-8-

ENCLOSURES:

Photographs - Mounted - 48

5442-025-3 14482

Invest.
File No.:

PHOTO DESCRIPTION
Roll 6720 (one)
Date: 24/9/92

No.	Location / Depicting
1.	Wiring remains in dash area
2.	Wiring remains in dash area
3.	Wiring remains in left front of vehicle
4.	Wiring remains in left front of vehicle over wheel
5.	Wiring remains in left front of vehicle over wheel
6.	Wiring remains near firewall at left front
7.	Wiring remains in vicinity of battery
8.	Wiring remains at front of the vehicle
9.	Wiring remains at front of the vehicle
10.	Wiring remains at front of the vehicle
11.	Wiring remains at front of the vehicle
12.	Wiring remains in vicinity of left wheel well
13.	Wiring remains in vicinity of left wheel well
14.	Wiring remains in vicinity of left wheel well
15.	Wiring remains in vicinity of left wheel well
16.	Wiring remains in vicinity of left wheel well
17.	Leveling pump with associated tubing
18.	Left side of engine showing break cylinder and booster and left front suspension system
19.	Leveling pump
20.	Front view of vehicle
21.	Left rear view of vehicle
22.	Right rear view of vehicle
23.	Right front view of vehicle
24.	Left front view of vehicle

PHOTO DESCRIPTION

Roll 8721 (two)

Date: 2/20/02

No.	Location / Depicting
1.	Right top view of engine
2.	Left top view of engine
3.	Top front view of engine showing alternator
4.	General view - top of engine
5.	Debris collected from floor underneath break master cylinder area
6.	Debris collected from floor underneath break master cylinder area
7.	Debris collected from floor underneath break master cylinder area
8.	Debris collected from floor underneath break master cylinder area
9.	Debris collected from floor underneath break master cylinder area
10.	Debris collected from floor underneath break master cylinder area
11.	Debris collected from floor underneath break master cylinder area
12.	Debris collected from floor underneath break master cylinder area
13.	Debris collected from floor underneath break master cylinder area
14.	Debris collected from floor underneath break master cylinder area
15.	Debris collected from floor underneath break master cylinder area - note break light switch
16.	Debris collected from floor underneath break master cylinder area - note break light switch
17.	Debris collected from floor underneath break master cylinder area - note break light switch
18.	Debris collected from floor underneath break master cylinder area - note beaded wire segments (arrow)
19.	Debris collected from floor underneath break master cylinder area
20.	Debris collected from floor underneath break master cylinder area
21.	Debris collected from floor underneath break master cylinder area
22.	Debris collected from floor underneath break master cylinder area
23.	Wiring remains in vehicle dash area showing bending of conductors
24.	Wiring remains in vehicle dash area showing bending of conductors



FBI Identification: 505-05078

Printed: [redacted]

Photo Mounting Sheet Roll 5725(200)



Page 1

505-05078-1 10455



File Identification: 7483-000078

Indictment: [Redacted]

Photo Mounting Sheet

Roll 0720(600)



Page 2

2025 RELEASE UNDER E.O. 14176



File Identification: 7403-000074

Insured: [Redacted]

Photo Mounting Sheet Roll 6720(000)



Page 3

BBB-025-B 10407



File Identification: 7408-000678

Insured: [Redacted]

Photo Mounting Sheet Roll 5720(ene)



Page 4

E982-025-4 18488



File Identification: P003-000279

Insured: [Redacted]

Photo Mounting Sheet

Roll 5728(One)



Page 3

0002-025-B 18409



File Identification: T402-800079

Insured: [REDACTED]

Photo Mounting Sheet Roll 5720(ene)



Page 8

E402-825-8 18416



File Identification: T403-000079

Insured: [REDACTED]

Photo Mounting Sheet

Roll 5720 (one)



13.

14.

Page 7



File Identification: 7402-000075

Injured: [Redacted]

Photo Mounting Sheet Roll 6788 (one)



15.

16.

Page 8

7402-025-5 18412



File Identification# 7468-000879

Issued: [Redacted]

Photo Mounting Sheet Roll 5720(One)



17.

18.

Page 9

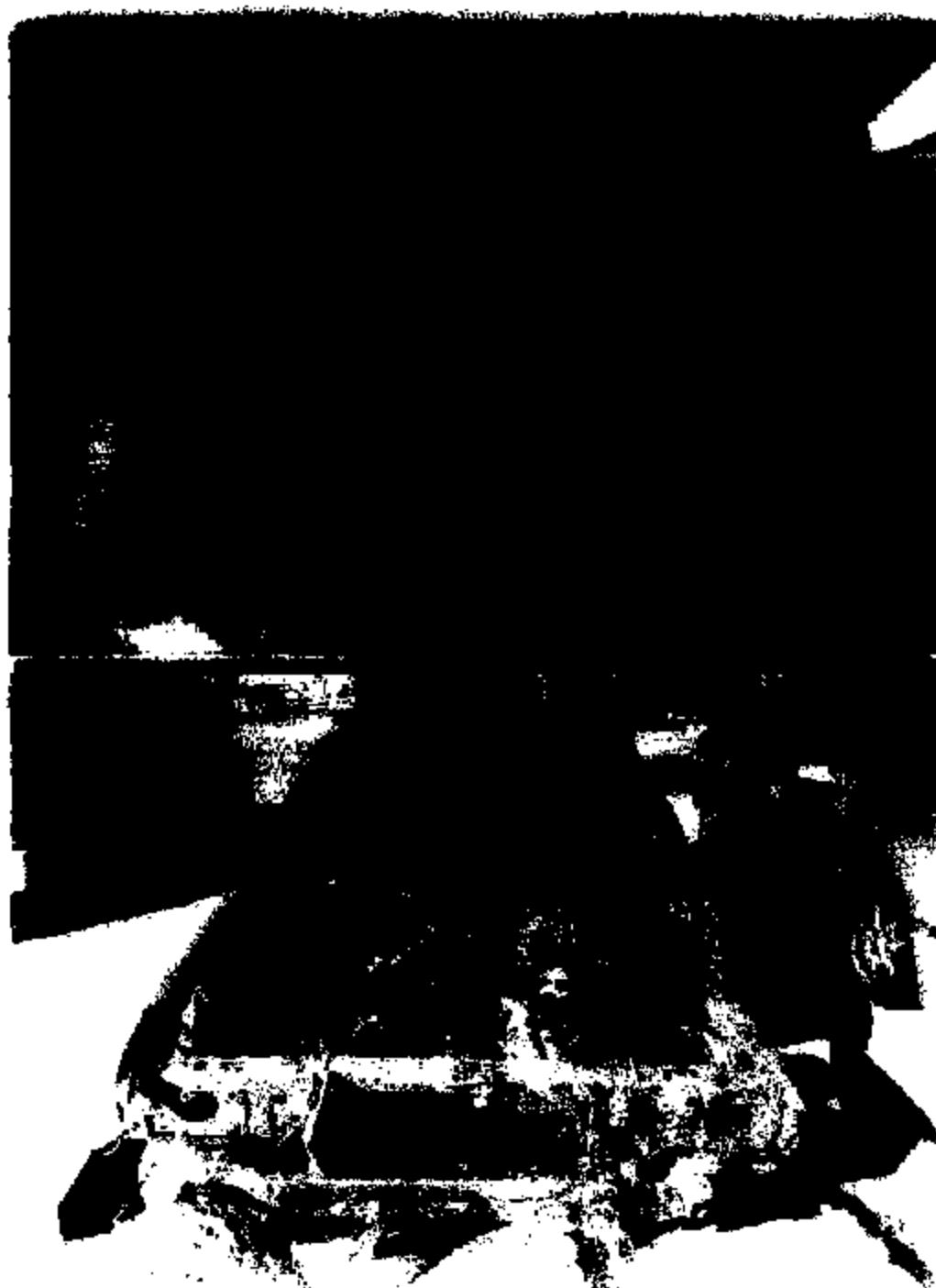
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Insured [redacted]

Photo Mounting Sheet Roll 8720 (one)



19

20

Page 10

5002-025-2 10414



File identification: 7403-000079

Issued: [Redacted]

Photo Mounting Sheet File #72040001



21

22

Page 11

0002-029-8 10410



File Identification: 7483-00078

Invited: [REDACTED]

Photo Mounting Sheet Roll #710(One)



23

24

Page 12

EMB-020-5 18418



File Identification: 7405-000072

Indexed:

Photo Mounting Sheet

Roll 872 (two)



Page 1

0002-025-5 10417



File Identification: TADS-000075

Indexed [redacted]

Photo Mounting Sheet

Roll 6721(two)



Page 2

2902-025-B 10418



File Identification: 7403-00007b

Insured [redacted]

Photo Mounting Sheet

Roll 5724(two)



Page 1

EM2-025-3 16419



File Identification: 7403-000078

Injured: [redacted]

Photo Mounting Sheet Roll 57241two1



Page 4

5902-825-B 16420



File Identification: 7463-000071

Injured: [redacted]

Photo Mounting Sheet

Roll 5721(two)



10.

Page 2

ENR-025-3 10421



File Identification: 7409-060019

Insured: [redacted]

Photo Mounting Sheet

Roll 5724(two)



11.

12.

0962-025-B 10422



File Identification #: 7483-000071

Insured: [redacted]

Photo Mounting Sheet

Roll #724(two)



13.

14.

Page 5

ER02-025-B 10423



File Identification: F402-000070

Insured: _____

Photo Mounting Sheet

Roll 5721 (w)



Page 6

F402-028-3 10424



File Identification: 7403-00007B

Insured: [redacted]

Photo Mounting Sheet

Roll #731(two)



Page 6

0002-025-B 15425



File Ident#Section: F428-00007B

Inured: [redacted]

Photo Mounting Sheet File #5724(two)



19.

20.

Page 10

ER02-025-5 18426



File Identification: 7403-000078

Insured: [redacted]

Photo Mounting Sheet

Roll 0729(two)



21.

22.

Page 11

0002-028-0 10427



File Identification: T403-000079

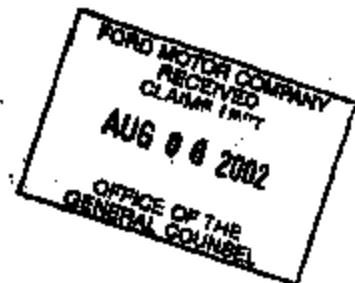
Insured [redacted]

Photo Mounting Sheet Roll 6721(bw)



Page 17

0002-025-B 10425



APRIL 10, 2002

Mr. Allen Robinson
Ford Motor Corporation
Parklane Towers West, Suite 300
Three Parklane Blvd.
Dearborn, MI 48126

461630

RE: INSURED:
POLICY NUMBER: [REDACTED]
DATE OF LOSS: 12/09/2001
CLAIM NUMBER: [REDACTED]

As insurers of the building situated at 875 FM 2194 Farmersville, TX, the Germania Insurance Group has paid its insureds \$ 166,493.00 as a result of: a fire that originated in a 1994 Mercury Marquis.

The Germania Insurance Group is subrogated to the insured's right of recovery for these damages. You are further advised the insured has no authority to enter into any settlement with you, nor furnish a release in connection with this occurrence.

If you have liability insurance, please contact your insurance company and forward this letter to them as is required in your policy.

We are looking to you for reimbursement of \$ 166,493.00.

Please be advised that if you are contacted by an attorney representing our insured, they do not represent our interest. We will expect a separate payment for our damages unless we notify you other wise.

Thank you for your assistance in this matter.

By: Karen L. Kopecky
Recovery Specialist
SUBROGATION DEPARTMENT
THE GERMANIA COMPANIES

URGENT
PAST DUE

State Farm Insurance Companies



P. O. Box 788013
Dallas, TX 75278-8013

February 28, 2002

Ford Motor Co.
Parklane Towers West
Suite 400
3 Parklane Blvd.
Dearborn, MI 48126

ATTN: DIRECTOR COMPANY
RECEIVED

MAR - 8 2002

OFFICE OF THE
GENERAL COUNSEL

RE: Claim Number: 43-R837-005/43-R836-807
Date of Loss: December 9, 2001
Our Insured: [REDACTED]

Dear Ford Motor Co.:

Our insured's vehicles were involved in a fire loss. We have settled both claims with our insureds in the amount of \$20,074.77.

Our investigation revealed that the cause of the loss was due to an electrical failure in the wiring harness in the engine compartment of the 1994 Mercury.

This loss occurred at the residence of [REDACTED]. Parked in the garage were a 1964 Corvair and a 1950 Willys owned by [REDACTED]. Also, parked in the carport was a 1994 Mercury owned by [REDACTED] and a 1997 Montero Sport owned by [REDACTED]. All four vehicles along with the house were damaged.

State Farm is the insurer of the 1994 Mercury and 1997 Montero Sport. Enclosed is the documentation of State Farm's claims. If you would like to inspect the vehicles please contact me to arrangements. You may consider this letter as our demand to Ford for reimbursement of \$20,074.77.

Sincerely,

Tonya Bedell
Claim Specialist
Subrogation Unit/Team 40
(972) 732-4842
State Farm Mutual Automobile Insurance Company

RECEIVED

JAN 25 2002

COLLIN COUNTY FIRE MARSHAL		John Paul, Deputy Fire Marshal	
INCIDENT NUMBER		01-48983	
INCIDENT TYPE		Structure Fire	
DAY	DATE	TIME	
Sunday	12-09-2001	0414	
SCENE LOCATION		Farmersville	
FIRE DISTRICT		INCIDENT COMMANDER	
Farmersville		Bennie Cox, Chief	
Department	Notified	Arrived	Cleared
CCFM	0428	0453	0523
Farmersville	0416	0428	0720
Princeton	0428	0441	0615

Sky Condition	Temperature	Wind Direction/Speed	Humidity	BP	Rainfall
Clear	+42	North <10			None

OWNER/VICTIM INFORMATION

Name	
Race/Sex/DOB	
Address	
City, State, Zip	Farmersville, Texas
Home Telephone	
Cell Telephone	

WITNESS INFORMATION

Name	
Address	
City, State, Zip	Farmersville, Texas
Home Telephone	
Name	

INSURANCE INFORMATION

Insurance Company	Germania Insurance Companies
Policy Number	7 600 6123584
Claim Number	2001-052864
Address	P.O Box 445, Breham, Texas 77421
Agent	Donna Rice 4535 Business 75 Farmersville, Texas 75442
Claim Adjuster	Lance Lankford Cell 972-529-8137 Fax 972-382-8329
Investigator	Gary Morgan, HPI 254-375-2269 fax 254-373-2565

RECEIVED

PROPERTY DESCRIPTION

JAN 25 2002

Single family dwelling, wood frame with brick siding. Attached two car garage and attached two car carport. Residence located on south side of [REDACTED] Garage and [REDACTED] with concrete driveway from roadway to carport and garage. Residence is 1640 square feet. Covered patio porch is 276 square feet. Attached garage is 460 square feet.

Parked in the garage were a 1964 Corvair and a 1950 Willys both owned by [REDACTED]. Parked in the carport was a 1994 Mercury owned by [REDACTED] and a 1997 Montero Sport owned by [REDACTED]

SUMMARY

[REDACTED] is a member of an antique car club. [REDACTED] attended the club meeting and dinner with him. Because of the late hour after the dinner, she decided to spend the night at [REDACTED] residence.

They had driven [REDACTED] 1994 Mercury to the dinner and when they returned he parked it under the carport next to [REDACTED] Montero Sport.

They went to bed around 12 midnight. [REDACTED] stated he got up around 0130 to eat some ice cream and watched some television. He did not notice anything unusual. [REDACTED] stated he has never had any problems with his the Mercury.

The neighbor, [REDACTED] heard some type of explosion and he looked out his bedroom window toward [REDACTED] residence and observed fire under the carport area and around and under the hood of the Mercury. [REDACTED] called 911 and then called [REDACTED] and awoke him and told him of the fire and told him to get out of the house.

[REDACTED] then observed smoke filling the house and observed fire coming from the garage area. [REDACTED] went out the back door and attempted to start her vehicle, but could not get it started so she went with [REDACTED] to the neighbor's house to await the arrival of the fire department.

The origin of the fire was under the carport in the engine area of the Mercury. The exact cause is not known.

[REDACTED] pet cat died in the fire and was found in the master bedroom.

Below is the insurance information on the vehicles destroyed by fire.

Vehicle	VIN	Insurance
1997 Montero Sport	JA4LX31P6VF020248	State Farm Policy 4831289B0743M
1994 Mercury	2M3BLM73W3RX63650	State Farm Policy G161936D0843K
1964 Corvair	40367WT66488	JL Green Insurance Agency Maryland Casualty Policy AC8573812
1950 Willys	4PR126559A	Same as Corvair

Estimated loss is \$200,000.00

Run Report

Farmersville Fire Department

Alarm Information

Date SUNDAY 12-9-01

Time of Alarm 4:18 A.M. Time of Arrival 4:30 AM. Time Cleared 7:20 AM.

Type of Call Dispatched CAR FIRE THEN 5 MIN LATER STRUCTURE FIRE

Location of Call 984 FM RD 2194 CR 657/CB 656

Response Information

Number of Personnel at Scene 9 FARMERSVILLE FD
2 FF/DO EMS (3)4-6 PRINCETON FD Trucks Used at Scene 4

Scene Information TM DIVERSIFIED SALES

Occupant's Name [REDACTED] Occupant's Telephone [REDACTED]

Owner's Name [REDACTED] Owner's Address [REDACTED]

Owner's Telephone [REDACTED] FARMERSVILLE, TX. [REDACTED]

Remarks and Cause

If vehicle is involved,
include Make, Model,
License, and VIN number

If a certain piece of equipment,
machinery, appliance, etc caused the
fire, include Make and Serial Number

According to the resident, the fire started under the hood of the car and spread to the house. Four cars were destroyed; two under the carport and two antique cars in the garage. The garage, living room and most of the dining area were destroyed. We wanted the roof to knock out hot spots in the attic. Bedrooms and bath received smoke damage and the attic above them did have some fire in it.

Report by Keith Bradley

Telephone Number 972-784-6497

MVNP510

NAVIS Vehicle Inquiry

04/02/02 14:34:15

VEHICLE ID: 2MRX636560 (WWYPB88888) Vin: 2MELM75WXRX636560 D/F: 3 status: 800
Vehicle Line: CFP Convoy Deliv: 121393 Orig P-Lvl: 410 Selling Dlr: 25B037
Order Recpt: 111593 ShipTo Stat: Curr P-Lvl: 410 Sale Date: 042094
Orig Sched: 112993 Rls-To Stat: FL Order Dlr/Reg: 25037/25 Demo Dt:
Inv Prep: 112293 Orig Int St: 112993 Orig Rls Dlr: 25037 Deliv Type: 0
Prod Date: 112693 Curr Int St: 112993 Rls Dlr P/R: 11619 Sales Prd: 094042
Rls Date: 112693 Dlrfin Ext: 122593 Warr Start: 042094 Cancel St:
Memo Consign: P&C Ext: 122593 Warrs-Ind: Sale Status: G
Orig Pltbus: 112493 Advert Ext: 122593 -Date- -Dealer- -Region-
Curr Pltbus: 112493 Shpsn SS#: 7581 Shipped: 113093
T/Name: 1 DAVID F WILSON Curr Stock: 112693 25B037 25
Addr: 8617 GRANADA ST State: FL 1st-Prior:
City: FT MYERS N/A-Rcpt: 042294 2nd-Prior:
Zip: 33907 Warr-Ins-Ind: 3rd-Prior:
Y.O.: 1 2 3 4 5 6 7 8
12345234567890123456789012345678901234567890123456789012345678901234
M75RXY 4M J2 29L7238 FL E P3 J3P Q7 3 L6L 1SR4MG 25B037 4 NA
8 9 0 1 2 3 4 5 6
5678901234567890123456789012345678901234567890123456789012345678901234567890
H63H 3 2 W2MELX 6 2 172A 9NP S
F1=Help F3=Exit F4=Primary Menu F5=Financial Screen F9=Screen #3

OGDB427

NVNP520

NAVIS Financial Screen

04/02/02 14:34:18

→ VEHICLE ID: 2MRX636560 (WWYPBBBBB) Vin: 2MELM75WXRX636560 Div: 3 Status: 800

Financial Data

Orig Totl Inv:	23181.00	A-Plan Price:	22274.00	Pre-del Invoice:	.00
Curr Totl Inv:	23181.00	Total Adj:	.00	Sched-A QST:	.00
Base Vehicle:	19662.00	Base Adj:	.00	FOC GST:	.00
Options:	2508.00	Option Adj:	.00	Price Protect:	.00
Base Holdback:	645.00	Base Hb Adj:	.00	Chargeback Amt:	
Optn Holdback:	84.00	Option Hb Adj:	.00	30-Day FP Amt:	202.83
Misc Charges:	.50	Gas Amt:	14.50	Floor Plan:	67.61
Finance Chrgs:	190.00	sched-B Amt:	575.00	P&C Charge:	85.24
FDAF/LMDA:	231.00	Mktng Contrib:	231.00	Pre-Dlvry Amt:	.00

Financing Data

Finance Source:	0000001	O-Warr Start:	042094	Release Date:	112693
Orig Int St-Sw:	N	Co Tag Number:		Transit Time:	15
Rst Draft Ind:		Pre-del Date:		Rls Plus Trans:	121193
Floor Pln Date:	122593	PrdIvry S.Code:		Ramp Code:	35
Advt Comm Code:	B	Lease Code:		Method Shipped:	7
Upfront PP Ind:		Invoic In-Proc:		Memo Cons Loc:	

F1=Help F3=Exit F4=Primary Menu F6=Screen #1 F9=Screen #3

OGDB427

NVNP510

NAVIS Vehicle Inquiry

04/02/02 14:34:20

VEHICLE ID: 2MRX636560 (WYYP888888) Vin: 2M6LM7SWXRX636560 Div: 3 Status: 800
Vehicle Line: CFP Convoy Deliv: 121393 Orig P-Lvl: 410 Selling Dlr: 258037
Order Recpt: 111593 ShipTo Stat: Curr P-Lvl: 410 Sale Date: 042094
Orig Sched: 112993 Rls-To Stat: FL Order Dlr/Reg: 25037/25 Demo Dt:
Inv Prep: 112293 Orig Int St: 112993 Orig Rls Dlr: 25037 Deliv Type: 0
Prod Date: 112693 Curr Int St: 112993 Rls Dlr P&A: 11619 Sales Prd: 094042
Rls Date: 112693 DlrFin Ext: 122593 Warr Start: 042094 Cancel St:
Memo Consign: P&C Ext: 122593 WarrS-Ind: Sale Status: G
Orig Pltbus: 112493 Advert Ext: 122593 -Date- -Dealer- -Region-
Curr Pltbus: 112493 51apsn SS#: 7581 Shipped: 113093
T/Name: 1 Curr Stock: 112693 258037 25
Addr: [REDACTED] State: FL 1st-Prior:
City: ELLIERS N/A-Rcpt: 042294 2nd-Prior:
Zip: [REDACTED] Warr-Ins-Ind: 3rd-Prior:
V.O.: 1 2 3 4 5 6 7 8
12345234567890123456789012345678901234567890123456789012345678901234
M75RXY 4M J2 29L7238 FL E P3 13P Q7 3 L6L 1SR4MG 258037 4 NA
8 9 0 1 2 3 4 5 6
5678901234567890123456789012345678901234567890123456789012345678901234567890
H63H 3 2 W2MELX 6 2 172A 9WP 5
F1=Help F3=Exit F4=Primary Menu F5=Financial screen F9=Screen #3

OGDB427

NVNP530

NAVIS Inquiry Screen #3

04/02/02 14:34:24

VEHICLE ID: 2MRX636560 (WWYPBBBBB) Vin: 2MELM75WXRX636560 Div: 3 status: 800

Ordering Name:
Secondary Name:
Ordering FIN:
Order-For FIN:
Orig Ordr Type: 2

Selling FIN:
Sold-To Fin:

Distr Status: P
Last NAVIS St: 042294
Distr Stat Dt: 121393
Last Activity: 042294
Serializd Dte: 111993
Scheduled Dte: 112993
Mexico Status:

Component Data - - - - -
Dr Post/Calib: LDF Tire Brand: A4
Emis Cntl Lbl: KLA EEC:
Engine Tag Cd: EG806AA
Engine Serial: W
Driver Airbag: 1P1Z326G20256
Psngr Airbag: 633071238 Axle: GY

F1=Help F3=Exit F4=Primary Menu F5=Financial Screen F6=Screen #1

OGDB427

SFCHSCMA

Customer List

04/02/02 14:46:24

VIN: 2NELM75WXRX636560 CASE: _____ HOME PHONE: _____
LAST NAME: _____ ZIP/POSTAL: _____ CTRY: _____

A CUSTOMER NAME/ C city	Address/ St/Prov	Zip/Postal	Address/ Ctry	Home Phone
WADSWORTH	OH		USA	

F1=Help F2=VehicleList
F7=Prev F8=Next
NO MORE RECORDS AVAILABLE

F4=UpdCustInfo,
F11=Menu

F5=AddCustIssue
F12=Return

OGDB427

SFCHSVMA

Vehicle List

04/02/02 14:46:32

Name: [REDACTED]
Address: [REDACTED]
Address: [REDACTED]
City: WADSWORTH
Zip/Postal: [REDACTED]

Home Phone: [REDACTED]
Day Phone: [REDACTED]
State/Prov: OH
Country: USA

A VIN/ C Owner Status	Year	Model/ Previous Owner	Sale Type/ Open Issues
2MELM75W5VX724135 ORIGINAL	1997	GRAND MARQUIS	Individual Rt1
2MELM75WXRX636560 ORIGINAL	1994	GRAND MARQUIS	Individual Rt1
1FACP31X9PK165233 ORIGINAL	1993	TEMPO	Individual Rt1
2MECM75W6NX642320 ORIGINAL	1992	GRAND MARQUIS	Individual Rt1

F1=Help F2=IssueList F5=AddIssue F7=Prev F8=Next F9=ESP
F10=WarthHistory F11=Menu F12=Return F13=Recall/CNP F14=SpecialCoverage
MORE RECORDS AVAILABLE OGDB427

SFCHRFMA

Issue List

04/02/02 14:46:38

FCSD REGION: — MARKET: — ISSUE STATUS: —
P&A CODE: —
VIN: 2MELM73WXRX636560 CASE NUMBER: —
SALES REGION: — SALES ZONE: — ISSUE TYPE: —

A LAST HND/ Customer Phone Number/ C P&A LAO Trmt Customer Name	Reason/ Year Model	Stat/ Type
-----	-----	-----

F1=Help F2=AddAction F5=CustomerList F6=DealerInfo
F7=Prev F8=Next F10=IssueDetail F11=Menu F12=Return
NO ISSUES FOUND FOR THIS VIN OGD8427

SFCHREMA

Recall/ONP Information

04/02/02 14:47:15

VIN: 2MELM75WXRX636560 Year: 1994 Model: GRAND MARQUIS
WSD: 04/20/94 Build Date: 11/26/93

Campaign					Status	Dealer
C	Number	Type	Description	Status	Date	Code
	96L12	L	PASS AIR BAG	FORCED COMPLETION	01/22/98	AUTOC
	94B58	O	OWNER GUIDE	RELEASED FOR MAILING	00/00/00	N/A

F1=Help F7=Prev F8=Next F11=Menu F12=Return

MORE RECORDS AVAILABLE

OGDB427

SFCHMCMA

Action Detail

04/02/02 14:47:49

→ **VIN:** 2MELM75WDXRX636560 **Year:** **Model:**
Name: **Contact:**
Treat:
Symptom:
Reason:
Dealer:
Issue Type: **Issue Status:**
Comm Type: **Odometer Reading:**
Analyst: **Document Number:**
Action Date: **Action Data:**
Action Time: EST
Origin Desc:
Action Desc:
Comments:

F1=Help F2=ActionData F4=PrevAction F5=NextAction F9=PrevComments
F10=NextComments F11=Menu F12=Return F13=PrevContact F14=NextContact
NO DATA FOUND OGDB427

CSCN140

VEHICLE DATA

04/02/02 14:53:28

ENTER VIN --> 2MELM75WXRX636560

NAME --> [REDACTED]

ZIP --> [REDACTED]

MODEL YR -->

OWNER NAME : [REDACTED]

STREET ADDR : [REDACTED]

CITY : BLUFFTON

ST/PRV: SC CTRY:

MODEL YEAR : 94 PLANT: X

BODY STYLE DESC: 4 DR SEDAN LS

VEHICLE DESC : 1994 GRAND MARQUIS

N/A YY-MM-DD 96-04-26
ZIP/POSTAL CODE: 299104501 N/A SOURCE: P

SALE YY-MM-DD 94-04-20

PRODUCTION YY-MM-DD 93-11-26

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	3	25	B	037	45	24
FACING	3	25	B	037		
RESPONSIBLE	3	26	B	065		

CA EMISSION	:	ENGINE TAG CODE	:	EG806AA	CAMPAIGN COUNTS
NAVIS STATUS	:	COMPANY CAR IND	:		TOTAL CAMPAIGNS : 02
DSO DISTRICT	:	FLEET CODE	:		OPEN : 01 CLOSED : 01
DSO NUMBER	:	FLEET STATUS	:		ACTIVE: 01 HISTORY: 01

F1=INQUIRY F3=EXIT F4=G160 F5=G150 F8=CONTINUE SEARCH F9=G130

OGDB427

1992-025-8 10443

CSCN150

CAMPAIGN VEHICLE INFORMATION

04/02/02 14:53:30

ENTER CAMPAIGN NUMBER=> 96L12 VIN=> 2MELM75WXRX636560 TYPE OF SEARCH: A
MODEL YEAR: 94 DEFECT: PASS AIR BAG BODY STYLE: 4 DR SEDAN LS

NEW STATUS CODE: -

CAMP DIV : 6

REPAIR INFORMATION: TYPE CODE: -

SUPP CODE :

REPAIR DATE: _____ DEALER P/A: _____

KIT CODE : CB

MICRO REF: _____ CLAIM NUM: _____

OASIS DATE :

DELETE REASON: _____

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW: _____

IND: MATCH CODE: 2

CURRENT: 3 26 065 ASSIGNED: 96-12-18 SOURCE: PX EXTRACT DATE: 96-12-18

***** STATUS INFORMATION: ***** * * * * * REPAIR INFORMATION: * * * * * * * *

CODE DESCRIPTION	DATE	TYPE	DATE	P/A	CLAIM#	MICRO#	CL SRC
F FORCED COMPLETION	96-01-22	B	96-01-22				OL
M RELEASED FOR MAILING	97-02-10						
H AWAITING MAILING	96-11-24						

DELETE REASON:

F1=INQUIRY F2=G140 F3=EXIT F5=G130 F7=FIRST F8=NEXT F9=MORE STATUS
F10=ADD STATUS F11=REVISE (ALL DATA FIELD DATES YY-MM-DD)

OGD8427

I037=NO MORE DATA TO DISPLAY

CSCN130

NOTIFICATION RECIPIENT HISTORY

04/02/02 14:53:31

ENTER CAMPAIGN NBR => 96L12 VIN => 2MELM75WXRX636360
DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DR SEDAN LS
RESP DEALER : 326065 BEGINNING MAILED DATE: 97-03-04 YY-MM-DD
RELEASE DESC : NI PART KIT CODE ENDING MAILED DATE : 97-03-12 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : [REDACTED] INITIALS: DF
STREET ADDR1 :
ADDR2 :
CITY : BLUFFTON
ZIP/POSTAL CODE: [REDACTED] CTRY:

RESP DEALER : BEGINNING MAILED DATE: YY-MM-DD
RELEASE DESC : ENDING MAILED DATE : YY-MM-DD
CAMPAIGN DIV : FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 :
CITY :
ZIP/POSTAL CODE: N-A SOURCE: P N-A EFF DATE: 96-04-26 YY-MM-DD
F1=INQUIRY F3=EXIT F4=QUIT F5=G150 F7=FIRST PAGE F8=NEXT PAGE F9=G140
I048-LAST PAGE CTRY:
OGDB427

CSCN150

CAMPAIGN VEHICLE INFORMATION

04/02/02 14:53:39

ENTER CAMPAIGN NUMBER → 94B58 VIN → 2MELM75WXRX636560 TYPE OF SEARCH: H
MODEL YEAR: DEFECT: BODY STYLE:
NEW STATUS CODE: CAMP DIV :
REPAIR INFORMATION: TYPE CODE: SUPP CODE :
REPAIR DATE: DEALER P/A: KIT CODE :
MICRO REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: ING: MATCH CODE:
CURRENT: ASSIGNED: SOURCE: EXTRACT DATE:
***** STATUS INFORMATION: ***** ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
M RELEASED FOR MAILING 94-11-29

DELETE REASON:

F1=INQUIRY F2=G140 F3=EXIT F5=G130 F7=FIRST F8=NEXT F9=MORE STATUS

F10=ADD STATUS F11=REVISE (ALL DATA FIELD DATES YY-MM-DD)

OGDB427

I037-NO MORE DATA TO DISPLAY

Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN: 1M2AB579XBX246560 Web Link: CHP - GRAND MARQ (2WD) V6/140/103-09 Eng Serial No: W
 Model Year: 1994 Market Schedule: GM - L-M DIVISION DERIVATIVE Body Style: *
 Web Type: C Dealer Code: CHP - 2 WHL LH REAR DRIVE Engine: GMV - 5.7L 300C HP V8 GMV G-NP
 Inv. Number: 1M679 Body Cab Style: GMV - 4 DOOR SEDAN-4-LITE Transmision: GMV - 4 SPD AUTO TRANS N/A GMV AC/DE

FIELD INFORMATION

Region: MA - 00000000 File# AW - ST. THOMAS PLANT BUILD
Country: CAN - 00000000 Prod Date: 26-Nov-1993

SALE INFORMATION

Region: NA - FARNUMS Selling Station: 323277 - *
 Country: USA - FARNUMS Selling Sta: 323277 FL
 Buyer: GM Corp FL
 Arrival Date: 13-APR-1995 End Capital Lease: *
 Sale Date: 28-APR-1994 Final Payment/Cap. Lease: 2
 Warranty Start Date: 28-APR-1994 Standard VA/MS: *
 Oral Warranty Date: 28-APR-1994 Standard VA/MS: * Vehicle Export Flag: N

VOCES

Vehicle Information Report

INSTALLED OPTION INFORMATION:

Air Conditioning	CIC - ATC AIR CONDITIONER	CVW Code	I
Alternator Amp Rating	* - [NA]	Instrumentation	AC - ELECTRONIC INSTRUMENTATION
Audio Drive	* - [NA]	Micro/Driver Side	* - [NA]
Auto Brake	EGASSE - 3.98 FINAL DRIVE RATIO	Micro/Passenger Side	* - [NA]
Auto Drive	SHLINA - NON-LIMITED SLIP REAR AXLE	Pilot	ENMWA - DC THERMALINE CIC
Auto Type		Power Antenna	AB - POWER TELESCOPIC RADIO ANTENNA
Battery Amp Rating	EA	Radio	AQ - SILENT PREMIUM AM/FM STEROCSTE
Brake Codes	* - [NA]	Sound System	* - [NA]
Brake Configuration	* - [NA]	Spoke Tension Axles	* - [NA]
Color/Code(s)	4UKEBWA	Tire Manufacturer	AI - MICHELIN
Color/Type(s)	* - [NA]	Tire Model	* - *
Delivery Type	S	Tire Size	185/65R15 85H
Exterior Color	*	Vehicle Control	AB - ABS-SPIN TRACT BRAKES W/CD FWD
Front Seats	* - [NA]	Wheel Base	* - [NA]
Rear Type	* - [NA]		

TIRE DOT INFORMATION:

LH * 205
 RR * 205
 LR * 205
 RT * 205
 STAND * DOT Fleet Management

ESP INFORMATION: EMISSIONS INFORMATION:

EMI Code	J	Emissions Codes	CR - CR
EMI Coverage/Initial: 024		Emissions Cert Type	F
EMI Coverage/Initial: 024		Emissions Decal Shlf#	KLA
EMI Prod Year	1998	Engines Pending	EPAM000000A
EMI Registration Date	20-NOV-1997		

Any comments? You can contact

webmaster

FBI-DOJ-2000-00000000000000000000000000000000

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 02-APR-2002

Note: All Costs are in US Dollars

VIN	AWINVL	WEBS	MKT	BODY	VER	DRIVE	PLANT	TRANS	ENG	FWD	WAAR	SELLING	SELL	TB	QRT	WIC	PFRM	BASE	SUPP	VAT	WFO	CCC	CD
2MELMT5WXRX636560 PP	OFF	CIM	CFA	CAJ	CB	AW	CDK	CVH	24-11-93	26-04-94	323037	USA	6	T21	TQH	*	9C795	*	204	V75	N05	V3	
AWS Claim Key:	1433621	Doc #: 049543	Tra Code:	I		Labor Hrs:	J																
Dir-Cd-Svc Cd:	16101-A	Name:	PORT MYERS LINCOLN-MERCURY INC			Hrs:	941-4332277	Stn Pl.	Cty Cd:	USA		Eng/Oh	NA	Eng Date:17-OCT-1993		14331092-A4							
Cost Comments:	HEATING NOISE UNDER DASH- WARM.																						
Tech Comments:	VACUUM HOSE IS DISCONNECTED VACUUM TUBE FROM - REPAIR.																						
2MELMT5WXRX636560 PP	OFF	CIM	CFA	CAJ	CB	AW	CDK	CVH	24-11-93	26-04-94	323037	USA	1	Q23	GD0	*	63400	*	204	V75	S10	S3	
AWS Claim Key:	1433626	Doc #: 049547	Tra Code:	I		Labor Hrs:	J																
Dir-Cd-Svc Cd:	16101-A	Name:	PORT MYERS LINCOLN-MERCURY INC			Hrs:	941-4332277	Stn Pl.	Cty Cd:	USA		Eng/Oh	NA	Eng Date:03-MAY-1994		14331092-A5							
Cost Comments:	LEATHER LOOSE AT PET EDGE DRIVER SEAT- WARM.																						
Tech Comments:	LF SEAT PAD HAD LOOSE PARTNER FRONT SEAT ASSEMBLY/3RD ROW-ACCESS.																						
2MELMT5WXRX636560 PP	OFF	CIM	CFA	CAJ	CB	AW	CDK	CVH	24-11-93	26-04-94	323037	USA	11	Q26	GD0	*	23665	*	204	V75	S43	S3	
AWS Claim Key:	1433625	Doc #: 049573	Tra Code:	I		Labor Hrs:	J																
Dir-Cd-Svc Cd:	16101-A	Name:	WALLACE LINCOLN-MERCURY INC			Hrs:	320-7336421	Stn Pl.	Cty Cd:	USA		Eng/Oh	NA	Eng Date:20-FEB-1994		14331092-A6							
Cost Comments:	CK SHUTTER ON ACCL ATTACH.																						
Tech Comments:	DIAGNOSE AND REPLACE TORQUE CONVERTER.																						
2MELMT5WXRX636560 PP	OFF	CIM	CFA	CAJ	CB	AW	CDK	CVH	24-11-93	26-04-94	323037	USA	25	T07	2004	*	1445	*	211	V43	D43	O4	
AWS Claim Key:	1433627	Doc #: 049585	Tra Code:	I		Labor Hrs:	J																
Dir-Cd-Svc Cd:	16101-A	Name:	WALLACE LINCOLN-MERCURY INC			Hrs:	320-7336421	Stn Pl.	Cty Cd:	USA		Eng/Oh	NA	Eng Date:25-JUL-1994		14331092-A7							
Cost Comments:	DOES NOT START RIGHT UP IN AM. LSCD USED TO TURNED HORN/HORN 15 YRS IN 095 HRS.																						

Tech Comments	SEC TEST AND ROAD TEST...NO PROBLEM FOUND AT THE TIME...KWHHHA15 YPNH 803 HN HNC 80NNN NELXXD439613602B 000000000000 YVBAEH W/CLUTTER SIGHT																	
2MELM75WXRX63660 PP	CST	CM	CFA	CAJ	CB	AW	CRK	CVN	26-11- 93	30-01- 94	225027	USA	49	Q68	5084 *	5493 *	365	V39 NS0 33
A/WC Claim Key:	20225121	Doc #:	80790432	Tra.Code:	0730	Labor.Hrs:	5		Labor.Cost:		25.37	Material.Cost:	19.57	Total.Cost:	45.94			
Re-Cause Cm:	0WAB-*	Name:	O.C. WELCH FORD LINCOLN- MERCURY, INC.		Pm:	0G-3343171	St/SC:		Ctry:	USA	Eng.Dt:	NA	Rep.Date:	31-MAR-1995	DIST0000000285			
Cost Comments:	MAYBE REP. SQUEAK IN FRONT END WHEN DRIVING OVER BUMPS AND TURNING																	
Tech Comments:	REPLACE MOTOR MOUNT																	
2MELM75WXRX63660 PP	CST	CM	CFA	CAJ	CB	AW	CRK	CVN	26-11- 93	30-01- 94	225027	USA	51	T10	3A08 P2Z 7902	ARM 311	V68 PR0 33	
A/WC Claim Key:	20225121	Doc #:	8122252	Tra.Cm:	0730	Labor.Hrs:	1.3		Labor.Cost:		40.41	Material.Cost:	276.37	Total.Cost:	316.78			
Re-Cause Cm:	0WAB-*	Name:	O.C. WELCH FORD LINCOLN- MERCURY, INC.		Pm:	0G-3343171	St/SC:		Ctry:	USA	Eng.Dt:	NA	Rep.Date:	26-JUL-1995	DIST0000000284			
Cost Comments:	TRANS SPRINGS TO RERK GOING UP DOWN HILLS W/CLUTTER, CM CONVERTER REstricted ELECTRONIC TRANSMISSION DIAGNOSIS DIAgnosM, FIN POINT, DIAGNOSIS, TRANS ASSEMBLY RATOR REPLACE EXTRA TIME FOR JUST ROAD TEST (AFTER REPAIR), TRANS OIL COOLER LINE FLUSH, CONVERTER ASSEMBLY REPLACE, TRANS ASSEMBLY OVERHAUL																	
Tech Comments:																		

Any comments? You can contact:

mhawes@er

Claim Detail Report

Note: All costs are in US dollars

Model Year = 1994; Claim Key = 1653655

Vehicle Information

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/F/A - 4 DOOR SEDAN-4 LITE

Version/Series: C/AJ-LS VERSION - CAR

Drive Type: C/B-2 WHL LH REAR DRIVE

Vehicle Line: C/FP-GRAND MARQ (EN53EN114) [92-03]

Warranty Start Date: 20-APR-1994

Production Date: 26-NOV-1993

VIN: 2MELM75WXRX636560

Claim Information

Document Number: 036453

Repair Date: 17-DEC-1993

Distance: 4

TIS: 0

Dealer Information

Dealer Name: FORT MYERS LINCOLN-MERCURY INC

Dealer Code: 11619 . +

Address: 14200 SOUTH TAMiami TRAIL

City: FT MYERS

State: FL Zip Code: 33912

Country: USA Region Code: NA

Phone: (941)433-2277

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 25.07

Misc. Expense Amount: 0

Part Markup Amount: 0

Material Cost: 1.05

Total Cost Gross: 26.12

FORD MOTOR COMPANY

Cust. Concern Code: N59 - OTHER SQUEAK/RATTLE (EXCLUDING WIND NOISE)

Condition Code: V3 - KINKED/CUT/MISROUTED VACUUM LINE

Technician Comment: VACUUM HOSE IS DISCONNECTED VACUUM TUBE HOSE - REPAIR

Customer Comment: HISSING NOISE UNDER DASH- WARR.

Labor Op Code	Labor Op Description	Labor Op Cost
12222A	VACUUM TUBE/HOSE REPAIR	0

Causal Part Number	Part	Part Extended
Flag PRE BASE SUPPLY	Description	CPSC Quantity Amount

Y * 9C793 *	VALVE ASSY-S.C. VAC	100302 0 0
N * OSP *	OUTSIDE PART	100302 1 0

DTC Sections: MIL. Light ON = N

Flag Test Type: Malfunction Cd Malfunction Cd Description Monitor Cd Monitor Cd Description

Any comments? You can contact


webmaster

Claim Detail Report

Note: All costs are in US dollars

Model Year = 1994; Claim Key = 1653656

Vehicle Information

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/F/A - 4 DOOR SEDAN-4 LITE

Version/Series: C/AJ-LS VERSION - CAR

Drive Type: C/B-2 WHL L/H REAR DRIVE

Vehicle Line: C/PP-GRAND MARQ (EN13/EN114) [92-03]

Warranty Start Date: 20-APR-1994

Production Date: 26-NOV-1993

VIN: 2M8LM75WXRX636560

Dealer Information:

Dealer Name: FORT MYERS LINCOLN-MERCURY INC

Dealer Code: 11619 - *

Address: 14200 SOUTH TAMMIAMI TRAIL

City: FT MYERS

State: FL Zip Code: 33912

Country: USA Region Code: NA

Phone: (941)433-2277

Claim Information

Document Number: 049547

Repair Date: 03-MAY-1994

Distance: 180

TIS: 1

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 20.06

Misc. Expense Amount: 0

Part Markup Amount: 0

Material Cost: 0

Total Cost Gross: 20.06

S-A-1020-1000

Cust. Concern Code: S10 - OTHER SEATING TROUBLES

Condition Code: 33 - LOOSE

Technician Comment: LF SEAT PAD HAD LOOSE FASTNER FRONT SEAT ASSEMBLY(63100)-ACCESS

Customer Comment: LEATHER LOOSE AT FRT EDGE DRIVERSSEAT- WARR.

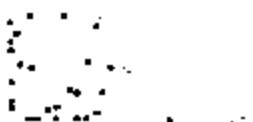
Labor Op. Code	Labor Op. Description	Labor Op. Cost
63100A	SEAT ASSEMBLY - FRONT ACCESS	0

Current Full Part Number	Part	Part Extended
Flag PREV BASE SHFT	Description	CPSC Quantity Amount
Y * 63100 *	FRMEA&SPRING FRT SEAT NANANA	0 0

DTC Sections: MIL Light ON = N

Flag Test Type: Malfunction Cd Malfunction Cd Description Monitor Cd Monitor Cd Description

Any comments? You can contact:



webmaster

100-022-02-00000

Claim Detail Report

Note: All costs are in US dollars

Model Year = 1994; Claim Key = 8402875

Vehicle Information

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/P/A - 4 DOOR SEDAN-4 LITE

Version/Series: C/A/L-S VERSION - CAR

Drive Type: C/B-2 WHL LH REAR DRIVE

Vehicle Line: CPP-GRAND MARQ (EN53/BN114) [92-03]

Warranty Start Date: 20-APR-1994

Production Date: 26-NOV-1993

VIN: 2MELM75WXRX636560

Dealer Information:

Dealer Name: WALLACE LINCOLN-MERCURY INC

Dealer Code: 10781 - *

Address: 556 FOURTH STREET NW

City: BARBERTON

State: OH Zip Code: 44203

Country: USA Region Code: NA

Phone: (330)753-6601

Claim Information

Document Number: 024975

Repair Date: 20-FEB-1995

Distance: 10556

TIS: 11

Expense Information:

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 26.04

Misc. Expense Amount: 0

Part Markup Amount: 0

Material Cost: 0

Total Cost Gross: 26.04

Cust. Concern Code: B43 - LOOSE, POOR FIT, WARPED, WRINKLED

Condition Code: 33 - LOOSE

Technician Comment:

Customer Comment:

Labor Op Code	Labor Op Description	Labor Op Cost
23942B	TRIM PANEL-FRONT DOOR REMOVE AND INSTALL	0
23942B3	CORRECTION OF SQUEAKS & RATTLES OR PERFORM MINOR ADJUST	0

Current Full Part Number	Part	Part Extended			
Flag	Prep Base Suff	Description	CPSC	Quantity	Amount
Y	*	22666 * HANDLE DOOR PULL NANANA	0	0	

DTG Sections: MIL Light ON = N

Flag Test Type: Malfunction Cd: Malfunction Cd Description Monitor Cd: Monitor Cd Description

Any comments? You can contact

 webmaster

100-102-000-000

Claim Detail Report

Note: All costs are in US dollars

Model Year = 1994; Claim Key = 14842157

Vehicle Information

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/P/A - 4 DOOR SEDAN-4 LITE

Version/Series: C/A-LS VERSION - CAR

Drive Type: C/B-2 WHL LH REAR DRIVE

Vehicle Line: C/PP-GRAND MARQ (BN53VEN114) [92-03]

Warranty Start Date: 20-APR-1994

Production Date: 26-NOV-1993

VIN: 2MELM75WXRX636560

Dealer Information:

Dealer Name: WALLACE LINCOLN-MERCURY INC

Dealer Code: 10781 - *

Address: 556 FOURTH STREET NW

City: BARBERTON

State: OH Zip Code: 44203

Country: USA Region Code: NA

Phone: (330)753-6601

Claim Information

Document Number: 012179A

Repair Date: 20-MAY-1996

Distance: 30657

TIS: 26

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 253.11

Misc. Expense Amount: 0

Part Markup Amount: 69.44

Material Cost: 173.61

Total Cost Gross: 496.16

Claim Detail

Page 2 of 4

Cust. Concern Code: P67 - SHIFTS OCCUR TOO EARLY, TOO LATE, TOO OFTEN

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: DIAGNOSE AND REPLACE TORQUE CONVERTER.

Customer Comment: CK SHUTTER ON ACCEL AT TIMES

Labor Op. Code	Labor Op. Description	Labor Op. Cost
7000P	ELECTRONIC TRANSMISSION DIAGNOSIS	70.01
7000P2	DIAGNOSIS	16.16
7902A	PIN POINT TEST DIAGNOSIS	156.17
7902A3	CONVERTER ASSEMBLY REMOVE AND INSTALL OR REPLACE	10.77
	CONVERTER ASSEMBLY CHECK	

Current FMI Part Number	Part	Part	Extended
	Description	CNSC Quantity	Amount
Y FVZZ 7902 ARM	CONVERTER ASY	070100	1 149.33
N XT 2 QDX MOTORCRAFT BATTERY	190101	12	17.64
N E9AZ 5E241 A	GASKET EXHAUST	090302	2 6.64

DTC Section: MIL. Light ON = Y
 Err Test Type: Malfunction Cd Malfunction Cd Description Monitor Cd Monitor Cd Description

Any comments? You can contact:

Technician

Claim Detail Report

Note: All costs are in US dollars

Model Year = 1994; Claim Key = 15668427

Vehicle Information

Model Year: 1994

Market Derived: GM - L-M DIVISION DERIVATIVE

Body/Cab Type: C/F/A - 4 DOOR SEDAN-4 LITE

Version/Series: C/AJ-LS VERSION - CAR

Drive Type: C/B-2 WHL LH REAR DRIVE

Vehicle Line: C/FP-GRAND MARQ (EN53EN114) [92-03]

Warranty Start Date: 20-APR-1994

Production Date: 26-NOV-1993

VIN: 2MELMT5WXRX636560

Dealer Information:

Dealer Name: WALLACE LINCOLN-MERCURY INC

Dealer Code: 10781 - *

Address: 556 FOURTH STREET NW

City: BARBERTON

State: OH Zip Code: 44203

Country: USA Region Code: NA

Phone: (330)753-6601

Claim Information

Document Number: 013920B

Repair Date: 29-JUL-1996

Distance: 32267

TIS: 28

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 22.27

Misc. Expense Amount: 0

Part Markup Amount: 0

Material Cost: 0

Total Cost Gross: 22.27

DOD-322-1001-1

Cust. Concern Code: D03 - ENGINE DIFFICULT OR SLOW TO START

Condition Code: 08 - OTHER/UNKNOWN(NO APPROPRIATE COND. CODE)

Technician Comment: EEC TEST AND ROAD TEST ..NO PROBLEM FOUND AT THIS TIME...1994NNA8 1S YPBN 092 NN NN C
00NNNN N33XXD03B0139208 000000000000 YWBASE WBUMPER BCP01

Customer Comment: DOES NOT START RIGHT UP IN A.M. LIKE USED TOWLMOD 1994NNAS 15 YPBN 092 NNA

Labor Op Code	Labor Op Description	Labor Op Cost
12650D	EEC - (QUICK TEST) DIAGNOSIS	22.27

Category	Part Number	Part Description	CPSG	Quantity	Amount
Flag	PREV BASE SUIT	DIAGNOSIS	000615	0	0

DTC Sections: MIL. Light ON = Y

Wing Test Types **Malfunction Cd.** **Malfuncion Cd Description** **Monitor Cd.** **Monitor Cd Description**

Any comments? You can contact



Webmaster

Claim Detail Report

Note: All costs are in US dollars.

Model Year = 1994; Claim Key = 20395121

Vehicle Information

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/P/A - 4 DOOR SEDAN-4 LITE

Version/Series: C/AJ-LS VERSION - CAR

Drive Type: C/B-2 WHL LH REAR DRIVE

Vehicle Line: C/PP-GRAND MARQ (EN53/BN114) [92-03]

Warranty Start Date: 20-APR-1994

Production Date: 26-NOV-1993

VIN: 2MELJM75WXRX636560

Dealer Information

Dealer Name: O. C. WELCH FORD LINCOLN-MERCU

Dealer Code: 01018 - *

Address: 103 ROBERTS SMALLS PARKWAY

City: BEAUPORT

State: SC Zip Code: 29906

Country: USA Region Code: NA

Phone: (843)524-3171

Claim Information

Document Number: 00790452

Repair Date: 31-MAR-1998

Distance: 62885

TIS: 49

Expense Information

Customer Paid Amount: 0

Deductible Amount: 44.94

Dealer Paid Amount: 0

Labor Cost: 25.37

Misc. Expense Amount: 125.7

Part Markup Amount: 5.59

Material Cost: 19.57

Total Cost Gross: 170.64

Claim Detail

Cast. Concern Code: N50 - SQUEAK/RATTLE VEHICLE EXTERIOR-FRONT
 Condition Code: 33 - LOOSE
 Technician Comment: REPLACE MOTOR MOUNT
 Customer Comment: MAYBE ESP, SQUEAK IN FRONT END WHEN GOING OVER BUMPS ARE TURNING

Labor Op. Code	Labor Op. Description	Labor Op. Cost
5493AF	INSULATORS OR BUSHINGS - STABILIZER BAR REPLACE	25.37
Current Full Part Number	Part	Part Extended
Flag FREE BASE SHFT	Description	CRPC Quantity Amount
N * OSP *	OUTSIDE PART	040105 2 19.57
Y * 5493 *	INSULATOR STAB ASY	040105 0 0
DTC Sections	MIL. Light ON = *	
Flag Test Type	Malfunction Cd	Malfunction Cd Description Monitor Cd Monitor Cd Description

Any comments? You can contact

robinson

Cost Concern Code: P66 - SHIFTS ROUGH OR JERKY WHILE DRIVING

Condition Code: 55 - PLUGGED/RESTRICTED

Technician Comment: CONVERTER RESTRICTED ELECTRONIC TRANSMISSION DIAGNOSIS DIAGNOSIS, PIN POINT, DIAGNOSIS, TRANS ASSEMBLY R&I OR REPLACE EXTRA TIME FOR POST ROAD TEST (AFTER REPAIR), TRANS OIL COOLER LINES FLUSH, CONVERTER ASSEMBLY REPLACE, TRANS ASSEMBLY OVERHAUL

Customer Comment: TRANS SEEMS TO JERK GOING UP DOWN HILLS W CRUISE ON

Labor Op Code	Labor Op Description	Labor Op Cost
7000F	ELECTRONIC TRANSMISSION DIAGNOSIS DIAGNOSIS	67.21
7000F2	PIN POINT TEST DIAGNOSIS	15.51
7000A	TRANSMISSION ASSEMBLY REMOVE AND INSTALL OR REPLACE	129.25
7000AXQ	EXTRA TIME FOR POST ROAD TEST. (AFTER REPAIR)	15.51
7000A11	TRANSMISSION OIL COOLER AND/OR COOLER LINES FLUSH	10.34
7000A12	CONVERTER ASSEMBLY REPLACE	10.34
7000A2	TRANSMISSION ASSEMBLY OVERHAUL	191.29

Cause Full Part Number	Part	Part Extended	
Flag	PREV BASE SUPP	Description	CPSC Quantity Amount
Y	F6ZZ-7902-ARM	CONVERTER ASY	070100 1 227.68
N	XT 5 QM		000000 12 39.14
N	F2VY-7A098-A	SCREEN ASY - OIL PAN	070100 1 8.73
N	* 87034 S94		070100 1 .81

DTC Sections: MIL Light ON = *

Flag Test Type: Malfunction Cd: Malfunction Cd Description Monitor Cd: Monitor Cd Description

Any comments? You can contact

Webmaster

2002-08-06 10:45:45

2003-02-12



APRIL 16, 2002

Mr. Allen Robinson
Ford Motor Corporation
Parklane Towers West, Suite 300
Three Parklane Blvd.
Dearborn, MI 48126

RE: INSURED: [REDACTED]
POLICY NUMBER: [REDACTED]
DATE OF LOSS: 12/09/2001
CLAIM NUMBER: 2001082864

As insurers of the building situated at 875 FM 2194 Farmersville, TX, the Germania Insurance Group has paid its insureds \$ 166,493.00 as a result of a fire that originated in a '94 Mercury Marquis.

The Germania Insurance Group is subrogated to the insured's right of recovery for these damages. You are further advised the insured has no authority to enter into any settlement with you, nor furnish a release in connection with this occurrence.

If you have liability insurance, please contact your insurance company and forward this letter to them as is required in your policy.

We are looking to you "For" reimbursement of \$ 166,493.00.

Please be advised that if you are contacted by an attorney representing our insured, they do not represent our interest. We will expect a separate payment for our damages unless we notify you other wise.

Thank you for your assistance in this matter.

By: Karen L. Kopecky
Recovery Specialist
SUBROGATION DEPARTMENT
THE GERMANIA COMPANIES