

EA02-025

10-27-03

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

**BOOK 4 OF 22
PART A - D**

PART A

94-1524 BIRMINGHAM CITY OF
AL

4194

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95-210043-6
1-12EA-16



11/30/83 14:37

EP002340878

CITY OF BIRMINGHAM

924343

002

BIRMINGHAM POLICE DEPARTMENT
INTER-OFFICE COMMUNICATION

DATE: OCTOBER 15, 1993

TO: CHIEF JOHNNIE JOHNSON, JR.
FROM: CAPTAIN JERRY J. TODD - WEST PRECINCT
SUBJECT: FIRE - UNIT 402 - 931040371

I have reviewed the attached report:

Respectfully submitted,

Captain Jerry J. Todd

APPROVED: _____
LIEUTENANT

APPROVED: _____
CAPTAIN

APPROVED: _____
DEPUTY CHIEF

APPROVED: _____
CHIEF OF POLICE

11/10/93 14:58

2052848878

CITY OF BEAM DEN

003

B I R M I N G H A M P O L I C E D E P A R T M E N T
INTER-OFFICE COMMUNICATION

DATE: OCTOBER 15, 1993

TO: CHIEF JOHNNIE JOHNSON, JR.
FROM: LIEUTENANT CHARLENE MOSSY - WEST PRECINCT
SUBJECT: FIRE - UNIT 402 - 931040371

ON 10-15-93 AT APPROXIMATELY 2045 HOURS, OFFICERS JONES AND PATTERSON WERE PATROLLING THE REAR PARKING LOTS AT THE STATE FAIRGROUNDS IN UNIT 402 WHEN THEY SMELLED SMOKE AND THEN SAW FLAMES COMING FROM UNDER THE HOOD OF UNIT 402.

THE OFFICERS TRIED TO PUT THE FLAMES OUT WITH A FIRE EXTINGUISHER FROM THE PATROL VEHICLE, BUT COULD NOT. THE BIRMINGHAM FIRE DEPARTMENT WAS CALLED TO THE SCENE AND EXTINGUISHED THE FIRE. UNIT 402 SUSTAINED EXTENSIVE DAMAGE TO THE FRONT END AND INTERIOR OF THE CAR. IT IS CONSIDERED A TOTAL LOSS.

EVIDENCE TECHNICIAN STRAITON CAME TO THE SCENE AND DUTY CAPTAIN TODD WAS NOTIFIED.

CM/DS

ENC: INCIDENT
REPORT OF DAMAGE
CITY DAMAGE REPORT
VEHICLE REPAIR REPORT

CC: INSPECTIONS (6)
VEHICLE FILE
OFFICER'S FILE

ERS2-025 41617

11/10/93 14:58

2062046876

CITY OF BIRMINGHAM

001

- 1. INCIDENT
- 2. OFFENSE
- 3. SUPPLEMENT
- 4. INTELLIGENCE

BIRMINGHAM POLICE
INCIDENT/OFFENSE REPORT

PAGE 1 OF 1

9311040371

1. DATE AND TIME OF THE REPORT: 11/10/93 14:58
2. LOCATION: 710 N 20 ST

3. TYPE OF INCIDENT/OFFENSE: UNCLASSIFIED FIRE (RUCK VEH)
4. LOCATION: CITY OF BHM, 710 N 20 ST, 2543000

5. TYPE OF INCIDENT/OFFENSE: UNCLASSIFIED FIRE (RUCK VEH)
6. TYPE OF INCIDENT/OFFENSE: PULL-IN
7. PLACE OF INCIDENT/OFFENSE: FAIR GROUNDS PARKING LOT (BYC GOLF COURSE)

8. VEHICLE INFORMATION: 1 Red Camion Full Size VEH
9. VEHICLE INFORMATION: 1 Red Camion Full Size VEH
10. VEHICLE INFORMATION: 1 Red Camion Full Size VEH

PLATE NUMBER	VEHICLE TYPE	VEHICLE COLOR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE YEAR	VEHICLE VIN	VEHICLE REGISTRATION	VEHICLE TITLE
1	Red Camion Full Size VEH	Blue	2	PAL	72	WXNX244871		

11. VEHICLE INFORMATION: 1 Red Camion Full Size VEH
12. VEHICLE INFORMATION: 1 Red Camion Full Size VEH
13. VEHICLE INFORMATION: 1 Red Camion Full Size VEH

11/10/93 14:39

2062846878

CITY OF DEAN DEN

008

11593

731040371

NO. NAME (LAST, FIRST, MI)	NO. ADDRESS	NO. CITY	NO. STATE	NO. ZIP
NO. ADDRESS (STREET, APT, BOX)	NO. CITY	NO. STATE	NO. ZIP	NO. DISTRICT
NO. PHONE (AREA, NUMBER)	NO. BUSINESS	NO. HOME	NO. MOBILE	NO. OTHER
NO. NAME (LAST, FIRST, MI)	NO. ADDRESS	NO. CITY	NO. STATE	NO. ZIP
NO. ADDRESS (STREET, APT, BOX)	NO. CITY	NO. STATE	NO. ZIP	NO. DISTRICT
NO. PHONE (AREA, NUMBER)	NO. BUSINESS	NO. HOME	NO. MOBILE	NO. OTHER
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NO. ADDRESS (STREET, APT, BOX)	NO. CITY	NO. STATE	NO. ZIP	NO. DISTRICT
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NO. NAME (LAST, FIRST, MI)	NO. ADDRESS	NO. CITY	NO. STATE	NO. ZIP
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NO. NAME (LAST, FIRST, MI)	NO. ADDRESS	NO. CITY	NO. STATE	NO. ZIP
NO. ADDRESS (STREET, APT, BOX)	NO. CITY	NO. STATE	NO. ZIP	NO. DISTRICT
NO. PHONE (AREA, NUMBER)	NO. BUSINESS	NO. HOME	NO. MOBILE	NO. OTHER

OFFICER [REDACTED] AND [REDACTED] STATED THAT THEY PATROL IN THE AREA WHEN THEY SMELLED SMOKE. OFFICER JONES PARKED THE CAR AND GOT THE FIRE EXTINGUISHER TO PUT THE FIRE OUT. OFFICERS WERE UNABLE TO EXTINGUISH THE FIRE AND #53 CALLED FOR THE FIRE DEPT. ENGINE CO. 20 ARRIVED AND PUT OUT THE FIRE. LT. MOY WAS NOTIFIED AND SGT. WILSON WAS NOTIFIED. EVIDENCE TECH # 784 STRAYAN WAS NOTIFIED. CAR TOOK WAS NOTIFIED. VEH TOWED BY KERRY TO THE SHOP. #483 WAS UNABLE TO SEE THE MILK CAN BE TO THE BURNT DASH BOARD. THE HOOD, ENGINE AND WINDSHIELD WERE ALSO DAMAGED.

I hereby affirm that I have read and signed and that I understand the contents of this report and that I am not aware of any false or misleading information contained herein. I agree to hold the reporting officer harmless.

NO. NAME (LAST, FIRST, MI)	NO. ADDRESS	NO. CITY	NO. STATE	NO. ZIP
NO. ADDRESS (STREET, APT, BOX)	NO. CITY	NO. STATE	NO. ZIP	NO. DISTRICT
NO. PHONE (AREA, NUMBER)	NO. BUSINESS	NO. HOME	NO. MOBILE	NO. OTHER
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NO. ADDRESS (STREET, APT, BOX)	NO. CITY	NO. STATE	NO. ZIP	NO. DISTRICT
NO. PHONE (AREA, NUMBER)	NO. BUSINESS	NO. HOME	NO. MOBILE	NO. OTHER

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11/10/93

14:59

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CITY OF BEAM DEN

2006

CITY OF BIRMINGHAM
REPORT OF DAMAGE TO POLICE DEPARTMENT PROPERTY

DIVISION PATROL - WEST DATE 10-15-93

KIND OF DEPARTMENT PROPERTY VEHICLE VEHICLE SERVICE NO. 924343 UNIT NO. 402

MILEAGE 16,000 VIN. NO. 18956 NU YEAR AND MODEL 1992 FORD

LOCATION OF ACCIDENT 2391 BESSEMER ROAD DATE 10-15-93 TIME 2045

DESCRIPTION AND EXTENT OF DAMAGE TOTALED BY FIRE

HOW DAMAGE OCCURRED VEHICLE CAUGHT FIRE UNDERNEATH.

DRIVER OF CITY VEHICLE [REDACTED] [REDACTED]

DRIVER OF OTHER VEHICLE N/A N/A N/A N/A

ON WHOSE BUSINESS WAS OTHER DRIVER ENGAGED N/A

OWNERSHIP OF OTHER VEHICLE N/A N/A

WHAT PLACE WAS DRIVEN COMING FROM AND HIS DESTINATION N/A

COMPANY INSURING OTHER VEHICLE N/A

WAS ARREST MADE N/A N/A N/A

WITNESSES

<u>[REDACTED]</u>	<u>[REDACTED]</u>	<u>[REDACTED]</u>
NAME	ADDRESS	PHONE
<u>[REDACTED]</u>	<u>[REDACTED]</u>	<u>[REDACTED]</u>
NAME	ADDRESS	PHONE
<u>[REDACTED]</u>	<u>[REDACTED]</u>	<u>[REDACTED]</u>
NAME	ADDRESS	PHONE

11/10/93 15:00

22082846578

CITY OF BEAM DT

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CITY OF BIRMINGHAM MUNICIPAL VEHICLE DAMAGE REPORT

City Vehicle Involved (Make and Model) 1992 - FORD

Department Assigned Police West Precinct

Driver [REDACTED] Authorized Use Yes No

Date of Accident 10-15-93

Location 2331 Bessemer Road (Rear Lot)

Police Accident Report Number 931040371 Attached Yes No

If not attached, explain _____

Municipal Tag # [REDACTED] VIN # 1FEDCPTRWKX244771

Department Vehicle # _____

Other Vehicles Involved # N/A

Driver _____

Address _____

Owner _____

Insurance if known N/A

Personal Injury _____

Loss of time from work _____

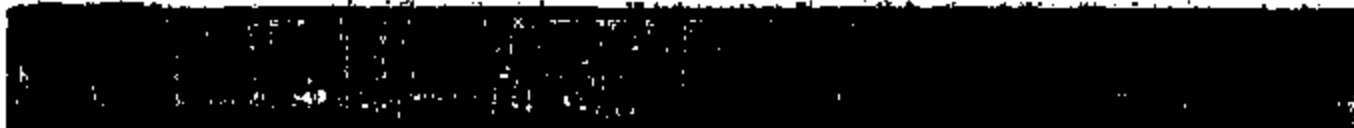
Medical Treatment _____ Where _____

Has City requested repair estimates _____ When _____

Approximate damages VEHICLE TOTALLED

Comments by Department or driver IT IS UNKNOWN

WHY VEHICLE CAUGHT FIRE



DATE OF FIRE: 10/15/93 SUSPECTED CAUSE: Fuel line leak

INCIDENT NO. DATE OF INVESTIGATION: TIME:

OFFICER IN CHARGE: SNO CO OFFICER:

TYPE OF BUILDING: outdoors (Blow Police car)

PROPERTY ADDRESS: State Fair grounds

OCCUPANT'S NAME:

OWNER'S NAME: ADDRESS:

WITNESS: ADDRESS:

WITNESS: ADDRESS:

REPORTED BY: ADDRESS:

POLICE OFFICER: CASE NO.

SUMMARY OF INCIDENT: Fire appeared to have
started under hood of vehicle on drivers
side. It appeared to started in the area
of the fuel lines when they came up
next to Master cylinder. All the fire
appeared to have been above that area
except for tire that caught on
fire.

(805) 250-7540

LEGAL INVESTIGATION INFORMATION REGARD

ZONE: J

CASE NO.: 103049356 DATE: 11/5/93

PLAINTIFF NAME: [REDACTED]

STREET ADDRESS: [REDACTED]

CITY: BIRMINGHAM STATE: AL ZIP: [REDACTED]

PHONE NO.: (H) [REDACTED] PHONE NO.: (B) [REDACTED]

PLAINTIFF ATTY & PHONE: _____

FORD ATTY & PHONE: _____

VEHICLE MODEL YEAR: 92 MODEL: Crown Vic VIN: 2FAKPT2W1NX244871

VEHICLE MILEAGE: 16,718 DEALERSHIP: LONG LEWIS FORD

THE FOLLOWING IS NEEDED:

CUSTOMER CONTACT _____ ATTORNEY CONTACT

VEHICLE INSPECTION

DETAILED 1692 REPORT

____ COPIES OF SALES & SERVICE FILES

____ 364-106 REPORT (CLAIMS INVESTIGATION REPORT)

____ OTHER

CONCLUDING STATEMENTS (1692 REPORT) SHOULD INCLUDE ONE OF THE FOLLOWING:

- 1) The contents have been received and the unit meets Ford Motor Company Standards.
- 2) Ford has no obligation under the warranty.
- 3) The owner/lessee has been advised of Ford Motor Company's position.
- 4) The owner refuses to cooperate in having the vehicle repaired.

COMMENTS: _____

Please submit the above and any other pertinent information within TWO WEEKS from the above (upper right) date.

D. A. BURNS
Owner Relations Manager

Claims Investigation Report FIRE

Atlanta 103-049-356
DISTRICT LEGAL CAR FILE NO.

[REDACTED] [REDACTED] City of B'ham
OWNER'S NAME AND ADDRESS DEALERS DEPT. SERVICE DEPT. Maintenance Shop

CAVUM 716 92 ? 2FACPT2WXA124871
VEHICLE MODEL YEAR MAKE VEHICLE IDENTIFICATION NUMBER

10-15-93 2331 Bess Rd.
DATE OF FIRE LOCATION

no
ANY EVIDENCE OF ABUSE OR LACK OF MAINTENANCE? YES NO

11-11-93 City and Fire
WHERE WAS INSPECTION MADE? DATE

APPROX. ESTIMATE OF
DAMAGE SERVICE HOURS
MECHANICS, AND TOW TRUCK
REPAIRS. Fire + Police Dept.

[REDACTED] Jackie Faltel 11-11-93
NAME OF INSURER'S AGENT DID ANYONE PREVIOUSLY EXAMINE VEHICLE? B'ham Fire Dept. + Police Dept
INSURED BY DATE

How was the vehicle being used when the fire was first noticed? How long?
(e.g., parked with engine-off for 15 minutes, idling for 5 minutes, stop and go driving for 30 minutes, etc.).

Describe: Patrol Duty at a Ball Field - Engine idling
Grass was wet - (Not Dry)

Driver observations of vehicle performance prior to noticing fire (e.g., running rough previous 15-25 minutes, smelled electrical, smelled fuel, heard "pop", noticed nothing unusual, etc.).

Describe: Nothing unusual.

I. A. Location of initial fire — be as specific as possible (e.g., underdash - right side, or trunk - right rear).

1. Underhood: Left Side
2. Instrument Panel/Dash: Center
3. Trunk: OK
4. Under Vehicle: None
5. Seat (Front/Rear; Left/Right/Center): OK
6. Steering Column: OK
7. Fuel Filler Area: OK
8. Other: _____

B. Smoke/Flame

1. Location of Initial Smoke: Underhood
2. Color of Smoke: Black
3. Duration of Smoke: ?
4. Location of Initial Flame (or "No Flame/Smoke Only"):
Underhood
5. When Was Flame First Seen: When Officer first got out of vehicle

C. Type of Fire (Describe)

1. Electrical: _____
2. Exhaust System: _____
3. Fuel Leak: _____
4. Other Vehicle Fluid Leak: _____
5. Battery: _____
6. Other: Unknown Origin
7. Unknown: _____

II. Vehicle System Inspection

A. Electrical System

1. Apparent Point of Fire Origin: Unknown

2. Check Fuse Panel

- a. Fuses/Circuit Breakers Blown: two fuses (1+4) blown
- b. Oversize Fuses Used: None

3. Note Electrical Components Damaged/Destroyed: Everything under dash panel + under hood destroyed.

4. Check Wiring at Point of Fire Origin:

- a. Wire(s) Penetrated by Sheetmetal, or screws/cut/or spliced: unknown
- b. Proper/Improper Routing: _____
- c. Insulation/Connector Condition —subject to Chafing/Sources: unknown
- d. Color of any Bare Copper Wires: _____
- e. Wire Strands Fused/Welded Together: NO
- f. Bundling or Baling of Wires Where Separated: NO

5. Check Condition of Components

- a. Utilize External Power Source to Determine if Component Still Functions (Excessive Draw? - Drag?): Components burned beyond testing
- b. Attempt to Manually Rotate Electromechanical Components (e.g., Blower Motor, etc.): burned - Alternator still turned

B. Exhaust System

I. Check Appearance of

- a. Catalytic Converter: No Problem
- b. Muffler: OK
- c. Exhaust Manifold: OK
- d. Component Clearance to Floorpan, Crossmembers, Other Components, etc.: OK
- e. Note Any Holes, Dents, Separation, Missing Components (e.g., Heat Shields, Manifold Bolts, etc.). Comment: No Problem

2. If catalyst/muffler appear to be location of fire origin, check engine idle speed, ignition timing, etc. Comment: _____

No fire underneath car

C. Fuel System

1. Examine tank, lines, fuel metering systems for evidence of fuel leaks

a. Fuel Tank (Perforations, Seams, Sanding Unit, etc.): _____

no

b. Fuel Lines, Hoses, Fittings and Connectors: _____

Still intact

c. Fuel Metering System (Carburetor, Fuel Rail, Injectors): _____

Fuel line connectors are still connected as shown in pictures.

2. Note any evidence of modified or Non-OEM components (e.g., rerouted fuel or vapor lines, non-OEM gas caps, modified filler pipe, etc.): _____

None

D. Other Fluid Leaks

1. Examine engine for evidence of possible oil leaks (e.g., valve cover gasket): _____

Eng. Oil OK
Trans. Fluid OK

2. Possible brake fluid leaks (check master cylinder fluid level, examine for cut/pinched/cracked lines): _____

Master Cyl. Matted

3. Transmission cooler connections (fluid level and condition, examine lines): _____

Still connected OK

4. Power steering fluid (fluid level, examine lines): _____

Power Steering lines burned Reservoir unmeted

III. General Comments

1. Analyze and describe burn patterns
 - a. Paint Baked/Pealed/Blistered: Hand mated
See Pictures
 - b. Metal Bared and Oxidized (Rust Red): _____
 - c. Low Temperature Metals (see Chart) Heat Damaged: Very Hot
 - d. Condition of Plastic, Rubber, Cloth Fabrics: Dash burned Fabric OK
2. Note any Non OEM Equipment installed: Had a two-way Radio (Kenwood) + Light Bars. Removed since Will
3. Other Observations/Comments: After inspection
I found no problem with exhaust
system, muffler or Catalytic Converter.
When the fire was more intense
on the left side of engine area,
Fuel line Connectors were still intact
as pictures will show.
There was considerable soot in Rear
Wheel Housing?
Fire Dept + Drivers Statement
Attached.


NAME

11-14-93
DATE

IGNITION AND FLAME TEMPERATURES

Degrees Fahrenheit

MATERIAL	AUTOIGNITION TEMPERATURE	FLAME POINT
Brake Fluid	925	340
Ethyl Alcohol	700	85
Fuel Oil #2	494	110
Gasoline	900	-40
Power Steering Fluid	800	385
Radiator Coolant 50% Water	910	-
SAE 90W Gear Lubricant	700	450
SAE 10W30 Motor Oil	625	415
Stoddard Solvent	450	180
Transmission Fluid	575	390
Windshield Washer Fluid	850	25
Wood 8 min. exposure	600	
10 min. exposure	500	
15 min. exposure	375	

MELT TEMPERATURES

Degrees Fahrenheit

Aluminum	1220
Copper	2000
Iron	2100
Chromium	3250
Glass	1800
(Glass softens at 1400)	
Lead	620
Nickel	2650
Plastics-Most Common Types	300-500
Solder Electrical	380
Radiator	550
Tin	450
Undercoating	180
Zinc (Diecastings)	790

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VA

VA

6/92

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93-206195-9
4-10WE-11-26

4185

DISPOSE of Copies	
Retain for _____	1997
Remove from file	
Destroy _____	
Serial number: 10-6 (13)	

REDACTED

I. A. Location of initial fire — be as specific as possible (e.g., underdash - right side, or trunk - right rear).

1. Underhood: On right side of firewall.
2. Instrument Panel/Dash: _____
3. Trunk: _____
4. Under Vehicle: _____
5. Seat (Front/Rear; Left/Right/Center): _____
6. Steering Column: _____
7. Fuel Filler Area: _____
8. Other: _____

B. Smoke/Flame

1. Location of Initial Smoke: Under Hood
2. Color of Smoke: Black
3. Duration of Smoke: Unknown
4. Location of Initial Flame (or "No Flame/Smoke Only"): Under Hood, right side of firewall.
5. When Was Flame First Seen: Unknown

C. Type of Fire (Describe)

1. Electrical: Probably
2. Exhaust System: _____
3. Fuel Leak: _____
4. Other Vehicle Fluid Leak: _____
5. Battery: _____
6. Other: _____
7. Unknown: _____

II. Vehicle Systems Investigation

A. Electrical System

1. Apparent Point of Fire Origin: Wiring to windshield on right side of firewall.

Claims Investigation Report FIRE

Washington 1000639504
DISTRICT LOCAL CAR FILE NO.
[REDACTED] Island Lincoln Mercury
Arlington, Va. Florida
OWNER'S NAME AND ADDRESS SELLING BLD. SERVICING BLD.

Lincoln Town Car, 1992 10,873 1LNLM81W6N46473
VEHICLE MODEL YEAR MILEAGE VEHICLE IDENTIFICATION NUMBER

2/4/92 Hilton Hotel
DATE OF FIRE LOCATION
McLean, Va.

ANY ELEMENT OF ABOVE OR LACK OF MAINTENANCE? YES NO
APPLIC. STATEMENTS OF DEALER, SERVICE MANAGER, MECHANICS, AND TOW TRUCK DRIVER.

WHEN WAS INSPECTION MADE? 3/3/92
DATE
Harrison, Va.

NAME OF PERSON REQUESTING Linda Sprouling
DID ANYONE PREVIOUSLY REPAIR VEHICLE? Yes
Guy Sanders
Trident Engineering
Manassas, Va.
INSPECTED BY HB Sherrid DATE 3/3/92

How was the vehicle being used when the fire was first noticed? How long? (e.g., parked with engine off for 15 minutes, idling for 5 minutes, stop and go driving for 30 minutes, etc.).

Describe: The vehicle was parked in hotel parking lot for approximately five hours prior to fire. The fire was discovered by hotel security who extinguished the fire.

Driver observations of vehicle performance prior to noticing fire (e.g., running rough previous 15-20 minutes, smelled electrical, smelled fuel, heard "pop", noticed nothing unusual, etc.).

Describe: Nothing unusual was noticed prior to fire.

2. Check Fuse Panel

- a. Fuses/Circuit Breakers Blown: Unknown
b. Oversize Fuses Used: No

3. Note Electrical Components Damaged/Destroyed: Heavy fire damage in engine compartment

4. Check Wiring at Point of Fire Origin:

- a. Wire(s) Penetrated by Sheetmetal, or screws/cut or spliced: Unable to determine
b. Proper/Improper Routing: Proper
c. Insulation/Connector Condition - Subject to Chafing/Sources: Unable to determine
d. Color of any Bared Copper Wires: destroyed
e. Wire Strands Fused/Welded Together: "
f. Bending or Baling of Wires Where Separated: _____

5. Check Condition of Components

- a. Utilize External Power Source to Determine if Component Still Functions (Excessive Draw - Drag?): Unable to determine
b. Attempt to Manually Rotate Electromechanical Components (e.g., Blower Motor, etc.): _____

6. Exhaust System

1. Check Appearance of

- a. Catalytic Converter: Normal
b. Muffler: "
c. Exhaust Manifold: "
d. Component Clearance to Floorpan, Crossmembers, Other Components, etc.: Normal
e. Note Any Holes, Dents, Separation, Missing Components (e.g., Heat Shields, Manifold Bolts, etc.). Comment: None noted

2. If catalyst/muffler appear to be location of fire origin, check engine idle speed, ignition timing, etc. Comment: _____

C. Fuel System

1. Examine tank, lines, fuel metering systems for evidence of fuel leaks
- a. Fuel Tank (Perforations, Seams, Sealing Unit, etc.): Not applicable
 - b. Fuel Lines, Hoses, Fittings and Connectors: " "
 - c. Fuel Metering System (Carburetor, Fuel Rail, Injectors): Not involved
2. Note any evidence of modified or Non-OEM components (e.g., rerouted fuel or vapor lines, non-OEM gas caps, modified filler pipe, etc.): None noted

D. Other Fluid Leaks

1. Examine engine for evidence of possible oil leaks (e.g., valve cover gasket): None noted
2. Possible brake fluid leaks (check master cylinder fluid level, examine for cut/pinched/creased lines): None noted
3. Transmission cooler connections (fluid level and condition, examine lines): Good
4. Power steering fluid (fluid level, examine lines): Good

III. General Comments

1. Analyze and describe burn patterns

- a. Paint Baked/Pealed/Blistered: Baked and
pealed on right side of hood
- b. Metal Bared and Oxidized (Rust Red): None. Yes
- c. Low Temperature Metals (see Chart) Heat Damaged: _____
- d. Condition of Plastic, Rubber, Cloth Fabric: _____
No damage to interior.

2. Note any Non OEM Equipment installed: None noted

3. Other Observations/Comments: The driver of the
car, [redacted] stated
he had no problems with the
car prior to the fire.

[redacted]
advised that Trident Engineering,
Annapolis, Maryland, inspected
the unit and they allege that the
fire apparently started from a
debatina wire that hung to the
windshield wires. Trident
estimates the damage could
run up to \$900 plus. He also
stated that Budget wants to
return the car to Ford and they
have no desire to have it repaired.

T. B. Blum
NAME

3/3/92
DATE

IGNITION AND FLASH TEMPERATURES

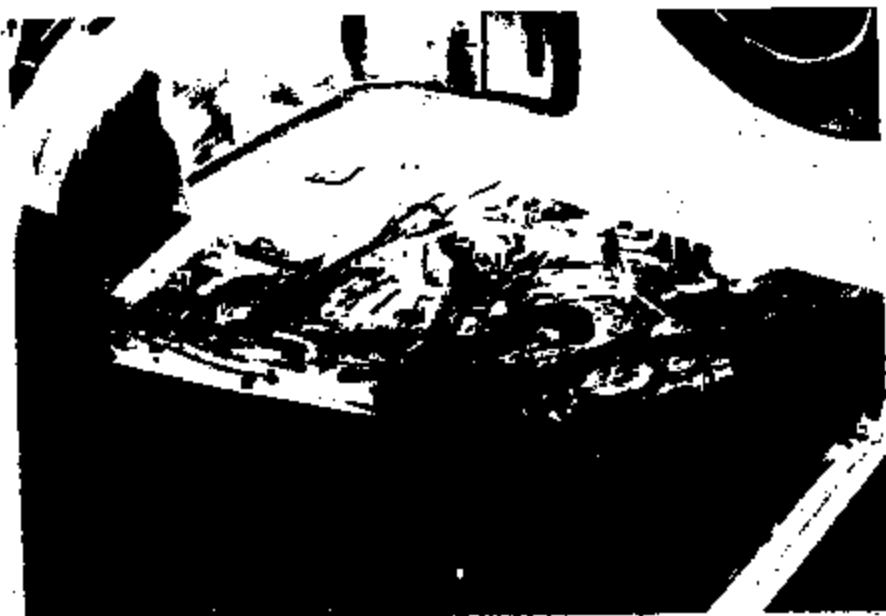
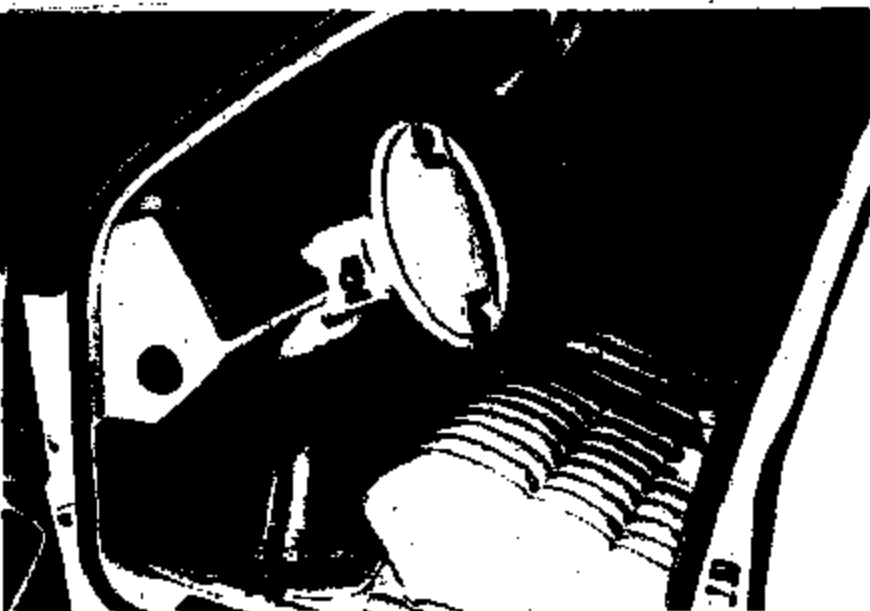
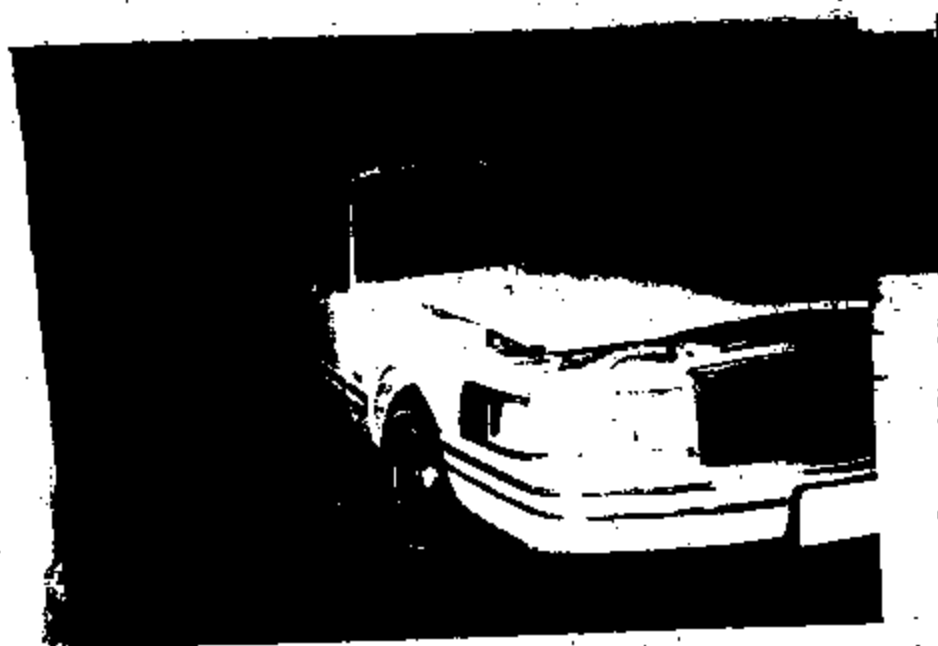
Degrees Fahrenheit

MATERIAL	AUTOIGNITION TEMPERATURE	FLASH POINT
Brake Fluid	925	140
Ethyl Alcohol	700	55
Fuel Oil #2	494	110
Gasoline	900	-40
Power Steering Fluid	800	185
Radiator Coolant 50% Water	910	-
SAE 90W Gear Lubricant	700	450
SAE 10W30 Motor Oil	625	415
Stoddard Solvent	450	100
Transmission Fluid	875	180
Windshield Washer Fluid	850	85
Wood 5 min. exposure	600	
10 min. exposure	500	
30 min. exposure	375	

MELT TEMPERATURES

Degrees Fahrenheit

Aluminum	1220
Copper	2000
Iron	2100
Chromium	3380
Glass	1800
- (Glass Softens at 1400)	
Lead	620
Nickel	2680
Plastics-Most Common Types	300-500
Solder Electrical	380
Radiator	580
Tin	450
Undercoating	350
Zinc (Diecastings)	790





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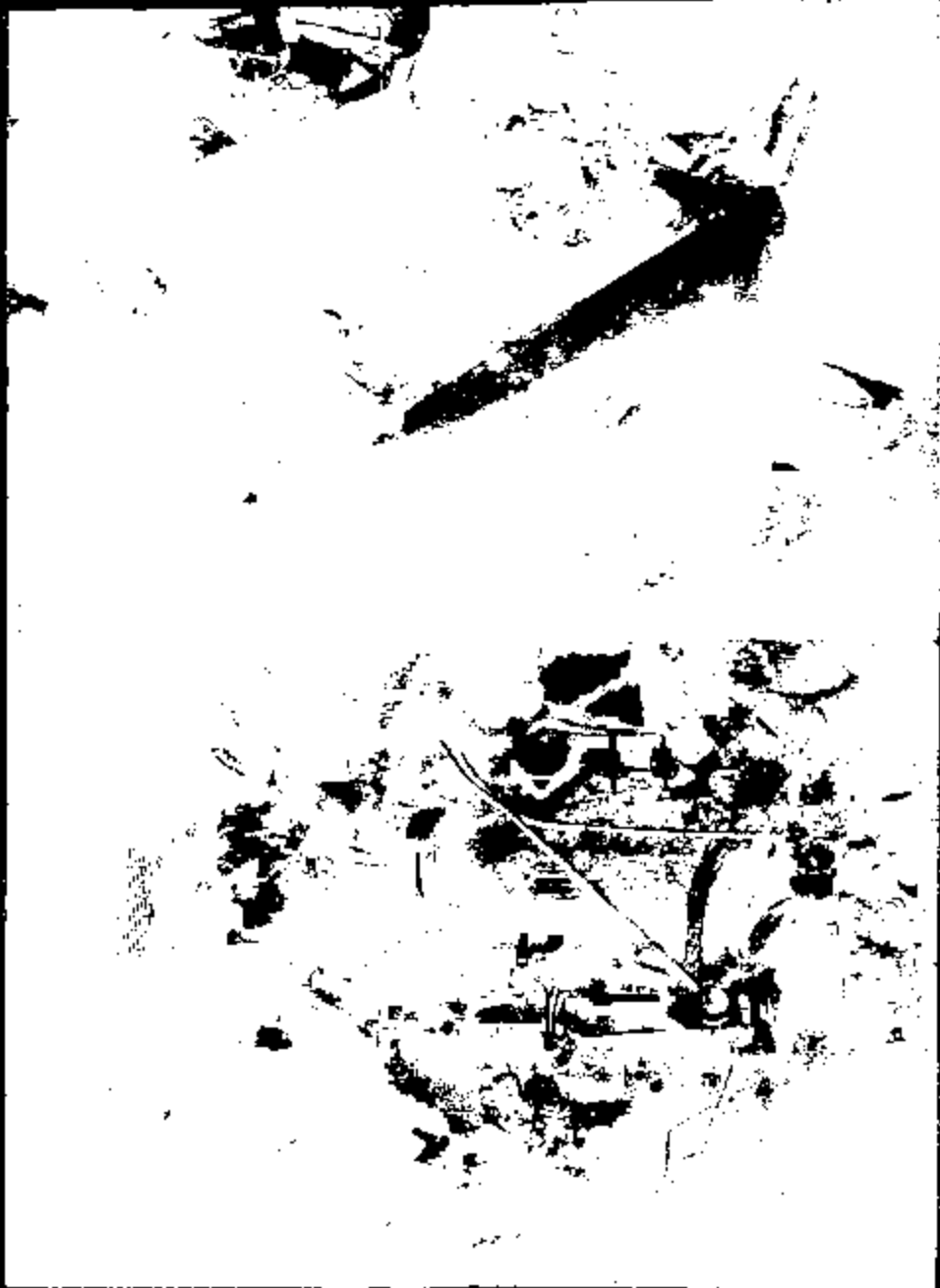
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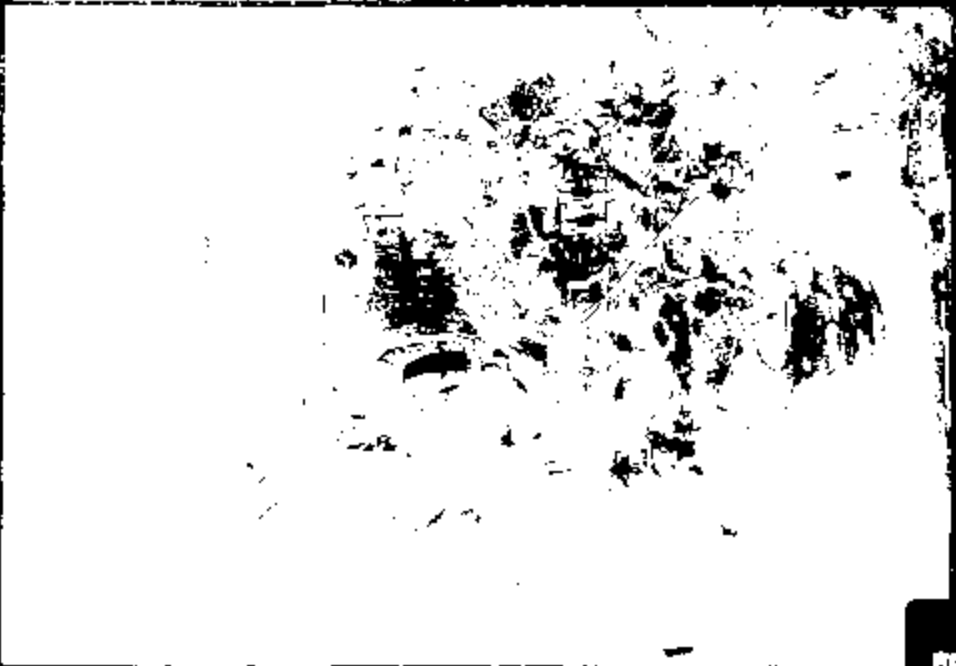
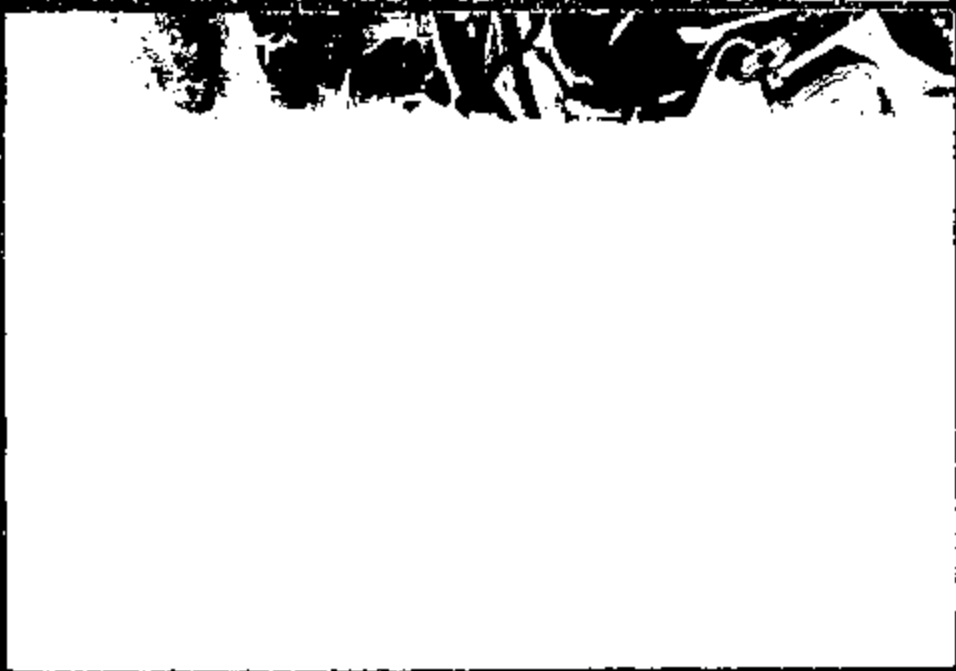
8882-025 27051

cl

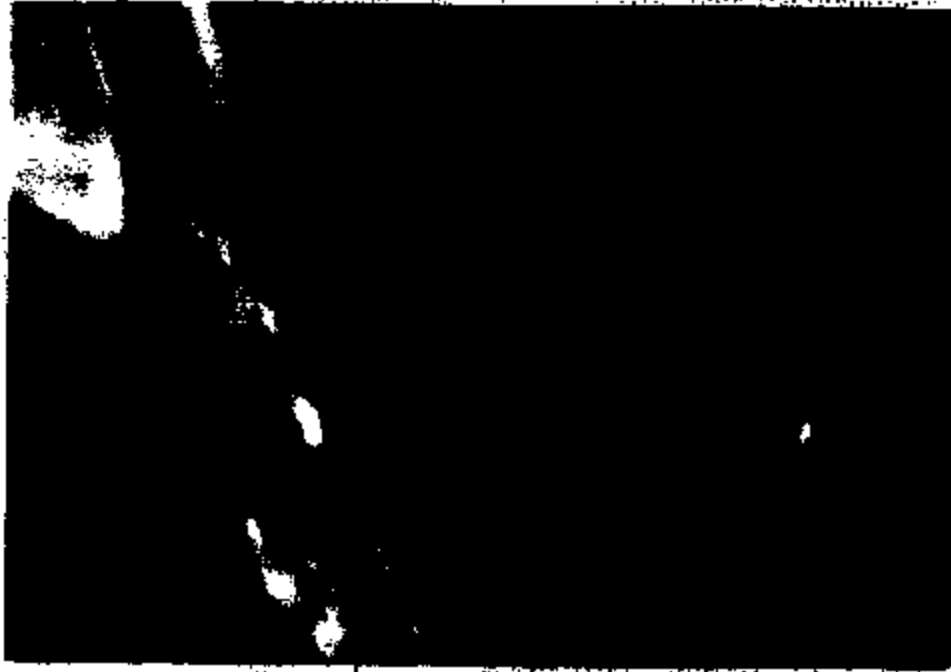
0



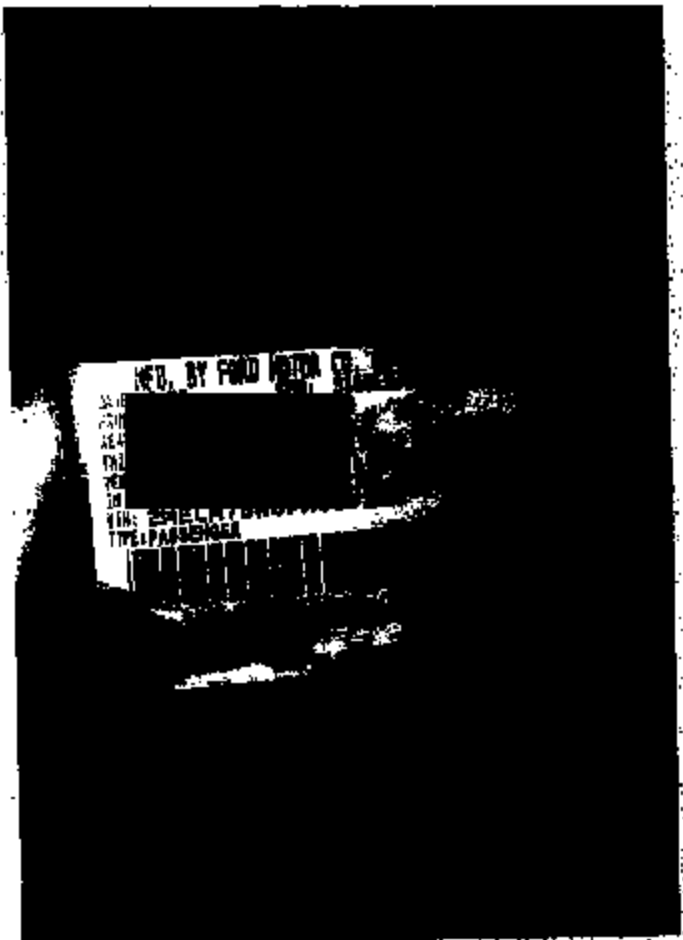
E982-026 27802











Louisville Division of Fire
Arson Bureau
Main Investigative Report

FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT

MAY 21 1999

OFFICE OF THE
GENERAL COUNSEL

Investigation Type: Fire
Address: 1407 HOBART DR
Date: 12/31/98
Day: Thursday
Time: 1719
Incident Number: 98-S3587
Census Tract: 123.00
Cause: UNDETERMINED ACCIDENTAL
Cause Code: 95

Lead Investigator: Jenk

Assisted by: Brooks

To whom it may
concern,
Here is the request
info. Show
Banks
CAR was in
the name
James Blank

Req by: 3rd District

Time: 1740

Arrival Time: 1755

[Clearance Information]

Juveniles Arrested: 0

Adults Arrested: 0

Arresting Investigator(s):

[Vehicle Information]

Year: 1993 Make: MERCURY

Model: GRAND MARQ

License: [REDACTED]

Vin Number: 2MELM75W8PX639289

Stripped: N Stolen: N Impounded: N Hold: N

Release Instruction:

Non Fire Damage: N

Description:

Louisville Division of Fire
Arson Bureau
Main Investigative Report

[Person Interview] 1.

Last Name: [REDACTED] First: [REDACTED] MI: [REDACTED] Alias:

Race: W Sex: [REDACTED] DOB: [REDACTED] Juvenile: N SSN:

Address [REDACTED]

City: LOUISVILLE State: KY Zip: [REDACTED] Phone: [REDACTED]

Date Interview: 12/31/98 Status: Owner

Date Arrested: / / Time Arrested: Charge:

Remarks: SAW GLOW IN GARAGE AND FIRE IN FRONT LEFT CORNER

Louisville Division of Fire
Arson Bureau
Main Investigative Report

Fire Scene Description, Investigation, and Interview Information

On December 31, 1998 at approximately 1719 hours, the Louisville Division of Fire responded on a box alarm report of a garage on fire at 1407 Hobart Drive. Upon arrival, Engine 12 reported a working fire. After extinguishment, Car 53, Major Dearing requested an Arson Investigator. The Undersigned Investigator responded to the scene to conduct the investigation with assistance from Sergeant Brooks.

Initial scene investigation revealed a fire occurred in a two story dwelling with an attached garage that was positioned on the north side of Hobart facing south. The attached garage was positioned on the east side of the dwelling with an overhead door positioned on the south wall, an interior door on the west wall and an exterior door on the north wall. Further investigation revealed two vehicles were positioned inside the garage along with a riding lawn mower, freezer, Christmas decorations and other storage items.

Examination of the scene revealed a fire occurred in the northwest portion of the garage. Located in this area was a Mercury Grand Marq., riding lawn mower, freezer, shelving along the north wall and boxes filled with Christmas decorations on the ground next to the drivers side of the Grand Marq.

Examination of the area of origin revealed charring to the shelving in the area of the Grand Marq. A burn pattern on the door of the freezer indicating the fire spread to the freezer from the area of the Grand Marq. A burn pattern on the riding lawn mower indicating fire spread from the area of the Grand Marq.

Examination of the Grand Marq. revealed extreme fire damage to the engine compartment. Metal discoloration was observed on the drivers front quarter panel. The drivers side of the hood was burned away dropping the material on the engine block. The front left tire was mostly consumed exposing the steel radials. The aluminum wheel had partially melted due to the extreme heat in this area.

With the amount of damage in the engine compartment, the cause could not be determined and the garage.

Fire communicated to the garage and the second floor of the dwelling. The other vehicle, Ford Explorer, suffered heat and soot damage to the paint. No other fire damage was noted.

Interview:

██████████ stated he walked in to the kitchen when he observed a glow coming from the cracks in the frame of the door leading to the garage. He then opened the door and saw a fire in the corner of the garage next to his wife's car and boxes containing Christmas decorations. ██████████ stated he does not know where the fire was exactly. ██████████ stated his wife arrived home from Caritas Hospital about 20 minutes before the fire.

Louisville Division of Fire
Arson Bureau
Main Investigative Report

Fire Scene Description, Investigation, and Interview Information

████████ stated the car is registered to his grandfather but they have been in control of the vehicle for three to five months. ██████████ stated neither he nor his wife smoke. ██████████ wife stated she did not have any problems with the car at any time.

(3)

[REDACTED]
LOUISVILLE, KENTUCKY [REDACTED]
CLAIM NUMBER: [REDACTED]
DONAN FILE NUMBER: L9901005

PREPARED FOR:

**MAXIMUM SERVICES INCORPORATED
MR. STEVE KOCH
4400 BRECKENRIDGE LANE
SUITE 205
LOUISVILLE, KENTUCKY 40218**

PREPARED BY:

**DONAN ENGINEERING CO., INC.
BLUEGRASS INDUSTRIAL PARK
1717 WATTERSON TRAIL
LOUISVILLE, KENTUCKY 40299**

JANUARY 29, 1999

**HERB GOFF, P.E., P.G., C.F.E.I.
SENIOR FORENSIC ENGINEER**

DONAN ENGINEERING CO., INC.

JOHN G. DONAN, JR., P.E., PRESIDENT
RICHARD D. PARKER, P.E., EXECUTIVE VICE PRESIDENT
ERIC A. WELAND, M.S., CEMM, VICE PRESIDENT ENVIRONMENTAL

January 29, 1999

Mr. Steve Koch
Maximum Services Incorporated
4400 Brockenridge Lane
Suite 205
Louisville, Kentucky 40218

RE:

[REDACTED]
Louisville, Kentucky [REDACTED]

Claim Number: [REDACTED]

Donan File Number: [REDACTED]

Dear Mr. Koch:

At your request, on January 13, 1999, a study was made of the house at the above referenced address. The purpose of the study was to determine the cause and origin of a fire. [REDACTED] was present and provided first-hand information. This letter, with the attached photographs, is the report of my findings and conclusions.

For the purposes of this report, the house will be considered to face south. The house is a split level, wood frame structure, with partially Bedford stone and vinyl siding on the exterior walls. A two-car garage is attached on the east end of the house. [REDACTED] said the house was 31 years old and they have lived there 3 years (Photographs 1 through 4). During that time, he had no problems with the electrical system (two wall-mounted receptacles were reported to be non-functioning in the garage), or problems with the natural gas supply system used for heating.

On New Year's Eve (12/31/98) [REDACTED] went into the garage around 5 p.m. He noticed flames coming from the left (driver's side) hood of a 1993 model Mercury "Marquis" parked in the left bay of the garage.

4348 NORTH U.S. 251
JASPER, IN 47749
(800) 488-8888
TEL. (812) 488-8888
FAX (812) 488-8888

8414 NOTYER AVENUE
EVANSVILLE, IN 47718
(800) 838-7804
TEL. (812) 477-7800
FAX (812) 471-7888

88 E. BROADWAY STREET
MADISONVILLE, KY 42443
TEL. (502) 838-7778
FAX (502) 838-4884

1717 WATKINSON TRAIL
BLUEGRASS INDUSTRIAL PARK
LOUISVILLE, KY 40258
TEL. (502) 867-8888
FAX (502) 867-8878

ENR-025 27083

██████████ said the car had been given to the family by a relative about 6 months previously. During that time they had experienced no problems with its performance and only routine maintenance work, such as oil changes, had been undertaken. No work was performed in the days preceding the fire. The vehicle had been last used about 1/2 hour prior to the fire.

██████████ called the fire department and evacuated the house. The responding firemen extinguished the fire and pulled the vehicle out of the garage into the driveway where it rested at the time of the site visit (Photograph 5).

Although the house suffered smoke damage, actual fire and high heat damage was limited to the garage area. ██████████ said he left the overhead garage door closed after discovering the fire. This probably created a partially oxygen-depleted atmosphere which slowed the fire's progress.

The garage was studied for causes and contribution to the fire. A shelf unit is located along the rear wall of the two-car garage, however no items remained (these were removed by the fire department to the driveway). Two five-gallon containers of wood deck sealer were noted, however both were undamaged by the fire.

A second vehicle, a Ford "Explorer", was located in the garage. It suffered heat damage to the left side and overall smoke damage (Photographs 6 through 8).

The distribution panelboard, located in the garage, was studied, however there was no indication it contributed to the fire (Photograph 9). The debris removed by the fire department was overhauled, however no items were noted which may have caused or contributed to the fire (Photograph 10). The heating furnace, dryer and hot water heater are located elsewhere in the house, remote from the fire. These did not contribute to the fire.

The origin of the fire was determined to be the Mercury Marquis vehicle. Gross examination of the vehicle revealed a hole in the hood, located predominately on the left side of the vehicle, over the engine compartment. The hood is made of aluminum, and the hole melted as a result of the fire's heat (Photograph 11). Actual fire damage was limited to the engine compartment, with heat and smoke damage throughout the passenger compartment (Photographs 12 and 13). This indicates the fire did not begin in the passenger compartment. The VIN sticker on the driver's side door indicated it had been manufactured in December of 1992, making it a "1993 model" (Photograph 14). The dashboard was smoked to the extent the mileage of the vehicle was obscured, however Mr. Bowling reported the vehicle had only been driven about 10,000 miles.

The opening in the hood made by the fire, exposed the left side of the engine (Photograph 15). Components exposed (with the hood in place) include the brake master cylinder and fuel delivery connections for the fuel injection system. The power steering pump is also located on this side, but its low mounting location rendered it relatively undamaged.

The hood was raised, revealing the damage to be concentrated on the left side of the engine bay, as suggested by the damage to the hood (Photographs 16 and 17). The heat damage extended along the left front fender, partially melting the aluminum alloy wheel (Photograph 18).

The battery was noted to have been damaged by heat of the fire and not internal heating. The battery cables were intact with no indications of shorting. The heavy gauge conductor to the alternator was damaged by the fire, but not heavily beaded to suggest shorting. All these items are located on the right side of the engine, which was relatively undamaged and away from the actual fire (Photograph 19).

Damage to the left side included consumption of readily available plastics and fluids. The valve train rocker arm covers are made of a fibrous composite material. When exposed to heat for extended times, the resins break down, resulting in "soft" areas. The left valve cover was "soft" midway down its length, indicating a concentration of heat was in this location (Photograph 20). This location is below the connection for the fuel delivery and circulation system (Photograph 21).

Although the origin of the fire can be determined within a few inches, the exact cause is difficult to ascertain due to the severe damage in this area. All hoses have been consumed along with plastic and rubber parts.

Databases provided by the National Highway Transportation Safety Authority (NHTSA) were reviewed with respect to a 1993 Mercury Marquis. This search was made with particular emphasis on reported defects, recalls or consumer complaints which could result in the subject fire. There were no reported incidences which compared to the one at hand, nor were there separate component failures which could be judged to have contributed to the subject fire.

Since the fire occurred rather quickly (within one-half hour of being driven) the scenario does not suggest a long-term smoldering effect. In fact, the location of the origin would preclude such an effect, due to the open construction and lack of proper materials. An electrical "fault", while cannot be ruled out, would likely result in blowing the appropriate overcurrent protection (fuse), or simply separating the conductor. A leak in the braking system can result in fire if the fluid is discharged (sprayed) onto heated objects. However, since the vehicle was at rest, the braking system would not be pressurized.

This particular model vehicle uses a fuel injection system. This results in the fuel system remaining pressurized after the motor is stopped. Leakages which may have vaporized or been blown away while the vehicle is traveling, would be allowed to accumulate and ignite when stopped. The location of the fuel connection on the left side of the engine is proximate to the exhaust manifold. Leakage from this connection could plausibly trickle onto the manifold and ignite. [REDACTED] said that upon discovery, the fire was established and burning from the engine compartment. In this manner, it is likely the fire occurred some minutes prior to [REDACTED] discovery.

In summary, based on the facts known at this time, I am of the opinion that:

- The origin of the fire was on the top left side of the engine. This conclusion is based on the following facts:

1. Comparison of the area of origin to the surrounding areas.
 2. Lack of ignition means inside the garage.
- The classification of the cause of the fire is *accidental* as defined by the terms in the attachment to this study. This is based on the following facts:
 1. No items stored in the garage, or equipment in the garage was identified as having contributed to the fire.
 2. The engine compartment contains various consumable materials. However, these do not ignite under usual and design circumstances.
 3. A leak in the fuel delivery system, near the connection to the injection manifold resulted in the fire.

We appreciate this opportunity to provide professional services.

Sincerely,

DONAN ENGINEERING CO., INC.



Herb Goff, P.E., P.G., C.F.E.I.
Senior Forensic Engineer

④ The car was towed away at the expense of the insurance company. No part was repaired or replaced. The car was totaled.

To whom it may concern,

May 11, 1979

⑤ After the fire, the car was towed to "Kentuckiana Auto Storage

Pool" 458-9000 4420
Poplar Level
Road Hooky.

On May 4th - the car was sold to "Masterson's"
Webster, Ky.
(270) 422-2978

(1) records of maintenance
done on the vehicle is
not available - as it was
in the car at the time of
the fire.

(1)
The car was insured
with CNA insurance.
They paid us a total of
\$12

My home owners insurance
has paid for all of the
repairs to our home.

[REDACTED]
P.O. Box 3300
Lov. Ky. [REDACTED]

Agent - Jim Reber - 459-4507

Adjuster - Mike Brady - 456-1664

C6GN140

VEHICLE DATA

06/08/99 08:37:16

ENTER VIN ==> 2MELM75WBFX639289

NAME ==> [REDACTED] ZIP ==> 402163970 MODEL YR ==>

OWNER NAME :
STREET ADDR :

CITY : LOUISVILLE

ST/PRV: KY CTRY:

MODEL YEAR : 93 PLANT: X

BODY STYLE DESC: 4 DOOR SEDAN LS

VEHICLE DESC : 1993 GRAND MARQUIS

ZIP/POSTAL CODE: [REDACTED] N/A YY-MM-DD 94-12-06
N/A SOURCE: R

SALE YY-MM-DD 93-01-18

PRODUCTION YY-MM-DD 92-12-08

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD	REGION
SHIP-TO	3	46	E	323	34		47
FACING	3	46	E	323			
RESPONSIBLE	3	46	E	323			

CA EMISSION : ENGINE TAG CODE : 3G806AA

NAVIS STATUS : 800 COMPANY CAR IND :

DSO DISTRICT : FLEET CODE :

DSO NUMBER : FLEET STATUS :

CAMPAIGN COUNTS

TOTAL CAMPAIGNS : 03

OPEN : 00 CLOSED : 03

ACTIVE: 03 HISTORY: 00

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

OGDB166

ENTER CAMPAIGN NUMBER--> 94858 VIN--> 2MELM75NBFX639289 TYPE OF SEARCH: A
 MODEL YEAR: 93 DEFECT: OWNER GUIDE BODY STYLE: 4 DOOR SEDAN LS
 NEW STATUS CODE: CAMP DIV : 6
 REPAIR INFORMATION: TYPE CODE: SUPP CODE :
 REPAIR DATE: DEALER P/A: KIT CODE : AA
 MICRO REF: CLAIM NOW: OASIS DATE :
 DELETE REASON: VENDOR N/A INFORMATION:
 RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 2
 CURRENT: 3 46 323 ASSIGNED: 96-12-19 SOURCE: EX EXTRACT DATE: 96-12-19

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

CODE	DESCRIPTION	DATE	TYPE	DATE	P/A	CLAIM#	MICRO#	CL	SRC
F	FORCED COMPLETION	96-03-04	B	96-03-04	AUTOC				OL
M	RELEASED FOR MAILING	94-11-29							
H	AWAITING MAILING	94-11-09							

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)
 I037-NO MORE DATA TO DISPLAY

OGDB166

TRM CAMPAIGN NBR ==> 94B58 **VIN** ==> 2MELM75W8PX639289
DEFECT : OWNER GUIDE **BODY STYLE DESC**: 4 DOOR SEDAN LS
RESP DEALER : 364323 **BEGINNING MAILED DATE**: 94-12-23 YY-MM-DD
RELEASE DESC : NEW ISSUE TOTAL **ENDING MAILED DATE** : 94-12-23 YY-MM-DD
CAMPAIGN DIV : 6 **FLEET CODE**: **FLEET MGMT LOC CODE**:
LAST NAME : [REDACTED] **INITIALS**: JW
STREET ADDR1 : [REDACTED]
ADDR2 :
CITY : LOUISVILLE **ST/PRV**: KY
ZIP/POSTAL CODE: [REDACTED] **CTRY**:
N-A SOURCE: R N-A EFF DATE: 94-12-06 YY-MM-DD

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 : **ST/PRV**:
CITY : **CTRY**:
ZIP/POSTAL CODE: **N-A SOURCE**: **N-A EFF DATE**: **YY-MM-DD**

F1-INQUIRY **F3-EXIT** **F4-QUIT** **F5-G150** **F7-FIRST PAGE** **F8-NEXT PAGE** **F9-G140**
I040-LAST PAGE **OGDB166**

1002-025 27874

ENTER CAMPAIGN NUMBER--> 95864 VIN--> 2MELM75W8PX639289 TYPE OF SEARCH: A
 JEL YEAR: 93 DEFECT: RANGE SENSOR BODY STYLE: 4 DOOR SEDAN LS
 NEW STATUS CODE: CAMP DIV : 6
 REPAIR INFORMATION: TYPE CODE: SUPP CODE :
 REPAIR DATE: DEALER P/A: KIT CODE : AA
 MICRO REF: CLAIM NUM: OASIS DATE : 95-10-06
 DELETE REASON: VENDOR N/A INFORMATION:
 RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 2
 CURRENT: 3 46 323 ASSIGNED: 96-12-19 SOURCE: PX EXTRACT DATE: 96-12-19

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

CODE	DESCRIPTION	DATE	TYPE	DATE	P/A	CLAIM#	MICRO#	CL	SRC
E	CAMP/PROG EXPIRED	96-12-05	E	96-12-05			EXPIRED		OL
M	RELEASED FOR MAILING	95-10-06							
H	AWAITING MAILING	95-07-14							

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)
 I037-NO MORE DATA TO DISPLAY

OGDB166

VEHICLE CAMPAIGN NBR ==> 95B64 **VIN** ==> 2MELM75W8PX639289
DEFECT : RANGE SENSOR **BODY STYLE DESC:** 4 DOOR SEDAN LS
RESP DEALER : 346323 **BEGINNING MAILED DATE:** 95-11-01 YY-MM-DD
RELEASE DESC : NEW ISSUE TOTAL **ENDING MAILED DATE** : 95-11-01 YY-MM-DD
CAMPAIGN DIV : 6 **FLEET CODE:** **FLEET MGMT LOC CODE:**
LAST NAME : [REDACTED] **INITIALS:** JW
STREET ADDR1 : [REDACTED]
ADDR2 : [REDACTED] **ST/PRV:** KY
CITY : LOUISVILLE **CTRY:**
ZIP/POSTAL CODE: [REDACTED] **N-A SOURCE:** R **N-A EFF DATE:** 94-12-06 YY-MM-DD

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 : **ST/PRV:**
CITY : **CTRY:**
ZIP/POSTAL CODE: **N-A SOURCE:** **N-A EFF DATE:** **YY-MM-DD**
F1-INQUIRY **F3-EXIT** **F4-QUIT** **F5-G150** **F7-FIRST PAGE** **F8-NEXT PAGE** **F9-G140**
I048-LAST PAGE **OGDB166**

CAMPAIGN NUMBER-> 96L12 VIN-> 2MELM75W8PX639289 TYPE OF SEARCH: A
 DEL YEAR: 93 DEFECT: PASS AIR BAG BODY STYLE: 4 DOOR SEDAN LS
 NEW STATUS CODE: _____ CAMP DIV : 6
 REPAIR INFORMATION: TYPE CODE: _____ SUPP CODE :
 REPAIR DATE: _____ DEALER P/A: _____ KIT CODE : CA
 MICRO REF: _____ CLAIM NUM: _____ OASIS DATE :
 DELETE REASON: _____ VENDOR N/A INFORMATION:
 RESP DEALER INFORMATION: NEW: _____ IND: MATCH CODE: 2
 CURRENT: 3 46 323 ASSIGNED: 96-12-19 SOURCE: PX EXTRACT DATE: 96-12-19

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

CODE	DESCRIPTION	DATE	TYPE	DATE	P/A	CLAIM#	MICRO#	CL	SRC
F	FORCED COMPLETION	98-01-22	B	98-01-22	AUTOC				OL
M	RELEASED FOR MAILING	97-02-25							
H	AWAITING MAILING	96-11-22							

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)
 I037-NO MORE DATA TO DISPLAY

OGDB166

VEH CAMPAIGN NBR -> 96L12 **VIN** -> 2MELM75W8PX639289
DEFECT : PASS AIR BAG **BODY STYLE DESC**: 4 DOOR SEDAN LS
RESP DEALER : 346323 **BEGINNING MAILED DATE**: 97-03-08 YY-MM-DD
RELEASE DESC : NI PART KIT CODE **ENDING MAILED DATE** : 97-03-21 YY-MM-DD
CAMPAIGN DIV : 6 **FLEET CODE**: **FLEET MGMT LOC CODE**:
LAST NAME : [REDACTED] **INITIALS**: JW
STREET ADDR1 : [REDACTED]
ADDR2 : **ST/PRV**: KY
CITY : LOUISVILLE **CTRY**:
ZIP/POSTAL CODE: [REDACTED] **N-A SOURCE**: R N-A **EFF DATE**: 94-12-06 YY-MM-DD

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 : **ST/PRV**:
CITY : **CTRY**:
ZIP/POSTAL CODE: **N-A SOURCE**: **N-A EFF DATE**: **YY-MM-DD**

F1=INQUIRY F3=EXIT F4=QUIT F5=G150 F7-FIRST PAGE F8-NEXT PAGE F9=G140
I040-LAST PAGE **OGDB166**

Standard Claims List For Model Year 1993

Note: All Costs are in US Dollars

2MELM73WEPK639289	CYP	CM	CFA	CAJ	CB	AW	CRK	CVN	08-DEC-1992	18-JAN-1993	346323	USA	0	6811	NAMANA *	21410 *	CR5	12	18
AWS Claim Key:	2638162	Trs Code:	1	Labor Hrs:	5	Labor Cost:	22	Material Cost:	0	Total Cost:	22								
Dr. Co-Sub Ctr:	10522 *	Name:	METROPOLITAN LINC-MERC INC		Ph:	502-9642000	St:	KY	City Ctr:	USA	Reg Ctr:	NA	Reg Date:	24-DEC-1992	Doc #:	071825			

2MELM73WEPK639289	CYP	CM	CFA	CAJ	CB	AW	CRK	CVN	08-DEC-1992	18-JAN-1993	346323	USA	0	7002	13023X *	18476 *	CR5	08	18
AWS Claim Key:	2638162	Trs Code:	1	Labor Hrs:	2.9	Labor Cost:	127.6	Material Cost:	0	Total Cost:	127.6								
Dr. Co-Sub Ctr:	10522 *	Name:	METROPOLITAN LINC-MERC INC		Ph:	502-9642000	St:	KY	City Ctr:	USA	Reg Ctr:	NA	Reg Date:	24-DEC-1992	Doc #:	071825			

Any comments? You can contact



webmaster@aws-ford.com

ENCLOSURE 27879



479111

024107

FORM 2-62B 2782A



Ford Motor Company

PRIVILEGED AND CONFIDENTIAL

Office of the General Counsel

Ford Motor Company
Parklane Towers West
Suite 500
Three Parklane Boulevard
Dearborn, Michigan 48126-2688

April 24, 2003

The Cincinnati Insurance Companies
PO BOX 221667
Louisville, KY 40252
ATTENTION: JEFF SANBURY

Re: Claimant: [REDACTED]
Your File #: 111-030-02001
D/E: 02-02-2003

Dear Mr. Sanbury:

We are in receipt of your recently submitted materials dated April 18, 2002.

It is our opinion the material submitted does not sufficiently support your allegation that Ford Motor Company is responsible for this loss. We understand that you are preserving the vehicle. However, it would be incorrect to assume that Ford Motor Company does not wish to inspect the vehicle. If you are going to pursue this claim, we assume you will comply with your duty to preserve the evidence and such duty does not expire until any possible litigation is completed.

Please be advised that it is the claimant's responsibility to preserve their evidence. Ford Motor Company has the right to inspect the vehicle and remove and test any component part that you claim to be defective, and to be presented with the vehicle and the subject component part(s) at the time of trial, should litigation ensue from this informal claim.

If you propose to repair the vehicle for continued usage, such repairs may not be performed until after Ford Motor Company has inspected the vehicle and removed and tested any component part you claim to be defective or advised you in writing that it does not intend to perform such inspection and/or testing at this time. But even in that event, Ford Motor Company will insist that all components claimed to be defective are maintained and preserved for trial.

Sincerely,

Shawn Norton
Claims Analyst

EM62-626 27825



**THE
CINCINNATI INSURANCE COMPANIES**

THE CINCINNATI INSURANCE COMPANY
THE CINCINNATI CASUALTY COMPANY

THE CINCINNATI INDEMNITY COMPANY
THE CINCINNATI LIFE INSURANCE COMPANY

April 18, 2003

PO Box 221557, Louisville, Ky 40252
(502) 895-3909 (FAX) 895-3909*2

SHAWN NORTON
CLAIMS ANALYST
FORD MOTOR COMPANY
PARKLANE TOWERS WEST
SUITE 300
THREE PARKLANE BLVD
DEARBORN MI 48126 2568

RECEIVED APR 22 2003

Our Insured: [REDACTED]
Policy # [REDACTED]
Loss Date: 2-2-03

Dear Shawn:

Thank you for your April 14 letter about the Ford Crown Vic that caught fire inside [REDACTED] garage. The City of Minor Lane Heights and its police department, (insured by St. Paul Insurance), own the car.

Many of the items you requested must be provided by that city, and I've requested their help in supplying me that information. Because the city lost its car in the fire, I suppose that St. Paul is also subrogating against Ford Motor. Per St. Paul, they have taken possession of the car for their own investigation.

In the meantime, I offer the following responses to your checklist:

- 1 - fire occurred on 2-2-03 in [REDACTED] garage in Louisville, Ky;
- 7 - enclosed are photos taken by me and our cause-and-origin fire expert;
- 13 - St. Paul Insurance may have towed the car to its office in Lexington, Ky;
- 14 - our check copy and repair estimate for [REDACTED];
- 21 - car was turned off when fire occurred, and the keys were not in the ignition;
- 25 - car was purchased "used" by the city police, but I do not know when.

2002-025 27025 H

REDACTED

I will send you additional details when they become available. For now, you may wish to contact the claims adjuster at St. Paul Insurance. Her name is Gina Middleton, PO Box 9059, Brandon, Fla., 33509, phone 800-387-8734, ext. 63568.

Sincerely,



Jeff Sansbury
Senior Claims Specialist



Unified
Investigations & Sciences, Inc.

6520 Huntley Road
Columbus, Ohio 43229
614-430-0813
Fax 614-430-0816

**PRIVILEGED AND CONFIDENTIAL
REPORT NUMBER ONE AND FINAL**

March 13, 2003

PREPARED FOR: Cincinnati Insurance Company
PO Box 221557
Louisville, KY 40052

ATTENTION: Mr. Jeff Sansberry

INSURED: [REDACTED]

DATE OF LOSS: February 2, 2003

LOSS LOCATION: 1994 Ford Crown Victoria Police Car

POLICY NUMBER: Unknown

CLAIM NUMBER: [REDACTED]

UIS FILE NUMBER: OH01-03869

THIS REPORT IS FURNISHED AS PRIVILEGED AND CONFIDENTIAL TO ADDRESSEE. RELEASE TO ANY OTHER COMPANY,
CONCERN OR INDIVIDUAL IS THE SOLE RESPONSIBILITY OF ADDRESSEE.

ASSIGNMENT

This assignment was received on March 3, 2003 and my investigation commenced on March 4, 2003. The instructions were to conduct an origin and cause investigation.

DETERMINATION OF ORIGIN AND CAUSE

This fire was accidental. The fire originated in the engine compartment and was the result of an electrical failure of the cruise control brake switch.

Information and factors available to establish the origin:

1. Burn patterns
2. Fire damage
3. Fire path
4. Elimination of all other areas

Information and factors available to establish the cause:

1. Analysis of burn patterns
2. Analysis of fire damage
3. Analysis of fire path
4. Elimination of all other causes

FIRE SCENE EXAMINATION

The involved vehicle is a 1994 Ford Crown Victoria; VIN: 2FALP71WORX163756. The vehicle is owned by the City of Minor Lane Heights, and was located inside a barn also owned by the city. Present during my examination on March 4, 2003 was [REDACTED]

Exterior examination of the vehicle revealed extreme heat, smoke and direct flame damage to the left front portion of the vehicle. The damaged components included the hood, left front fender and windshield. The left front tire was also damaged by the fire. All paint, plastic and rubber parts were consumed in this area. There were signs of severe melting to the aluminum hood.

Examination of the interior passenger compartment revealed moderate smoke and heat damage throughout the entire compartment. The most severe heat damage was to the dashboard. Heat transfer was through the HVAC system as well as the windshield that failed in front of the steering column.

Examination of the engine compartment revealed extreme heat and direct flame damage with all plastic and rubber parts being consumed or damaged by the fire. Through the analysis of flame damage and lines of demarcation, the area of origin was determined to be at the left rear of the engine compartment.

The examination in the area of origin revealed burn patterns that led to the cruise control brake switch located in the brake diverter valve. Examination of the cruise control brake switch

revealed an internal electrical failure that caused the brake's fluid to be the first ignited fuel load. Brake fluid from the brake reservoir was an ample fuel for the rapid growth of this fire.

INVESTIGATION

An interview with [REDACTED] revealed that on February 2, 2003, the vehicle was inside his garage. He had raised the vehicle onto jack stands in order to examine it for an oil leak. At about 8:30 p.m., he had identified the leak at the engine block, closed down the garage and went to his house. At about 9:00 p.m., the phone his wife was using went dead. They discussed the problem with the phone and decided to wait until morning to investigate.

At about 12:30 a.m., he was awakened and looked outside to find that the exterior lights on the garage were not lit. He went to the garage to investigate and found the garage full of smoke, but no fire. As he approached the vehicle, it noticed that it had been on fire but didn't see any fire. He notified the fire department who responded at 1:20 a.m. They reported the fire out upon their arrival.

Based on the evidence available, it is my professional opinion that the fire was the direct result of an electrical failure of the cruise control brake switch. This switch is supplied with a constant 12-volt power source and the engine does not have to be running and the keys do not have to be in the ignition for the failure to occur. The fact that the vehicle was being examined for an oil leak is not related to the cause of this fire.

It is my opinion that a subrogation issue may exist and this file should be reviewed by your legal department.

A recall and technical service bulletin search revealed none related to this file.

COMMENTS

A verbal report was given to Mr. Jeff Sansberry of Cincinnati Insurance Company, on March 4, 2003. As instructed, I have prepared my report and closed the file.

EXHIBITS

1. Vehicle Inspection Report
2. Eighteen mounted photographs
3. Photo Description Sheet
4. Bulk photos and negatives

Brian L. Ireland, CFEI

(502) 243-3110

BLI/mck

File closed

PHOTO DESCRIPTION SHEET

- 1 Front view of the vehicle
- 2 Right view of the vehicle
- 3 Rear view of the vehicle
- 4 View of the left side of the vehicle
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- 17 Another close up view of the area of origin
- 18 Close up view of the area of origin and cruise control brake switch

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

LIS File #: [REDACTED]



Photo #

L

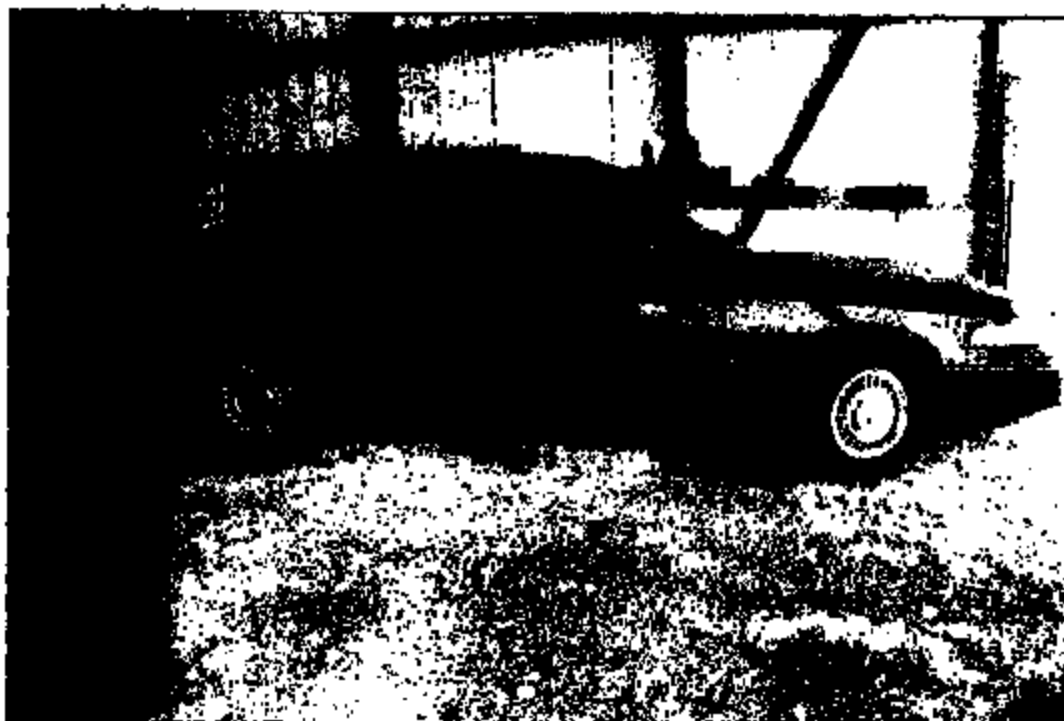


Photo #

2

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UIS File #: 01101-03869



Photo #

3



Photo #

4

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UIB File #: 01701-03569



Photo #

5



Photo #

6

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

US File # DM01-03869



Photo #

7



Photo #

8

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UIS File #: CH01-03869



Photo #

9



Photo #

10

Unified Investigations & Sciences, Inc.

Incurred: [REDACTED]

UIS File #: DH01-03869



Photo #

11



Photo #

12

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

LES File #: CH01-03869

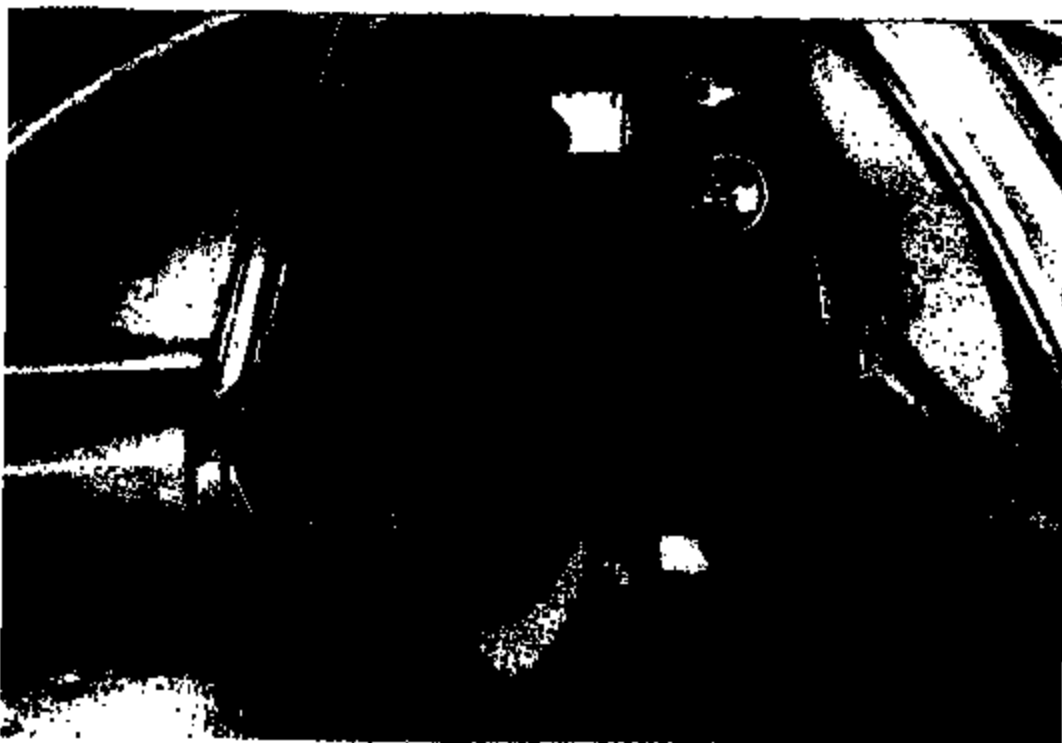


Photo #

13



Photo #

14

Unified Investigations & Sciences, Inc.

Insured: _____

UHS File #: OH-03869



Photo #

15



Photo #

16

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UII File #: DH01-03869



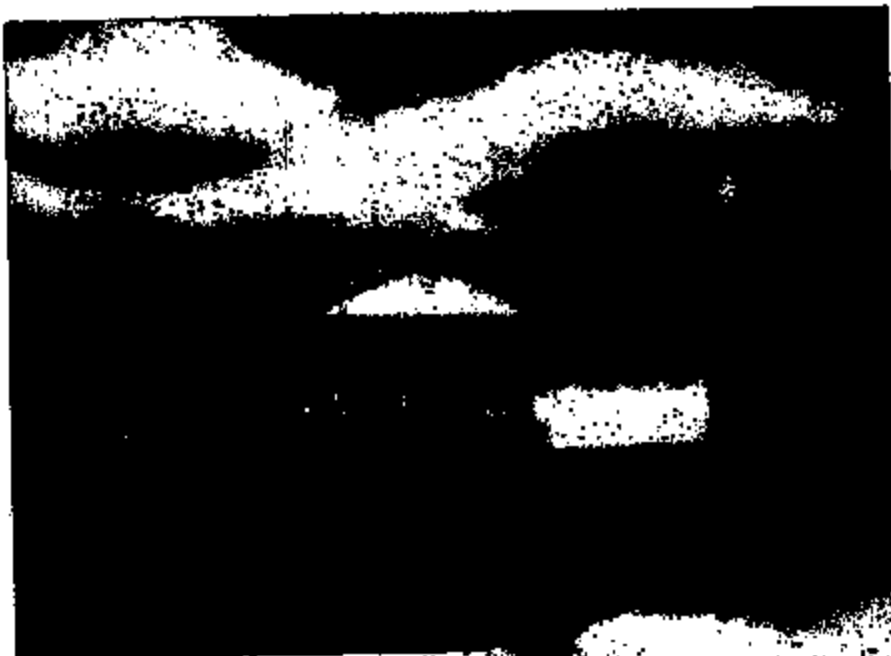
Photo #

17

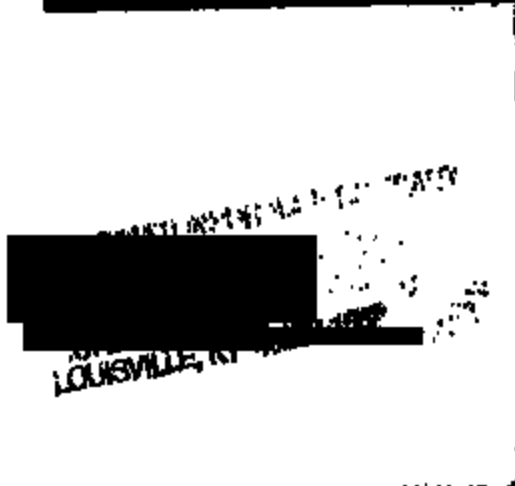


Photo #

18



home
no new



← garage
(detached)
was built
less than
6 months ago.



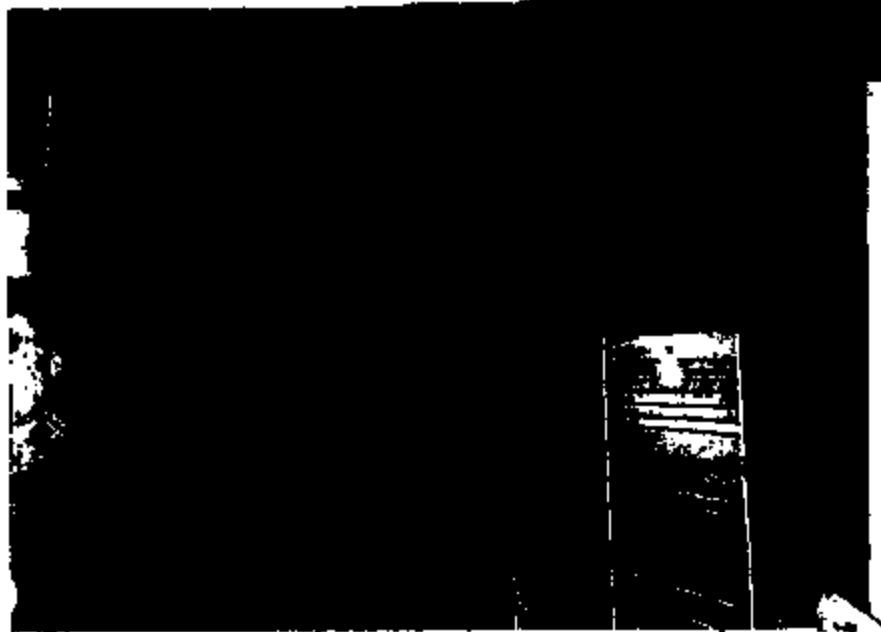
CINCINNATI INSURANCE COMPANY
JEFF SANBURY
FIELD CLAIMS
P.O. BOX 221857
LOUISVILLE, KY 40222-1857



*Insured was
checking out
an oil leak only*



CINCINNATI INSURANCE COMPANY
JEFF SANSEBURY
FIELD CLAIMS
P.O. BOX 221657
LOUISVILLE, KY 40202-1657



Soot,
smoke + fire
damage to
new garage.



LOUISVILLE COMPANY
JEFF GANSOLINI
FIELD CLAIMS
P.O. BOX 221507
LOUISVILLE, KY 40222-1507



Large quantity
of tools + contents
will be paid
(cleaning w/ chemicals)
under Coverage A
personal property
contents

48 hrs x #22 = #1,056, after #500

← fire damage
to roof structure
in attic

CINCINNATI INSURANCE COMPANY
JEFF BANSEURY
FIELD CLAIMS
P.O. BOX 221867
LOUISVILLE, KY 40228-1867

Soffits + aluminum
have melted due
to intense heat.



**THE
CINCINNATI INSURANCE COMPANIES**
THE CINCINNATI INSURANCE COMPANY THE CINCINNATI INDEMNITY COMPANY
 THE CINCINNATI CASUALTY COMPANY THE CINCINNATI LIFE INSURANCE COMPANY

March 31, 2003

PO Box 221557, Louisville, Ky 40252
 (502) 895-3909 (FAX) 895-3909*2

CUSTOMER RELATIONS
 FORD MOTOR COMPANY
 PO BOX 6248
 DEARBORN MI 48126

FORD MOTOR COMPANY
 RECEIVED
 CLAIMS UNIT
 APR - 4 2003
 GENERAL CLAIMS

FORD MOTOR COMPANY
 APR - 4 2003

Our Insured: [REDACTED]
 Policy # [REDACTED]
 Loss Date: 2-2-03


Dear Sir or Madam:

The Cincinnati Insurance Company is the homeowner insurance carrier for [REDACTED]. We have paid \$14,456 for damages to his garage, after a 1994 Ford Crown Vic police cruiser caught fire while sitting still and completely turned off.

My company would like a response to our subrogation claim, and I'm enclosing a copy of an engineer's cause-and-origin report. The police cruiser is owned by the City of Minor Lane Heights, a suburb of Louisville.

I'm aware that your Lincoln model cars have suffered the same problem (brake switch to the cruise control device), and that Lincoln has announced a recall for this problem.

Therefore, we ask for your response to our claim, and to advise us of your intentions.

Sincerely,

 Jeff Sansbury
 Senior Claims Specialist

APR 9 2 31
 CONSUMER AFFAIRS
 SECTION



REDACTED



Unified
Investigations & Sciences, Inc.

6520 Huntley Road
Columbus, Ohio 43229
614-430-0813
Fax 614-430-0816

**PRIVILEGED AND CONFIDENTIAL
REPORT NUMBER ONE AND FINAL**

March 13, 2003

PREPARED FOR: Cincinnati Insurance Company
PO Box 221557
Louisville, KY 40052

ATTENTION: Mr. Jeff Sansberry

INSURED: [REDACTED]

DATE OF LOSS: February 2, 2003

LOSS LOCATION: 1994 Ford Crown Victoria Police Car

POLICY NUMBER: Unknown

CLAIM NUMBER: [REDACTED]

UIS FILE NUMBER: OH01-03869

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ASSIGNMENT

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1. Burn patterns
2. Fire damage
3. Fire path
4. Elimination of all other areas

Information and factors available to establish the cause:

1. Analysis of burn patterns
2. Analysis of fire damage
3. Analysis of fire path
4. Elimination of all other causes

FIRE SCENE EXAMINATION

The involved vehicle is a 1994 Ford Crown Victoria, VIN: 2FALP71WORX163756. The vehicle is owned by the City of Minor Lane Heights, and was located inside a barn also owned by the city. Present during my examination on March 4, 2003 was [REDACTED]

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INVESTIGATION

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A recall and technical service bulletin search revealed none related to this file.

COMMENTS

A verbal report was given to Mr. Jeff Sansberry of Cincinnati Insurance Company, on March 4, 2003. As instructed, I have prepared my report and closed the file.

EXHIBITS

1. Vehicle Inspection Report
2. Eighteen mounted photographs
3. Photo Description Sheet
4. Bulk photos and negatives

Brian L. Ireland, CFBI

(502) 243-3110

BLI/mck

File closed

EXPERT RPT

PHOTO DESCRIPTION SHEET

- 1 Front view of the vehicle
- 2 Right view of the vehicle
- 3 Rear view of the vehicle
- 4 View of the left side of the vehicle
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- 12 VIN
- 13 Rear passenger compartment
- 14 Front passenger compartment
- 15 Driver's compartment
- 16 Close up view of the area of origin
- 17 Another close up view of the area of origin
- 18 Close up view of the area of origin and cruise control brake switch

Vehicle Inspection Report

Owner [REDACTED] OIS File Number OH01-03869
 Manufacturer Ford Year 1994 Model Crown Victoria Body Style 4-Door
 State Inspection State OH OIS Number 173006
 Displayed on Vehicle Year State VIN No. 2FALP71W0R2163754
 Tag Number
 Vehicle Examination Date 2-4-03 Examination Location 8801 Temperate Ct. Louisville, Ky. 40229
 Fire Damaged Areas -Bumper -Beltline -Engine Compartment

	Burred	Distorted/Melted	Accelerant Patterns	Cellulose Damage
Bumper and Grill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hood	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roof	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L Left Door(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
R Right Door(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
X Trunk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T Right Rear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rear Bumper Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E Underbody	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
R Remarks				

TIRES

	Burred		Unusual Tread Wear		Tires indicate signs of recent removal or exchange? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Wheels or wheel covers indicate recent removal/exchange? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Yes	No	Yes	No		
L Left Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
R Right Front	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Left Rear	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Right Rear	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Spare	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
R Remarks						

Indicate areas of forced entry Door(s) Hood Trunk Glass

GLASS

	Smoked	Cracked	Distorted/Melted	Broken
Windshield	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Left Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunroof	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
R Remarks				

	Yes	No	Remarks
L After market electrical accessories	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>Police Equip.</u>
N Door(s) open during fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
T Window(s) open during fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
E Was key in the ignition/door	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
R Have any accessories been removed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
I Any unusual burn patterns	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
O Any abnormal melting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
R Any unusual objects in vehicle	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Was trunk open during fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Any unusual objects in trunk	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UIS File #: OH01-03869



Photo

1



Photo

2

Unified Investigations & Sciences, Inc.

Insured:



US File #: 01101-03869



Photo #

3



Photo #

4

United Investigations & Sciences, Inc.

Insured: [REDACTED]

UES File # OH01-03569



Photo #

5



Photo #

6

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UIS File #: DM01-03867



Photo # 7



Photo # 8

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

USF File # OH01-03869



Photo #

9



Photo #

10

Unified Investigations & Sciences, Inc.

Incident: [REDACTED]

LES File # OH01-03869



Photo #

11

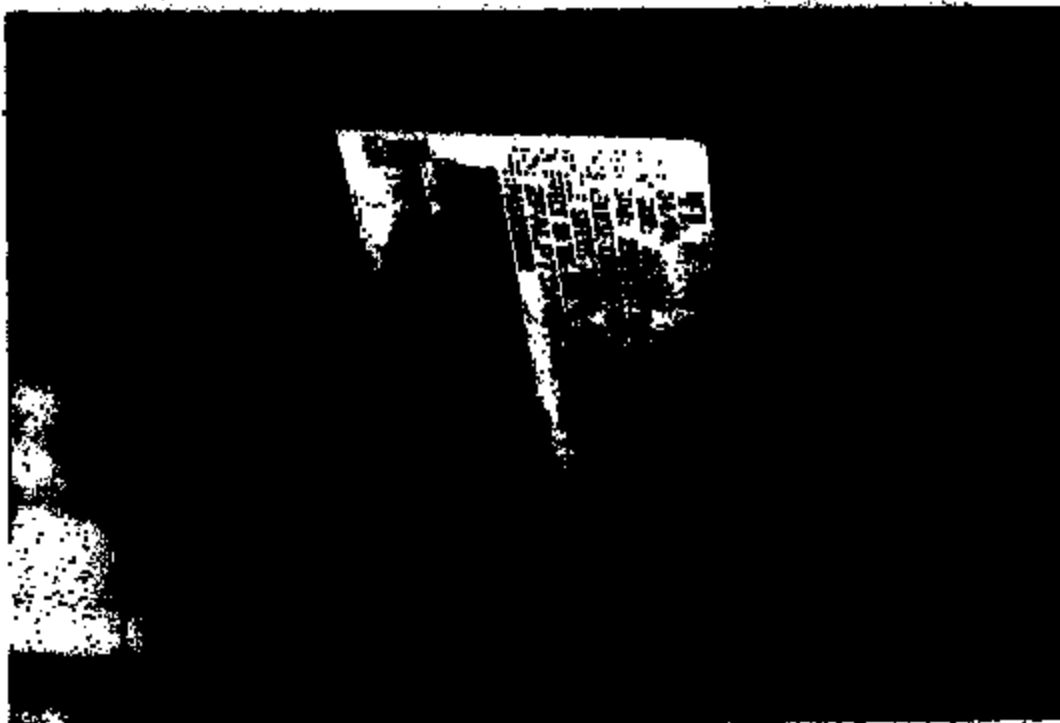


Photo #

12

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UIS File #: OH101-03869



Photo #

13



Photo #

14

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UES File #: 0461-03869



Photo #

15



Photo #

16

Unified Investigations & Sciences, Inc.

Insured: [REDACTED]

UIS File # DY101-03869



Photo #

17



Photo #

18

923004

VA



VB

6/92

cl

93-206195-9
4-10WE-11-26

4185

DISPOSE of Copies	
(Check the appropriate box)	
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED	1997
DATE OF DECLASSIFICATION	
EXCEPT WHERE SHOWN OTHERWISE	
CLASSIFICATION AUTHORITY: 10-6 (14)	

REDACTED

I. A. Location of initial fire — be as specific as possible (e.g., underdash - right side, or trunk - right rear).

1. Underhood: On right side of firewall.
2. Instrument Panel/Dash: _____
3. Trunk: _____
4. Under Vehicle: _____
5. Seat (Front/Rear; Left/Right/Center): _____
6. Steering Column: _____
7. Fuel Filler Area: _____
8. Other: _____

B. Smoke/Flame

1. Location of Initial Smoke: Under hood
2. Color of Smoke: Black
3. Duration of Smoke: Unknown
4. Location of Initial Flame (or "No Flame/Smoke Only"):
Under hood, right side of firewall.
5. When Was Flame First Seen: Unknown

C. Type of Fire (Describe)

1. Electrical: Probably
2. Exhaust System: _____
3. Fuel Leak: _____
4. Other Vehicle Fluid Leak: _____
5. Battery: _____
6. Other: _____
7. Unknown: _____

II. Vehicle Systems Inspection

A. Electrical System

1. Apparent Point of Fire Origin: Wiring to windshield on right side of firewall.

Claims Investigation Report FIRE

Washington 1000639504
VEHICLE REGISTRATION NO. LEGAL CAR FILE NO.
Island Auto-Merch
Florida
SELLING DEAL. SERVICE DEAL.

Lincoln Town Car 1992 10873 1LNLM81W6N464673
VEHICLE MODEL YEAR MAKE VEHICLE IDENTIFICATION NUMBER
2/4/92 Hilton Hotel
DATE OF FIRE LOCATION
McLean, Va.

ANY EVIDENCE OF ABUSE OR LACK OF MAINTENANCE? YES NO
 AFFAIR, STATEMENTS OF DEALER SERVICE MANAGER, MECHANICS, AND TOW TRUCK DRIVER.

Arlington, Va. 3/3/92
NAME OF SERVICE CENTER DATE
 DID ANYONE PREVIOUSLY EXAMINE VEHICLE?
Gay Sanders
Talent Engineering
Campos, Va.
PERFORMED BY DATE
HB (Scanned) 3/3/92

How was the vehicle being used when the fire was first noticed? How long? (e.g., parked with engine off for 15 minutes, idling for 5 minutes, stop and go driving for 30 minutes, etc.).

Describe: The vehicle was parked in hotel parking lot for approximately five hours prior to fire. The fire was discovered by hotel security who extinguished the fire.

Driver observations of vehicle performance prior to noticing fire (e.g., running rough previous 15-20 minutes, smelled electrical, smelled fuel, heard "pop", noticed nothing unusual, etc.).

Describe: Nothing unusual was noticed prior to fire.

2. Check Fuse Panel

- a. Fuses/Circuit Breakers Blown: Unknown
b. Oversize Fuses Used: No

3. Note Electrical Components Damaged/Destroyed: Heavy fire damage in engine compartment

4. Check Wiring at Point of Fire Origin:

- a. Wire(s) Penetrated by Sheetmetal, or screws/cut/or spliced: Unable to determine
b. Proper/Improper Routing: Excess
c. Insulation/Connector Condition - Subject to Chafing/Sources: Unable to determine
d. Color of any Bare Copper Wires: Destroyed
e. Wire Strands Fused/Welded Together: "
f. Bending or Balling of Wires Where Separated:

5. Check Condition of Components

- a. Utilize External Power Source to Determine if Component Still Functions (Excessive Drag? - Drag?): Unable to determine
b. Attempt to Manually Rotate Electro-mechanical Components (e.g., Blower Motor, etc.):

B. Exhaust System

1. Check Appearance of

- a. Catalytic Converter: Normal
b. Muffler: "
c. Exhaust Manifold: "
d. Component Clearances to Floorpan, Crossmembers, Other Components, etc.: Normal
e. Note Any Holes, Dents, Separation, Missing Components (e.g., Heat Shields, Manifold Bolts, etc.). Comment: None noted

2. If catalyst/muffler appear to be location of fire origin, check engine idle speed, ignition timing, etc. Comment: _____

C. Fuel System

1. Examine tank, lines, fuel metering systems for evidence of fuel leaks
- a. Fuel Tank (Perforations, Seams, Sending Unit, etc.): Not applicable
- b. Fuel Lines, Hoses, Fittings and Connectors: " "
- c. Fuel Metering System (Carburetor, Fuel Rail, Injectors): Not involved
2. Note any evidence of modified or Non-OEM components (a.g., rerouted fuel or vapor lines, non-OEM gas caps, modified filler pipe, etc.): None noted

D. Other Fluid Leaks

1. Examine engine for evidence of possible oil leaks (a.g., valve cover gasket): None noted
2. Possible brake fluid leaks (check master cylinder fluid level, examine for cut/pinched/crossed lines): None noted
3. Transmission cooler connections (fluid level and condition, examine lines): Good
4. Power steering fluid (fluid level, examine lines): Good

III. General Comments

1. Analyze and describe burn patterns

- a. Paint Baked/Pealed/Blistered: Baked and
pealed on right side of hood
- b. Metal Bared and Oxidized (Rust Red): None Yes
- c. Low Temperature Metals (see Chart) Heat Damaged: _____
- d. Condition of Plastic, Rubber, Cloth Fabrics: _____
The damage to interior.

2. Note any Non OEM Equipment installed: None noted

3. Other Observations/Comments: The driver of the
car, [redacted] stated
he had no problems with the
car prior to the fire.

[redacted]
advised that Trident Engineering,
Annapolis, Maryland, inspected
the unit and they allege that the
fire, apparently started from a
defective wire that runs to the
windshield wipers. Trident
estimates the damage could
run up to \$900 plus. He also
stated that Budget wants to
return the car to Ford and they
have no desire to have it repaired.

703 Blum
NAME

3/5/92
DATE

IGNITION AND FLASH TEMPERATURES

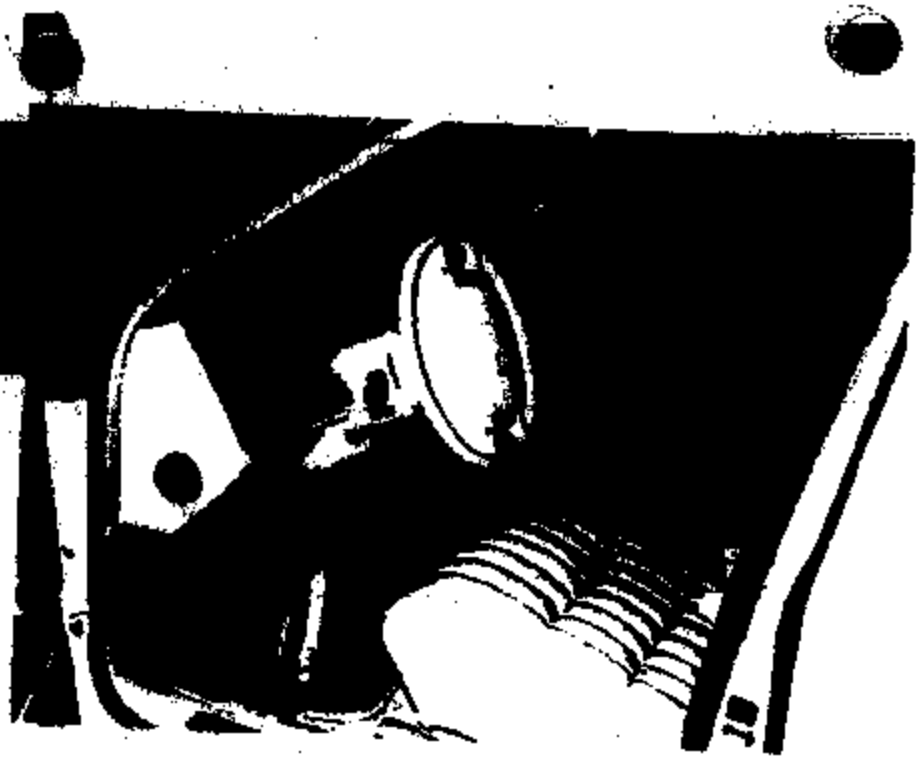
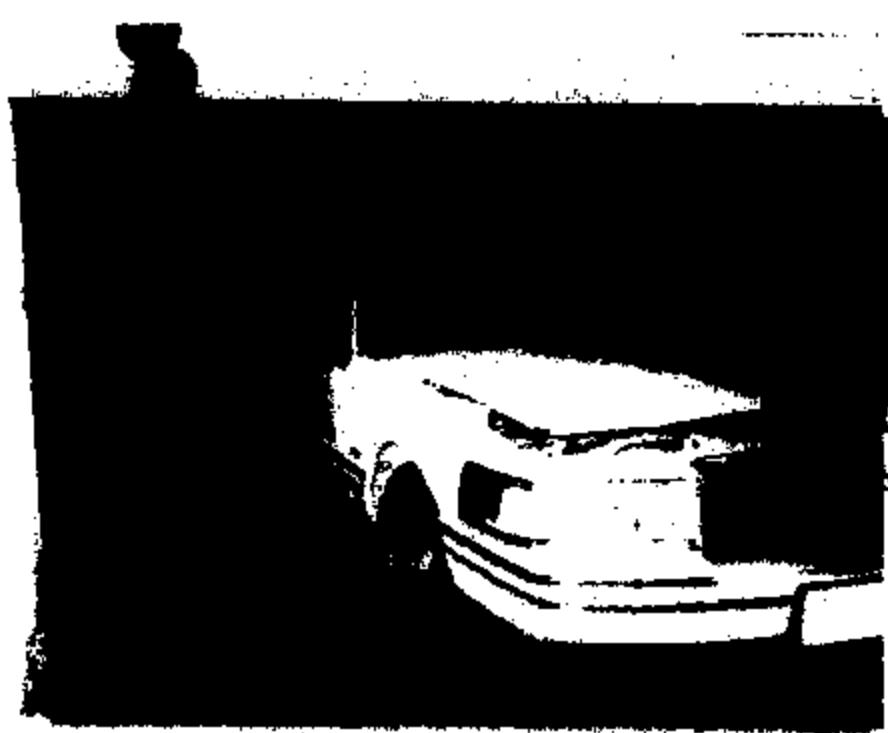
Degrees Fahrenheit

<u>MATERIAL</u>	<u>AUTOIGNITION TEMPERATURE</u>	<u>FLASH POINT</u>
Brake Fluid	915	340
Ethyl Alcohol	700	55
Fuel Oil #2	494	110
Gasoline	900	-40
Power Steering Fluid	900	325
Radiator Coolant 50% Water	910	-
SAE 90W Gear Lubricant	700	450
SAE 10W30 Motor Oil	625	415
Stoddard Solvent	450	100
Transmission Fluid	575	390
Windshield Washer Fluid	550	55
Wood 5 min. exposure	600	
10 min. exposure	500	
10 min. exposure	375	

MELT TEMPERATURES

Degrees Fahrenheit

Aluminum	1320
Copper	2000
Iron	3100
Chromium	3350
Glass	1800
- (Glass Softens at 1400)	
Lead	630
Nickel	2450
Plastics-Most Common Types	300-500
Solder Electrical	350
Radiator	550
Tin	450
Undercoating	350
Zinc (Diecastings)	790





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IN



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ct 9/97

FORM 530-280 10214

State Farm Insurance Companies



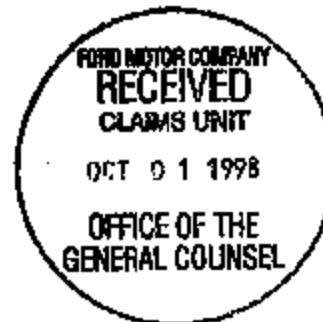
September 29, 1998

Mishawaka Service Center
118 West Edison Road
P.O. Box 5049
Mishawaka, IN 46546
Phone: 219-258-8200
Fax #: 219-258-8227

Ford Motor Company
Attention Howard Keys
Product Claims Department
3 Park Lane Boulevard
Park Lane Tower West Ste 400
Dearborn MI 48126

411283

NW



Re: Claim Number: [REDACTED]
Our Insured: [REDACTED]
Date of Loss: September 21, 1998
Vehicle: 1992 Mercury Grand Marquis
VIN: 2MECM75W8NX631559

Dear Mr. Keys:

The above-identified vehicle is insured by State Farm Mutual Automobile Insurance Company and has been involved in a fire loss. This vehicle appears to have experienced an ignition switch failure, but a cause and origin inspection is pending. State Farm would like to give you an opportunity to inspect the vehicle and give you advanced notice of our potential subrogation claim. Please contact me at (219) 258-6296 if you wish to make arrangements to inspect this vehicle.

Sincerely,

A handwritten signature in cursive script that reads "Michael R. Allen".

Michael R. Allen
Claim Specialist
State Farm Mutual Automobile Insurance Company

MRA/mrh/018/0929009