

EA02-025

10-27-03

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

BOOK 4 OF 22

PART A – D

PART B

103

100001411-5
I-16WB-16

44882

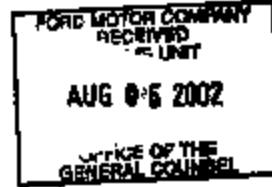
State Farm Insurance Companies®



July 22, 2002

State Farm Insurance Claim Office
P.O. Box #661
Little Rock, Arkansas 72231-0661

Ford Motor Co. Parklane Towers West
3 Parklane Blvd, Ste 400
Dearborn, MI 48126-2568



RE: Claim Number: [REDACTED]
Date of Loss: [REDACTED] 2002
Our Insured: [REDACTED]

Dear SIR/MADAM:

This State Farm insured 1994 Lincoln was involved in a fire. We settled a claim with our insured in the amount of \$1975.79.

Our investigation revealed the cause of the loss was due to cruise control deactivation switch. Enclosed is the documentation of State Farm's claim. You may contact me at the number below.

Please consider this letter as our demand to Ford Motor Company for the reimbursement of \$1975.79.

Sincerely,

REDACTED

Quinn Revels
Claim Specialist
(501) 955-6614

State Farm Mutual Automobile Insurance Company

REDACTED



202-025 44094



5902-025 44885



0702-020 44686



5902-525 44887



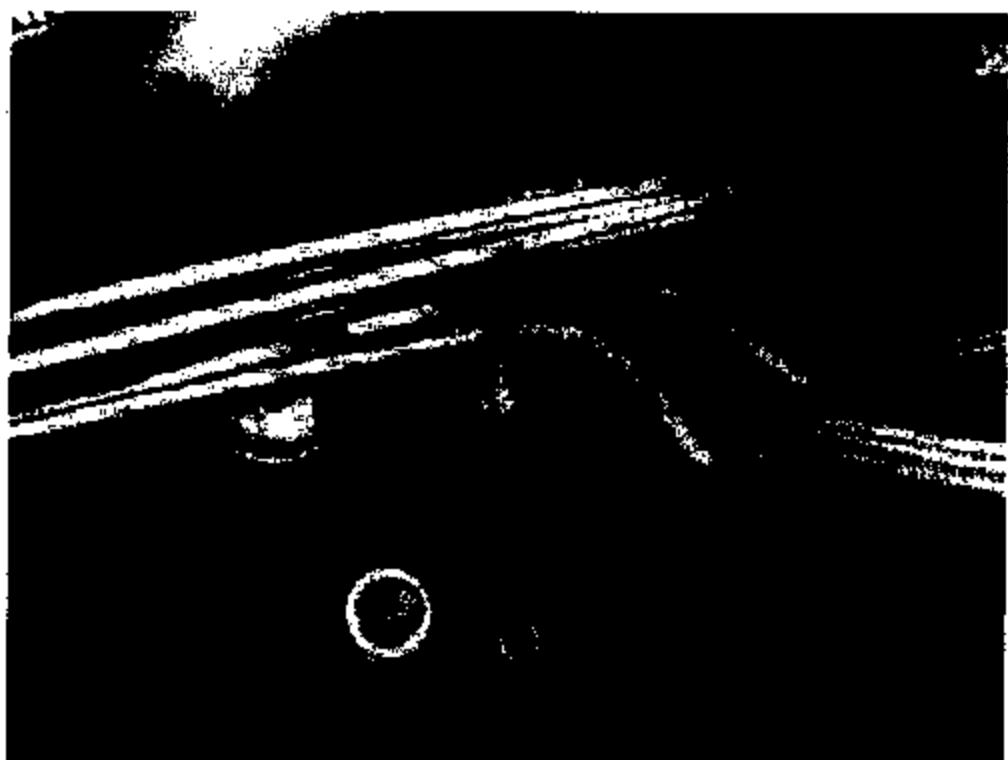
ENR-625 44886



2002-025 44650



2002-025 44100



ME2-225 44181

Michigan Education Employee Mutual Insurance Co.

36th Judicial District Judicial Circuit

State of Michigan

Property Damage

September 27, 1999

FORD MOTOR COMPANY
Parklane Towers West Suite 300
Three Parklane Blvd.
Dearborn, Michigan 48126-2568

Re:

V. Ford Motor Company
Date/Loss : Aug 10, 1998
OUR FILE #: 01103

Dear Sir/Madam:

Please be advised that this office has been retained by the above described insurance company on behalf of their Insured [REDACTED] for the purpose of recovering damages arising out of the following incident: Fire loss to the 1995 Ford Crown Victoria, VIN #: 2FALP74W6SX151032.

Our investigation reveals that this fire occurred as a result of your defective product. As a result, our clients have suffered damage and expenses in the amount of \$10,550.00.

If you were covered by a policy of insurance for this type of loss, we suggest that this letter along with your policy number be forwarded immediately to your company. HAVE YOUR INSURANCE COMPANY CONTACT US TO RESOLVE THIS MATTER IMMEDIATELY. If you did not have insurance please contact this office at once to discuss an amicable resolution of this matter. In any event, if we do not hear from you or your insurance company within ten (10) days, we have been instructed by our client to pursue further action through the Courts.

This office has an attorney's lien over any- and all proceeds paid by way of settlement, judgment or otherwise, to or on behalf of our clients.

Sincerely,

MARSHALL I. LETT

MIL:kaj

EAS2-025 45448

September 24, 1999

CITY WIDE LEASING, INC.
10601 Northend Avenue
Ferndale, Michigan 48220-2136

Re: MEEMIC
v. Ford Motor Company
Date/Loss : Aug 10, 1998
OUR FILE #: 01103

Dear Sir/Madam:

Please be advised that this office has been asked to handle a matter on behalf of the MEEMIC Insurance Company. As you know, your Company rented a motor vehicle to [REDACTED] on July 23, 1998. That vehicle was involved in a tire on August 10, 1998.

Our office has been asked to investigate the possibility of Subrogation in this matter. In order to do so, I would ask if you could provide us with some additional information about the motor vehicle. Do you have a copy of the original rental agreement? Do you have a copy of anything which indicates that mileage at the time of the rental on July 23rd? Do you have copies of the service records for this motor vehicle, while it was owned by your Company? It is my understanding that you bought the vehicle with 23,034 miles, on or about February 16, 1996. Did you have the same company service the motor vehicle on all occasions? Would they have copies of service records? Where did you purchase the motor vehicle?

I greatly appreciate your cooperation and assistance in this regard. Thank you in advance for your supplying this information and documents. Hopefully these will allow us to move forward in a reasonable manner and will produce a result favorable to both of us.

Sincerely,

MARSHALL I. LETT

MIL:kej
cc: MEEMIC Insurance
Claim No. 684119-410

1-800-961-2809
(Outside 313 Area Code)
walt@herndon-assoc.com
dani@herndon-assoc.com

ASSOCIATES

Investigators & Consultants
685 Earl Lamed, Suite 100
Detroit, Michigan 48228-4318
313-961-2809 Fax: 313-964-0336

P.O. Box 27
Boyne City, Michigan 49712
616-582-5543

Licensed in Michigan, Ohio & Illinois

October 12, 1998

IN RE: MEEMIC Claim [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

PREDICATION:

This case is predicated upon the request of Ms. Cindy Passmore, MEEMIC Claims Representative, to conduct an investigation into a [REDACTED], with special reference to the mechanical condition of a 1995 Ford, Crown Victoria.

SECRETARY OF STATE:

Through the Secretary of State, the following information was obtained:

1995 Ford	2FALP74W6SX151032	21 Four Door	Transfer
02/16/96	142G0460124	Crown Victoria	23034 A

City Wide Leasing Inc.
10601 Northend Ave.
Ferndale 48220-2136
---Address from Registration

No Secured Interest on Record

Registration Information:

313XXJ	PC-Renewal
04/01/99	

INSPECTION:

On September 21, 1998 at 10:00 a.m., this Investigator arrived at North End Collision in Oak Park to conduct an investigation into

IN RE: MEBMIC Claim [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

October 12, 1998
Page 2

the mechanical condition of a 1995 Ford, Crown Victoria, with special reference to valve cover gasket leakage.

TYPE OF ENGINE:

This vehicle is equipped with a 4.6 liter, V8 engine.

MECHANICAL EVALUATION:

On September 21, 1998, at 10:00 a.m., this Investigator arrived at North End Collision in Oak Park, Michigan to conduct an investigation on a 1995 Ford, Crown Victoria in reference to valve cover gasket leakage. Upon initial approach to the vehicle, the vehicle was identified by its vehicle identification number located in the area of the dash and the windshield.

This Investigator removed the right valve cover for inspection. Initial observations of the valve cover revealed traces of oil residue on the molded valve cover, where the valve cover gasket seats. Inspection of the valve cover gasket reveals that the lower center portion was bypassing oil underneath the gasket, which was very visible on the valve cover gasket.

This investigation was then focused toward the right cylinder head, where the valve cover seats. Observations of the right cylinder head reveal traces of oil that were leaking past the gasket on the surface of the cylinder head. Furthermore, the right cylinder head near the front of the engine, there is residue build-up, which is wider near the front of the cylinder head than it is in the center, which verifies that the gasket has shifted from its original position. The side of the right cylinder head reveals charring from oil that has leaked prior to the fire, which the fire had consumed.

This investigation was then focused to the exhaust manifold on the right side. The right exhaust manifold reveals charring from oil that has leaked from the valve cover gasket onto the exhaust manifold.

This investigation was then focused to the left valve cover. The valve cover was removed for inspection where the gasket seats on the cylinder head could be observed toward the lower rear portion oil leakage. Furthermore, on the rear side portion of the left

IN RE: MEEMIC Claim [REDACTED]
HCA File No. 98-1409VB

October 12, 1998

Page 3

cylinder head could be observed charring from oil that has leaked past the gasket. On the left cylinder head toward the rear could be observed where the oil was running down the side of the cylinder head. Inspection of the left valve cover gasket does reveal fire damage to the center portion of the gasket. The rear portion of the cylinder of the valve cover gasket reveals oil leakage, leaving traces of oil residue along with dirt build-up on the gasket.

CONCLUSION:

From the information ascertained during the course of this investigation, it has become apparent to this Investigator that the right cylinder head valve cover gasket was leaking on the lower center portion. Furthermore, the left valve cover gasket was leaking in the lower rear portion where it matches up to the cylinder head surface, leaking oil down the side of the cylinder head and onto the exhaust manifold.

At this time, all requests for services have been completed, we are closing our file and forwarding our report and photographs for your review.

Edward W. Nightingale
Edward W. Nightingale,
Master Mechanic

EWN/jam

1-800-981-2908
(Outside 313 Area Code)
welt@hamdon-assoc.com
dan@hamdon-assoc.com

ASSOCIATES
Investigators & Consultants
586 East Larned, Suite 100
Detroit, Michigan 48226-4316
313-981-2908 Fax 313-984-0398

P.O. Box 27
Boyne City, Michigan 49712
816-682-6549

Licensed in Michigan, Ohio & Illinois

September 24, 1998

IN RE: MEEMIC Claim No. [REDACTED]
MSA File No. 98-1409VF
[REDACTED]

PREDICATION:

This report is predicated upon the request of Ms. Cindy Passmore, MEEMIC Claims Manager, Special Investigation Unit, to conduct an investigation into [REDACTED] with special reference to the fire loss of a 1995 Ford, Crown Victoria.

SECRETARY OF STATE:

Through the Secretary of State, the following information was obtained:

1995 Ford	2FALP74W6SX151032	21 Four Door	Transfer
02/16/96	142G0460124	Crown Victoria	23034 A

City Wide Leasing Inc
10601 Northend Ave
Ferndale 48220-2136
---Address from Registration

No Secured Interest on Record

Registration Information:

313XXJ	PC-Renewal
04/01/99	

INSPECTION:

On September 4, 1998 at 10:30 a.m., this Investigator arrived at North End Collision in Oak Park to conduct an investigation into the fire loss of a 1995 Ford, Crown Victoria.

IN RE: MECMIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

September 24, 1998
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Once at the scene, a close inspection provided the following information:

SEE ENCLOSED INVESTIGATION REPORT

Prior to leaving the scene, several 35mm color photographs were taken and are enclosed.

ORIGIN AND CAUSE INVESTIGATION:

On September 4, 1998 at 10:30 a.m., this Investigator arrived at North End Collision in Oak Park to conduct an origin and cause investigation into the fire loss of a 1995 Ford, Crown Victoria, green in color, vehicle identification number 2FALP74W6SX151032. Upon arriving at the collision facility, the vehicle was located and identified by its last eight digits of its vehicle identification number located in the area of the windshield and dash. Initial observations reveal no evidence of any direct fire impingement to the trunk deck, rear bumper or tail light assemblies. There is evidence of attempted entry into the trunk compartment by the fire department, however, they were unsuccessful. The examination continues, the right quarter panel and right rear door are basically free of any fire damage, and upon examining the right front door, there is charring, scaling and consumption of the painted surface, extending forward. The examination further reveals that the right fender painted surface to have been consumed, as well as the inner fender well, with the fire penetrating the right front tire, causing it to deflate.

The examination of the aluminum front bumper reveals the damage to be much more intense on the left or driver's side versus that of the right or passenger side. The investigation further reveals some collision damage to the lower left front.

The examination continues, and the left front tire reveals fire damage, with the painted surface having been consumed on the left fender and the inner fender well consumed. The fire extends to charring and consumption of the painted surface of the driver's door with partial consumption of the painted surface of the left rear door.

At this time, all of the window glass has melted and cracked, falling in and out during the course of the fire. The

IN RE: MEEVIC Claim No. [REDACTED]
H&A File No. 98-1409VP

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investigation further reveals all windows were up at the time of the fire and all doors were closed at the time of the fire.

The examination is now focused to the rear passenger compartment, where there is still some foam rubber remaining, the floor areas are intact and all of the evidence would indicate that the fire damage present is high in nature.

Moving to the front passenger compartment, both front seats have been totally consumed during the course of the fire, with the right front seat retracted all the way and the left front seat forward. The examination continues, and there is still combustible dashboard and wiring insulation present on the left or driver's side of the dashboard. Further, a section of the aluminum vehicle identification number as well as a trim along the windshield on the left or driver's side is intact. As you travel over to the right or passenger side, there is evidence where the wiring harness is completely arced in two, directly beneath the passenger side airbag. At this time, based upon the examination of the passenger compartment, the arced wiring is determined to be secondary with the fire originating within the engine compartment.

The examination is now focused to the engine compartment, where the fire has breached the bulkhead on the right or passenger side in the area of the blower motor and heater core, extending, causing the damage present in the passenger compartment. The examination continues, and the fire has penetrated the valve cover on the right or passenger side, as well as in the area of the timing chain. The examination of the battery in the right front reveals fire damage, exposing the plates, and a close examination of the cables reveals that although they are void of insulation, they still maintain integrity and there is no evidence of any electrical faulting.

Moving to the front of the engine, the radiator and air conditioning condenser are heavily fire damaged and there are still some remains of the plastic fan. The upper radiator hose is fire damaged and has melted out of the radiator and a close examination of the lower radiator hose reveals that it is basically intact.

At this time, the fluid levels are checked, the oil and transmission fluid are full and clean, with all other fluids drained during the course of the fire.

IN RE: MEENIC Claim No. [REDACTED]
H&A File No. 98-1409VF

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The investigation continues, and the fuel lines have been consumed during the course of the fire, which are located on the left or driver's side.

The examination of the valve covers reveals evidence of oil leakage and charring on the exhaust manifold.

At this time, after completing the above inspection and examination, it is the opinion of this Investigator that the fire was accidental in nature. It is further the opinion of this Investigator that the fire originated within the engine compartment with the most severe damage present in the area of the valve covers and exhaust manifold.

TITLE INFORMATION:

A review of the title information indicates the vehicle was transferred into the name of [REDACTED], [REDACTED], Ferndale, Michigan on February 16, 1996. At that time, the odometer showed 23,034 actual miles. There is no secured interest listed on record and the license plate of [REDACTED] was not due to expire until April 1, 1999.

NICS VINASIST:

A review of the NICS Vinasist indicates that the 1995 Ford, Crown Victoria is equipped with a 4.6 liter, V8 engine and was assembled in St. Thomas, Talbotville, Ontario.

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION:

A search of the National Highway Traffic & Safety Administration Recall Database produced four recalls pertaining to the vehicle in question. Upon reviewing same, none were found to pertain to the fire in question.

A further search was conducted of the National Highway Traffic & Safety Administration Investigations Database, which produced one record pertaining to the vehicle in question. Upon reviewing same, it was found not to pertain to the fire in question.

IN RE: MEEMIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

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ALLDATA SYSTEM:

A search of the Alldata System produced a number of recalls and technical service bulletins pertaining to the vehicle in question. Of interest is Article #98-7-4 dated April 13, 1998. It is titled "Oil Leaks - Silicone Gasket and Sealant". It further indicates leaks - oil - availability of new silicone gasket and sealant. The 1995 Ford, Crown Victoria involved in the fire falls under this particular technical service bulletin. At issue is a new silicone gasket and sealant material is now available for routine engine service or repair of engine oil leaks. Action: Use the new silicone gasket and sealant for servicing oil pan gaskets and T joints, intake and seals, overhead cam caps, valve and timing covers, bearing split lines, side cover plates and rear oil seals. The new sealant has better adhesion, flexibility for moving/vibrating joints, resistance to fluids and is easier to dispense. (See enclosed technical service bulletin.)

DETROIT FIRE DEPARTMENT:

A search of the Detroit Fire Department records produced incident number 21663. According to this report, Engine 35 responded to a vehicle fire in the driveway of 97 Arden Park in Detroit on August 10, 1998. Engine 35 arrived at the scene at 8:18 p.m. and cleared the scene at 5:34 p.m. The area of origin was listed as the passenger area, with the type of material first ignited as undetermined. The probable act or omission was listed as undetermined.

INTERVIEW (DEBORAH CALDWELL):

On September 5, 1998 at 10:40 a.m., Investigator Devin Jordan conducted an interview with [REDACTED] who is the operator of the vehicle prior to the discovery of the fire. The vehicle is titled to [REDACTED] and is a rental vehicle. Further questioning revealed that the fire was discovered on August 10, 1998 at about 5:00 p.m.; the weather conditions were hot and clear. The location of the fire was in the driveway at [REDACTED] in Detroit.

Subsequently, it was learned from the operator of the vehicle that her surrounding neighbors contacted the fire department, who

IN RE: MEEMIC Claim No. [REDACTED]
H&A File No. 98-14096

September 24, 1998
Page 6

responded in approximately 15 minutes and extinguished the fire involving the 1995 Ford, Crown Victoria.

The operator of the vehicle went on to state that she has never entered the engine compartment of the vehicle for any reason and that the mileage at the time of the loss was approximately 56,000 miles.

Further questioning revealed that [REDACTED] had just placed \$5.00 worth of gas within the vehicle approximately 15 to 20 minutes prior to parking same.

Since operating the vehicle, the driver has not experienced any mechanical or electrical problems with the vehicle. She further indicated that she is a nonsmoker and that no one was smoking in the vehicle prior to the discovery of the fire.

At the time of the fire, there was no cellular telephone in the vehicle and [REDACTED] went on to state that the vehicle is not equipped with an alarm system.

At the time of the fire, the vehicle had been parked for approximately 15 minutes and accessories being utilized prior to parking the vehicle included the radio and all accessories worked.

The operator of the vehicle went on to state that she has not observed any fluid leaks where she normally parks the vehicle, and the vehicle operated satisfactorily and no warning lights illuminated on the dash prior to parking the vehicle.

In a short scenario, [REDACTED] indicated on August 10, 1998, she had a fire involving the 1995 Crown Victoria, which she had rented from City Wide Leasing. The vehicle was parked in the driveway for about 15 minutes when she saw it smoking from the engine compartment and then burst into flames. A neighbor called 911 and the Detroit Fire Department responded within approximately 15 minutes and extinguished the fire. The smoke was first observed from the engine compartment and she indicated that she heard three separate explosions (most probably the front tires and items under pressure within the engine compartment). The fire she described as a very hot fire within the engine compartment and the flames were orange in color. At the time of the fire, the hood was closed, windows were closed and doors were closed and locked. Further questioning revealed that no one

IN RE: MEEMIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

September 24, 1998
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photographed the vehicle at the fire scene, and in conclusion, the firemen indicated the probable cause as possibly the fuel injection or wiring. [REDACTED] states that she has no idea what caused the fire.

INTERVIEW (ROBBIE JOHN):

On September 10, 1998 at 1:45 p.m., Investigator Devin Jordan conducted an interview with Robbie John, who is the service representative from North End Collision. It was learned from Mr. John that the vehicle in question is equipped with a 4.6 liter, V8 engine and he was uncertain in regard to when the vehicle was purchased. Since the purchase of the vehicle, no warranty work has been performed on the vehicle and North End Collision states that they changed the oil at 53,000 miles.

The service representative went on to state that oil changes are secured every 3,000 miles and that there have been no electrical or mechanical problems with the vehicle.

Since ownership of the vehicle, they have not received any recall notices, campaigns or correspondence from the manufacturer. Further, no other accessories have been added to the vehicle since the purchase.

When questioned regarding whether the vehicle had been involved in an accident, it was learned that it had in April of 1998, however, no parts were replaced on the engine. The damage present was to the right fender, right front parking lamp, right front reflector panel and all work was performed at North End Collision.

At this time, no further information could be obtained and the interview was terminated.

CONCLUSION:

Having completed an examination of the vehicle, interviewed the operator of the vehicle, as well as the service representative for the leasing company, conducted research pertaining to the vehicle in question, and based on all of the information known at the time of the preparation of this report, it is the opinion of this Investigator that the fire was accidental in nature. It is

IN RE: NEEMIC Claim No. [REDACTED]
H&L File No. 98-1409VF
[REDACTED]

September 24, 1998

Page 8

further the opinion of this Investigator that the fire originated within the engine compartment, where oil was leaking from the valve cover gasket, running down onto the exhaust manifold, and upon ignition, the fire extended upward and outward from that location, causing the damage present. The fire is deemed to be an accidental fire.

At this time, we are closing our file and forwarding our report and photographs for your review.

Walter O. Herndon Jr.

Walter O. Herndon

WOH/jam



1-800-981-2809
(Outside 313 Area Code)
Hammon-Assoc.com
DentHammon-Assoc.com

Investigators & Consultants
685 East Larned, Suite 100
Detroit, Michigan 48226-4318

313-981-2809 Fax 313-984-0336

P.O. Box 27
Boyne City, Michigan 49712
616-882-5543

Licensed in Michigan, Ohio & Illinois

VEHICLE FIRE INVESTIGATION

FIRE DEPT. 31443
INCIDENT# Detroit

DATE & TIME OF INVESTIGATION 9-4-98 @ 10:30 AM

VEHICLE EXAMINED AT N. END COLLISION, OAK PARK

LOCATION AT TIME OF FIRE Detroit

ALLEY STREET PARK FIELD DRIVEWAY/GARAGE FREEWAY BUILDING

DATE OF FIRE 8-10-98 DAY Monday TIME OF CALL 5:45 AM ARRIVED 5:45 AM CLEAR 5:45 AM

DESCRIPTION OF VEHICLE:

TITLE HOLDER: OWNER [REDACTED]

ADDRESS [REDACTED]

YEAR 1995 MAKE FORD MODEL EXPRESS COLOR (1) GRN (2) GRN

LICENSE PLATE - STATE MICH. NUMBER [REDACTED] EXPIRES 4-1-99

VEHICLE IDENTIFICATION NUMBER 2PALP74W6SX151032

LEIN HOLDER NAVE INSURANCE CO. Mechic

PASSENGER COMPARTMENT (INTERIOR)

DASHBOARD: INTACT CONSUMED PARTIALLY CONSUMED MISSING

RADIO: INTACT MISSING

SPEAKERS: INTACT MISSING

FIREWALL: INTACT BREACHED BY FIRE

IGNITION: INTACT OFF POSITION LOCKED THUMB ASSIST OFF DESTROYED BY FIRE

IN DEBRIS MISSING ON POSITION TAMPERED W/INTACT TAMPERED W/DEFEATED

STEERING COLUMN: INTACT/LOCKED INTACT/UNLOCKED TAMPERED W/INTACT

DESTROYED BY FIRE MISSING TAMPERED W/DEFEATED

FRONT SEAT: INTACT CONSUMED PARTIALLY CONSUMED MISSING

REAR SEAT: INTACT CONSUMED PARTIALLY CONSUMED MISSING N/A

GLOVE BOX: INTACT PARTIALLY CONSUMED CONSUMED REMOVED

ITEMS IN GLOVE BOX _____ OWNERS MANUAL MISC PAPERS

PAGE 2 - VEHICLE FIRE INVESTIGATION

AIR BAG: (DRIVERS SIDE) INTACT BAG CONSUMED MISSING N/A
 (PASSENGER SIDE) INTACT BAG CONSUMED MISSING N/A
 IGNITION KEY: NONE FOUND IN IGNITION AT SCENE IN DEBRIS
 ODOMETER READING _____ ACTUAL OIL CHANGE DESTROYED BY FIRE
 DIGITAL REMOVED

TITLE INFORMATION (DATE OF TRANSFER TO CURRENT OWNER/MILEAGE) AS OF 3-16-96,
23,034 Actual Miles

PERSONAL AFFECTS IN PASSENGER COMPARTMENT 0

ENGINE COMPARTMENT:

ENGINE ACCESSIBILITY: LIMITED (HOOD JAMMED) OPEN FORCED OPEN BY INVESTIGATOR

ENGINE: INTACT PARTIALLY STRIPPED FIRE DAMAGED MISSING

BATTERY: INTACT FIRE DAMAGED MISSING

RADIATOR: INTACT PARTIALLY CONSUMED MISSING

OIL LEVEL: FULL D.B.F.

TRANSMISSION FLUID LEVEL: FULL D.B.F. BELTS: INTACT P. CONSUMED CONSUMED

RADIATOR LEVEL: D.B.F. UPPER HOSE: INTACT P. CONSUMED CONSUMED

Brake Fluid Level: D.B.F. LOWER HOSE: INTACT P. CONSUMED CONSUMED

POWER STEERING FLUID LEVEL: D.B.F.

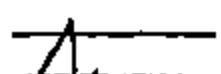
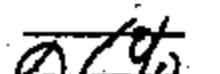
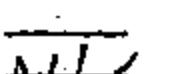
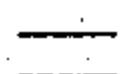
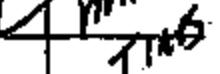
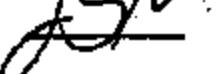
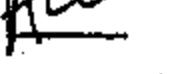
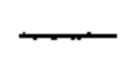
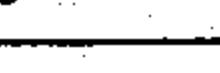
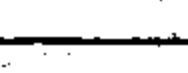
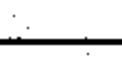
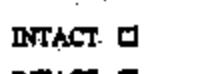
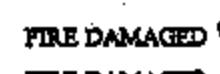
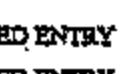
NOTE: D.B.F. = DRAINED BY FIRE

ENGINE PARTS MISSING: _____

BURGLAR ALARM SYSTEM: YES NO UNKNOWN

ADDITIONAL INFORMATION: _____

EXTERIOR EXAMINATION:

TIRES	TYPE	CUSTOM WHEELS/ WHEEL COVERS	TREADWEAR	# OF LUGS	MISSING
LF					
RF					
LR					
RR					

DOOR CYLINDERS LOCKED:

LEFT DOOR: INTACT FIRE DAMAGED FORCED ENTRY
 RIGHT DOOR: INTACT FIRE DAMAGED FORCED ENTRY

GLASS CONDITION:

WINDSHIELD:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
REAR WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
DRIVER'S WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION:	UP <input checked="" type="checkbox"/>	DOWN <input type="checkbox"/>		
PASSENGER WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION:	UP <input checked="" type="checkbox"/>	DOWN <input type="checkbox"/>		
LEFT REAR WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	UP <input checked="" type="checkbox"/>	DOWN <input type="checkbox"/> STATIONARY <input type="checkbox"/>		
LEFT REAR THIRD WINDOW	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	STATIONARY <input type="checkbox"/>			
RIGHT REAR WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	UP <input checked="" type="checkbox"/>	DOWN <input type="checkbox"/> STATIONARY <input type="checkbox"/>		
RIGHT REAR THIRD WINDOW	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	STATIONARY <input type="checkbox"/>			
SUN ROOF:	OPEN <input type="checkbox"/>	CLOSED <input type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	
CONVERTIBLE	UP <input type="checkbox"/>	DOWN <input type="checkbox"/>	CONSUMED <input type="checkbox"/>	
T-TOPS	ON <input type="checkbox"/>	MISSING <input type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	
ELECTRIC WINDOWS:	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		

TRUNK COMPARTMENT EXAMINATION:

PICKUP <input type="checkbox"/>	VAN <input type="checkbox"/>	UTILITY VEHICLE <input type="checkbox"/>
TRUNK LOCK INTACT:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/> LOCKED <input checked="" type="checkbox"/> OPEN <input type="checkbox"/> FORCED <input checked="" type="checkbox"/>
IF FORCED, BY WHOM		
TRUNK RELEASE:	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN <input type="checkbox"/>	
ENTRY TO TRUNK	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

TRUNK CONTENTS:

SPARE TIRE:	INTACT <input type="checkbox"/>	CONSUMED <input type="checkbox"/>	MISSING <input type="checkbox"/>	ON VEHICLE <input type="checkbox"/>
TIRE CHANGING EQUIP:	INTACT <input type="checkbox"/>	MISSING <input type="checkbox"/>	AT SCENE <input type="checkbox"/>	

OTHER CONTENTS/PERSONAL AFFECTS IN TRUNK COMPARTMENT/CARGO AREA: _____

PAGE 4 - VEHICLE FIRE INVESTIGATION

UNDER VEHICLE:

FUEL TANK:	INTACT <input checked="" type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	MISSING <input type="checkbox"/>
GAS CAP:	INTACT <input checked="" type="checkbox"/>	MELTED <input type="checkbox"/>	MISSING <input type="checkbox"/>
FILL PIPE	INTACT <input checked="" type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	
TRANSMISSION:	INTACT <input checked="" type="checkbox"/>	MISSING <input type="checkbox"/>	LEAKAGE NOTICED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
OIL PAN:	INTACT <input checked="" type="checkbox"/>	MISSING <input type="checkbox"/>	LEAKAGE NOTICED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>

RUST AND DAMAGE:

AREAS	MISSING	RUST	DAMAGE	VANDALIZED
FRONT BUMPER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HOOD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRILLE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT FENDER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DRIVER'S DOOR OPEN/CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT REAR DOOR OPEN/CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT QUARTER PANEL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRUNK LID	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
REAR BUMPER	<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"/>
RIGHT QUARTER PANEL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PASSENGER DOOR OPEN / CLOSER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT REAR DOOR OPEN/CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT FENDER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

UTILITY OR VAN:

REAR CARGO DOORS OPEN / CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SIDE CARGO DOORS OPEN / CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BODY CONDITION: EXCELLENT GOOD FAIR POOR

NUMBER OF PHOTOGRAPHS TAKEN: 20

EVIDENCE CONFISCATED:

INVESTIGATED BY: W. D. Hancher Jr.

MFIRS-A INCIDENT REPORT

NUMBER OF PERSONS INJURED	Fire Service (AU-190)	Non-Fire Service (AU-190)	NUMBER OF FATALITIES	Fire Service (AU-190)	Non-Fire Service (AU-190)	Private Rescue
---------------------------	-----------------------------	---------------------------------	----------------------	-----------------------------	---------------------------------	-------------------

1. General Property Use (Complete)	2. Mobile Property Class	3. Equipment Involved in Ignition	
91 Auto Passenger	Auto		
4. Area of Origin	5. Form of Heat During Ignition	6. Type of Material First Ignited	
90 Undetermined	00 Undetermined	00 Undetermined	
7. Form of Material First Ignited	8. Level of Fire Bright	9. Method of Extinguishement	
90 Undetermined	1 Grade	5 FO Water Carried	
10. Building, Vehicle or Other - Insurance Co. # Uninsured	11. Amount of Insurance	12. Ins. Property Value	13. Ins. Property Loss
90 Undetermined		15,000	15,000
14. Equipment - Insurance Co. # Uninsured	15. Amount of Insurance	16. Ins. Coverage Value	17. Ins. Deductible Loss
90 Undetermined		1,000	1,000

	1. Type of Material Generating Smoke	2. Form of Material Generating Smoke	3. Avenue of Smoke Travel
E	1. Type of Construction	2. Source of Flame Generation	4. Method of Smoke Removal
P	1. Type, Age, Fuel-consuming Devices Household Appliances	2. Combustible System Performance	3. Ventilation System Performance
G	1. Occupant Type	2. Exterior Power Supply	3. Occupant Performance
H	1. SMOKE SPREAD BEYOND ROOM OF ORIGIN	1. Type of Material Generating Smoke	3. Avenue of Smoke Travel

1	1. MODELS PROPERTY	2. Year	3. Make	4. Model	5. Vehicle Number	6. License Number	7.
2	98 Ford	1998	Prowler	Victoria	LTP 3P9	9	OB 10
3	2. CRIMINALS INVOLVED	1. Year	2. Brand Name	3. Model	4. Serial Number	5.	6.

AUTHORITY: 1841, PA 807 Section 4
COMPLIANCE: Required
PENALTY: Minimum []

The above data is the opinion of the unexamined board
on information available at the time of this report.

Memoranda of the Committee on Education, Oct.

ER02-025 44493

Mechanics Report

98-1409VF



1. View of the vehicle from the left side.

2. View of the front of the engine.



ER02-025 45487

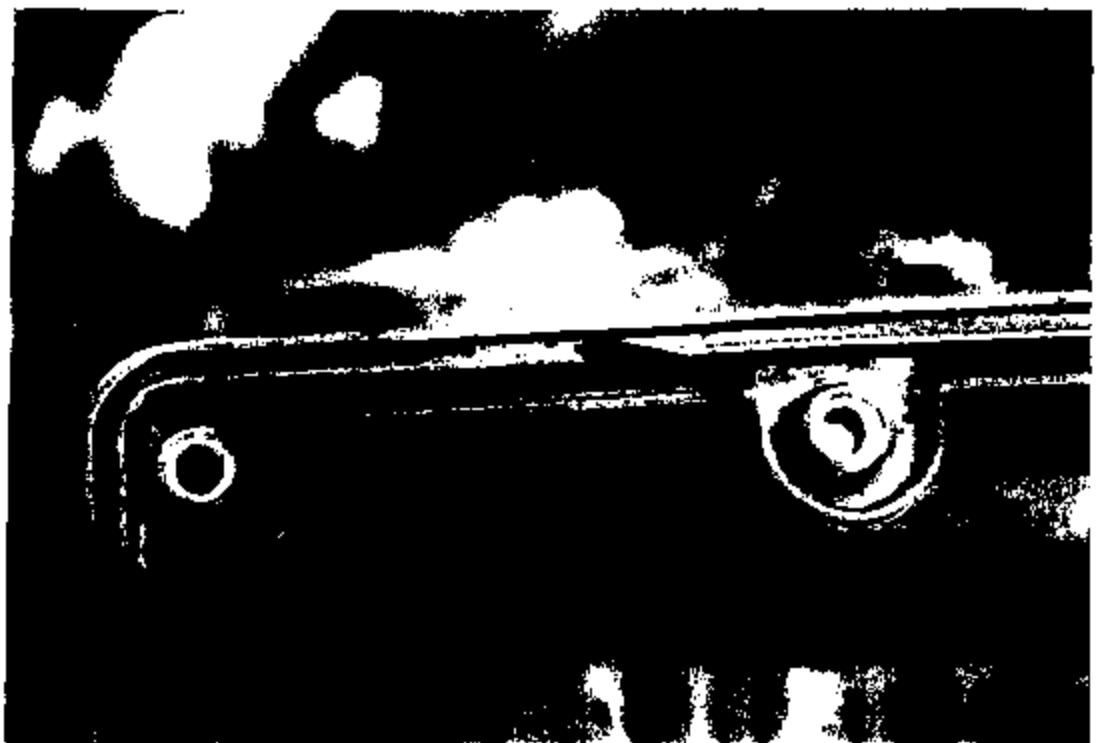


3. View of the right valve cover.

.....

4. Closer view of the right valve cover.





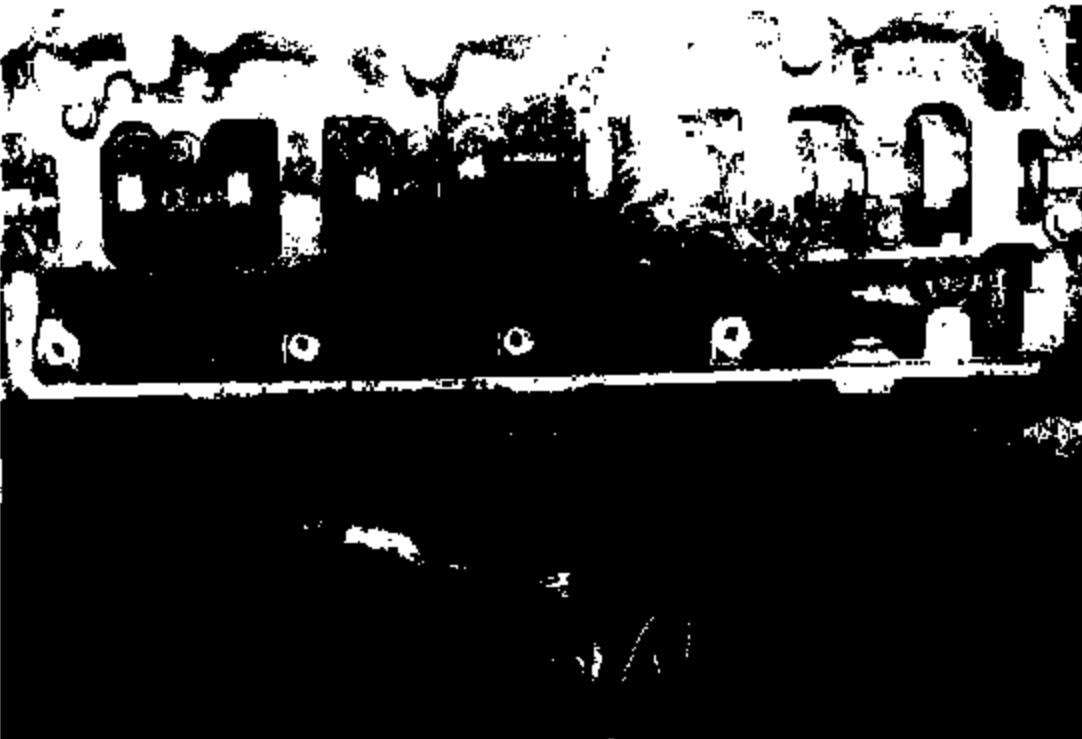
5. View of traces of oil on the right valve cover.
-
6. View of evidence of oil on the valve cover gasket.

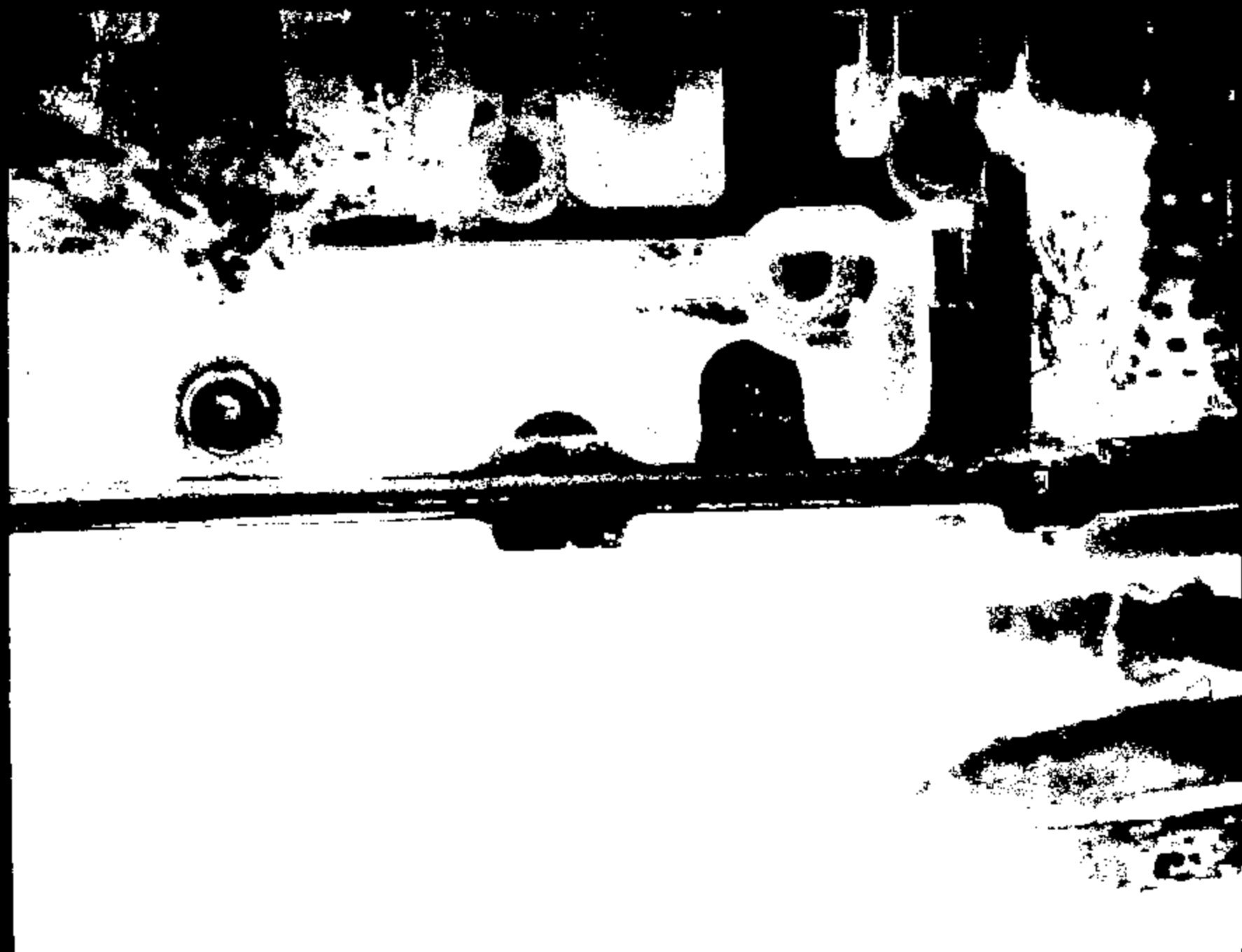




7. View of the valve cover cylinder head mounting surface.

.....
8. View of oil seepage at the center of the mounting surface.





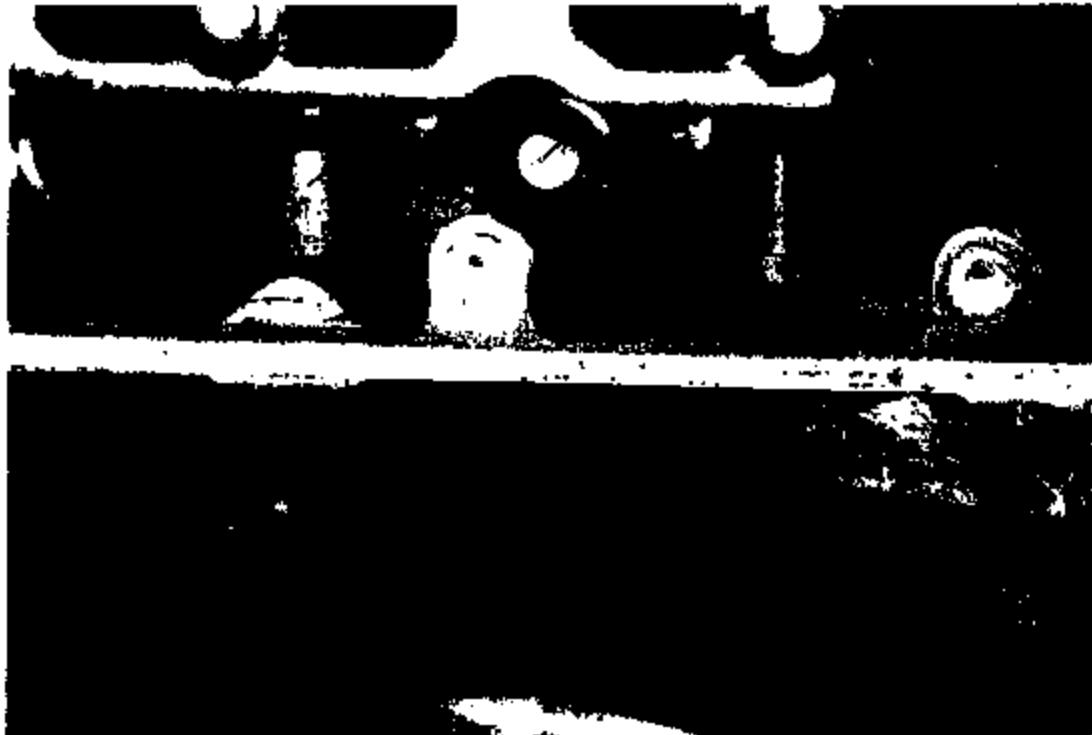
9. CLOSER VIEW OF THE VALVE COVER GASKET LEAKAGE.

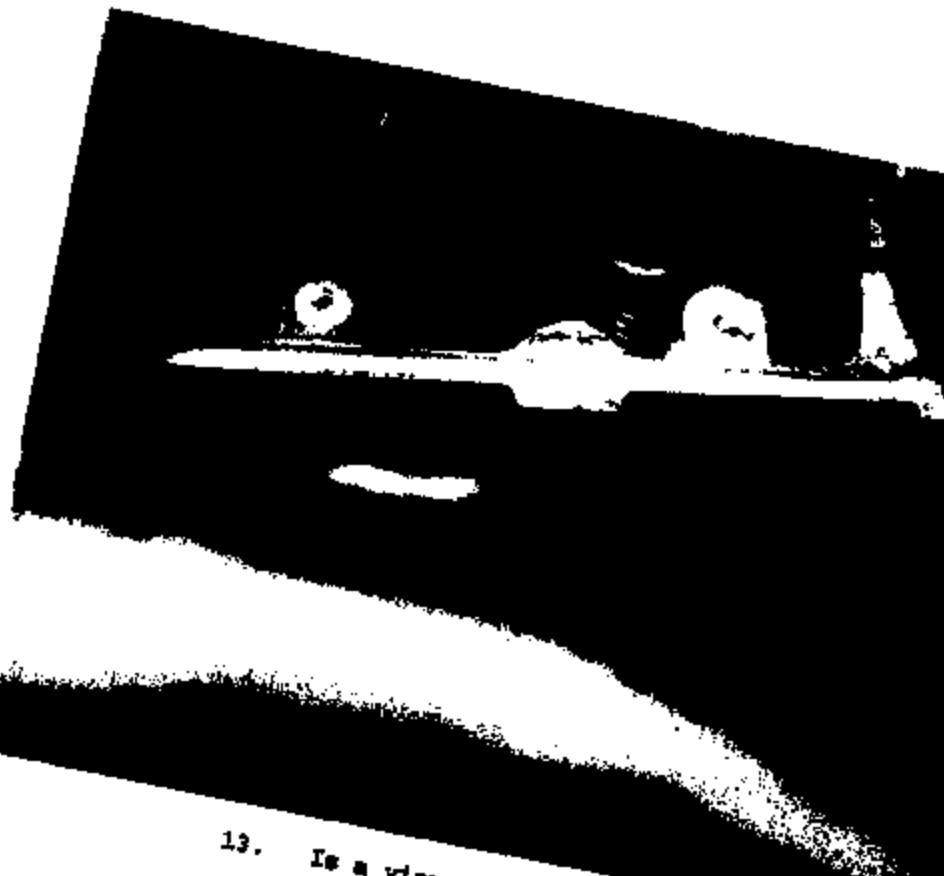


10. View of charring on the right exhaust manifold.



11. Is another view of charring on the top side of the exhaust manifold.
12. Is a view of the gasket seal which is wider towards the front from the gasket moving.





13. Is a view of the right front of the gasket cylinder head surface.

14. Is a view of the rear of the right cylinder head.





15. Is a view of the rear of the cylinder head surface.

.....

16. Is a view of the left valve cover.





17. Is a view of charring on the left exhaust manifold.

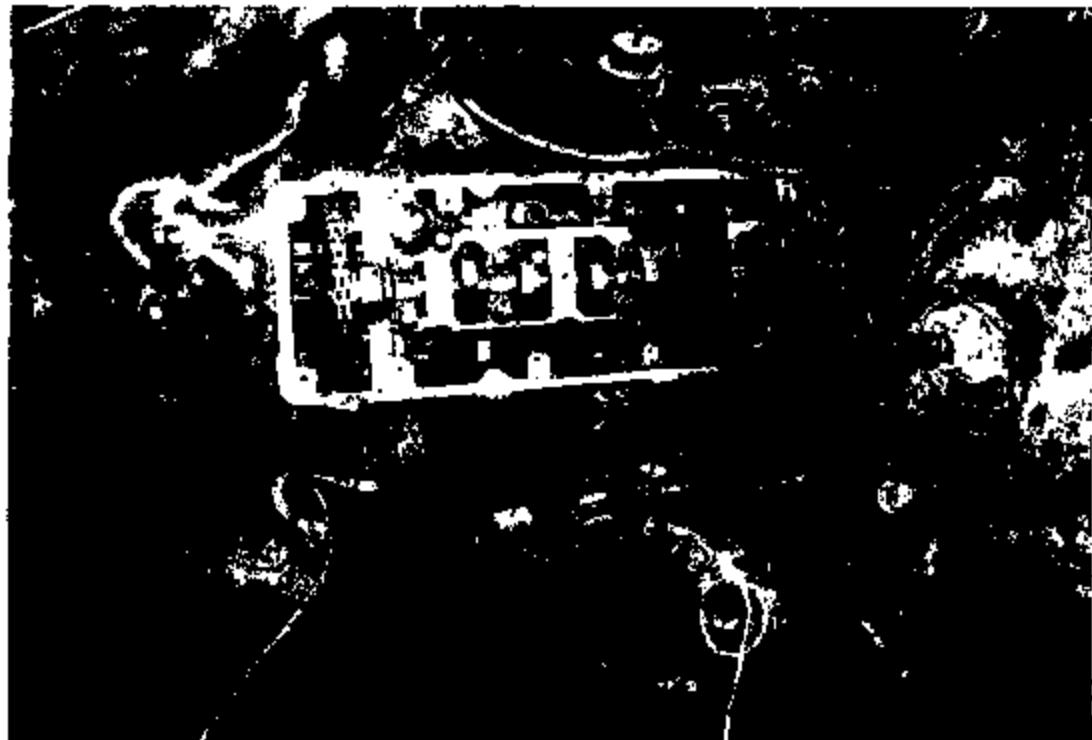
18. Is a view of the gasket leakage at the rear of the left valve cover.





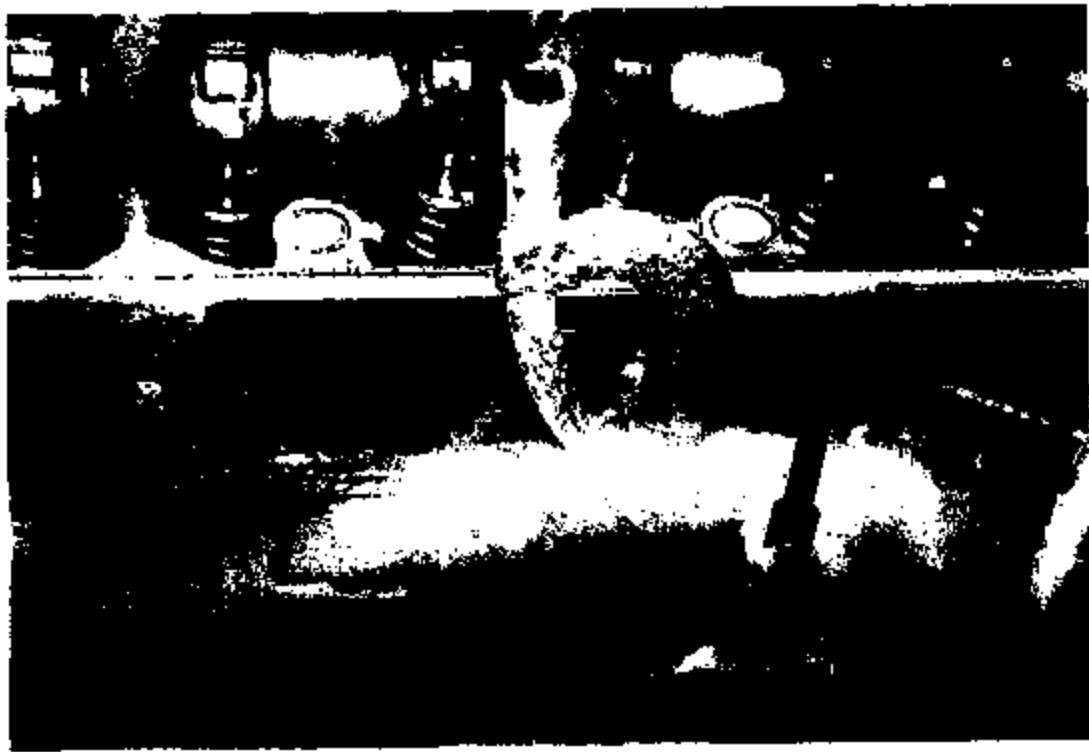
19. Is another view of oil leakage at the rear of the left valve cover.

20. Is a view of the top of the left cylinder head.





27. A closer view of the valve cover gasket leaking on the left rear side.



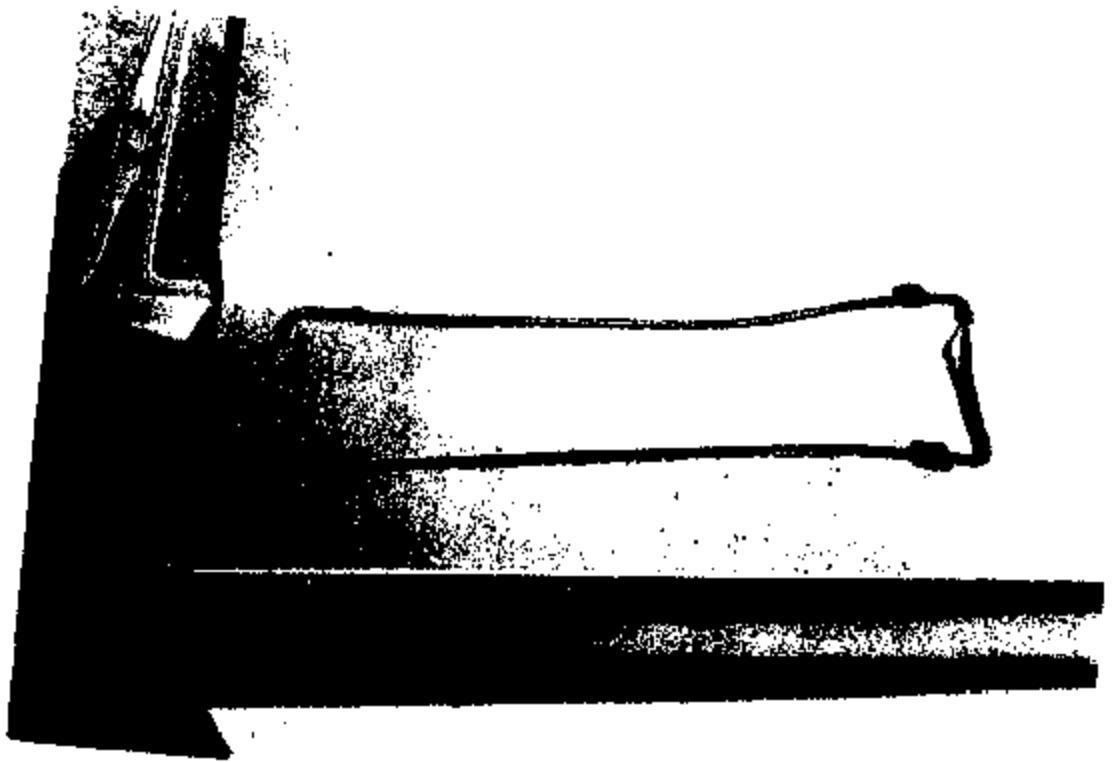
21. Is a view of charring on the side of the left cylinder head.



22. Is a view of where oil was leaking down the side
of the cylinder head.



23. Is a view of oil leakage at the rear of the left cylinder head.



24. Is an overall view of the left valve cover
gasket.



25. Is a view of oil in the area of the back of the left cylinder head on the gasket surface.
26. Is another view of oil leakage at the rear of the left valve cover gasket.



STATE OF MICHIGAN

IN THE 36th DISTRICT COURT

MICHIGAN EDUCATIONAL EMPLOYEES
MUTUAL INSURANCE COMPANY,
as Subrogee of [REDACTED]

Case No.

GC

Hon.

Plaintiff,

vs.

FORD MOTOR COMPANY,

Defendant.

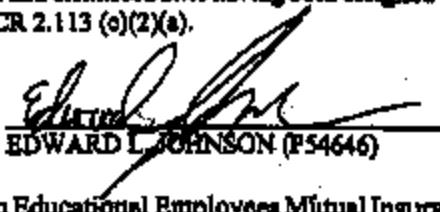
HEWSON & VAN HELLEMONT, P.C.
EDWARD L. JOHNSON (P54646)
Attorneys for Plaintiff
29900 Lorraine, Suite 100
Warren, Michigan 48093
(810) 578-4500

MAIL RECEIVED

MAR 10 2000
36th DISTRICT COURT
CIVIL

COMPLAINT

There is no other civil action arising out of the same transaction or occurrence as alleged in this complaint pending in this court nor has any such action been previously filed and dismissed after having been assigned to a judge in this Court. See MCR 2.113 (c)(2)(a).


EDWARD L. JOHNSON (P54646)

NOW COMES the Plaintiff, Michigan Educational Employees Mutual Insurance Company, as Subrogee of [REDACTED], by and through its attorneys, Hewson & Van Hellemont, P.C. and for its cause of action against the Defendant, Ford Motor Company, states as follows:

1. That Plaintiff, Michigan Educational Employees Mutual Insurance Company ("MEEMIC"), is a Michigan corporation duly engaged in the business of issuing policies of

insurance within the City of Detroit, State of Michigan.

2. That Defendant, Ford Motor Company, is a foreign corporation duly conducting business within the City of Detroit, State of Michigan.
3. That this case is within the jurisdiction of the District Court because it seeks damages less than Twenty-Five Thousand Dollars (\$25,000.00).
4. That prior to August 10, 1998, MEEMIC issued a policy of insurance to its Subrogor, Deborah Caldwell, insuring the subject 1995 Ford Crown Victoria, vehicle identification number 2FALP74W6SX151032, against fire, among other risks.
5. That Defendant, Ford Motor Company, sometime prior to August 10, 1998, manufactured, designed, and/or sold the subject vehicle.
6. That on or about August 10, 1998, the valve cover gasket failed causing fire in the subject vehicle.
7. That as a result of the damages to the subject vehicle, the Plaintiff's Subrogor, Deborah Caldwell, made a claim to MEEMIC for the proceeds of its policy of insurance.
8. That pursuant to the terms of the policy of insurance, and the response to the claim filed by its Subrogor, Plaintiff made payment to the Subrogor and received an assignment of its

claims to the extent of payment.

WHEREFORE, Plaintiff, Michigan Educational Employees Mutual Insurance Company, as Subrogee of [REDACTED] prays that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company, in the amount of Ten Thousand Five Hundred Fifty and 00/100 (\$10,550.00), plus costs, interest, and attorneys fees.

COUNT I

NEGLIGENCE

9. That Plaintiff hereby incorporates, by reference, herein each and every allegation contained in paragraphs 1 through 8 above as though set forth herein verbatim.
10. That Defendant, Ford Motor Company, knew or should have known that the vehicle in question was capable of catching fire in ordinary operation.
11. That prior to August 10, 1998, Plaintiff's Subrogor, [REDACTED], was utilizing the vehicle in a manner consistent with its intended and foreseeable purposes and/or uses.
12. That by reason of the defective product, Plaintiff's Subrogor, [REDACTED], was caused to suffer damage to her automobile.
13. That Defendant, Ford Motor Company, its agents, servants or employees were negligent in:

- a. The design, manufacture, production, licensing, marketing, testing, and sale of the vehicle and in failing to properly inspect same;
- b. in failing to maintain adequate quality control standards over goods sold under its trademark;
- c. in negligent selling, supplying, and endorsing the product and manufacturing, selling, distributing, and delivering an inherently dangerous product without performing the proper tests and safeguards against defects;
- d. in failing to design, manufacture, sell, distribute, and deliver a product which did not have a defect in the valve cover gasket;
- e. in acting in a careless and reckless manner; and causing suffering and permitting the vehicle to be exposed to the risk of destruction;
- f. in causing suffering and permitting a defective product to be sold and distributed to the general public, including Plaintiff's Subrogor;
- g. in holding the product herein to be suitable for use when, in fact, it was not;
- h. in selling a defective product and failing to warn of the product's defects;
- i. in failing to fulfill its continuing duty to warn of the product's defects.
- j. in failing to warn of the defects after sale; and
- k. in failing to properly service, and repair said product and in general being negligent, careless and reckless.

WHEREFORE, Plaintiff, Michigan Educational Employees Mutual Insurance Company, as Subrogee of [REDACTED] prays that this Honorable Court enter judgment in its favor and

against Defendant, Ford Motor Company, in the amount of Ten Thousand Five Hundred Fifty and 00/100 (\$10,550.00) Dollars, plus costs, interest, and attorneys fees.

COUNT II

BREACH OF IMPLIED WARRANTY : TORT

14. That Plaintiff hereby incorporates, by reference, herein each and every allegation contained in paragraphs 1 through 13 above as though set forth herein verbatim.
15. That Defendant implied represented that the vehicle and the equipment therin were safe, of merchantable quality, and fit for the ordinary purposes for which the product was intended to be used.
16. That Plaintiff's Subrogor, [REDACTED] relied on the skill, knowledge, judgment, representations, and warranties of the Defendant, Ford Motor Company.
17. That the representations and warranties were false, misleading, and inaccurate in that the vehicle, when put the test of actual performance, proved to be unsound and unsuitable for the purposes for which it was intended.
18. That the product was unsafe, dangerous, and not of merchantable quality.
19. That Defendant, Ford Motor Company, was in breach of implied warranties.
20. That Plaintiff's damages were proximately caused by the breaches of implied

warranties by the defendant and such conduct constituted a tort by Defendant, Ford Motor Company, against Plaintiff's Subrogo[redacted]

21. That MEEMIC is entitled to judgment against Defendant, Ford Motor Company, for compensatory damages, attorneys fees, and costs for Defendant's tortious breach of implied warranties.

WHEREFORE, Plaintiff, Michigan Educational Employees Mutual Insurance Company, as Subrogee of Deborah Caldwell, prays that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company, in the amount of Ten Thousand Five Hundred Fifty and 00/100 (\$10,550.00) Dollars, plus costs, interest, and attorneys fees.

COUNT III

CONSUMER PROTECTION ACT

22. That Plaintiff hereby incorporates, by reference, herein each and every allegation contained in paragraphs 1 through 21 above as though set forth herein verbatim.

23. The acts and omissions of Defendant, Ford Motor Company, described in the proceeding paragraphs violated the Michigan Consumer Protection Act, MCL 445.90 *et seq.*; MSA 19.418, *et seq.*

24. That by selling a defective vehicle Defendant, Ford Motor Company, breached the following provisions of the above-cited Act:

19.418(3)

Unfair or deceptive acts or practices, definitions:

- (c) Representations that goods or services have sponsorship, approval, characteristics, ingredients, services, benefits or quantities which they do not have or that a person has sponsorship, approval, status, affiliations or connections which he does not have;
- (e) Representing that goods or services are of a particular standard, quality or grade or that goods are of a particular style or model, if they are of another;
- (g) Failing to reveal a material fact, the omissions of which tends to mislead or deceive the consumer and which fact could not reasonably be known by the consumer;
- (y) Gross discrepancies between the oral representations of the seller and the written agreements covering the same transaction or failure of the other party to the transaction to provide the promised benefits;
- (bb) Making a representation of fact or statement of fact material to the transaction such that a person reasonably believes the represented or suggested state of affairs to be other than it actually is; and
- (cc) Failing to reveal facts which are material to the transaction in light of representations of facts made in a positive manner.

25. That Plaintiff is entitled to judgment against Defendant, Ford Motor Company, for compensatory damages, attorney fees and costs for Two Hundred Fifty Dollars (\$250.00) per violation of the Act, or whichever is greater.

WHEREFORE, Plaintiff, Michigan Educational Employees Mutual Insurance Company, as Subrogee of [REDACTED] prays that this Honorable Court enter judgment in its favor and

against Defendant, Ford Motor Company, in the amount of Ten Thousand Five Hundred Fifty and
00/100 (\$10,550.00) Dollars, plus costs, interest, and attorneys fees.

Respectfully submitted,

HEWSON & VAN HELLEMONT, P.C.

BY:


EDWARD L. JOHNSON (P54646)
Attorney for Plaintiff
29900 Lorraine, Suite 100
Warren, Michigan 48093
(810) 578-4500

Dated: February 29, 2000

Vehicle Information

EP82-025 45483

CSCN140

VEHICLE DATA

04/13/00 15:08:55

-->

OWNER VIN => 2FALP74W6SX151032
NAME => [REDACTED] ZIP => [REDACTED] MODEL YR =>
OWNER NAME : [REDACTED]
STREET ADDR : [REDACTED]

CITY : FERNDALE

N/A YY-MM-DD 96-02-15

ST/PRV: MI CTRY:

ZIP/POSTAL CODE: 482202136 N/A SOURCE: P

MODEL YEAR : 95 PLANT: X

SALE YY-MM-DD 95-02-08

BODY STYLE DESC: 4 DOOR SEDAN LX

PRODUCTION YY-MM-DD 95-01-24

VEHICLE DESC : 1995 CROWN VICTORIA

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	1	48	8	028	34	48
FACING	1	48	8	028		
RESPONSIBLE	1	48	8	028		

CA EMISSION : ENGINE TAG CODE : [REDACTED] CAMPAIGN COUNTS

NAVIS STATUS : 800 COMPANY CAR IND : [REDACTED] TOTAL CAMPAIGNS : 02

DSC DISTRICT : FLEET CODE : [REDACTED] OPEN : 00 CLOSED : 02

DSC NUMBER : FLEET STATUS : [REDACTED] ACTIVE: 02 HISTORY: 00

F1-INQUIRY F3-EXIT F4-G160 F5-G150 F6-CONTINUE SEARCH F9-G130

LPENJB2

CSCN150

CAMPAIGN VEHICLE INFORMATION

04/13/00 15:09:05

ENTER CAMPAIGN NUMBER--> 95806 VIN--> 2FALP74W66X151032 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: AIR BAG INFL BODY STYLE: 4 DOOR SEDAN LX

NEW STATUS CODE:

REPAIR INFORMATION: TYPE CODE: CAMP DIV : 6
REPAIR DATE: DEALER P/A: SUPP CODE :
MICRO REF: CLAIM NUM: KIT CODE : AA

DELETE REASON:

RESP. DEALER INFORMATION: NEW:

CURRENT: 1 48 028 ASSIGNED: 96-12-13 SOURCE: PX EXTRACT DATE: 96-12-13

~~***** STATUS INFORMATION: *****~~ REPAIR INFORMATION: ~~*****~~
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC

C COMPLETE	95-09-01	B	95-08-23	10923	013489	TM4IASJ	AC
M RELEASED FOR MAILING	95-05-03						
M RELEASED FOR MAILING	95-04-11						
M RELEASED FOR MAILING	95-02-28						
R READY TO RELEASE	95-02-09						

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

LPEN162

ER02-025 45446

संग्रहीत १३०

INVESTIGATION ACCEPTANCE REQUEST

04/13/00 15:09:12

CSCW130

NOTIFICATION RECIPIENT HISTORY

04/13/00 15:09:15

→
DEFECT : AIR BAG INFL BODY STYLE DESC: 4 DOOR SEDAN LX
RESP DEALER : 153052 BEGINNING MAILED DATE: 95-03-24 YY-MM-DD
RELEASE DESC : NEW ISSUE TOTAL ENDING MAILED DATE : 95-03-24 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV: NO
CITY : ST LOUIS CTRY:
ZIP/POSTAL CODE: ***** N-A SOURCE: N-A EFF DATE: 95-02-08 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 LOPENJ82

CSCN150

CAMPAIGN VEHICLE INFORMATION

04/13/00 15:09:20

ENTER CAMPAIGN NUMBER--> 96L12 VIN--> 2FALP74W68X151032 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: PASS AIR BAG BODY STYLE: 4 DOOR SEDAN LX

NEW STATUS CODE:

CAMP DIV : 6

REPAIR INFORMATION: TYPE CODE:

SUPP CODE :

REPAIR DATE: DEALER P/A:

KIT CODE : BM

MICRO REF: CLAIM NUM:

OASIS DATE :

DELETE REASON:

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW:

IND: MATCH CODE: 4

CURRENT: 1 48 025 ASSIGNED: 96-12-13 SOURCE: PX EXTRACT DATE: 96-12-13

***** STATUS INFORMATION: ***** ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC

F FORCED COMPLETION 96-01-22 R 96-01-22 AUTOC CL

M RELEASED FOR MAILING 97-01-28

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)

I037=NO MORE DATA TO DISPLAY

LPENJ82

CSCN130

NOTIFICATION RECIPIENT HISTORY

04/13/00 15:09:21

ENTER CAMPAIGN NBR ==> 96L12 VIM ==> 2FALP74W6SX151032
DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DOOR SEDAN LX
RESP DEALER : 148028 BEGINNING MAILED DATE: 97-02-10 YY-MM-DD
RELEASE DESC : MI PART KIT CODE ENDING MAILED DATE : 97-02-21 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : [REDACTED] INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV: MI
CITY : FERNDALE CTRY:
ZIP/POSTAL CODE: [REDACTED] N-A SOURCE: P N-A EFF DATE: 96-02-15 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
F048=LAST PAGE LPENJ92

INSTALLED OPTION INFORMATION:

Air Conditioning	C/S - MANUAL AIR CONDITIONER	GVW Code	-
Alt/Wiper Amp Rating	"	GVW Class Codes	L
Audio Disc	* - [NA]	Instrumentation	* - [NA]
Anti Rust	REGARD - 3.27 FINAL DRIVE RATIO	Mirror (Driver Side)	* - [NA]
Anti Theft	EXCLAS - NON-LIMITED SLIP BEAM AXLE	Mirror (Passenger Side)	* - [NA]
Anti Lock	EV	Paint	PNSOC - MEDIUM WILLOW MET. OC
Brake Code	* - [NA]	Power Windows	* - [NA]
Brake Code/Options	* - [NA]	Radio	AB - ELECTRONIC AM/FM STEROCASSETTE
Color/Options	SIMWR1A	Sound System	* - [NA]
Color/Options	* - [NA]	Steering Tension Adjust	* - [NA]
Color/Options	* - [NA]	Tire Brand	AF - DUNLOP/TIRE VENDOR
Delivery Type	4	Tire Size	D003R - P215/70R15 BSW - STYLE 1
DriverSide Color	*	Traction Control	* - [NA]
Fwd/Seat	* - [NA]	Wheel Base	* - [NA]
Fuel Type	* - [NA]		

ESP INFORMATION: EMISSIONS INFORMATION:

ESF Code	* - Evolution Codes	C/S - C/S
ESF Coverage(Miles)	* - Evolution Cart Types	F
ESF Coverage(Tires)	* - Evolution Diesel Setting	LSD
ESF Fuel Type	* - Engine Flexibly	SP9446VRC0PA
ESF Signature Date		

Any comments? You can contact



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Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN:	2FALP7H96DXLSA052	Vehicle Class:	CFF - CROWN VIC (EN53HNN114) (S2-M)	Eng. Serial No.:	*
Model Year:	1995	Market Segment:	CP - FORD DIVISION DERIVATIVE	Body Style:	*
Vehicle Type:	C	Drive Config:	CB - 2 WHEEL LHD REAR DRIVE	Engine:	OVN - 5.4L 4 cyl. 80HC EPI NA CIVB G-NP
Inv. Dealer:	00250	Body Code Style:	CFC - 4 DOOR SEDAN-6 LITE	Transmission:	CDU - 4 SPD AUTO TR NAAC ADDSWHAK70W

BUILD INFORMATION:

**Imports: NA - MINNESOTA Finsco AW - ST. THOMAS PLANT BUILD
Contractor: CAN - MINNESOTA Finsco Date: 24-JAN-1985**

SALE INFORMATION:

Region: MA - 01900000 Selling District: 14000000-0
 Country: USA - 0000000000 Selling Dist: 0000000000
 Buyer State/City: MO
 Arrival Date: 31-JAN-1993 Bed Carpet Lease *
 Sale Date: 08-FEB-1993 Fleet/Buyout Co. Lessor F
 Warranty Start Date: 08-FEB-1993 Manufactured Vehicle *
 Orig Warranty Date: 08-FEB-1993 Enclosed Vehicle * Vehicle Export Flag: N

УОС/ВОС:

Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN: 2FALP34W0BX151022 Veh. Line: GM - CROWN VUE (CNSMNU14) [92-01] Eng. Series No. *
 Model Year: 1995 Market Derived: GM - FORD DIVISION DERIVATIVE Body Style: *
 Veh. Type: C Drive Cncln: GM - 2 WEL LH REAR DRIVE Engine: GM - V6-3.4L SONIC I/P HA CIVI G-NP
 Inv. Dealer#: 02150 Body Cab Style: GM - 4 DOOR SEDAN-4 LTH Transmission: GMU - 4 SPD AUTO TR-HA40 A00G3WMA20W
 Version/Grade: GM - LX VERSION - CAR

BUILD INFORMATION:

SALE INFORMATION:

Region: NA - Selling Dealer: * 140121 - ✓
 Country: USA - Selling Dir Software: MI
 Buyer Software: MO
 Arrival Date: 31-JAN-1995 End Carpet Lease: *
 Sale Date: 08-FEB-1995 Fleet/Rental Co. Lease: F
 Warranty Start Date: 08-FEB-1995 Modified Vehicle: *
 Only Warranty Date: 08-FEB-1995 Enclosed Vehicle: * Vehicle Export Flag: N

VOC/EOC

[www.mercury.com](#) 300-320-3333 • 800-229-3333 • Fax 300-320-3334 • E-mail: mercurysales@mercury.com

024302316333 5 495160002 000 1000-2000 2000 1 2000-2000 2000 1

2015-3-B-3-NUM-PDF-3

INSTALLED OPTION INFORMATION:

Air Conditioning:	C8 - MANUAL AIR CONDITIONER	GVW Code:	-
Alternator Amp Rating:	* - [N/A]	GVW Class Code:	L
Audio Style:	5GABC - 3.27 FINAL DRIVE RATIO	Instrumentation:	* - [N/A]
Axis Type:	REAR - NON-LIMITED SLIP REAR AXLE	Mirror(Driver Side):	* - [N/A]
Battery Amp Rating:	EV	Mirror(Pass. Side):	* - [N/A]
Brake Code:	* - [N/A]	Paint:	PNGC - MEDIUM WILLOW MET. OC
Brake Code(Rear/Rear):	* - [N/A]	Power Antenna:	* - [N/A]
Chillerline Code:	SISRQJJA	Radio:	A8 - ELECTRONIC AM/FM STEROCASSETTE
Color(Accord):	* - [N/A]	Sound System:	* - [N/A]
Color(Tires):	* - [N/A]	Steering Tension Adjust:	* - [N/A]
Delivery Type:	4	Tire Brand:	AF - DUNLOP TIRE VENDOR
Drivetrain Code:	*	Tire Size:	205/55R15 BSW - STYLE 1
Front Seats:	* - [N/A]	Trunk Control:	* - [N/A]
Rear Type:	* - [N/A]	Wheel Base:	* - [N/A]

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	* - Emissions Code:	C8 - C8
ESP Coverage(Miles):	* - Emissions Cert Type:	F
ESP Coverage(Mile):	* - Emissions Docl Setting:	LED
ESP Flex. Year:	* - Engine Family:	SEMAV30PEA
ESP Signature Date:		

Any comments? You can contact



STANDARD CLAIMS LIST

AWS Online Report

Run Date: 08-NOV-2000

Note: All Costs are in US Dollars

VIN	AWS VL	WERS VL	MET DRR	BODY CAB	VER. SERIES	DRIVE TYPE	PLANT CD	TRANS CD	ENG CD	PROD DATE	WARR DATE	SELLING DEALER	SELL CNT	TIS QTY	WOC	PREP	BASE	SUPP	VRT	VPG	CCC	CD
2FALP74W6SX151032 FB	CPIB	CF	CPC	CM1	CB	AW	CDU	CVN	24-01-95	08-02-95	148023	USA	7	*	*	*	*	*	500	V00	*	*
AWS Claim Key:	4538422	Doc #:	01346930	Tire Codes			35306	Labor Hrs	.4			Labor Cost		35.43	Material Cost:	540.83	Total Cost:	798.73				
Dr-Cd-Sub Cd:	10921-* Name:	PARK MOTOR SALES CO				FB	313-8685000	Sc-MI	Ctry Cd: USA			Reg Cd:	NA	Reg Date:	23-AUG-1995		DEBT	(0MM)10701				
Cost Comments:	93906 AIR BAG MODULES-																					
Tech Comments:	93906 PS346-																					
2FALP74W6SX151032 FB	CPIB	CF	CPC	CM1	CB	AW	CDU	CVN	24-01-95	08-02-95	148023	USA	7	Q03	SR03	*	3517	*	503	V39	N09	95
AWS Claim Key:	4538423	Doc #:	01346931	Tire Codes			2	Labor Hrs	.4			Labor Cost		35.43	Material Cost:	0	Total Cost:	35.43				
Dr-Cd-Sub Cd:	10921-* Name:	PARK MOTOR SALES CO				FB	313-8685000	Sc-MI	Ctry Cd: USA			Reg Cd:	NA	Reg Date:	23-AUG-1995		DEBT	(0MM)10701				
Cost Comments:	CX. CLINKING NOISE ON LEFT TURNER-																					
Tech Comments:	STOPS FOR BRAKES DRIED OUT LUBED STOPS-																					
2FALP74W6SX151032 FB	CPIB	CF	CPC	CM1	CB	AW	CDU	CVN	24-01-95	08-02-95	148023	USA	10	Q12	620M	P5A2	F7682 A	506	V13	M18	42	
AWS Claim Key:	6208973	Doc #:	00735301	Tire Codes			254	Labor Hrs	.4			Labor Cost		35.15	Material Cost:	78.11	Total Cost:	114.6				
Dr-Cd-Sub Cd:	02668-* Name:	RIVERSIDE FORD SALES, INC.				FB	313-5676250	Sc-MI	Ctry Cd: USA			Reg Cd:	NA	Reg Date:	11-NOV-1995		DEBT	(0MM)16574				
Cost Comments:	CHECK THE REAR FRONT SIDE MIRROR IS INOP																					
Tech Comments:	REPLACE INOPERATIVE MIRROR																					

Any comments? You can contact

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Claim Detail Report

Note: All costs are in US dollars

Model Year = 1995; Claim Key = 4538422

Vehicle Information

Model Year: 1995

Market Derived: C/F - FORD DIVISION DERIVATIVE

Body/Cab Type: C/F/C - 4 DOOR SEDAN-6 LITE

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

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

Vehicle Line: C/FB-CROWN VIC (EN53/EN114) [92-01]

Warranty Start Date: 08-FEB-1995

Production Date: 24-JAN-1995

VIN: 2FALP74W6SX151032

Dealer Information:

Dealer Name: PARK MOTOR SALES CO

Dealer Code: 10923 - *

Address: 18100 WOODWARD AVE

City: DETROIT

State: MI Zip Code: 48203

Country: USA Region Code: NA

Phone: (313)869-5000

Claim Information

Document Number: 01348950

Repair Date: 23-AUG-1995

Distance: 16701

TIS: 7

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 35.63

Misc. Expense Amount: 5.94

Part Markup Amount: 216.33

Material Cost: 540.83

Total Cost Gross: 796.73

Cust. Concern Code: * -

Condition Code: * - [N/A]

Technician Comment: 95S06 95S06>

Customer Comment: 95S06 AIR BAG MODULE>

Labor Op. Code Labor Op. Description Labor Op. Cost

95S06B	REPLACE	35.63
--------	---------	-------

Category	Full Part Number	Part	Part Extended
----------	------------------	------	---------------

Flag	PART	BASE	SURF	Description	CPS/C	Quantity	Amount
N	F5AZ	5A044A74	E	MODULE ASY AIR BAG	011201	1	540.83

Any comments? You can contact:



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Claim Detail Report

Note: All costs are in US dollars

Model Year = 1995; Claim Key = 4538423

Vehicle Information

Model Year: 1995

Market Derived: C/F - FORD DIVISION DERIVATIVE

Body/Cab Type: C/PC - 4 DOOR SEDAN-6 LITE

Version/Series: C/AI-LX VERSION - CAR

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

Vehicle Line: C/PB-CROWN VIC (EN53/EN114) [92-01]

Warranty Start Date: 08-FEB-1995

Production Date: 24-JAN-1995

VIN: 2PALP74W6SX151032

Dealer Information:

Dealer Name PARK MOTOR SALES CO

Dealer Code: 10923 - *

Address: 18100 WOODWARD AVE

City: DETROIT

State: MI Zip Code: 48203

Country: USA Region Code: NA

Phone: (313)869-5000

Claim Information

Document Number: 01349051

Repair Date: 23-AUG-1995

Distance: 10701

TIS: 7

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 35.63

Misc. Expense Amount: 0

Part Markup Amount: 0

Material Cost: 0

Total Cost Gross: 35.63

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

Condition Code: 95 - INSULATION DAMAGE

Technician Comment: STOPS FOR BRNGS DRIED OUT LUBED STOPS>

Customer Comment: CK. CLINKING NOISE ON LEFT TURNS>

Labor Op Code Labor Op Description Labor Op Cost

M1	35.63
----	-------

Causal Full Part Number	Part	Part Extended
Flag PREF BASE SUPP	Description	CPSC Quantity Amount
Y * 3517 *	BUSHING ASY-STEER CO H10401	0 0

Any comments? You can contact:



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Claim Detail Report

Note: All costs are in US dollars.

Model Year = 1995; Claim Key = 6208973

Vehicle Information

Model Year: 1995

Market Derived: C/F - FORD DIVISION DERIVATIVE

Body/Cab Type: C/F/C - 4 DOOR SEDAN-6 LITE

Version/Series: C/AI-LX VERSION - CAR

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

Vehicle Line: C/FB-CROWN VIC (EN53/EN114) [92-01]

Warranty Start Date: 08-FEB-1995

Production Date: 24-JAN-1995

VIN: 2FALP74W6SX151032

Dealer Information:

Dealer Name: RIVERSIDE FORD SALES, INC.

Dealer Code: 02668 - *

Address: 1833 E JEFFERSON

City: DETROIT

State: MI Zip Code: 48207

Country: USA Region Code: NA

Phone: (313)567-0250

Claim Information

Document Number: 00075301

Repair Date: 10-NOV-1995

Distance: 16574

TIS: 10

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 35.15

Misc. Expense Amount: 0

Part Markup Amount: 31.27

Material Cost: 78.18

Total Cost Gross: 144.6

Cost Concern Code: M10 - OTHER MIRROR TROUBLES

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: REPLACE INOPERATIVE MIRROR

Customer Comment: CHECK THE RIGHT FRONT SIDE MIRROR IS INOP

Labor Op Code	Labor Op Description	Labor Op Cost
17682C	MIRROR - REAR VIEW OUTSIDE - SAIL MOUNT ELECTRIC REPLACE	35.15

Causal Full Part Number	Part	Part Extended
-------------------------	------	---------------

Flag	FREE BASE SUFF	Description	CPSC	Quantity	Amount
Y	FSAZ 17682 A	MIRROR ASSY RR O/S 010902		1	78.18

Any comments? You can contact



webmaster

672294

MFIRS-A

INCIDENT REPORT

1. ID Num.	2. Incident No.	3. Sec.	4. Min.	5. Day	6. Year	7. Day of Week	8. Alarm Time	9. Time Arr.	10. Time Cld.	11. No.
320721663000810982 Monday						171617181734 E35				
Incident Location: No. Room, City 97 Arden Park						2. Address			3. Zip Code	
						48202			5. County	
									6. Concurse	
12. Type of Structure 13. Vehicle fire						14. Type of Action Taken 15. Probable Action Initiated			16. Method Used	
16. Road Property Use 17. Source of Alarm from Public 18. Direct Report						19. Fire Dept. Use 20. Fire Dept. Response			21. Fire Dept. Use 22. Fire Dept. Response	
23. Fire Service Provided Downwind to Vehicle 4						24. Engine Pumper Rescue			25. Apparatus Ladder Rescue	
26. Fire Service Provided Downwind to Vehicle 4						27. Apparatus Ladder Rescue			28. Apparatus Tender Trucks	
29. Fire Service Provided Downwind to Vehicle 4						30. Apparatus Tender Trucks			31. Hose Fire Hose	
32. Fire Service Provided Downwind to Vehicle 4						33. Other 4.0. Vol.			34. Other 4.0. Vol.	

1. Number of Persons Injured	2. Fire Service (FDIC)	3. Non-Fire Service (FDIC)	4. Number of Fatalities	5. Fire Service (FDIC)	6. Non-Fire Service (FDIC)	7. Persons Rescued

1. General Property Use (Complete)	2. Mobile Property Class	3. Equipment Involved in Ignition
1. Auto	1. Auto	1. Auto
2. Area of Origin	3. Point of Heat/Cooling Ignition	4. Type of Material Fired Ignited
3. Auto Passenger	4. Undetermined	5. Undetermined
4. Form of Material Fired Ignited	5. Grade	6. Method of Extinguishment
5. Auto	6. Grade	7. Method of Extinguishment
6. Auto	7. Grade	8. Method of Extinguishment
7. Auto	8. Grade	9. Method of Extinguishment
8. Auto	9. Grade	10. Method of Extinguishment
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258. Auto	259. Grade	260. Method of Extinguishment
259. Auto	260. Grade	261. Method of Extinguishment
260. Auto	261. Grade</	

MFIRS-A

INCIDENT REPORT

1 P.D. Name:	2 Incident No.:	3 Reg. / 4 Mo. / 5 Day / 6 Year / 7 Day of Month	8 Address:	9 Time Arrive:	10 Time Cont.	11 Rec.
• 320721663000810982 Monday				171617181734	E35	
				2 App. Room	3 Zip Code	4 Comm. Dist.
• 47 Arden Park				49202 5116		
1 Occupant: Name	2 Sex	3 M.I.	4 Name	5 Content Person		
• Harlicia Reaves						
1 Current: Name	2 Sex	3 M.I.	4 Name	5 Address		
•						
1 Type of Occurrence:	2 Type of Action Taken:	3 Mutual Aid				
• 13 Vehicle fire	• 1 Extinguish	1 □ Res. 2 □ Gen.				
1 Fire Property Use:	2 Probable Act of Offender:	3 Per. Dept. Use				
• 963 Driveway	• 00 Undetermined					
1 Report of Alarm From Public:	2 Fire Dept. Use	3 Inv. Co. M.	4 Shift	5 Alarm		
• 5 Direct Report		E35 Two				
1 No. Fire Services Personnel:	2 Engines:	3 6180+ Pumpers:	4 Apparatus:	5 Firemen:	7 Gross Fire Hrs:	8 Other P.D. Veh.
4			Ladders Required	1st, 2nd, 3rd		
1 Number of Persons Injured:	2 Non-Fire Services (FIR-100):	3 Non-Fire Services (FIR-100):	4 Fire Services (FIR-100):	5 Non-Fire Services (FIR-100):	6 Fire Services (FIR-100):	7 Persons Present

1 General Property Use (Complex)	2 Major Property Class:	3 Substances Involved in Ignition:
• 91 Auto Passenger	• Auto	• 00 Undetermined
1 Form of Origin:	2 Form of Ignition:	3 Type of Material First Ignited:
• 90 Undetermined	• 00 Undetermined	• 00 Undetermined
1 Building, Vehicle or Other - Insurance Co. (if known)	2 Amount of Insurance:	3 Est. Property Value:
		25000
1 Coverage - Insurance Co. (if known)	2 Amount of Insurance:	4 Est. Property Loss:
		25000
1 Coverage - Insurance Co. (if known)	2 Amount of Insurance:	5 Est. Contra Value:
		1.000
1.000	1.000	

1 No. Stories:	2 Construction Type:	3 Extent of Flame Damage:	4 Extent of Smoke Damage:
• 1			
1 Type Auto. Extinguishing System:	2 Extinguishing System Performance:		
1 Driver Type:	2 Driver Power Supply:	3 Driver Performance:	
1 IF BURNER SPREAD BEYOND ROOM OF KITCHEN	2 Type of Material Generating Most Smoke:	3 Avenues of Smoke Travel:	

1 IF MOBILE PROPERTY	2 Year:	3 Miles:	4 Vehicle Number:	
• 98	Ford	around Victoria		
1 IF EQUIPMENT INVOLVED	2 Brand Name:	3 Model:	4 Serial Number:	

1 No. of Gal. of Water Used:	2 No. and Part of Hose:	3 No. and Part of Hose:	4 No. and Part of Hose:	5 No. and Part of Hose:	6 No. and Part of Hose:
200	1 150				
1 Kind	No. Used	2 Kind	No. Used	3 Kind	No. Used
1 Kind	No. Used	2 Kind	No. Used	3 Kind	No. Used
1 Kind	No. Used	2 Kind	No. Used	3 Kind	No. Used
1 Kind	No. Used	2 Kind	No. Used	3 Kind	No. Used
1 Kind	No. Used	2 Kind	No. Used	3 Kind	No. Used

AUTHORITY: 1801 PA 207 Series 4 COMPLIANCE: Required FORM 707-11	The above data is the opinion of the underlined based on information available at the time of this report.
------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------

Matthew L. Elton - 8-10-98

None of the citizens I observed at the scene of this fire were wearing any type of protective clothing. This is a violation of NFPA 1.

HASSOCIATES

1-800-961-2909
(Outside 313 Area Code)
walt@henderson-assoc.com
dan@henderson-assoc.com

Investigators & Consultants
685 East Larned, Suite 100
Detroit, Michigan 48226-4316
813-961-2909 Fax 813-964-0336

P.O. Box 27
Boyne City, Michigan 49712
816-582-5543

Licensed in Michigan, Ohio & Indiana

September 24, 1998

IN RE: MSEMIC Claim [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

PREDICATION:

This report is predicated upon the request of Ms. Cindy Passmore, MSEMIC Claims Manager, Special Investigation Unit, to conduct an investigation into a [REDACTED] with special reference to the fire loss of a 1995 Ford, Crown Victoria.

SECRETARY OF STATE:

Through the Secretary of State, the following information was obtained:

1995 Ford	2FALP74W6SX151032	21 Four Door	Transfer
02/16/96	142G0460124	Crown Victoria	23034 A

City Wide Leasing Inc
10601 Northland Ave
Ferndale 48220-2136
---Address from Registration

No Secured Interest on Record

Registration Information:

313XXJ	PC-Renewal
04/01/99	

INSPECTION:

On September 4, 1998 at 10:30 a.m., this Investigator arrived at North End Collision in Oak Park to conduct an investigation into the fire loss of a 1995 Ford, Crown Victoria.

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IN RE: MEEMIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

September 24, 1998
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Once at the scene, a close inspection provided the following information:

SEE ENCLOSED INVESTIGATION REPORT

Prior to leaving the scene, several 35mm color photographs were taken and are enclosed.

ORIGIN AND CAUSE INVESTIGATION:

On September 4, 1998 at 10:30 a.m., this Investigator arrived at North End Collision in Oak Park to conduct an origin and cause investigation into the fire loss of a 1995 Ford, Crown Victoria, green in color, vehicle identification number 2FALP74W6SX151032. Upon arriving at the collision facility, the vehicle was located and identified by its last eight digits of its vehicle identification number located in the area of the windshield and dash. Initial observations reveal no evidence of any direct fire impingement to the trunk deck, rear bumper or tail light assemblies. There is evidence of attempted entry into the trunk compartment by the fire department, however, they were unsuccessful. The examination continues, the right quarter panel and right rear door are basically free of any fire damage, and upon examining the right front door, there is charring, scaling and consumption of the painted surface, extending forward. The examination further reveals that the right fender painted surface to have been consumed, as well as the inner fender well, with the fire penetrating the right front tire, causing it to deflate.

The examination of the aluminum front bumper reveals the damage to be much more intense on the left or driver's side versus that of the right or passenger side. The investigation further reveals some collision damage to the lower left front.

The examination continues, and the left front tire reveals fire damage, with the painted surface having been consumed on the left fender and the inner fender well consumed. The fire extends to charring and consumption of the painted surface of the driver's door with partial consumption of the painted surface of the left rear door.

At this time, all of the window glass has melted and cracked, falling in and out during the course of the fire. The

IN RE: NSKEMIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

September 24, 1998

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Investigation further reveals all windows were up at the time of the fire and all doors were closed at the time of the fire.

The examination is now focused to the rear passenger compartment, where there is still some foam rubber remaining, the floor areas are intact and all of the evidence would indicate that the fire damage present is high in nature.

Moving to the front passenger compartment, both front seats have been totally consumed during the course of the fire, with the right front seat retracted all the way and the left front seat forward. The examination continues, and there is still combustible dashboard and wiring insulation present on the left or driver's side of the dashboard. Further, a section of the aluminum vehicle identification number as well as a trim along the windshield on the left or driver's side is intact. As you travel over to the right or passenger side, there is evidence where the wiring harness is completely arced in two, directly beneath the passenger side airbag. At this time, based upon the examination of the passenger compartment, the arced wiring is determined to be secondary with the fire originating within the engine compartment.

The examination is now focused to the engine compartment, where the fire has breached the bulkhead on the right or passenger side in the area of the blower motor and heater core, extending, causing the damage present in the passenger compartment. The examination continues, and the fire has penetrated the valve cover on the right or passenger side, as well as in the area of the timing chain. The examination of the battery in the right front reveals fire damage, exposing the plates, and a close examination of the cables reveals that although they are void of insulation, they still maintain integrity and there is no evidence of any electrical faulting.

Moving to the front of the engine, the radiator and air conditioning condenser are heavily fire damaged and there are still some remains of the plastic fan. The upper radiator hose is fire damaged and has melted out of the radiator and a close examination of the lower radiator hose reveals that it is basically intact.

At this time, the fluid levels are checked, the oil and transmission fluid are full and clean, with all other fluids drained during the course of the fire.

IN RE: MHEMIC Claim No. [REDACTED]
HSA File No. 98-1409VF
[REDACTED]

September 24, 1998

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The investigation continues, and the fuel lines have been consumed during the course of the fire, which are located on the left or driver's side.

The examination of the valve covers reveals evidence of oil leakage and charring on the exhaust manifold.

At this time, after completing the above inspection and examination, it is the opinion of this Investigator that the fire was accidental in nature. It is further the opinion of this Investigator that the fire originated within the engine compartment with the most severe damage present in the area of the valve covers and exhaust manifold.

TITLE INFORMATION:

A review of the title information indicates the vehicle was transferred into the name of [REDACTED], [REDACTED] Ferndale, Michigan on February 16, 1996. At that time, the odometer showed 23,034 actual miles. There is no secured interest listed on record and the license plate of [REDACTED] was not due to expire until April 1, 1999.

NICB VINASSIST:

A review of the NICB Vinassist indicates that the 1995 Ford, Crown Victoria is equipped with a 4.6 liter, V8 engine and was assembled in St. Thomas: Talbotville, Ontario.

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION:

A search of the National Highway Traffic & Safety Administration Recall Database produced four recalls pertaining to the vehicle in question. Upon reviewing same, none were found to pertain to the fire in question.

A further search was conducted of the National Highway Traffic & Safety Administration Investigations Database, which produced one record pertaining to the vehicle in question. Upon reviewing same, it was found not to pertain to the fire in question.

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IN RE: MEKMIC Claim No. [REDACTED]
H&A File No. 98-1409VF

[REDACTED]
September 24, 1998
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ALLDATA SYSTEM:

A search of the Alldata System produced a number of recalls and technical service bulletins pertaining to the vehicle in question. Of interest is Article #98-7-4 dated April 13, 1998. It is titled "Oil Leaks - Silicone Gasket and Sealant". It further indicates leaks - oil - availability of new silicone gasket and sealant. The 1995 Ford, Crown Victoria involved in the fire falls under this particular technical service bulletin. At issue is a new silicone gasket and sealant material is now available for routine engine service or repair of engine oil leaks. Action: Use the new silicone gasket and sealant for servicing oil pan gaskets and T joints, intake end seals, overhead cam caps, valve and timing covers, bearing split lines, side cover plates and rear oil seals. The new sealant has better adhesion, flexibility for moving/vibrating joints, resistance to fluids and is easier to dispense. (See enclosed technical service bulletin.)

DETROIT FIRE DEPARTMENT:

A search of the Detroit Fire Department records produced incident number 21663. According to this report, Engine 35 responded to a vehicle fire in the driveway of 97 Arden Park in Detroit on August 10, 1998. Engine 35 arrived at the scene at 5:18 p.m. and cleared the scene at 5:34 p.m. The area of origin was listed as the passenger area, with the type of material first ignited as undetermined. The probable act or omission was listed as undetermined.

INTERVIEW (DEBORAH CALDWELL):

On September 5, 1998 at 10:40 a.m., Investigator Devin Jordan conducted an interview with [REDACTED], who is the operator of the vehicle prior to the discovery of the fire. The vehicle is titled to City Wide Leasing and is a rental vehicle. Further questioning revealed that the fire was discovered on August 10, 1998 at about 5:00 p.m., the weather conditions were hot and clear. The location of the fire was in the driveway at 97 Arden Park in Detroit.

Subsequently, it was learned from the operator of the vehicle that her surrounding neighbors contacted the fire department, who

IN RE: MEEVIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

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responded in approximately 15 minutes and extinguished the fire involving the 1995 Ford, Crown Victoria.

The operator of the vehicle went on to state that she has never entered the engine compartment of the vehicle for any reason and that the mileage at the time of the loss was approximately 56,000 miles.

Further questioning revealed that [REDACTED] had just placed \$5.00 worth of gas within the vehicle approximately 15 to 20 minutes prior to parking same.

Since operating the vehicle, the driver has not experienced any mechanical or electrical problems with the vehicle. She further indicated that she is a nonsmoker and that no one was smoking in the vehicle prior to the discovery of the fire.

At the time of the fire, there was no cellular telephone in the vehicle and [REDACTED] went on to state that the vehicle is not equipped with an alarm system.

At the time of the fire, the vehicle had been parked for approximately 15 minutes and accessories being utilized prior to parking the vehicle included the radio and all accessories worked.

The operator of the vehicle went on to state that she has not observed any fluid leaks where she normally parks the vehicle, and the vehicle operated satisfactorily and no warning lights illuminated on the dash prior to parking the vehicle.

In a short scenario, [REDACTED] indicated on August 10, 1998, she had a fire involving the 1995 Crown Victoria, which she had rented from City Wide Leasing. The vehicle was parked in the driveway for about 15 minutes when she saw it smoking from the engine compartment and then burst into flames. A neighbor called 911 and the Detroit Fire Department responded within approximately 15 minutes and extinguished the fire. The smoke was first observed from the engine compartment and she indicated that she heard three separate explosions (most probably the front tires and items under pressure within the engine compartment). The fire she described as a very hot fire within the engine compartment and the flames were orange in color. At the time of the fire, the hood was closed, windows were closed and doors were closed and locked. Further questioning revealed that no one

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IN RE: MEEMIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

September 24, 1998
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photographed the vehicle at the fire scene, and in conclusion, the firemen indicated the probable cause as possibly the fuel injection or wiring. Ms. Caldwell states that she has no idea what caused the fire.

INTERVIEW (ROBBIE JOHN):

On September 10, 1998 at 1:45 p.m., Investigator Devin Jordan conducted an interview with Robbie John, who is the service representative from North End Collision. It was learned from Mr. John that the vehicle in question is equipped with a 4.6 liter, V8 engine and he was uncertain in regard to when the vehicle was purchased. Since the purchase of the vehicle, no warranty work has been performed on the vehicle and North End Collision states that they changed the oil at 53,000 miles.

The service representative went on to state that oil changes are secured every 3,000 miles and that there have been no electrical or mechanical problems with the vehicle.

Since ownership of the vehicle, they have not received any recall notices, campaigns or correspondence from the manufacturer. Further, no other accessories have been added to the vehicle since the purchase.

When questioned regarding whether the vehicle had been involved in an accident, it was learned that it had in April of 1998, however, no parts were replaced on the engine. The damage present was to the right fender, right front parking lamp, right front reflector panel and all work was performed at North End Collision.

At this time, no further information could be obtained and the interview was terminated.

CONCLUSION:

Having completed an examination of the vehicle, interviewed the operator of the vehicle, as well as the service representative for the leasing company, conducted research pertaining to the vehicle in question, and based on all of the information known at the time of the preparation of this report, it is the opinion of this Investigator that the fire was accidental in nature. It is

IN RE: MEEMIC Claim No. [REDACTED]
H&A File No. 98-1409VF

September 24, 1998
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further the opinion of this Investigator that the fire originated within the engine compartment, where oil was leaking from the valve cover gasket, running down onto the exhaust manifold, and upon ignition, the fire extended upward and outward from that location, causing the damage present. The fire is deemed to be an accidental fire.

At this time, we are closing our file and forwarding our report and photographs for your review.

Walter O. Herndon Jr.

Walter O. Herndon

WOM/jam

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1-800-981-2908
(Outside 313 Area Code)
West@Hammon-Assoe.com
Dan@Hammon-Assoe.com

Investigators & Consultants
585 East Larned, Suite 100
Detroit, Michigan 48226-4316

313-981-2908 Fax: 313-954-0336

P.O. Box 27
Boyne City, Michigan 49712
816-582-5543

Licensed in Michigan, Ohio & Illinois

VEHICLE FIRE INVESTIGATION

FIRE DEPT. 31463

INCIDENT# Defeat

DATE & TIME OF INVESTIGATION 9-4-98 @ 10³⁰/AM

VEHICLE EXAMINED AT N. END COLLISION, OAK PARK

LOCATION AT TIME OF FIRE 97 HERKIS PARK, DETROIT

ALLEY STREET PARK PK LOT FIELD DRIVEWAY/GARAGE FREEWAY BUILDING

DATE OF FIRE 8-10-98 DAY Monday TIME OF CALL 5¹⁵AM ARRIVED 5¹⁵AM CLEAR 5¹⁵AM

DESCRIPTION OF VEHICLE:

TITLE HOLDER: OWNER _____

ADDRESS _____

YEAR 1995 MAKE Ford MODEL Mustang COLOR (1) GRN (2) GRN

LICENSE PLATE - STATE MICH. NUMBER _____ EXPIRES 4-1-99

VEHICLE IDENTIFICATION NUMBER 2PALP74W6SX151037

LEIN HOLDER None

INSURANCE CO. Menic

PASSENGER COMPARTMENT (INTERIOR):

DASHBOARD: INTACT CONSUMED PARTIALLY CONSUMED MISSING

RADIO: INTACT MISSING

SPEAKERS: INTACT MISSING

FIRSWALL: INTACT BREACHED BY FIRE

IGNITION: INTACT OFF POSITION LOCKED THUMB ASSIST OFF DESTROYED BY FIRE
IN DEBRIS MISSING ON POSITION TAMPERED W/INTACT TAMPERED W/DEFEATED

STEERING COLUMN: INTACT/LOCKED INTACT/UNLOCKED TAMPERED WITH/INTACT
DESTROYED BY FIRE MISSING TAMPERED WITH/DEFEATED

FRONT SEAT: INTACT CONSUMED PARTIALLY CONSUMED MISSING

REAR SEAT: INTACT CONSUMED PARTIALLY CONSUMED MISSING N/A

GLOVE BOX: INTACT PARTIALLY CONSUMED CONSUMED REMOVED

ITEMS IN GLOVE BOX _____ OWNERS MANUAL MISC PAPERS

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PAGE 1 - VEHICLE FIRE INVESTIGATION

AIR BAG: (DRIVERS SIDE) INTACT BAG CONSUMED MISSING N/A
 (PASS. SIDE) INTACT BAG CONSUMED MISSING N/A
 IGNITION KEY: NONE POUND IN IGNITION AT SCENE IN DEBRIS
 ODOMETER READING _____ ACTUAL OIL CHANGE DESTROYED BY FIRE
 DIGITAL REMOVED

TITLE INFORMATION (DATE OF TRANSFER TO CURRENT OWNER/MILEAGE) *AS OF 2-16-96,*
23,034 Actual Miles

PERSONAL EFFECTS IN PASSENGER COMPARTMENT *(S)*

ENGINE COMPARTMENT:

ENGINE ACCESSIBILITY: LIMITED (HOOD JAMMED) OPEN FORCED OPEN BY INVESTIGATOR
 ENGINE: INTACT PARTIALLY STRIPPED FIRE DAMAGED MISSING
 BATTERY: INTACT FIRE DAMAGED MISSING
 RADIATOR: INTACT PARTIALLY CONSUMED MISSING
 OIL LEVEL: *FULL* D.B.F.
 TRANSMISSION FLUID LEVEL: *FULL* D.B.F. BELTS: INTACT P. CONSUMED CONSUMED
 RADIATOR LEVEL: *D.B.F.* UPPER HOSE: INTACT P. CONSUMED CONSUMED
 BRAKE FLUID LEVEL: *D.B.F.* LOWER HOSE: INTACT P. CONSUMED CONSUMED
 POWER STEERING FLUID LEVEL: *D.B.F.*

NOTE: D.B.F. = DRAINED BY FIRE

ENGINE PARTS MISSING: _____

BURGLAR ALARM SYSTEM: YES NO UNKNOWN

ADDITIONAL INFORMATION: _____

EXTERIOR EXAMINATION:

TIRES	TYPE	CUSTOM WHEELS/ WHEEL COVER	TREADWEAR	# OF LUGS	MISSING
LF	<i>LT 235/75R15</i>	<i>LT 235/75R15</i>	<i>25%</i>	<i>5</i>	_____
RF	<i>LT 235/75R15</i>	<i>LT 235/75R15</i>	<i>25%</i>	<i>5</i>	_____
LR	<i>LT 235/75R15</i>	<i>LT 235/75R15</i>	<i>25%</i>	<i>5</i>	_____
RR	<i>LT 235/75R15</i>	<i>LT 235/75R15</i>	<i>25%</i>	<i>5</i>	_____

DOOR CYLINDERS (LOCKS):

LEFT DOOR: INTACT FIRE DAMAGED FORCED ENTRY
 RIGHT DOOR: INTACT FIRE DAMAGED FORCED ENTRY

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GLASS CONDITION:

WINDSHIELD:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
REAR WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
DRIVER'S WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION:	UP <input checked="" type="checkbox"/>	DOWN <input type="checkbox"/>		
PASSENGER WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION:	UP <input checked="" type="checkbox"/>	DOWN <input type="checkbox"/>		
LEFT REAR WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	UP <input type="checkbox"/>	DOWN <input type="checkbox"/> STATIONARY <input type="checkbox"/>		
LEFT REAR THIRD WINDOW	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	STATIONARY <input type="checkbox"/>			
RIGHT REAR WINDOW:	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	UP <input type="checkbox"/>	DOWN <input type="checkbox"/> STATIONARY <input type="checkbox"/>		
RIGHT REAR THIRD WINDOW	INTACT <input type="checkbox"/>	MELTED/CRACKED BY HEAT <input checked="" type="checkbox"/>	BROKEN <input type="checkbox"/>	IN/OUT <input checked="" type="checkbox"/>
POSITION	STATIONARY <input type="checkbox"/>			
SUN ROOF:	OPEN <input type="checkbox"/>	CLOSED <input type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	
CONVERTIBLE	UP <input type="checkbox"/>	DOWN <input type="checkbox"/>	CONSUMED <input type="checkbox"/>	
T-TOPS	ON <input type="checkbox"/>	MISSING <input type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	
ELECTRIC WINDOWS:	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		

TRUNK COMPARTMENT EXAMINATION:

PICKUP <input type="checkbox"/>	VAN <input type="checkbox"/>	UTILITY VEHICLE <input type="checkbox"/>	
TRUNK LOCK INTACT:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/> LOCKED <input checked="" type="checkbox"/> OPEN <input type="checkbox"/> FORCED <input checked="" type="checkbox"/>	ATT.
IF FORCED, BY WHOM			
TRUNK RELEASE:	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN <input type="checkbox"/>		
ENTRY TO TRUNK	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		

TRUNK CONTENTS:

SPARE TIRE:	INTACT <input type="checkbox"/>	CONSUMED <input type="checkbox"/>	MISSING <input type="checkbox"/>	ON VEHICLE <input type="checkbox"/>
TIRE CHANGING EQUIP:	INTACT <input type="checkbox"/>	MISSING <input type="checkbox"/>	AT SCENE <input type="checkbox"/>	

OTHER CONTENTS/PERSONAL AFFECTS IN TRUNK COMPARTMENT/CARGO AREA: _____

PAGE 4 - VEHICLE FIRE INVESTIGATION

UNDER VEHICLE:

FUEL TANK:	INTACT <input checked="" type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	MISSING <input type="checkbox"/>
GAS CAP:	INTACT <input type="checkbox"/>	MELTED <input type="checkbox"/>	MISSING <input type="checkbox"/>
FILL PIPE	INTACT <input type="checkbox"/>	FIRE DAMAGED <input type="checkbox"/>	
TRANSMISSION:	INTACT <input type="checkbox"/>	MISSING <input type="checkbox"/>	LEAKAGE NOTICED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
OIL PAN:	INTACT <input type="checkbox"/>	MISSING <input type="checkbox"/>	LEAKAGE NOTICED YES <input type="checkbox"/> NO <input type="checkbox"/>

RUST AND DAMAGE:

AREAS	MISSING	RUST	DAMAGE	VANDALIZED
FRONT BUMPER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HOOD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRILLE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT FENDER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DRIVER'S DOOR OPEN/CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT REAR DOOR OPEN/CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT QUARTER PANEL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRUNK LID	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
REAR BUMPER	<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"/>
RIGHT QUARTER PANEL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PASSENGER DOOR OPEN / CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT REAR DOOR OPEN/CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT FENDER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

UTILITY OR VAN:

REAR CARGO DOORS OPEN / CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SIDE CARGO DOORS OPEN / CLOSED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BODY CONDITION: EXCELLENT GOOD FAIR POOR

NUMBER OF PHOTOGRAPHS TAKEN

EVIDENCE CONFISCATED:

INVESTIGATED BY:

W.O. Hancher Jr.

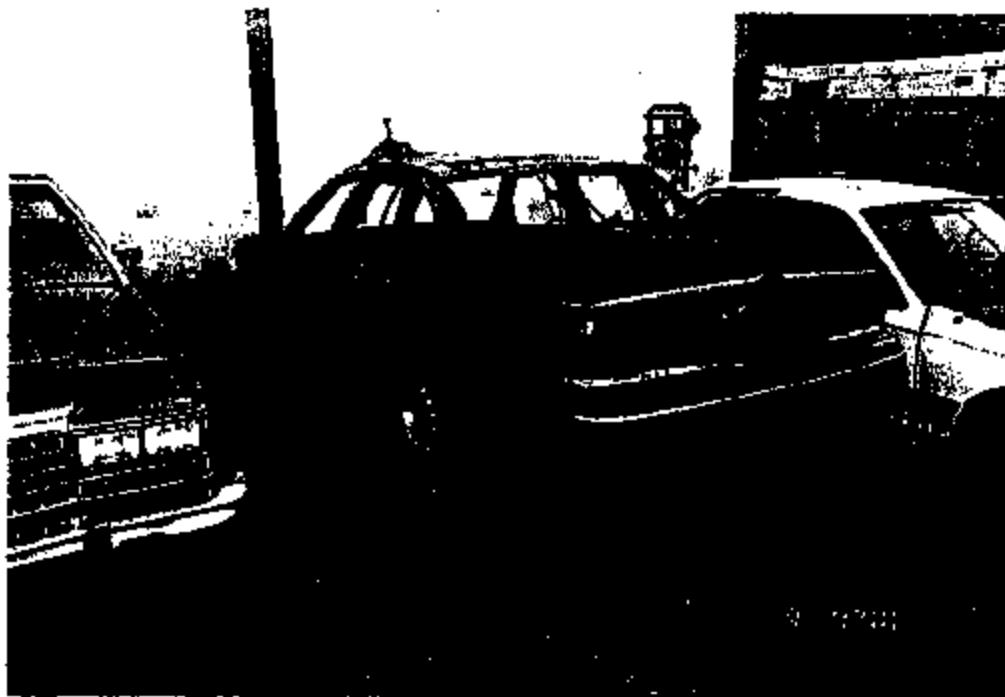
20

98-1409VF



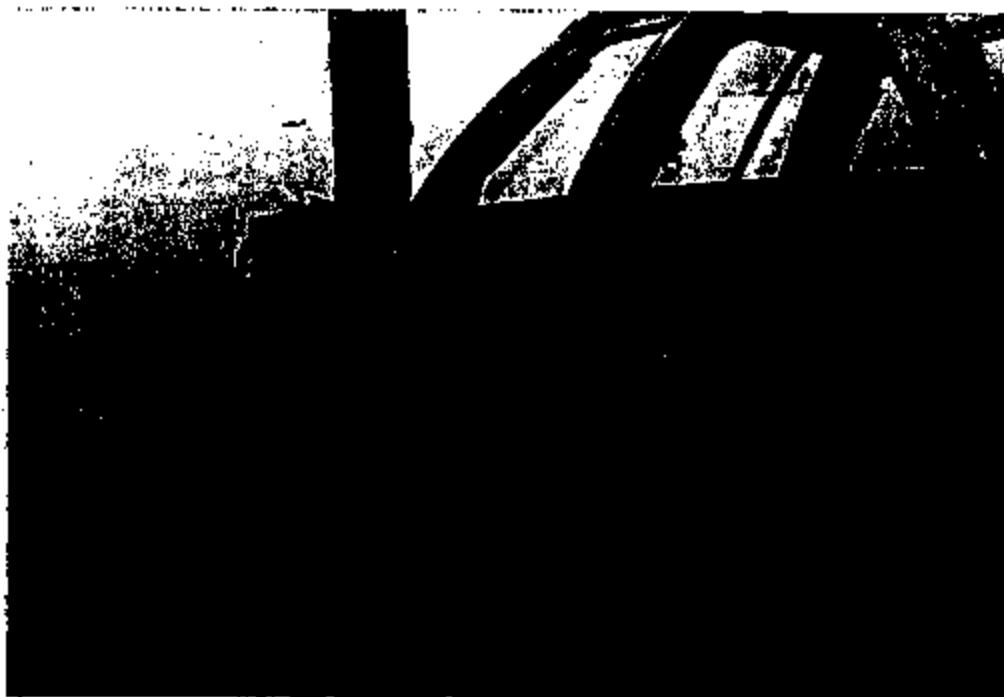
1. View of the remains of the vehicle identification number identifying the vehicle
2. Overall view of the rear of the vehicle





3. View of the left rear of the vehicle

4. View of the driver's side of the vehicle



22



5. View of the left front of the vehicle

.....
6. Close-up view showing the fire damage to the
aluminum bumper in the left front



23



7. View of the right front of the vehicle

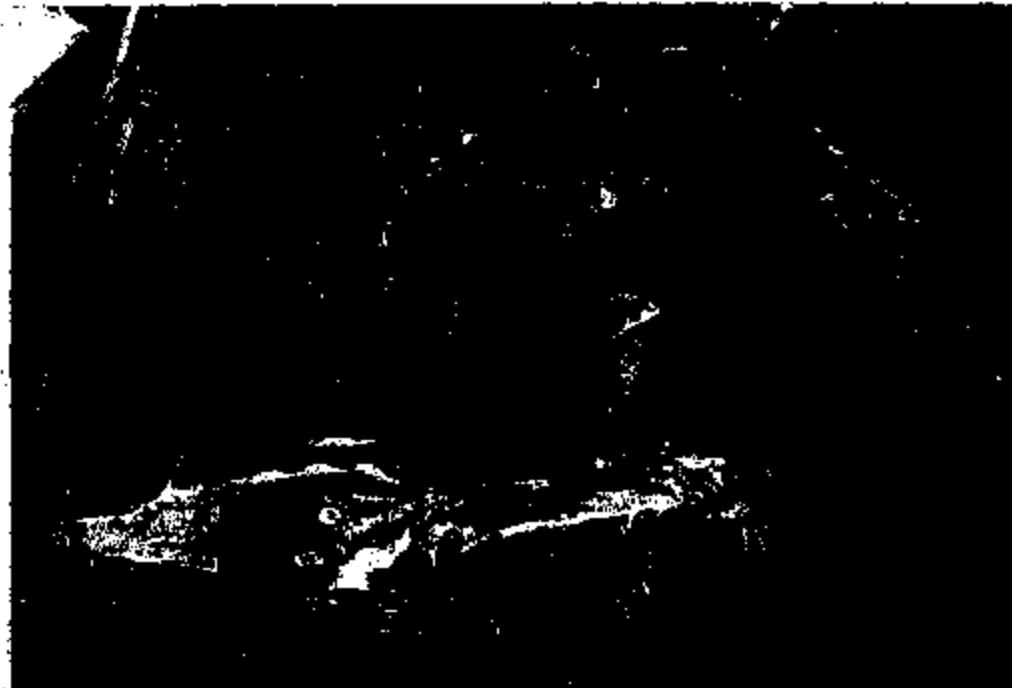
.....
8. View of the passenger side of the vehicle from
the front



24



9. View of the passenger compartment through the windshield opening
10. View of the engine compartment from the front



25



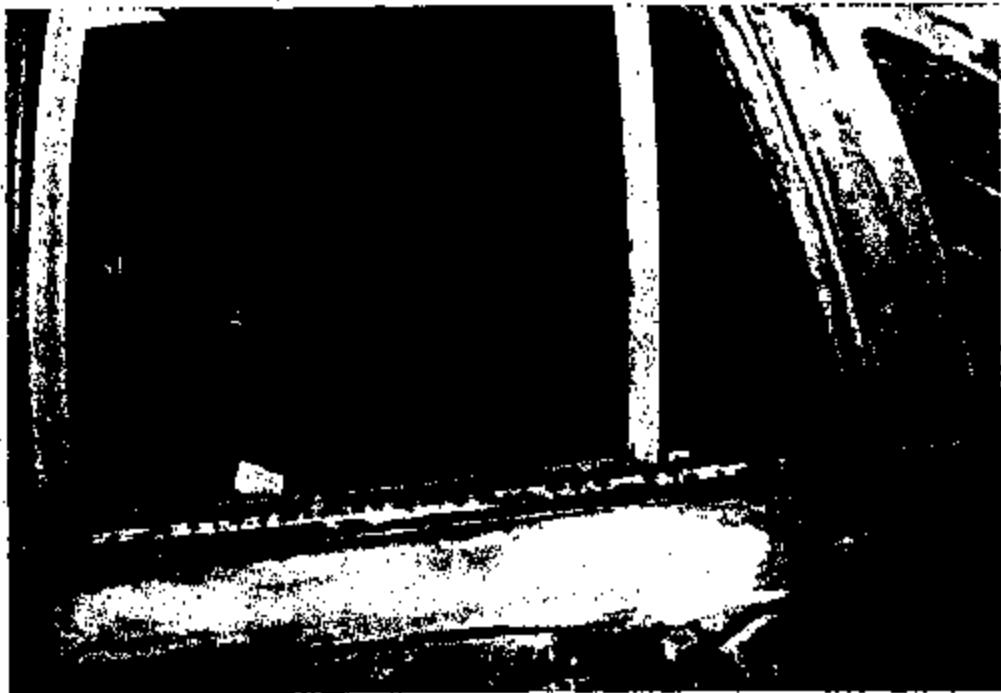
11. View of the engine compartment from the passenger side and damage present to the fiberglass valve cover
12. View of the fiberglass valve cover on the left or driver's side



26



13. View of the front passenger compartment from the driver's side
14. View of the rear passenger compartment from the driver's side



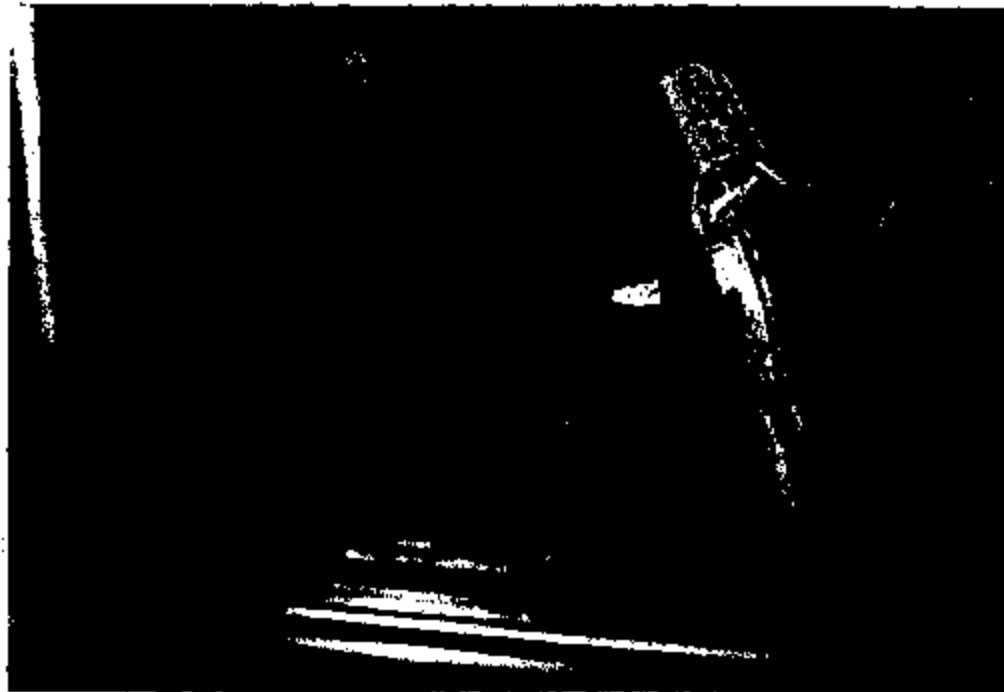


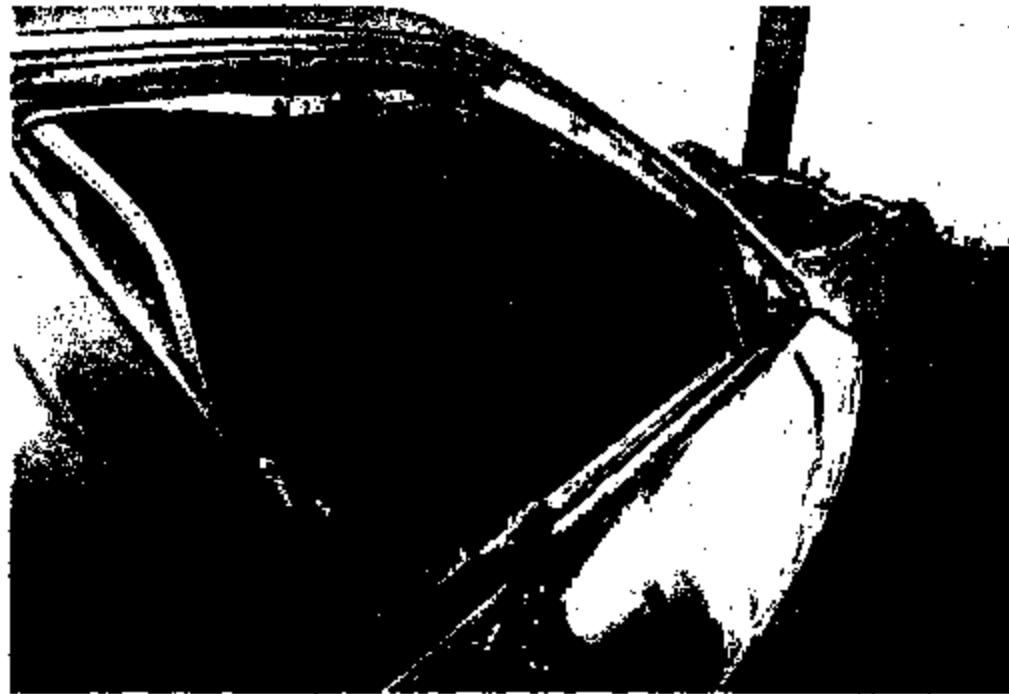
15. View of the driver's side dashboard area with combustible materials still present
16. View of the Michigan license plate registered to the vehicle





17. View of the rear deck and light still intact in the rear passenger compartment
18. View of the rear seat with foam rubber still remaining



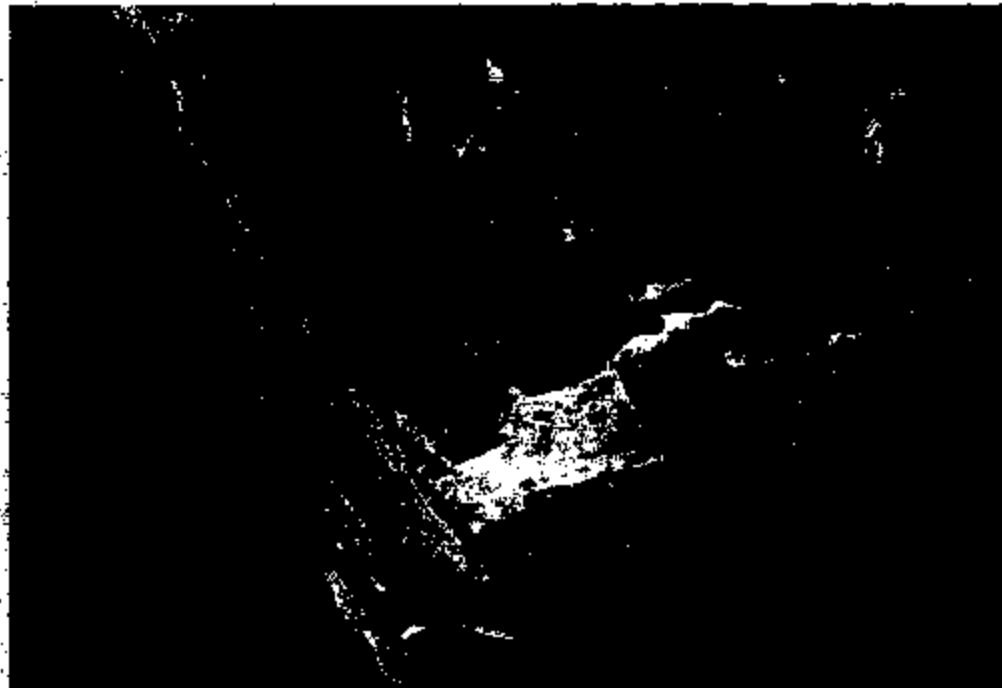


19. View of the dashboard area on the passenger side
20. View of fire damage present to the radiator and air conditioning condenser





21. View where the fire breached the bulkhead in the area of the heater duct and blower motor
22. View of the battery

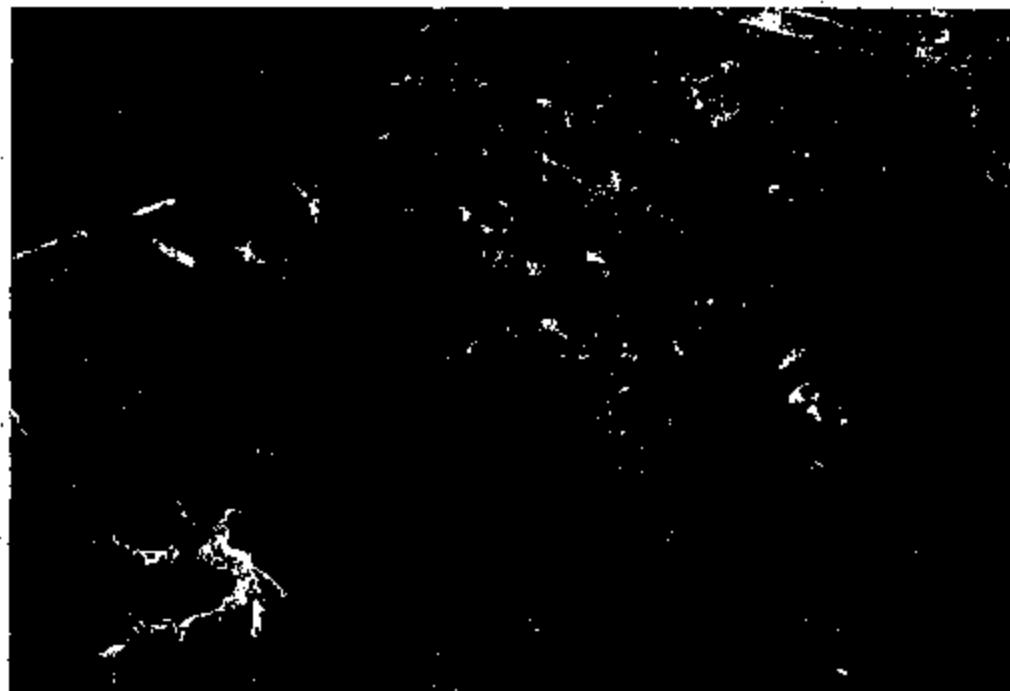


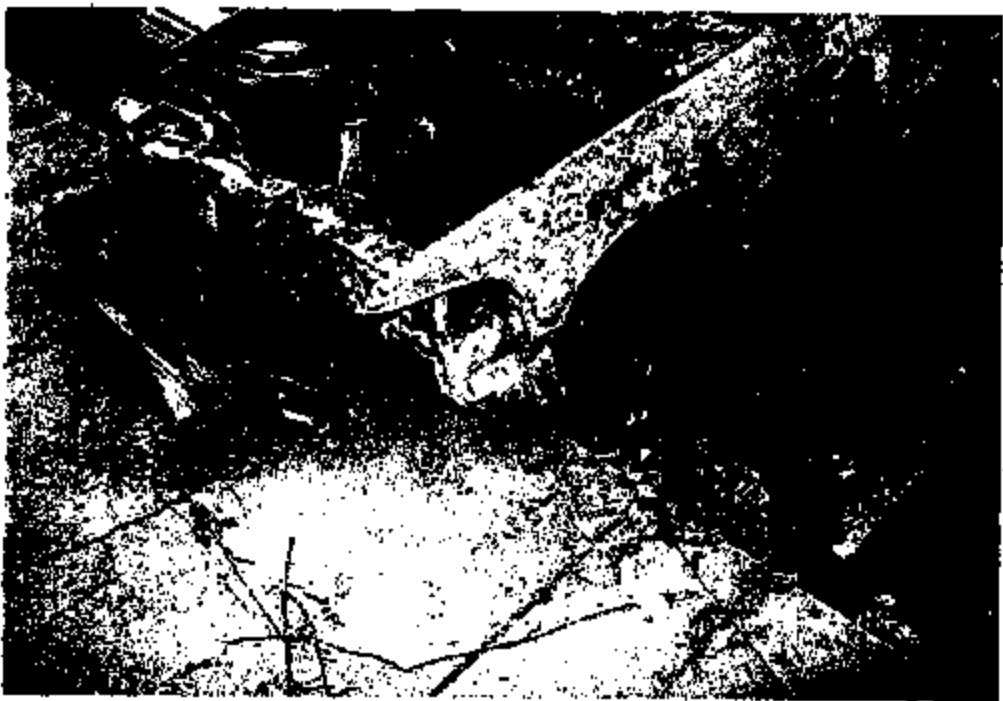
31



23. View of the front of the engine compartment as seen from the passenger side

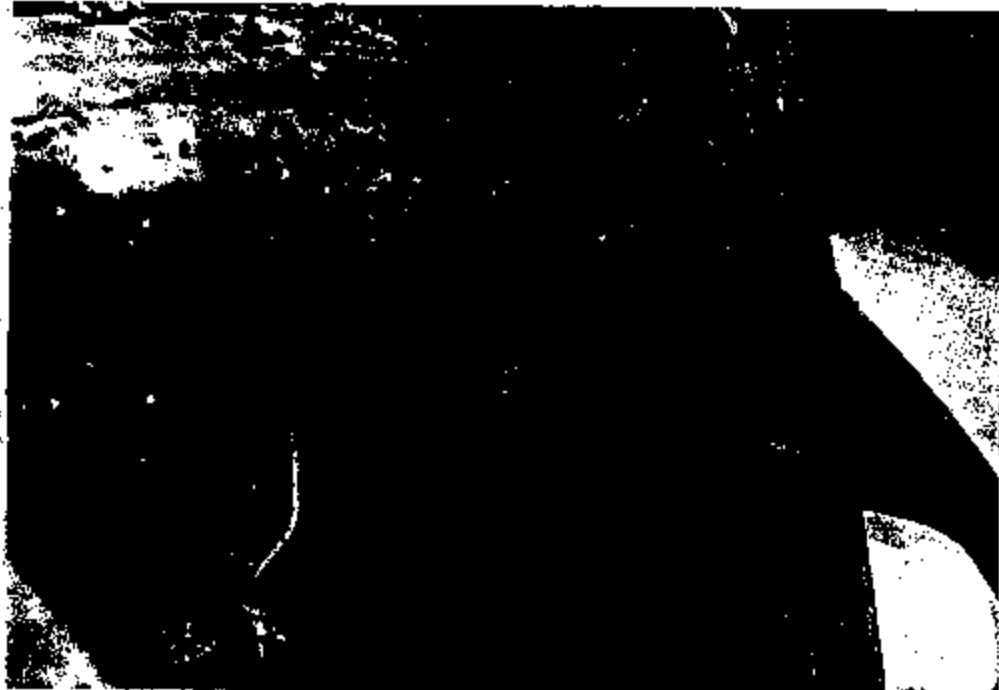
24. Close-up view of the valve cover on the left or driver's side





25. Close-up view of the damage much more pronounced
in the left front

.....
26. View of the dashboard area from the driver's
side





27. View of the dashboard in the center to right as seen from the driver's side
28. View of the wiring within the dashboard as seen from the driver's side



34



29. View of wiring with evidence of arcing

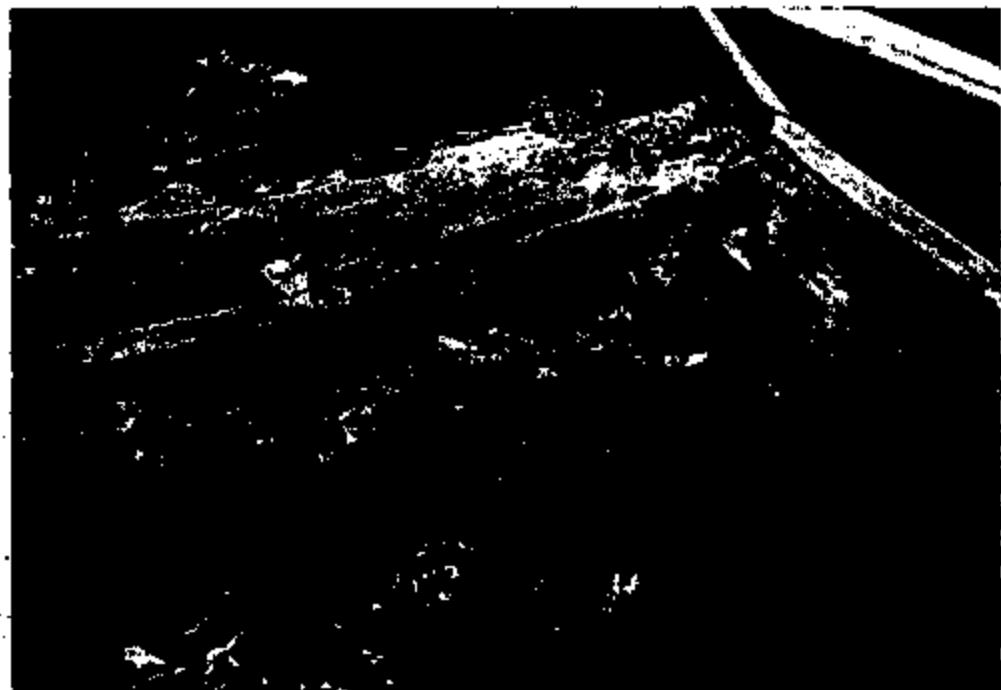
30. Another view of wiring within the dashboard with
evidence of arcing





31. View of the cowling area in the left rear of the engine compartment

32. View of combustible material present above the brake booster





33. View of the fire damage much more pronounced at the firewall on the right or passenger side

34. Another view of the fire damage much more pronounced on the right or passenger side

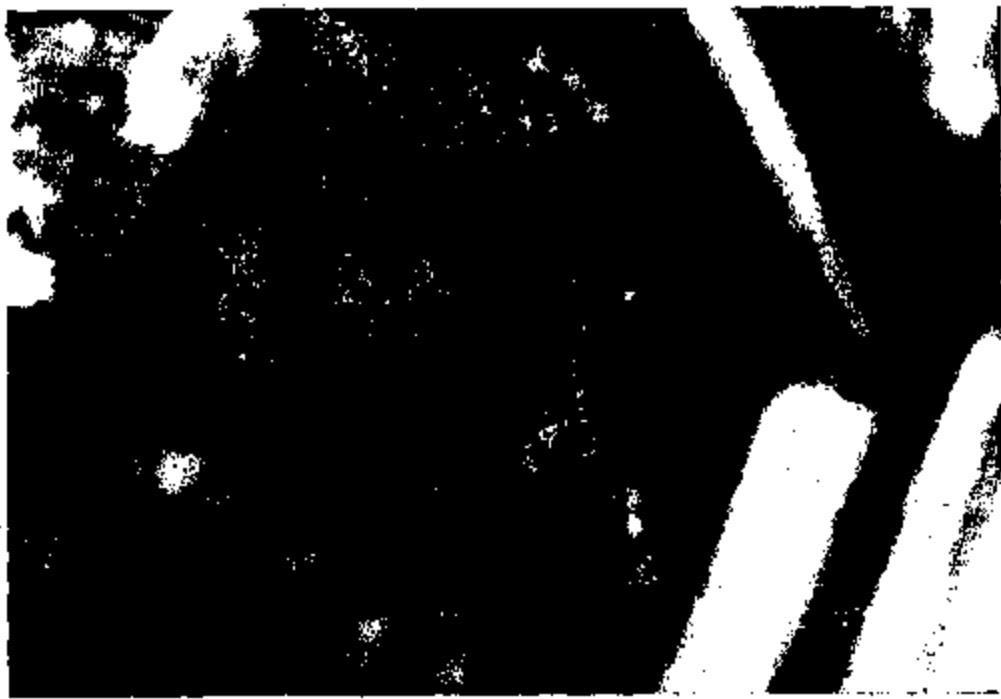




35. View of the passenger airbag

36. View of the firewall as seen from the passenger side, viewing toward the driver's side





37. View of the wiring harness with charred wiring insulation still present

38. View of the radio with electrical tape still present around the wiring harness





39. View of the wiring harness stored in two within the dashboard

40. View of the wiring harness stored in two in the dashboard



40

HASSOCIES

1-800-961-2909
(Outside 313 Area Code)
wm@hendon-assoc.com
dm@hendon-assoc.com

Investigators & Consultants
583 East Lamed, Suite 100
Detroit, Michigan 48226-4318
313-961-2909 Fax 313-964-0395

P.O. Box 27
Boyne City, Michigan 49712
616-582-5545

Licensed in Michigan, Ohio & Indiana

October 12, 1998

IN RE: MSEMIC Claim No [REDACTED]
R&A File No. 98-1409VF
[REDACTED]

PREDICATION:

This case is predicated upon the request of Ms. Cindy Passmore, MSEMIC Claims Representative, to conduct an investigation into a [REDACTED] with special reference to the mechanical condition of a 1995 Ford, Crown Victoria.

SECRETARY OF STATE:

Through the Secretary of State, the following information was obtained:

1995 Ford	2FALP74W6SX151032	21 Four Door	Transfer
02/16/96	142G0460124	Crown Victoria	23034 A

City Wide Leasing Inc
10601 Northland Ave.
Ferndale 48220-2136
---Address from Registration

No Secured Interest on Record

Registration Information:

313XKJ	PC-Renewal
04/01/99	

INSPECTION:

On September 21, 1998 at 10:00 a.m., this Investigator arrived at North End Collision in Oak Park to conduct an investigation into

41

IN RE: MEEVIC Claim No. [REDACTED]
HIA File No. 98-1409VF
[REDACTED]

October 12, 1998
Page 2

the mechanical condition of a 1995 Ford, Crown Victoria, with special reference to valve cover gasket leakage.

TYPE OF ENGINE:

This vehicle is equipped with a 4.6 liter, V8 engine.

MECHANICAL EVALUATION:

On September 21, 1998, at 10:00 a.m., this Investigator arrived at North End Collision in Oak Park, Michigan to conduct an investigation on a 1995 Ford, Crown Victoria in reference to valve cover gasket leakage. Upon initial approach to the vehicle, the vehicle was identified by its vehicle identification number located in the area of the dash and the windshield.

This Investigator removed the right valve cover for inspection. Initial observations of the valve cover revealed traces of oil residue on the molded valve cover, where the valve cover gasket seats. Inspection of the valve cover gasket reveals that the lower center portion was bypassing oil underneath the gasket, which was very visible on the valve cover gasket.

This investigation was then focused toward the right cylinder head, where the valve cover seats. Observations of the right cylinder head reveal traces of oil that were leaking past the gasket on the surface of the cylinder head. Furthermore, the right cylinder head near the front of the engine, there is residue build-up, which is wider near the front of the cylinder head than it is in the center, which verifies that the gasket has shifted from its original position. The side of the right cylinder head reveals charring from oil that has leaked prior to the fire, which the fire had consumed.

This investigation was then focused to the exhaust manifold on the right side. The right exhaust manifold reveals charring from oil that has leaked from the valve cover gasket onto the exhaust manifold.

This investigation was then focused to the left valve cover. The valve cover was removed for inspection where the gasket seats on the cylinder head could be observed toward the lower rear portion oil leakage. Furthermore, on the rear side portion of the left

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IN RE: MHEMIC Claim No. [REDACTED]
H&A File No. 98-1409VF
[REDACTED]

October 12, 1998
Page 3

cylinder head could be observed charring from oil that has leaked past the gasket. On the left cylinder head toward the rear could be observed where the oil was running down the side of the cylinder head. Inspection of the left valve cover gasket does reveal fire damage to the center portion of the gasket. The rear portion of the cylinder of the valve cover gasket reveals oil leakage, leaving traces of oil residue along with dirt build-up on the gasket.

CONCLUSION:

From the information ascertained during the course of this investigation, it has become apparent to this Investigator that the right cylinder head valve cover gasket was leaking on the lower center portion. Furthermore, the left valve cover gasket was leaking in the lower rear portion where it matches up to the cylinder head surface, leaking oil down the side of the cylinder head and onto the exhaust manifold.

At this time, all requests for services have been completed, we are closing our file and forwarding our report and photographs for your review.


Edward W. Nightingale,
Master Mechanic

EWN/jam

43

Mechanics cont

98-1409VE



1. View of the vehicle from the left side.
2. View of the front of the engine.

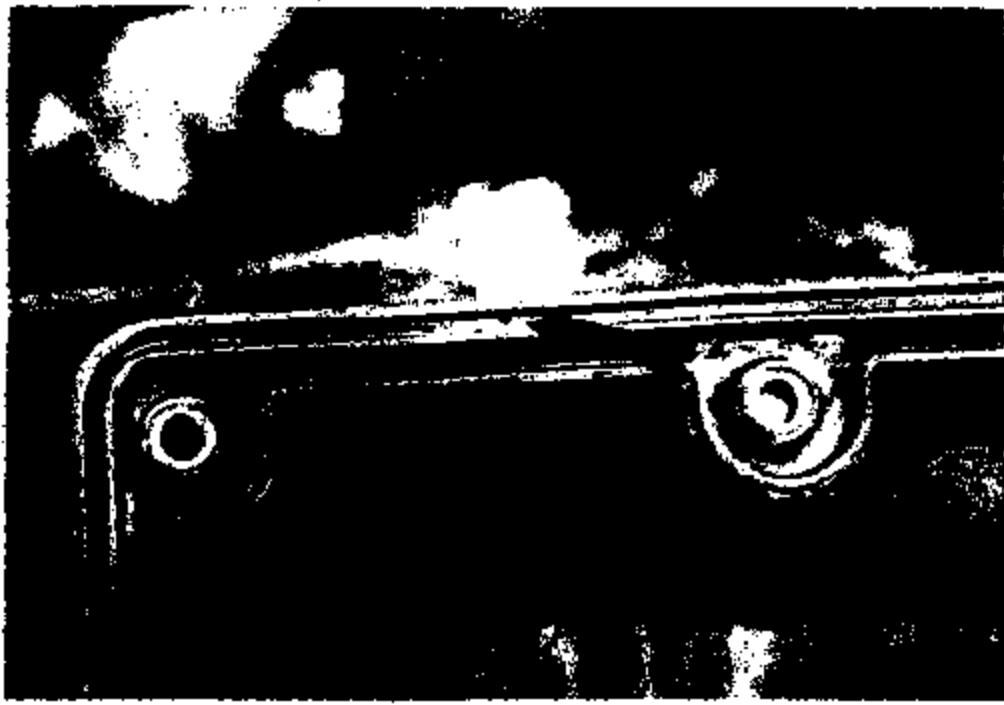




3. View of the right valve cover.
4. Closer view of the right valve cover.

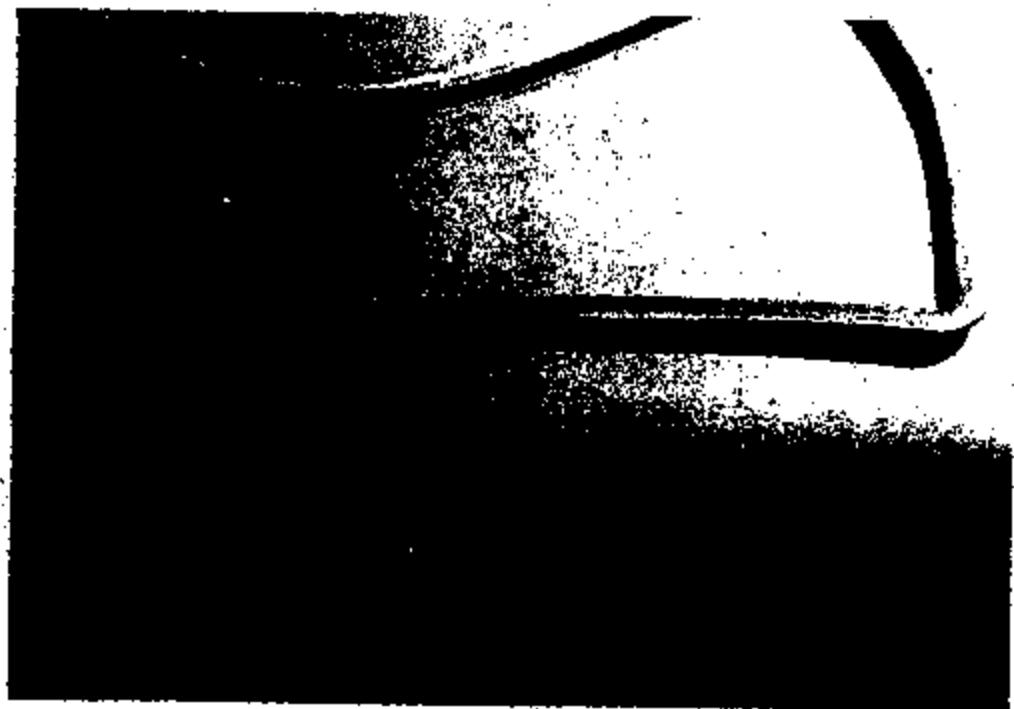


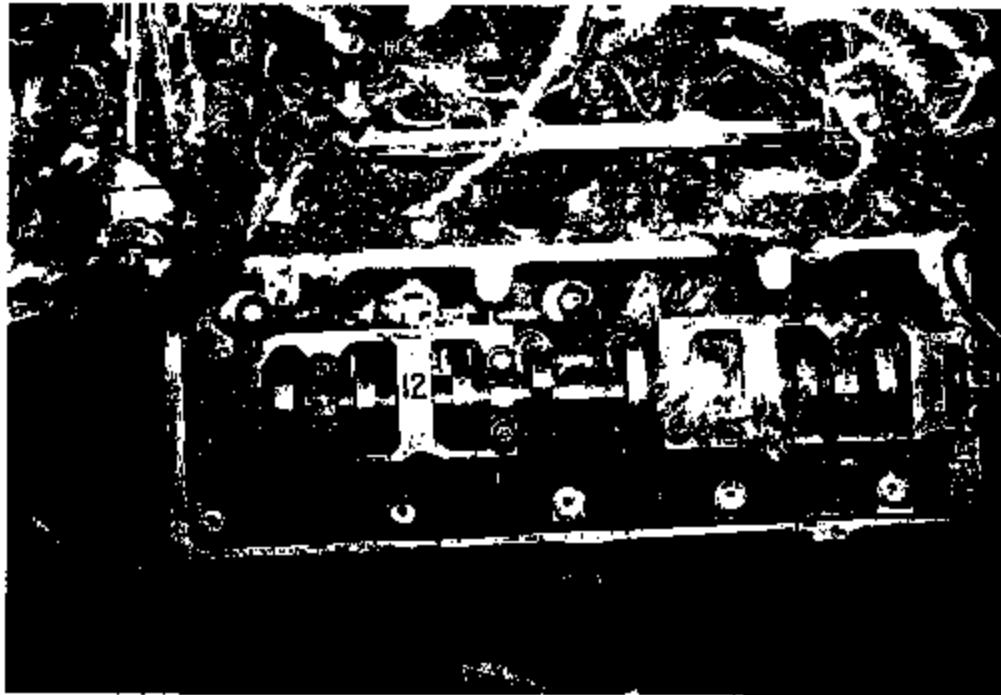
45



5. View of traces of oil on the right valve cover.

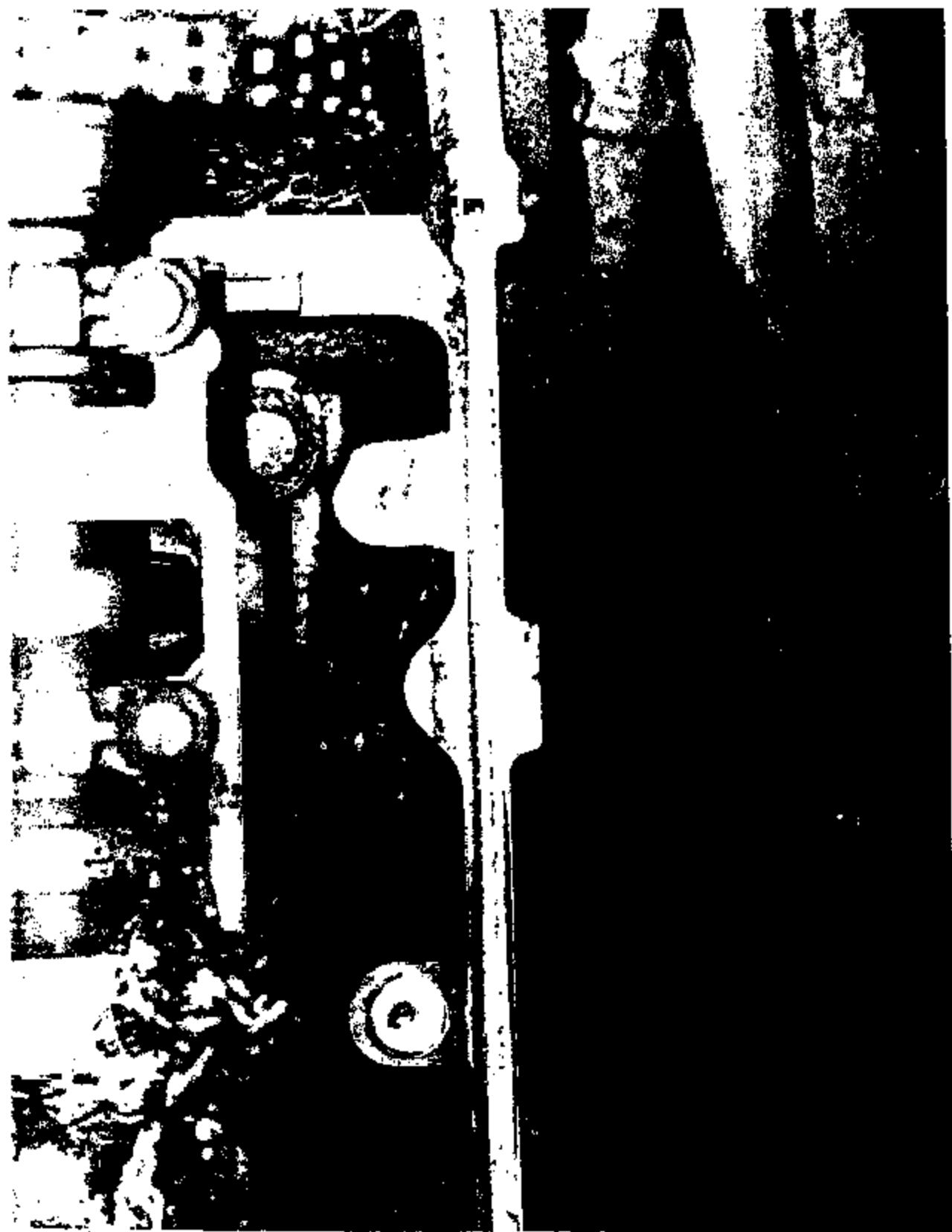
6. View of evidence of oil on the valve cover gasket.





7. View of the valve cover cylinder head mounting surface.
8. View of oil seepage at the center of the mounting surface.





9. Closer view of the valve cover gasket leakage.

48

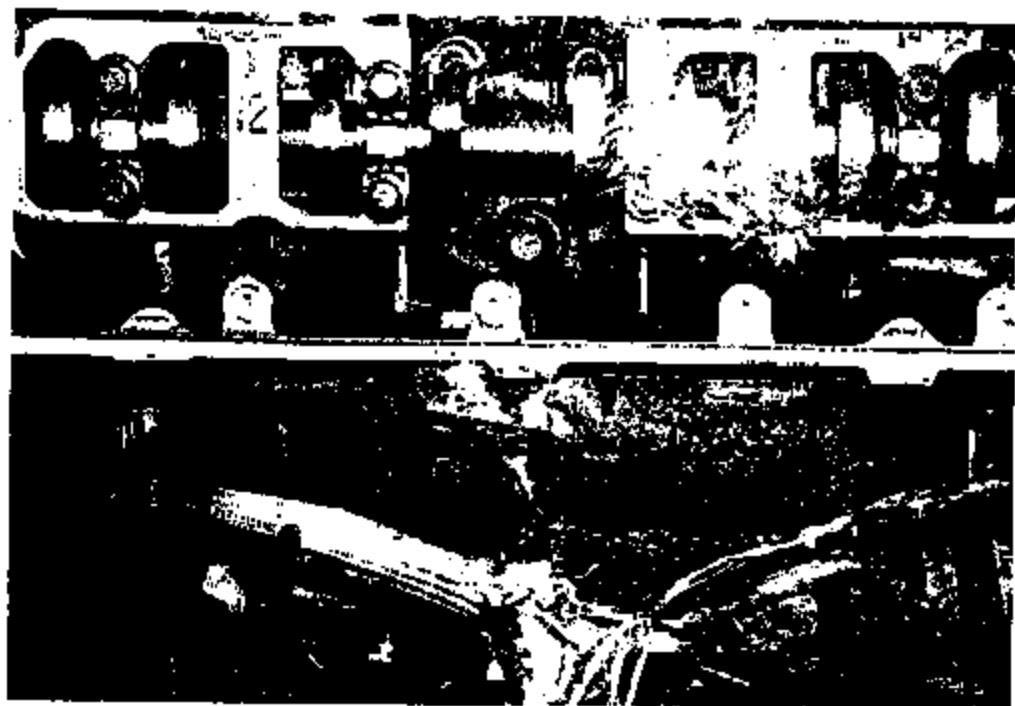
ER02-028 45553



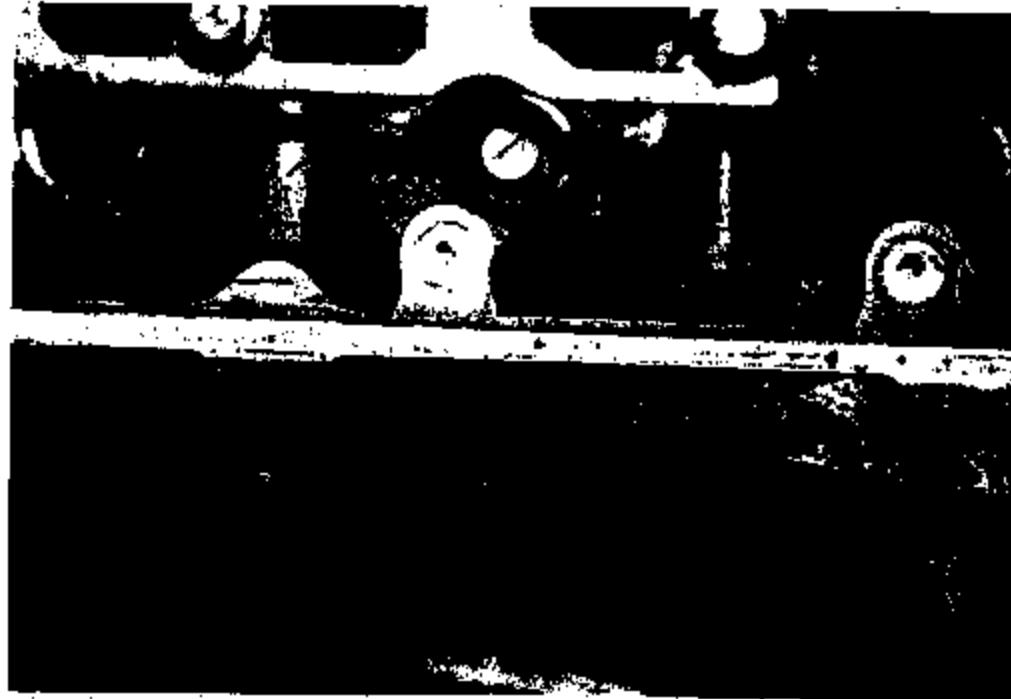
10. View of charring on the right exhaust manifold.

49

ENR2-626 45554

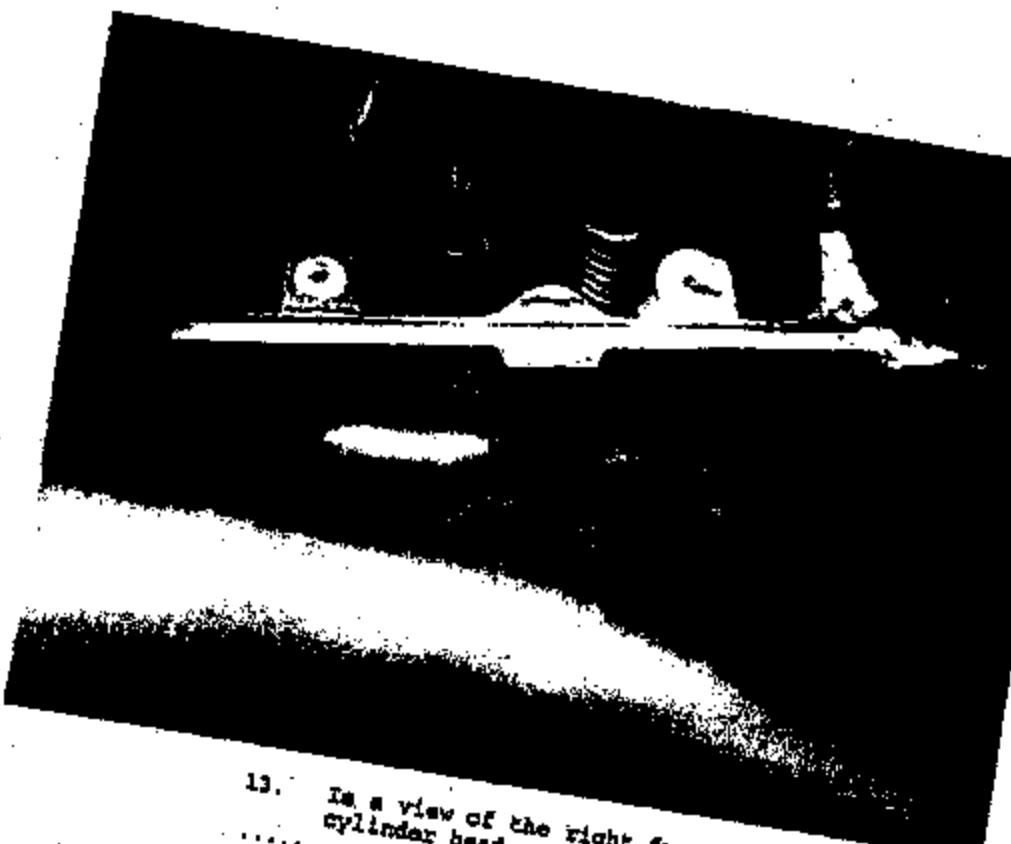


11. Is another view of charring on the top side of the exhaust manifold.
12. Is a view of the gasket seal which is wider towards the front from the gasket moving.



50

5962-025 43356



13. Is a view of the right front of the gasket cylinder head surface.
14. Is a view of the rear of the right cylinder head.





15. Is a view of the rear of the cylinder head surface.

.....

16. Is a view of the left valve cover.



52



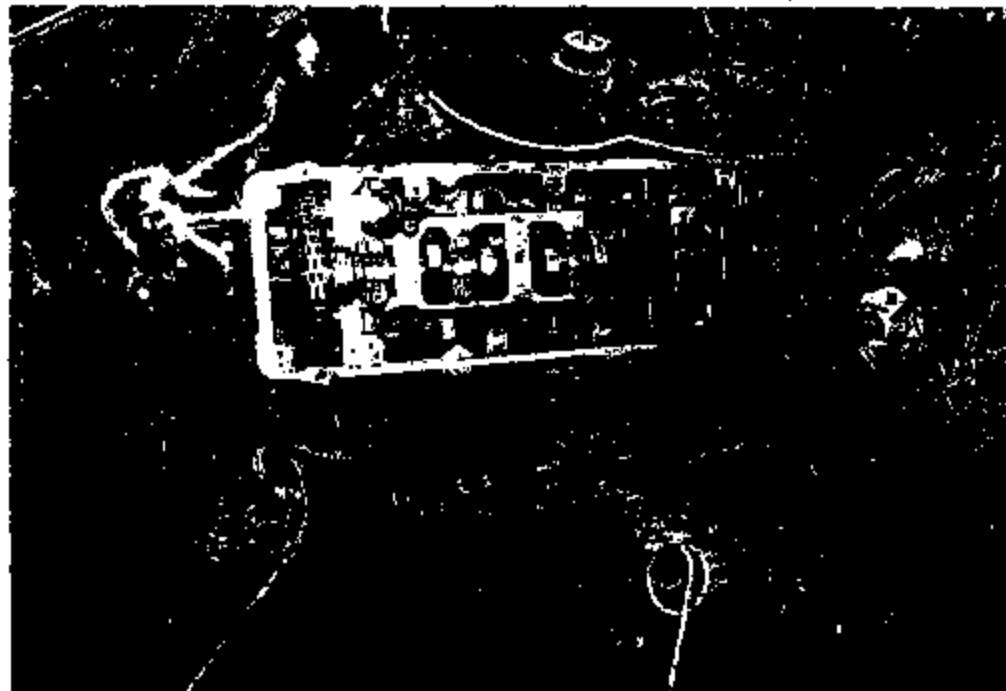
17. Is a view of charring on the left exhaust manifold.
18. Is a view of the gasket leakage at the rear of the left valve cover.

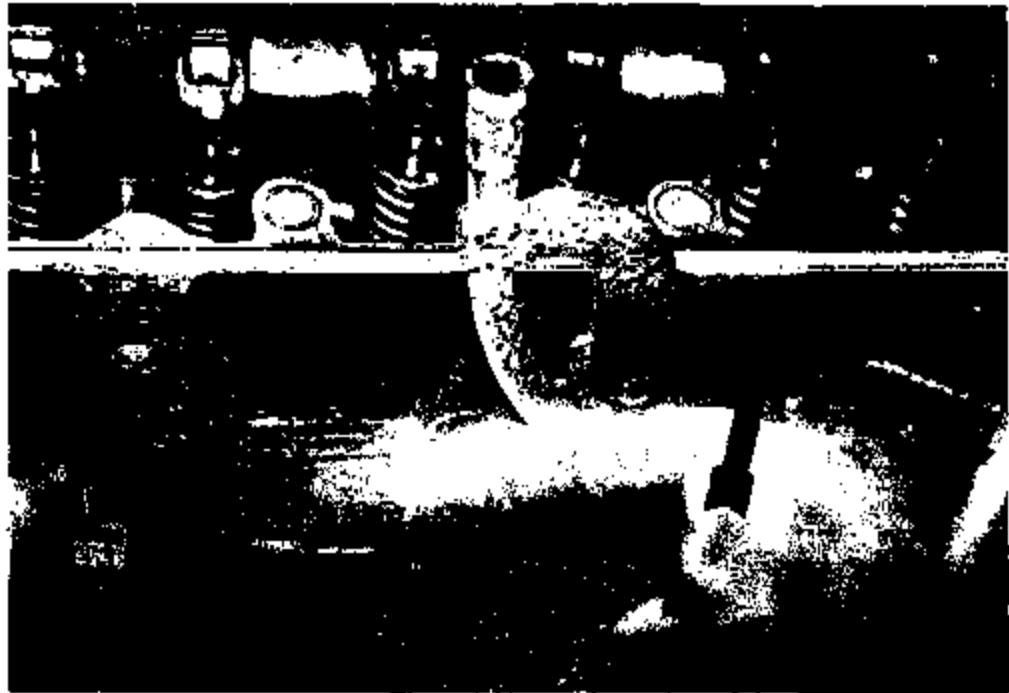




19. Is another view of oil leakage at the rear of the left valve cover.

20. Is a view of the top of the left cylinder head.





21. Is a view of charring on the side of the left cylinder head.

55



22. Is a view of where oil was leaking down the side
of the cylinder head.

56

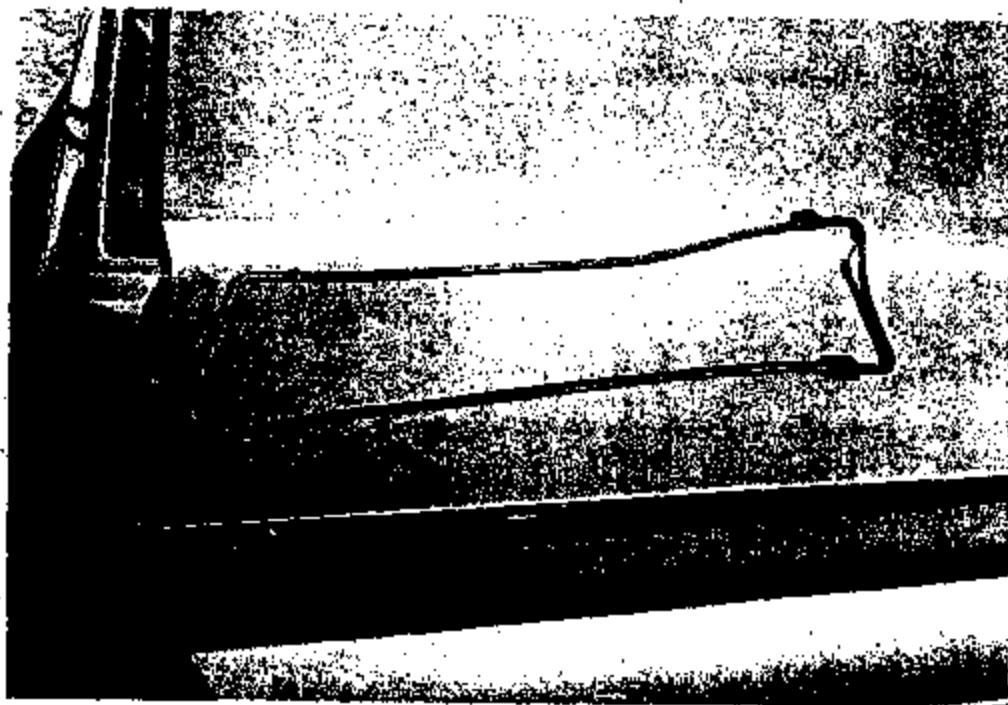
2002-025 45561



23. Is a view of oil leakage at the rear of the left cylinder head.

57

E902-025 45502



24. Is an overall view of the left valve cover gasket.



25. Is a view of oil in the area of the back of the left cylinder head on the gasket surface.
26. Is another view of oil leakage at the rear of the left valve cover gasket.



S9

ME2-026 45504



27. A closer view of the valve cover gasket leaking on the left rear side.

60

E982-225 45568

*Recd
4/14/21
JN*

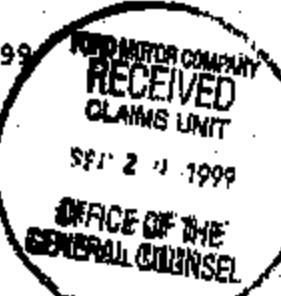
MARSHALL I. LETT

2/1/98
Attorney and Counselor at Law

26260 Franklin Road
Southfield, Michigan 48034
(248) 350-3250

September 27, 1999

FORD MOTOR COMPANY
Parklane Towers West Suite 300
Three Parklane Blvd
Dearborn, Michigan 48126-2568



Re: MEEMIC INSURANCE [REDACTED]
v. Ford Motor Company
Date/Loss : Aug 10, 1998
OUR FILE #: 01103

Dear Sir/Madam:

Please be advised that this office has been retained by the above described insurance company on behalf of their Insured [REDACTED] for the purpose of recovering damages arising out of the following incident: Fire loss to the 1995 Ford Crown Victoria, VIN #: 2FALP74W6SX151032.

Our investigation reveals that this fire occurred as a result of your defective product. As a result, our clients have suffered damage and expenses in the amount of \$10,550.00.

If you were covered by a policy of insurance for this type of loss, we suggest that this letter along with your policy number be forwarded immediately to your company. HAVE YOUR INSURANCE COMPANY CONTACT US TO RESOLVE THIS MATTER IMMEDIATELY. If you did not have insurance please contact this office at once to discuss an amicable resolution of this matter. In any event, if we do not hear from you or your insurance company within ten (10) days, we have been instructed by our client to pursue further action through the Courts.

This office has an attorney's lien over any and all proceeds paid by way of settlement, judgment or otherwise, to or on behalf of our clients.

Sincerely,

MARSHALL I. LETT

MIL:kej

The image shows a decorative border consisting of a repeating pattern of stars and dots. The pattern is composed of two main elements: a vertical column of stars on the left and a horizontal row of stars on the right. Between these columns are several horizontal rows of dots. The entire border is enclosed within a thick, dark rectangular frame.

A decorative border consisting of a repeating pattern of small circles or dots arranged in a stylized, organic shape. The pattern is composed of two main elements: a vertical column of circles on the left and a horizontal band of circles on the right. The circles are arranged in a way that suggests a leafy branch or a series of petals. The entire border is enclosed within a thin black rectangular frame.

*
*
*
*
* **GENERATED BY:**
* **SHANE BOWTON**
*
* **PHONE: 322-3269**
*
* **JOB: 03081661**
*
* **JORDATE: 10/29/98**
*
* **TIME: 1:41:29**
*
*

PREDATOR 1.0 VERSION 2.7

VEHICLE HISTORY (BB-11) TYPE

*** MODEL YEAR** - 95
*** CUT-OFF DATE** - 12/00/94
*** REPORT TITLE** - **[REDACTED]**
*** VEHICLE TYPE** - COMP

*** REPORT CLAIM TYPE** - ALL CLAIMS

*** REPORT SORT SEQUENCE** - PLANT CODE \ SERIAL NO.

*** PAGE ON PRIMARY SORT?** -

*** PANATO MIL VALUE** -

*** PLANT/SERIAL NUMBERS** - X151032

29OCT98
PAGE 2.01

1995 SE-II PARTS BY COMMISSION CODE SUMMARY (12OCT98 C/O)
DATA ORDERED BY DESCENDING PART NO. FREQUENCY

PART NO	CD	COUNT
17682	42	1
3517	78	1

29OCT96
PAGE 3.01

1995 ME-II PARTS BY CUSTOMER CONCERN CODE SUMMARY (12OCT96 C/O)
DATA ORDERED BY DESCENDING PART NO. FREQUENCY

PART NO	COC	COUNT
17682	M01	1
3517	M15	1

29 OCT 98
PAGE 4.01

1995 ME-II PART/CONCERN CODE DESCRIPTION SUMMARY (12 OCT 98 C/O)
DATA ORDERED BY DESCENDING REPAIR COUNT

NUMBER	PART DESCRIPTION	COUNT	CD-DESCRIPTION	COUNT	CUSTOMER CONCERN CODE DESCRIPTION (CCC)		COUNT
					CCC	COUNT	
17682	MIRROR ASSY RD O/S	1	MISSING CODE	1	MISSING CODE	1	
3517	BUSHING ASSY-BTHER C	1	42-DOES NOT OPERATE	1	ME01-APPEARANCE/ATTACHMENT CONCERN-MIRROR	1	
		1	78-HAMMERED-DRILLED	1	ME15-NOISE-WHEN TURNING	1	

* CLAIMS LISTING FOR 1995 MODEL *
* SORTED BY: PLATE/DEALER/STATE/ZIPCODE

REQUESTED BY: BRENNAN BOSTON 12 OCT 96 C/O
DATA SOURCE: PAME SAM-II

TOTALS					RATIOS							
CLAIMS W/COMPTS	CLAIMS IN TIS	VEHICLES	DEALERS	MATERIAL COST	TOTAL COST	CLAIMS PER VEHIC	CLAIMS PER DEALER	CLAIMS TOTAL/SHRP	MATERIAL COST/SHRP	TOTAL COST/SHRP	PCT CLAIMS W/COMPTS	
3	2	3	1	2	\$619.01	\$978.96	3.00	1.50	1.00	\$205.34	\$326.32	67%

NAME LISTING TITLE ABBREVIATIONS

SERIAL CAR B/S MTS PNT PROD MARK SELL CLAIM MICRO C MCC APART CC CCC CD REPR T TACT MILES MTL TOTL LSR REPR ST
 NUMBER LINE CCY HAM DATE DATE DEALER NUMBER NUMBER S NUMBER NUMBER DATE IS CODE
 123456 BBC 30T 000 WAY 0800V94 04PER95 11111 123456 JHP34001 7F94 17A553 46 C85 46 23SEP95 E 806 10189 11.25 123 0.1 12345 MI
 CARD SEQUENCE NO. ->
 CONCERN CODE (OLD CONDITION CODE) ->
 --SAMPLE INDICATOR (YES,NO) CUSTOMER CONCERN CODE ->
 CONDITION CODE ->
 TIME IN SERVICE -> ACTUAL ODOMETER READING
 <-TRANSACTION CODE-FR PAYMENT EDIT-

REVALUE CODES	
A	2.0L-DOHC-PROSSE
B	2.5L-DOHC-PROSSE
C	5.0L-COBRA-E
D	5.0L-SHP COBRA
H	1.3L-SOHC
J	1.5L-SOHC
L	2.5L-DOHC-DURATEC
P	3.2L-DOHC SHD
R	3.0L-SUPERCHARGED
S	5.0L-V8 VORTONE
U	3.0L
V	4.0L-DOHC-SHD
W	4.0L-SOHC
X	4.0L-DOHC-FWD
Y	3.0L-DOHC SHD
Z	2.0L-DOHC-BRT
1	3.0L-FLEX FWD
3	3.0L-FWD
4	3.0L-SHD
5	1.8L-DOHC

- TRANSMISSION CODES -

A	ATM (4 SPEED)
C	ATX (4 SPEED CD48)
E	ATX (4 SPEED-4 WIRE)
M	ATX (3 SPEED ASPIRE)
P	ALDS (ELECTRONIC)
R	MTX (5 SPEED-MTX75)
S	MTX (MS-5 5 SPEED)
T	ATME (4XDO)
2	5 SPEED (TS-MUSTANG)
4	4.770MM (WIDE-RATIO)
5	5 SPEED (T-BIRD S.C.)
6	MTL 4 (5 SPEED)
7	MTL (5 SPEED ASPIRE)

4--> IF THIS ASTERISK APPEARS THEN
CLAIM IS NOT USED IN THE MATRIX
("CLAIMS IN TIS" TOTAL (IN SUMMARY ABOVE) EQUALS
TOTAL CLAIM COUNT minus ASTERISK TIS CLAIMS)

***** 1995 MODEL YEAR PASSENGER CAR BODY DESCRIPTIONS *****				
VEHICLE	BODY DESCRIPTION	VEHICLE	BODY DESCRIPTION	
MUSTANG (MUS)	2-H 2 DOOR BASE 2-HA 2 DOOR ALOCK BASE 2-GT 2 DOOR GT 2-GA 2 DOOR ALOCK GT 2-GC 2 DOOR ALOCK COBRA	CVB CONVERT CVA CONVERT ALLOCK BASE CGT CONVERT GT CSI CONVERT ALLOCK IMD CSA CONVERT ALLOCK GT		BAS
PROBE	3-H 3 DOOR BASE	(PRB)	3-GT 3 DOOR GT	
ESCAPE (ESC)	3-H 3 DOOR BASE 3-GT 3 DOOR GT WEX STATION WAGON LX 3-LX 3 DOOR LX 4-LX 4 DOOR LX 5-LX 5 DOOR LX	TRACER (TSA)	4-H 4 DOOR LTH 4-LT 4 DOOR 4-B 4 DOOR	BASE LTH BASE
CONTOUR (CTR)	4-G 2 DOOR GL 4-LX 4 DOOR LX 4-SE 4 DOOR SE 4-AL 2 DOOR ALLOCK GL 4-LL 4 DOOR ALLOCK LX 4-SL 4 DOOR ALLOCK SE	MYSTIQUE (MY2)	4-G 3 DOOR 4-L 4 DOOR 4-GL 2 DOOR ALLOCK GS 4-LL 4 DOOR ALLOCK LS	GS LS
TAURUS (TAR)	4-P 4 DOOR POLICE 4-PLE 4 DOOR ALLOCK POLICE (SAB) 4-SE 4 DOOR ALLOCK SSO 4-G 4 DOOR GL 4-LX 4 DOOR LX 4-GL 4 DOOR ALLOCK GL 4-LL 4 DOOR ALLOCK LX W-G STATION WAGON GL W-LX STATION WAGON LX W-GL ST WAGON ALLOCK BASE W-LL ST WAGON ALLOCK GL W-LI ST WAGON ALLOCK LX	SABLE	4-G 4 DOOR 4-L 4 DOOR 4-GL 4 DOOR ALLOCK GS 4-LL 4 DOOR ALLOCK LS W-LX STATION WAGON GS W-GL ST WAGON ALLOCK GS W-LL ST WAGON ALLOCK LS	GS LS
T-VERNO (TBD)	2-LX 2 DOOR ALLOCK LX 2-LK 2 DOOR LX 2-SC 2 DOOR ALLOCK SC	COUGAR (CCR)	2-XR 2 DOOR 2-XL 2 DOOR ALLOCK EXP	XTR
FORD	4-F 4 DOOR FLEET		4-PL 4 DOOR ALLOCK POL	
CROWN	4-B 4 DOOR BASE			
VICTORIA (FWD)	4-LX 4 DOOR LX 4-PL 4 DOOR ALLOCK FLEET 4-LL 4 DOOR ALLOCK BASE 4-P 4 DOOR POLICE	MERCURY	4-G 4 DOOR 4-LS 4 DOOR 4-MARQUIS 4-GL 4 DOOR ALLOCK GS (MNC) 4-LL 4 DOOR ALLOCK LS	GS LS
LINCOLN TOWN CAR (EBC)	4-L 4 DOOR EXECUTIVE 4-E 4 DOOR SIGNATURE 4-DC 4 DOOR CARTIER	MARK VIII	2-SC 2 DOOR CONFIDENTIAL 4-L 4 DOOR	LS BAS

1995 LIGHT TRUCK BODY DESCRIPTIONS					
VEHICLE	BODY DESCRIPTION	VEHICLE	BODY DESCRIPTION		
F-SERIES 15F	150 L.DUTY CONV.		350 350 H.DUTY SUPER		
4X2 (FEE)	25F 250 L.DUTY CONV.		35C 350 H.DUTY CREW		
4X4 (FEE)	25F 250 H.DUTY CONV.		452 450 H.DUTY CONV		
	35M 350 H.DUTY REG-PICKUP				
	35F 350 H.DUTY CONV.				
	15G 150 L.DUTY SUPER	BRONCO	B-L BASE		
	25C 250 H.DUTY CREW	(BRC)	BLT XLT		
	25B 250 H.DUTY SUPER		REC EDITION		
VILLAGER VOB	GS WAGON	MIDSTAR	REC	GL WAGON	
VLG	LS WAGON	(MHD)	MLX	LS WAGON	
VAN	BASE VAN		VAN	BASE VAN	
RANGER COM	CONV CAB			SUPR CAB	
4X2 (RAT)	CSP CONV CAB SPLASH	4X4 (RRA)	SHP	SUPR CAB SPLASH	
EXPLORER 2-DR	2 DR BASE			4-DR	4 DR BASE
4X2 (EXE)	2 DR XL			4XL	4 DR XL
4X4 (EXE)	2 DR XLSPT			4LT	4 DR XLT
	25B 2 DR EDITION			4EB	4 DR EDITION
				4PR	4 DR PRIM (LTD)
AEROSTAR <-- REGULAR BODY -->		<-- EXTENDED BODY -->			
4X2 (MAR)	REG WINDOW WAGON XLT			SWH	WINDOW WAGON XLT
4X4 (MAR)	ECL CARGO VAN BASE				
1995 ECONOLINE/CLUB WAGON					
VEHICLE	BODY DESCRIPTION	VEHICLE	BODY DESCRIPTION		
(ECON)	<-- ECONOLINE -->	<-- CLUB WAGON -->			
1MR	150 HINGED DOOR BASE	1HN	150 HINGED DOOR CUST		
1HK	150 HINGED DOOR XL	1HH	150 HINGED DOOR XLT		
2HS	250 HINGED DOOR BASE	1HP	150 HINGED DOOR CHAT		
2HX	250 HINGED DOOR XL	1HM	350 HINGED DOOR COST		
25B	250 HINGED DR SUPER BASE	3HN	350 HINGED DOOR XL		
25X	250 HINGED DR SUPER XL	3HP	350 HINGED DOOR CHAT		
3HR	350 HINGED DOOR BASE	3HM	350 SWING DR SUPER COST		
3HK	350 HINGED DOOR XL	3HH	350 SWING DR SUPER XLT		
35B	350 HINGED DR SUPER BASE	12H	150 SLIDING DOOR CUST		
35X	350 HINGED DR SUPER XL	12H	150 SLIDING DOOR XLT		
38B	150 SLIDING DOOR BASE	18P	150 SLIDING DOOR CHAT		
18B	150 SLIDING DOOR BASE	38W	250 SLIDING DOOR COST		
18X	150 SLIDING DOOR XL	38H	350 SLIDING DOOR XLT		
28B	250 SLIDING DOOR BASE	38P	350 SLIDING DOOR CH		
28X	250 SLIDING DOOR XL				
38X	350 CUTAWAY BASE				
30H	350 CUTAWAY XL				
28T	250 STRIPPED CHASSIS				
38T	350 STRIPPED CHASSIS				

29OCT95 CLAIMS LISTING FOR 1995 MODEL
PAGE 1 SORTED BY PLATECODE SERIAL#00 MILITARY

12OCT95 C/O REQUESTED BY: SHAWN MORTON
DATA SOURCE: PAGE SR-II X53400

VEHICLE INFORMATION				CLAIM INFORMATION																			
SERIAL CAR #/S	STN PLAT	PROD	WEAR	SELL DATE	CLAIM	MICRO C	WCC	PART	CC	COC	CD	RATE	T	TACT	MILES	MAIL	TOTL	LBR	HRS	ST			
NUMBER	LINE	CCI	MM	DATE	DEALER NUMBER	NUMBER	MM	NUMBER	NUMBER	NUMBER	NUMBER	NUMBER	NUMBER	IS	CODE	COST	COST	COST	HRS	DEALR			
151032	FWD	4LX	W4Y	5TH	24JAN95	000750	013489	TM41A5J0					23APR95	7	9580	10701	540.83	799	0.6	10923	MI		
151032	FWD	4LX	W4Y	5TH	24JAN95	000750	013490	TM41A5J0	5M03	3517			M15	78	23APR95	7	3	10701	0.00	36	0.6	10923	MI
** COMMENTS-CLAIM #2				CCOM-CX: CLIMBER NOISE ON LEFT TURN TECH-STOPS FOR HORN&BLINK OUT LISHED STOPS																			
** COMMENTS-CLAIM #3				CCOM-CHEK THE LIGHT FRONT SIDE MIRROR IS BROK TECH-REPLACE INOPERATIVE MIRROR																			

+ THIS LISTING CONTAINED 3 TOTAL CLAIMS

JJ	0000	3333	9999	9999	2222	AAAA
JJ	0 0	3 3	9 9	9 9	2 2	BBBB
JJ	0 0	33	9 9	9 9	22	AA AA
JJ	0 0	3	999	9 999	222	BBBBBB
JJJJJJJ	0000	3333	9999	9999	222222	AAAAAA
JJJJJJJ	0000	3333	9999	9999	222222	AA AA

0000	0000	0000	0000	0000	11	6	6	111111
000000	000000	000000	000000	000000	111	6	6	111111
00	00	00	00	00	11	6666	6666	11
00	00	00	00	00	11	66	66	11
000000	000000	000000	000000	000000	11	66	66	111111
0000	0000	0000	0000	0000	111111	666666	666666	111111

JJ	0000	3333	9999	9999	2222	AAAA
JJ	0 0 0	3 3 3	9 9 9	9 9 9	22 22	AAAAAA
JJ	0 0 0	3 3 3	9 9 9	9 9 9	22	AA AA
JJ	JJ	0 0 0	3 3 3	9 9 9	9 9 9	AAAAAA
JJJJJ	0000	3333	9	9	222222	AA AA
JJJJJ	0000	3333	9	9	222222	AA AA

* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
* START RVP011DC	ROOM	02.15.34	AM	29	OCT	1998	RVP011DC*
& 30803992 OCT081661	SYAL RECEIVED	00801661 JUN03992 A					

GSCN149

VEHICLE DATA

10/28/98 09:38:46

-->

ENTER VIM --> 2FALP74W6SX151032

NAME --> [REDACTED] ZIP --> [REDACTED]

MODEL YR ==>

OWNER NAME : [REDACTED] C

STREET ADDR : 1060 [REDACTED]

CITY : FERNDALE

N/A YY-MM-DD 96-02-15

ST/PRV: MI CTRY:

ZIP/POSTAL CODE: [REDACTED] N/A SOURCE: P

MODEL YEAR : 95 PLANT: X

SALE YY-MM-DD 95-02-08

BODY STYLE DESC: 4 DOOR SEDAN LX

PRODUCTION YY-MM-DD 95-01-24

VEHICLE DESC : 1995 CROWN VICTORIA

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD	REGION
SHIP-TO	1	48	B	028	34	48	
FACING	1	48	B	028			
RESPONSIBLE	1	48	B	028			

CA EMISSION : ENGINE TAG CODE : SG804BA

CAMPAIGN COUNTS

NAVIS STATUS : 800 COMPANY CAR IND :

TOTAL CAMPAIGNS : 02

DSO DISTRICT : FLEET CODE :

OPEN : 00 CLOSED : 02

DSO NUMBER : FLEET STATUS :

ACTIVE: 02 HISTORY: 00

F1=INQUIRY F3=EXIT F4=G160 F5=G150 F6=CONTINUE SEARCH F9=G130

OGDB166

CSCN150

CAMP 2-TOW VEHICLE INFORMATION

10/28/98 09:38:52

ENTER CAMPAIGN NUMBER--> 95S06 VIN--> 2FALP74W6SK151032 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: AIR BAG INFL BODY STYLE: 4 DOOR SEDAN LX

NEW STATUS CODE: CAMP DIV : 6

REPAIRS INFORMATION: TYPE CODE: SUPP CODE:

SAFETY INFORMATION: TYPE CODE: -
SERIAL NUMBER: DEALER P/A: KIT CODE : AA

RESP DEALER INFORMATION: NEW
NAME: 16,000 LOCATION: 211-15 12 SOURCE: PW
IND: MATCH CODE: 4
SYNTHETIC DATE: 06-12-13

CURRENT: 1 48 028 ASSIGNED: 96-LI-13 SOURCE: PX EXTRACT DATE: 96-12-13

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

DE DESCRIPTION DATE TYPE DATE P/A CLAIMS MICROS CL SRC

C COMPLETE 95-09-01 B 95-08-23 10923 013489 VM4IA5J AC

M RELEASED FOR MAILING 95-05-03

2025 RELEASE UNDER E.O. 14176

RELEASED FOR MAILING 95-02-28

REASON FOR HOLDING: 95-02-109
READY TO RELEASE

READY TO RELEASE 33-84-03

1. PAPER PERSON: _____

REASON: 22-2140 22-NEXT 22-2130 22-FIRST 22-NEXT 22-MORE STATUS

-INQUIRY P2=G140 P3=EXIT P5=G130 P6=FIRST P8=NEXT P9=MORE STARS

0-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD) 00000155

ELIGIBLE REASONS:

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

END-INDICATE P21000 P1-MAR-1974 11:57:45 ALL DATA FIELD DATES YY-MM-DDH

P10-ADD STATUS FILE REVISE
5000 NO. 1000 FORM NO. P10-REV-1

OGDB156

CSCN130.

NOTIFICATION RECIPIENT HISTORY

10/28/98 09:38:54

ENTER CAMPAIGN NR# --> 95906 VIN --> 2FALP74W6SX151032
DEPCT : AIR BAG INFL BODY STYLE DESC: 4 DOOR SEDAN LX
RESP DEALER : 148028 BEGINNING MAILED DATE: 95-05-11 YY-MM-DD
RELEASE DESC : POSTCARD FOLLOWUP ENDING MAILED DATE : 95-05-11 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: EL001 FLEET MGMT LOC CODE: 0000.
LAST NAME : [REDACTED] INITIALS:
STREET ADDR1 :
ADDR2 : 00000000000000000000000000000000 ST/PRV: MI
CITY : LIVONIA, CTRY:
ZIP/POSTAL CODE: 48150 N-A SOURCE: F N-A EFF DATE: 95-04-18 YY-MM-DD

RESP DEALER : 153052 BEGINNING MAILED DATE: 00-00-00 YY-MM-DD
RELEASE DESC : CAMPAIGN FOLLOWUP ENDING MAILED DATE : 00-00-00 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : ENTERPRISE R INITIALS:
STREET ADDR1 : 8850 LAURE RD
ADDR2 : ST/PRV: MO
CITY : ST LOUIS CTRY:
ZIP/POSTAL CODE: 63124 N-A SOURCE: N N-A EFF DATE: 95-02-08 YY-MM-DD
F1=INQUIRY F3=EXIT F4=QUIT F5=G150 F7=FIRST PAGE F8=NEXT PAGE F9=G140
E032-PRESS F6 FOR MORE DATA OGDB166

CSCN150

CAMP-TOM VEHICLE INFORMATION

10/28/98 09:38:57

ENTER CAMPAIGN NUMBER--> 96L12 VIN--> 2FALP74W6SX151032 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: PASS AIR BAG BODY STYLE: 4 DOOR SEDAN LX

NEW STATUS CODE:

CAMP DIV : 6

REPAIR INFORMATION: TYPE CODE: _____

SUPP CODE :

REPAIR DATE: _____ DEALER P/A: _____

KIT CODE : BW

MICRO REF: _____ CLAIM NUM: _____

OASIS DATE :

DELETE REASON: _____

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW: _____

IND: MATCH CODE: 4

CURRENT: 1 48 028 ASSIGNED: 96-12-13 SOURCE: PK

EXTRACT DATE: 96-12-13

***** STATUS INFORMATION: ***** ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC

P FORCED COMPLETION 98-01-22 B 98-01-22 AUTOC

OL

M RELEASED FOR MAILING 97-01-28

H AWAITING MAILING 96-11-24

OGDB166

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)

X037=NO MORE DATA TO DISPLAY

CSCN130

NOTIFICATION RECIPIENT HISTORY

10/28/98 09:38:58

>>>

ENTER CAMPAIGN NBR ==> 96L12 VIM ==> 2FALP74W6SX151032
DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DOOR SEDAN LX
RESP DEALER : 148028 BEGINNING MAILED DATE: 97-02-10 YY-MM-DD
RELEASE DESC : NI PART KIT CODE ENDING MAILED DATE : 97-02-21 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV: MI
CITY : FERNDALE CTRY:
ZIP/POSTAL CODE: ***** N-A SOURCE: P N-A EFF DATE: 96-02-15 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

MICHIGAN EDUCATIONAL EMPLOYEES
MUTUAL INSURANCE COMPANY

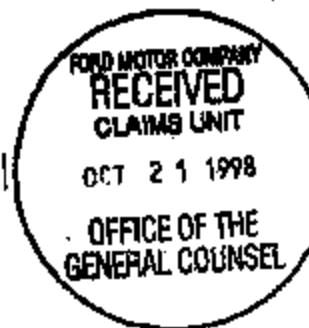
601 NORTH SQUINNIS ROAD, SUITE 200
P.O. BOX 817018
ALBURN HILLS, MICHIGAN 48021-7018

TELEPHONE: (313) 279-4700

October 5, 1998

Ford Motor Company
Parklane Towers West Suite 300
Three Parklane Blvd
Dearborn MI 48126-2568

Re: Our Insured: [REDACTED]
Date of Loss: 08-10-98
Claim Number: [REDACTED]
Vehicle: 1995 Ford Crown Victoria
VIN: 2FALP74W6SX151032



Our investigation of the above-captioned loss reveals that your company is responsible for the damages resulting from a fire to the 1995 Ford Crown Victoria, owned by City Wide Leasing and rented to our insured, Deborah R. Caldwell.

Enclosed please find a copy of our subrogation proofs to include a cause and origin report. The subrogation amount is pending the sale of the salvage of the vehicle.

The vehicle is currently located at Northend Collision, 12700 Northend Ave, Oak Park MI 48237-3211. Phone number: (248) 399-8400. The vehicle will be held at this location for ten (10) days from the date of this letter for your inspection.

Should you have any questions, please do not hesitate to contact me.

Sincerely,


Cindy Parmenter
Claims Manager
Special Investigation Unit

Enclosure

ED02-025-B 10004

I-1 Structure Type	I-2 Building Status	I-3 Building	I-4 Water Flow Rate
<input type="checkbox"/> Open to air - no exterior walls <input type="checkbox"/> Enclosed building <input type="checkbox"/> Permanent mobile structure <input type="checkbox"/> Other structure <input type="checkbox"/> Tent <input type="checkbox"/> Open platform (e.g., steel) <input type="checkbox"/> Underground enclosure (e.g., tunnel) <input type="checkbox"/> Construction structure (e.g., house) <input type="checkbox"/> Other type of structure	<input type="checkbox"/> Under construction <input type="checkbox"/> Completed and occupied <input type="checkbox"/> Not yet ready for use <input type="checkbox"/> Under construction <input type="checkbox"/> Vacant and occupied <input type="checkbox"/> Vacant and unoccupied <input type="checkbox"/> Being demolished <input type="checkbox"/> Other <input type="checkbox"/> Uninhabited	<input type="checkbox"/> Residential <input type="checkbox"/> Non-residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Other	<input type="checkbox"/> 2000 <input type="checkbox"/> 1000 <input type="checkbox"/> 500 <input type="checkbox"/> 200 <input type="checkbox"/> 100 <input type="checkbox"/> 50 <input type="checkbox"/> 25 <input type="checkbox"/> 10 <input type="checkbox"/> 5 <input type="checkbox"/> 2 <input type="checkbox"/> 1 <input type="checkbox"/> Less than 1
J-1 Fire Safety	J-2 Fire Safety	K-1	
<input type="checkbox"/> None <input type="checkbox"/> Basic	<input type="checkbox"/> Number of Minutes Required by Fire Check the lower section of the report area Number of minutes required by fire (1 to 60 minutes) <input type="checkbox"/> Standard fire alarm system <input type="checkbox"/> Standard fire alarm system <input type="checkbox"/> Standard fire alarm system	K-1 <input type="checkbox"/> Standard fire alarm system K-2 K-3	
L-1 Protection of Occupants	L-2 Detector Power Supply	L-3 Detector Difficulties	
<input type="checkbox"/> None <input checked="" type="checkbox"/> None Present <input type="checkbox"/> Present <input type="checkbox"/> Unintended	<input type="checkbox"/> Battery only <input type="checkbox"/> Hardwired only <input type="checkbox"/> Plug-in <input type="checkbox"/> Hardwired with battery <input type="checkbox"/> Hardwired <input type="checkbox"/> Hardwired with battery & power <input type="checkbox"/> Other <input type="checkbox"/> Unintended	<input type="checkbox"/> Hardwired <input type="checkbox"/> Battery <input type="checkbox"/> Hardwired with battery <input type="checkbox"/> Hardwired with battery & power <input type="checkbox"/> Other <input type="checkbox"/> Unintended	
L-4 Detector Operation	L-5 Detector Failure Reasons		
<input type="checkbox"/> Pre-use areas or entries <input type="checkbox"/> Operated (Report Form 1-3) <input type="checkbox"/> Failed to operate <input type="checkbox"/> Unintended	<input type="checkbox"/> Power failure, short-circuit or damage <input type="checkbox"/> Incorrect installation or placement <input type="checkbox"/> Hardwired <input type="checkbox"/> Lack of maintenance, failure setting <input type="checkbox"/> Battery failing or disconnected <input type="checkbox"/> Battery discharged or dead <input type="checkbox"/> Other		
M-1 Protection of Automatic Evacuation Systems	M-3 Automatic Evacuation System Operation	M-5 Automatic Evacuation System Failure Reasons	
<input type="checkbox"/> None Present <input checked="" type="checkbox"/> Present (Report Form of section II)	<input type="checkbox"/> Failed to evacuate failed to <input type="checkbox"/> Operated & effective <input type="checkbox"/> Operated & not effective <input type="checkbox"/> Pre-use areas in service <input type="checkbox"/> Failed to operate correctly <input type="checkbox"/> Other <input type="checkbox"/> Unintended	M-2 M-4	
M-2 Types of Automatic Evacuation Systems	M-4 Number of Operator Failed operating Unintended operator Number of people lost Number of people saved		
<input type="checkbox"/> Pipe pipe system <input type="checkbox"/> Dry pipe system <input type="checkbox"/> Other wet system <input type="checkbox"/> Dry activated system <input type="checkbox"/> Power system <input type="checkbox"/> Nitrogen type system <input type="checkbox"/> Carbon dioxide (CO ₂) system <input type="checkbox"/> Other special hazard system <input type="checkbox"/> Unintended	<input type="checkbox"/> System shut off <input type="checkbox"/> Failed to operate <input type="checkbox"/> Failed to operate correctly <input type="checkbox"/> Wrong type of system <input type="checkbox"/> Fire not in alarm parameter <input type="checkbox"/> System accidentally triggered <input type="checkbox"/> Lack of maintenance <input type="checkbox"/> External interference <input type="checkbox"/> Other <input type="checkbox"/> Unintended		

Report No:



Clarence M. KELLLEY and Associates, Inc.
3217 Broadway, Fourth Floor
Kansas City, Missouri 64111
816.756.2438

Tony Behrendsen, Dir. Fire Investigations, ext. 333

March 10, 2003

Case #:

CONFIDENTIAL

TABLE OF CONTENTS

CLIENT REQUEST	_____
SUMMARY	_____
FIRE SCENE EXAMINATION	_____
CONCLUSION	_____
SUPERGATION POTENTIAL	_____
APPENDIX	_____

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Journal of M. Miller and his wife, 1888-1900
1888-1890. New Haven, Connecticut, and Somers, Connecticut

CLIENT REQUEST

Clarence M. Kelley & Associates received a request from Illinois Senator of Farmers Insurance Group to conduct a fire cause and origin investigation of a vehicle fire that occurred on February 3, 2003. Information received at the time of the request indicated the vehicle was in the garage and was reportedly unattended during the eight hours before being found.

The vehicle was examined on February 5, 2003 at the residence and again on February 10, 2003 at Classic Collision, 4333 Metropolitan, Kansas City, Kansas. The insured was present at the time of the vehicle examination on February 5, 2003.

CONCLUSION:

Examination of the vehicle and surrounding area did not reveal any evidence of tampering or foul play. The vehicle was found to be in good condition with no visible damage. The cause of the fire is undetermined.

10002-025-3 10000

Summary

ANSWER

~~AMERICAN-EXPRESS~~, Kansas City, Kansas

CLAIM NUMBER: 101-10000000000000000000000000000000

NATURE OF INVESTIGATION: Chase & Origin Investigation

PAGE 12 OF 20; 23.03

PATTERN OF INVESTIGATION: 2-3-00 & 3-1-00

[View Article Online](#)

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VEHICLE EXAMINATION

Exterior Examination

The involved vehicle was a 1993 Lincoln Town car four-door sedan. The vehicle was in the garage under the northeast portion of the house. The vehicle identification number was 1LNLJMH1W2PV755497. Kansas license plate [REDACTED] from Wyandotte County was mounted on the rear of the vehicle. The hood of the vehicle was in the up position. The doors were closed. All windows except the windshield were closed and intact. The windshield had failed on the left side. All tires and wheels matched.

Fire damage was found to the left front quarter panel above the wheel well. The left tire had burned on the top and had burst in the fire. The hood had fire damage and melting along the left side. The greatest melting was in the left rear corner. The right side had fire damage to the right front quarter panel above the wheel well. The right front tire had fire damage to the top and had burst during the fire. The damage to the left side appeared more severe.

No fire damage was found to the left side behind the engine compartment, the right side behind the engine compartment, the top of the passenger compartment, or the trunk area.

CONCLUSION

It is my best opinion that the vehicle was struck by another vehicle in the rear causing the front end damage.

Interior Examination

The interior of the passenger compartment had heat damage to the left front side. There was also some smoke damage to the interior. The left side of the windshield had tilted forward during the fire.

The engine compartment had fire damage to the entire compartment. The battery had been removed from the right front corner. It had top bending and melting. The right side of the engine had top bending and major melting. Flares on the right side were more damaged toward the left side. Flares on the right side below the level of the valence railfield were less damaged than those located in a higher position.

The top of the engine had fire damage to the computer components. Hoses and wiring insulation had been extinguished. Relays, switches and electronics had been consumed.

The left side of the engine had fire damage to the bottom of the engine in the rear corner. The lower cylinder head in the front left area had fire damage but was still in place. In the rear corner, all combustible hoses had been consumed. There was melting of aluminum parts. All wiring and the insulation consumed. The bulkhead wall had severe heat discoloration in this area. There was no indication of electrical arcing found in any of the exposed wiring.

Conclusion

This aircraft had suffered a fire which originated in the engine compartment. The cause of the fire is undetermined. The aircraft was destroyed by the fire.

The underside of the engine was found undamaged. There were no indications of a field tank. There was no visible damage from scraping or hitting something with the vehicle underneath.

The battery cables had what appeared to be charred terminals. One terminal was still attached and was found to be loose. The ends of both cables were frayed indicating a poor connection at the terminals.

The last time [REDACTED] had been in the garage was the morning of February 2, 2003, the day before the fire. He was expecting delivery of new appliances. Shortly after, the delivery was cancelled and he returned the car to the garage. The car was in the garage from that time until the next morning when the fire was ignited. It had not been operated during the day or night before the fire.

The greatest amount of fire damage was found in the left rear corner of the engine compartment. This was determined to be the nose of engine. There was no indication of heating in the wiring harness and there was no indication of field heating in this area.

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2011 based on: http://www.who.int/mediacentre/newsroom/detail/14_Malaria_in_pregnancy_and_babies

CONCLUSION

In the professional opinion of this investigator, this fire is classified as accidental. The most likely cause was a failure in the electrical system components in the left rear corner of the engine compartment.

FD-302 (Rev. 1-25-63)

2025 RELEASE UNDER E.O. 14176

PROGATIONAL

In the professional opinion of this investigator, the possibility of subterfuge is questionable. The insured said there had not been any recent work performed on the vehicle.

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APPENDIX

I. Photographic Documentation Log

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→ Röhrig M. Quality and effectiveness of
2001 European recommendations for the treatment of type 2 diabetes in Germany.
→ A comparison of 2001 and 2002 guidelines
→ Summary

Anderson Investigations

2111 E. BAWA FE, SUITE 100 • OLADEE, KANSAS 66065-1000 • 913-746-0880

RE: [REDACTED]
DATE OF LOSS: FEBRUARY 4, 2003
CLAIM NUMBER: [REDACTED]
OUR FILE NUMBER: [REDACTED]

March 21, 2003

Mr. Tonye Smith
Foster's Insurance Group
P.O. Box 24894
Oklahoma City, OK 73124

Dear Mr. Smith,

On February 12, 2003 instructions were received to conduct a fire cause and origin investigation on a 1993 Lincoln Town Car. The fire reportedly occurred at 7300 Keebler Avenue in Kansas City, Kansas on February 4, 2003 at approximately 8:30 p.m. We were advised that the car had been moved to Claude Collision located at 4835 Metropole in Kansas City Kansas.

The fire-damaged property is a 1993 Lincoln Town Car Executive. The vehicle identification number is 1UYNLMFTW2PZ755807. The vehicle appeared to have been in excellent condition at the time of the loss. The vehicle was not in use at the time of the loss.

Reportedly, our losses served the car out of the garage the day of the loss as they were expecting a delivery. At approximately 2:00 p.m., on February 4, 2003 our losses served the vehicle back into the garage. At approximately 2:30 p.m., smoke was visible in the building, the fire was discovered and fire department personnel were notified.

Our cause investigation was completed on February 12, 2003. This investigation was conducted in the rear of Claude Collision. Present during the investigation and conducting the mechanical inspection was Mr. Robert McAdoo, a Master Mechanic and owner/operator of McAdoo Mechanical Services in Overland Park Kansas.

Our cause examination began on the right side of the vehicle. A heat pattern was present above the right front tire along the right front quarter panel. This pattern indicates a fire

had been present within the engine compartment. No other significant patterns were present along the right side.

The rear of the vehicle was then examined. Though the rear was damaged by smoke, no direct flame damage was present. Combustible material including rubber and plastic remained intact. The rear of the vehicle was eliminated as the area of origin.

The left side of the vehicle was then examined. A large V-pattern extended upward and outward above the left front tire along the left front quarter panel. The tire no longer retained air pressure. The pattern present on the left front quarter panel further supports the origin of the fire would be found within the engine compartment.

The front of the vehicle was then examined. While plastic components along the right side of the front remained intact, plastic components along the left side were partially melted and consumed by the fire. Patterns along the left front indicate the fire's origin would be found within the left side of the engine compartment.

The hood of the vehicle was then examined. A large hole was present along the firewall above the left side of the engine compartment. Patterns noted on the hood, windshield and roof indicate the area of origin would be found within the left side of the engine compartment over the firewall.

The underbody of the vehicle was then examined. Scratches and heat patterns were present below the left side of the firewall. These patterns further indicate the area of origin would be found over the firewall in the back left of the engine compartment. No other significant information was obtained while viewing the bottom of the vehicle.

Our examination continued in the passenger compartment. The passenger compartment was damaged by heat, smoke and direct flame contact. The area of greatest damage was found to be in the driver's seat. Heat entered the engine compartment through the windshield as it was compromised during the fire. The lack of direct flame damage and the presence of combustible materials within the passenger compartment eliminate this as the area of origin.

Our examination continued within the engine compartment. The right side of the engine compartment was examined first. Several rubber hoses and plastic components exhibited heat along the right side. Fire patterns were present along the top of the engine block. These patterns further indicate the area of origin would be found within the left side of the engine compartment. The right side of the engine compartment was eliminated as the area of origin.

The left side of the engine compartment was then examined. Heavy direct fire damage was noted in the area of the master cylinder. A short examination revealed a V-pattern extended upward and outward from a point below the master cylinder. This pattern originated at the speed control demarcation switch. This was clearly the point of origin.

The heavy fire that occurred was the result of heat melting the break fluid reservoir of the master cylinder that added fuel to the fire increasing the fire's heat output and intensity. The speed control deactivation switch was removed from the vehicle and is currently being housed in our storage facility.

Contact was made with the Lincoln dealership on Santa Fe in Olathe Kansas. We were given information regarding the deactivation switch. This information was copied and can be found within the enclosure section of this report.

A search was made concerning safety alerts and recalls. It was noted that on July 7, 1998 a recall was made regarding the speed control deactivation switch on 1993 and 1990 Lincoln Town cars. Information provided by Ford Motor Company states "a fire is possible both when the vehicle is running and when the vehicle engine is off".

It is my professional opinion this fire is electrical in origin. The defective speed control deactivation switch can develop a resistance short in the electric circuit. Our examination revealed this was the cause of the loss. All other causes have been eliminated.

We are closing our file with issuance of this report. Should you find our photographs and information concerning the recall. Should further investigation be needed regarding this or any other loss, please do not hesitate to contact us.

Sincerely,



David E. Anderson
Special Investigator

DIA/jb

190204031w

Amesbury

All Action Details for Issue

[Print](#)

VIN: 1UJNLMS1W2PY765807

Year: 1993

Model: TOWN CAR Case: 606821003

Name: [REDACTED]

Owner Status: Subsequent

WBD: 1993-08-18

Symptom Desc: FIRE&SMOKE SCORCHED/BURNT UNDERHOOD

Primary Phone: [REDACTED]

Reason Desc: REDIRECTED CALL - LEGAL SECTION

Secondary Phone: [REDACTED]

Issue Type: 02 INFORMATION

Issue Status: CLOSED

Action: CONSUMER AFFAIRS; ADDRESS AVAILABLE IN PHRASEOLOGY

Dealer:

Origin Desc: US CONCERN CASE BASE

Odometer: 1 MI

Comm Type: PHONE

Analyst Name: MORGAN HOWARD

Analyst: MHOWARD

Action Date: 04/10/2003

Action Time: 16:50:37.114

Action Date: No

Customer Information If Different From Vehicle

Owner:

First Name

Middle Initial

Last Name

Day Phone

Relationship

NATALIE SMITH

FARMER

6309076939

CONSUMER PROTECTION AGENCY -
OTHER

Comments CUSTOMER SAYS: -DATE OF THE FIRE WAS FEB 4TH 2003 -THE FIRE ORIGINATED IN THE LEFT PART OF THE ENGINE AND IT WAS A RECALL COMPONENT THE SPEED CONTROL DEACTIVATION SWITCH -CURRENT LOCATION OF THE VEH IS AT THE SALVAGE YARD IAA SALVAGE AND THERE BOTCK NUMBER IS 64397 -STATES THAT THERE WAS A FIRE REPORT IN KANSA CITY KANSAS PER CUSTOMER, DEALER SAYS: NONE CAC ADVISED: - PLEASE SEND A DEMAND LETTER TO FORD MOTOR COMPANY, CONSUMER AFFAIRS P.O. BOX 6248, MD-3NG-B DEARBORN, MICHIGAN 48128 --NATALIE SMITH FROM FARMERS INSURANCE CALLING STATED THAT HER CLAIM NUMBER IS 1002821910 FOR THIS CU87 INFERENCE CASE ID: 5339

ANALYTICAL WARRANTY SYSTEM**Vehicle Information Report****GENERAL VEHICLE INFORMATION:****(Related Claims)**

VIN:	1LNLMG1W3PY733007	Vehicle:	CVB - TOWN CAR (7N36/PN116) (91-97)	Body Style:	* Minivan
Model Year:	1993	Market Derived:	CIM - MERCURY DIVISION DERIVATIVE	Vehicle Eng Serial No:	W
Vehicle Type:	C	Drive Codes:	CH - 2 WEL. LWB REAR DRIVE	Engine:	CVN - 3.8L 4 cyl. SOHC ED
Inv. Dealer:	11643	Body Cab Style:	- 4 DOOR SEDAN-4 LITE	Transmission:	ODK - 4 SPD AUTO TRA
Vehicle Status:	000	Version/Option:	CAB - BASE VERSION - CAR		

Trace Eng Serial No:

_____1_____2_____3_____4_____5_____6_____7_____8

SA

Trace Trans Serial No:

SA

BUILD INFORMATION:

Region:	NA - NWWWWWW	Plant:	BA - WIXOM PLANT BUILD
Country:	USA - NWWWWWW	Prod Date:	01-JUN-1993

SALE INFORMATION:

Region:	NA - NWWWWWW	Selling Dealer:	325733 - *
Country:	USA - NWWWWWW	Selling Dir/StateProv:	FL
		Super Dir/Prov:	FL
Arrival Date:	10-JUN-1993	Bad Carpet Lease:	*
Sale Date:	16-JUN-1993	First/Rent/PCo. Lease F:	
Warranty Start Date:	14-JUN-1993	Mod/Ref Vehicle:	* Vehicle Credit Flags:
Orig Warranty Date:	16-JUN-1993	Resequenced Vehicle:	* Vehicle Export Flags: N

VOC/ROQ:

_____1_____2_____3_____4_____5_____6_____7_____8_____9_____0

100107760107 4X 100107760107 30 0 INT 30 4 2014 X X 100107760107 1 AMT 07 0 0 01

1002 0 0 X 100107760107 VR001 A

INSTALLED OPTION INFORMATION:

Air Conditioning	C/C - ATC AIR CONDITIONER	G/VW Color	
Alternator Amp Rating	* - [N/A]	G/VW Class Order	L
Amplifier	* - [N/A]	Instrumentation	AC - ELECTRONIC INSTRUMENTATION
Axis Ratio	8.64:1 - 3.08 FINAL DRIVE RATIO	Mirror(Driver Side)	* - [N/A]
Axis Type	EQVAC - LIMITED SLIP REAR AXLE	Mirror(Passenger Side)	* - [N/A]
Battery Amp Rating	72	Paint	PP003 - MID CRANBERRY C/C
Brake Code	FSAAB - 4 WEL. ANTI-LOCK BRAKES	Power Antenna	* - [N/A]
Brake Code(Servosteer)	* - [N/A]	Radio	AG - ELETR PREMIUM AM/FM STEREO
Calibration Code	31EDR12A	Sound System	* - [N/A]
Color(Armored)	* - [N/A]	Steering Axle	
Color(Tinted)	* - [N/A]	Tire Manufacturer	AJ -
Delivery Type	4	Tire Brand	
DriverSide Color	*	Tire Size	215/65R15 91H WWW
Front Seats	* - [N/A]	Traction Control	* - [N/A]
Rear Type	* - [N/A]	Wheel Base	

TIRE DOT INFORMATION:

LT: * 307
LR: * 252
LR: * R01
SPARE: * DOT Fleet Manufacturer

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code	• Electronic Code	C/S - CS
ESP Coverage(Miles)	• Electronic Ctrl Type	F
ESP Coverage(Blocks)	• Electronic Dens/Setting	MF
ESP Fins Years	• Engine Flexibility	PPM46V3P2PZ
ESP Signature Dates		

Any comments?

ANALYTICAL WARRANTY SYSTEM**Standard Claims List For Model Year 1993**

Note: All Costs are in US Dollars

VIN	VER LINE	MKT DEIV	BODY CAR	VER SERIES	DRIVE TYPE	PLT CD	TRQ CD	ENG CD	PROD DATE	WARR DATE	SELLING DEALER	SELL. CNT.	TIR	WCC	CPSL	5	PREF	BASE	SUPP	CCC	CD	DIST (Miles)
1LNLM81W2PY755807	CVB	CM	CPC	CAB	CB	BA	CDK	CVN	01-JUN- 1993	16-JUN- 1993	325751	USA	9	SRU	07894	*	7326	*	PSI	33	1993II	
AWS Chkd Keys	13923303	Trx Code:	EM4	Labor Hrs:	3	Labor Cost:	11.4	Material Cost:			Total Cost:	11.4										
Wk-Cd-Rch Cd:	45157-*	Name:	VALUBRAC - LAS VEGAS	Plc:	*	Re: NY	City Cd:		USA Reg Cd:	NA	Reg Status:	25-FEB- 1994										6118356
1LNLM81W2PY755807	CVB	CM	CPC	CAB	CB	BA	CDK	CVN	01-JUN- 1993	16-JUN- 1993	325751	USA	28	6714	011407	PSVY	542694	A	L17	42	30481	
AWS Chkd Keys	13923303	Trx Code:	EM4	Labor Hrs:	.7	Labor Cost:	34.08	Material Cost:	21.6	Total Cost:	55.68											
Wk-Cd-Rch Cd:	67130-*	Name:	ATCHELEY FORD INC	Plc:	403-3718801	Re: NY	City Cd:		USA Reg Cd:	NA	Reg Status:	13-MAR- 1995										6105777
Cost Components:	PART REAR POWER LOCK BOP ADVERS																					
Cost Components:	R-E DOOR PANEL AND REPLACED LOCK ACTUATOR																					

Any comments?

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report****Note: All Costs are in US Dollars****Model Year = 1993; Claim Key = 8304769****Vehicle Information**

Model Year: 1993

Market Derived: C/M - MERCURY DIVISION
DERIVATIVE

Body/Cab Type: C/FC - 4 DOOR SEDAN-6 LITE

Version/Series: C/AB-BASE VERSION - CAR

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

Vehicle Line: C/VB-TOWN CAR (FN36/FN116) [91-
97]

Warranty Start Date: 16-JUN-1993

Production Date: 01-JUN-1993

VIN: 1LNLM81W2PY755807

Claims Information

Document Number: 118356

Repair Date: 25-FEB-
1994

Distance: 19931

TIS: 9

Dealer Information

Dealer Name VALUE RAC - LAS VEGAS

Dealer Code: 45157 - *

Address: 4480 SOUTH PARADISE ROAD

City: LAS VEGAS

State: NV Zip Code: 89109

Country: USA Region Code: NA

Phone: (*)-*

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 11.4

Misc. Expense Amount: 0

Part Markup Amount:

Material Cost: 0

Total Cost Gross: 11.4

Cust. Concern Code: P51 - DIFFICULT TO OPERATE SHIFT LEVER**Condition Code: 33 - LOOSE****Technician Comment:****Customer Comment:**

Labor Op. Code	Labor Op. Description	Labor Op. Cost
7306C	AUTOMATIC TRANSMISSION MANUAL LINKAGE OR SHIFT CA ADJUST	0

Causal Full Part Number	Part	Part Extended
Flag	Description	CPS/C Quantity Amount
Y * 7326 *	ROD-TRANS GEAR SHIFT 070501	0 0

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report**

Note: All Costs are in US Dollars

Model Year = 1993; Claim Key = 13923303

Vehicle Information

Model Year: 1993
 Market Derived: C/M - MERCURY DIVISION
 DERIVATIVE
 Body/Cab Type: C/F/C - 4 DOOR SEDAN-6 LITE
 Version/Series: C/AB-BASE VERSION - CAR
 Drive Type: C/B-2 WHL L/H REAR DRIVE
 Vehicle Line: CVB-TOWN CAR (FN36/FN116) [91-
 97]

Warranty Start Date: 16-JUN-1993

Production Date: 01-JUN-1993

VIN: 1LNLM81W2PY755807

Claim Information

Document Number: 035777
 Repair Date: 13-JAN-
 1995
 Distance: 30681
 TIS: 20

Dealer Information

Dealer Name ATCHLEY FORD INC
 Dealer Code: 07130 - *
 Address: 3633 N 72ND STREET
 City: OMAHA
 State: NE Zip Code: 68134
 Country: USA Region Code: NA
 Phone: (402)880-8801

Expense Information

Customer Paid Amount: 0
 Deductible Amount: 0
 Dealer Paid Amount: 0
 Labor Cost: 34.08
 Misc. Expense Amount: 0
 Part Markup Amount:
 Material Cost: 21.6
 Total Cost Gross: 55.68

Cust. Concern Code: L17 - INT. DOOR LOCK CONTROLS - POWER

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: R-R DOOR PANEL AND REPLACED LOCK ACTUATOR

Customer Comment: PASS REAR POWER LOCK INOP ADVISE

Labor Op Code	Labor Op Description	Labor Op Cost
26594A	ACTUATOR-REAR DOOR LOCK ELECTRIC REPLACE	0

Causal Full Part Number	Part	Part Extended
Flag FREE BASE SLICE	Description	CPSC Quantity Amount
Y F5VY 5426594 A	ACTUATOR ASY RR DR 011407	1 0

Any comments?

CSCN140

VEHICLE DATA

08/19/03 07:54:5

==> ENTER VIN ==> 1LNLM81W2PY755807
NAME ==> MENTZER ZIP ==> [REDACTED] MODEL YR ==>
OWNER NAME : [REDACTED]
STREET ADDR : [REDACTED]

CITY : OMAHA

N/A YY-MM-DD 96-05-2

ST/PRV: NE CTRY:

ZIP/POSTAL CODE: [REDACTED] N/A SOURCE:

MODEL YEAR : 93

PLANT: Y

SALE YY-MM-DD 93-06-1

BODY STYLE DESC: 4 DR SEDAN

PRODUCTION YY-MM-DD 93-06-0

VEHICLE DESC : 1993 TOWN CAR

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	3	88	S	269	47	71
FACING	3	29	C	732		
RESPONSIBLE	3	63	C	007		

CA EMISSION : ENGINE TAG CODE : 3G812BA CAMPAIGN COUNTS

NAVIS STATUS : 800 COMPANY CAR IND : TOTAL CAMPAIGNS : 01

DSO DISTRICT : FLEET CODE : OPEN : 00 CLOSED : 01

DSO NUMBER : FLEET STATUS : ACTIVE: 01 HISTORY: 00

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

OGDB166

CSCN150

CAMPAIGN VEHICLE INFORMATION

08/19/03 07:55:00

ENTER CAMPAIGN NUMBER--> 96L12 VIN--> 1LNLM81W2PY755807 TYPE OF SEARCH: A
MODEL YEAR: 93 DEFECT: PASS AIR BAG BODY STYLE: 4 DR SEDAN

NEW STATUS CODE:

REPAIR INFORMATION: TYPE CODE: _____
REPAIR DATE: _____ DEALER P/A: _____
MICRO REF: _____ CLAIM NUM: _____

CAMP DIV : 6
SUPP CODE :
KIT CODE : CI
OASIS DATE :
VENDOR N/A INFORMATION:

RSRP DEALER INFORMATION: NEW:
CURRENT: 3 63 007 ASSIGNED: 96-12-19 SOURCE: PX EXTRACT DATE: 96-12-1

***** 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 97-02-25
N 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

CSCN130

NOTIFICATION RECIPIENT HISTORY

08/19/03 07:55:0

ENTER CAMPAIGN NBR --> 96L12 VIN --> 1LNLM81W2PY755807

DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DR SEDAN
RESP DEALER : 363007 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 : INITIALS: EJ
STREET ADDR1 :
ADDR2 : ST/PRV: NE

CITY : OMAHA

ZIP/POSTAL CODE: ***** N-A SOURCE: P N-A EFF DATE: 96-05-20 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 :

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