

EA02-025

10-27-03

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

BOOK 6 OF 22

PART A – D

PART D

cl

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Claims Investigation Report FIRE

Dallas 104740643

DISTRICT Duncanville Police Dept. LEGAL CAR FILE NO. Red Bird Ford
P.O. Box 480280 Aycockville Ford Duncanville, TX
Duncanville, TX 75189-0280
214-789-5506 - Alan Powell

OWNER'S NAME AND ADDRESS Police Interceptor (115) DEALER'S NAME Prod Car SERVICE DATE 8/94
CROWN Vic 1994 618 W/84V/M/F/15/P/NNE
 VEHICLE MODEL YEAR MILEAGE VEHICLE IDENTIFICATION NUMBER 2FALP71W7RX-155279

10/04/94 700 N. Cookwell Hill, Duncanville, TX
 DATE OF FIRE LOCATION

See driver's Report

ANY EVIDENCE OF ABUSE OR LACK OF MAINTENANCE?

YES NO X

ADVICE, STATEMENTS OF
 DEALER SERVICE MANAGER,
 MECHANIC, AND TOW TRUCK
 DRIVER.

WHERE WAS INSPECTION MADE?

C. Ty of Duncanville
Municipal Service Center

DATE

10/6/94

yes - Technicians &
Alan Powell - Equipment
Communication System Dept.

NAME OF PERSONS PRESENT

start

DID ANYONE PREVIOUSLY EXAMINE VEHICLE?

IMC, Inc. 10/9/94
 PREPARED BY DATE

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

Describe: Vehicle functioning as traffic observer when
driver applied vehicle brakes - pedal when to floor -
then to slow and stop vehicle - emergency brake finally
stopped it - smoke and flames were observed - vehicle pushed to
driver observations of vehicle performance prior to noticing fire (e.g.,
running rough previous 15-20 minutes, smelled electrical, smelled fuel, heard
"pop", noticed nothing unusual, etc.).

Describe: Fire was extinguished by Supervisor, Alan Powell
who happened to be close by and assisted w/
fire - vehicle was taken to Municipal Service
Center garage - maintenance and service garage

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

1. ☒ Underhood: left rear-area of master cylinder
2. ☐ Instrument Panel/Dash: _____
3. ☐ Trunk: _____
4. ☐ Under Vehicle: _____
5. ☐ Seat (Front/Rear; Left/Right/Center): _____
6. ☐ Steering Column: _____
7. ☐ Fuel Filler Area: _____
8. ☐ Other: _____

B. Smoke/Flame

1. Location of Initial Smoke: Under hood
2. Color of Smoke: black - gray
3. Duration of Smoke: _____
4. Location of Initial Flame (or "No Flame/Smoke Only"):
Under hood - through hood
5. When Was Flame First Seen:
after smoke and vehicle was finally stopped w/ emergency brake

C. Type of Fire (Describe)

1. Electrical: All but one fuse in Power Dist. box blowing
2. Exhaust System: Not involved
3. Fuel Leak: _____
4. Other Vehicle Fluid Leak: _____
5. Battery: _____
6. Other: Vehicle lost brakes (foot) - possible brake line failure at master cylinder.
7. Unknown: otherwise unknown - no indication of brake fluid at either of four wheels.

II. Vehicle Systems Investigation

A. Electrical System

1. Apparent Point of Fire Origin: all wiring burned at and on left rear of engine compartment - hole burned in hood above fuel inlet line location.

2. Check Fuse Panel:

a. Fuses/Circuit Breakers Blown:

Power Dist. Box fuses blown
Nos. 1, 2, 3 & 8.

b. Oversize Fuses Used: None determined.

3. Note Electrical Components Damaged/Destroyed: Police radio equipment
power lines routed across front of engine - right to
left then to left rear of engine compartment burner

4. Check Wiring at Point of Fire Origin:

a. Wire(s) Penetrated by Sheetmetal, or screws/nut/or spliced:

Unable to check due to damage.

b. Proper/Improper Routing: Unable to check due to damage.

c. Insulation/Connector Condition - Subject to

Chafing/Scoring: 11 11 11 12 11

d. Color of any Bare Copper Wires: all insulation burned from wires

e. Wire Strands Fused/Welded Together: None determined

f. Bending or Balling of Wires Where Separated: 11 11

5. Check Condition of Components:

a. Utilize External Power Source to Determine if Component Still Functions (Excessive Draw? - Drag?):

Unable to test

b. Attempt to Manually Rotate Electromechanical Components (e.g., Blower Motor, etc.):

11 11 11

B. Exhaust System

1. Check Appearance of

a. Catalytic Converter: Not involved

b. Muffler: 11

c. Exhaust Manifold: may have leaked brake fluid.

d. Component Clearance to Floorpan, Crossmembers, Other Components, etc.: Not involved

e. Note Any Holes, Dents, Separation, Missing Components

(e.g., Heat Shields, Manifold Bolts, etc.). Comment: None determined

... appeal is at location of fire origin,
check engine (RPM) speed, ignition timing, etc. Comment: _____

C. Fuel System

1. Examine tank, lines, fuel metering systems for evidence of fuel leaks
 - a. Fuel Tank (Perforations, Leaks, Sending Unit, etc.): Not involved
 - b. Fuel Lines, Hoses, Fittings and Connectors: burned off at pressure regulator
 - c. Fuel Metering System (Carburetor, Fuel Rail, Injectors): See "b"
2. Note any evidence of modified or Non-OM components (e.g., rerouted fuel or vapor lines, non-OM gas caps, modified filler pipe, etc.): Police Radio & Radar equipment

D. Other Fluid Leaks

1. Examine engine for evidence of possible oil leaks (e.g., valve cover gasket): None determined
2. Possible brake fluid leaks (check master cylinder fluid level, examine for cut/pinched/crushed lines): brake lines just below master cylinder ruptured - 3 of the four lines of the two vehicles torn / cut lines.
3. Transmission cooler connections (fluid level and condition, examine lines): Not involved
4. Power steering fluid (fluid level, examine lines): Not involved

1. Analyze and Describe burn patterns

a. Paint Baked/Pealed/Blistered: Hood - left fender

b. Metal Bared and Oxidized (Must Be): _____

c. Low Temperature Metals (see Chart) Most Damaged: _____

d. Condition of Plastic, Rubber, Cloth Fabrics: _____

Dash, Fan belts, Air Idler system

2. Note any Non OEM Equipment installed: Police Radio
Equipment - wiring went through left
Side of engine compartment through cowl.

3. Other Observations/Comments: _____

I can't determine the cause of
the engine compartment fire.
But the driver stated a loss of
foot brake - pedal went to floor,
Emergency brake worked, was experienced.
per. to seeing smoke from under hood
The brake part of brake line
which connects to the steel line
that goes to the master cylinder
looks questionable at its
rupture. Both are ruptured in mid
section of the brake area.

NAME

DATE

10/9/94



UNIT ~~115~~

Case No. 94006404		Offense/Charge [REDACTED]		Police Station Number [REDACTED]	
Reporting Officer Bussone		Case Status [REDACTED]		Court/Case No. City of Danville	
Location of Case 700 H. Carroll Hill		Description of Incident [REDACTED]		Address of Case, No., Street, City, State, Zip Code [REDACTED]	
Date [REDACTED]		Time [REDACTED]		Referral Address of Case, No., Street, City, State, Zip Code [REDACTED]	
Date 10/1/94		Time 6:35pm		Referral Address of Case, No., Street, City, State, Zip Code [REDACTED]	
Date Reported 10/1/94		Time Reported 6:35pm		DOB [REDACTED] Sex [REDACTED] Age [REDACTED] DL No. & State [REDACTED]	

Q10	1	Name - (Last, First, Middle)	[REDACTED]				Address - (St., Street, City, State, Zip Code)	[REDACTED]	
DOB	[REDACTED]		Mo	Da	Yr	Sp	SS	VA	DL No/State
[REDACTED]			12	14	1968	[REDACTED]	310	190	[REDACTED] TX
Home Phone No.			[REDACTED]		Business Address - (Street No., Street, City, State, Zip Code)				
[REDACTED]			[REDACTED]		[REDACTED]				
Club	Eq	Name - (Last, First, Middle)	[REDACTED]				Address 1	Address - (St., Street, City, State, Zip Code)	
[REDACTED]			[REDACTED]				Address 1	[REDACTED]	
DOB	[REDACTED]		Mo	Da	Yr	Sp	SS	VA	DL No/State
[REDACTED]			[REDACTED]		[REDACTED]				
Home Phone No.			[REDACTED]		Business Address - (Street No., Street, City, State, Zip Code)				
[REDACTED]			[REDACTED]		[REDACTED]				
Club	Eq	Name - (Last, First, Middle)	[REDACTED]				Address 1	Address - (St., Street, City, State, Zip Code)	
[REDACTED]			[REDACTED]				Address 1	[REDACTED]	
DOB	[REDACTED]		Mo	Da	Yr	Sp	SS	VA	DL No/State
[REDACTED]			[REDACTED]		[REDACTED]				
Home Phone No.			[REDACTED]		Business Address - (Street No., Street, City, State, Zip Code)				
[REDACTED]			[REDACTED]		[REDACTED]				

Club	License No.	R	Sq	Ts	Mile	Model	Sigs	Color	VIN
1W	657-430	TR	End	-	Ford	Crown	48	Blk/Wh	2FHLR71W7RX155279
Payer Vehicle Description [Redacted] Ford Escort									Vehicle Registration Calif
Club	License No.	R	Sq	Ts	Mile	Model	Sigs	Color	VIN
Payer Vehicle Description									Vehicle Registration

① (Compartment/Department) (Initials/Signature)	2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 26
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DISPOSITION		REMARKS		REMARKS		REMARKS	
1. Admit	2. Rejected	3. Admit	4. Rejected	5. Admit	6. Rejected	7. Admit	8. Rejected
9. Admit	10. Rejected	11. Admit	12. Rejected	13. Admit	14. Rejected	15. Admit	16. Rejected

Narrative

On 10/04/94 at approximately 6:35pm [redacted] was traveling SB on MacCall Hill. Approximately 200ft from the I-20 SR and Cth Intersection [redacted] applied the vehicles brakes, which went to the floor, and failed to slow vehicle at all. At that time [redacted] could smell a strong odor of something burning. [redacted] left the I-20 SR and attempted to stop vehicle by applying the emergency brake and attempting to place the vehicle in neutral or put gear of which worked. The vehicle continued to travel forward and [redacted] could not turn off the ignition. RP then initiated emergency equipment and entered the Cth and I-20 SR intersection and located E/B. Officer Syplet diverted traffic so that RP could turn into the Budman shop parking lot but could not get vehicle to stop safely. RP then exited parking lot onto E/B Camp Widdow. Due to heavy traffic [redacted] turned into the Chevron station lot and applied emergency brakes again (max brake) and stopped vehicle. When the vehicle came to a stop smoke began to bill up the passenger compartment. [redacted] could see the front hood of the vehicle "bubble up" [redacted] exited vehicle and was informed by passenger that his vehicle was on fire. At that time [redacted] entered the vehicle again, flames were not reported to be above the visor and [redacted] states that flames were above the windshield. Officer Syplet pushed burning vehicle out of fire station parking lot.

Reporting Officer

Signature

Reporting Officer

Signature

☐ Deputy Noted on NROTC

☐ Vehicle Noted on NROTC

Unit 115

Supervisor	Investigator	Witness	Other

Vehicle/Property Recovery			
Recovery Date	Recovery Vehicle	Condition	
Recovery Location	Recovery By	Storage Location	Property Tag

into C.H. Recovery into the Corral Hill roadway. As
 many unattached items were taken out of vehicle as possible. The
 front of the vehicle was totally engulfed in flames. Flames ignited
 initially coming from the bottom of the engine.

Reporting Officer	Investigating Officer	☐ Property Retained on NCST/NCJ	☐ Vehicle Retained on NCST/NCJ
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Crown Victoria/Unit 115/Plm
City of Danburyville
Your File: DPD Squad Unit #115
Hag File: 1941346-116

City of Danburyville
Commander: Sgt. [illegible]
[illegible]
Danburyville

24 October 1994

ELAAG
ENGINEERING CO.

EP02-025 20532

HAAG ENGINEERING CO.

FAILURE AND DAMAGE CONSULTANTS

Dallas, Texas
24 October 1994

City of Duncanville, Texas
Community Services Department
Post Office Box 380280
Duncanville, Texas 75116-0280

Attention: Mr. Cindy Boland
Director, Community Services

Re: Crown Victoria/Unit 115/Fire

MEMORANDUM

FOR THE RECORD

Complying with your request from 10/10/94, I have conducted an inspection of the Duncanville Police Department's (DPP) records and have determined that a fire which developed in the engine compartment of a Crown Victoria, Unit 115, occurred on 10/10/94. At the time of the fire, the vehicle was being driven by Officer [REDACTED] of the Duncanville Police Department. The fire was caused by a short circuit in the engine compartment. The fire was extinguished by the arrival of police and fire units. The vehicle was damaged and an engine replacement is required. The vehicle is currently being repaired.

This document is written in accordance with the provisions of the Texas Engineering Act and is for the use of any other person who may be interested in the subject of the report. No person other than the engineer who signs the document has the authority to change its contents and then only in writing addressed to you.

BACKGROUND

We understand that on the day of the fire, the fuel tank of Unit 115 already had been filled when Officer [REDACTED] took receipt of the vehicle to begin his evening (swing) shift. Just before the fire, Officer [REDACTED] was driving southbound on North Cockrell Hill Road, just north of IH-20. As he approached the IH-20 intersection, he attempted to slow the vehicle by use of the brake pedal. Reportedly, the pedal "went to the floor" which he depressed it, and the vehicle

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ENR-025 20833

continued forward unimpeded. Officer [redacted] reports having seen no brake or other warning lights on the dashboard at that time; however, he began to smell a strong odor of something burning.

Unable to stop the vehicle and approaching the intersection at about 25 mph, Officer [redacted] activated his police emergency equipment (flashing lights and siren) and turned right onto the abandoned IH-20 service road. Officer [redacted] reports that the vehicle continued to travel at a relatively constant speed, even with his foot off of the throttle pedal, and the vehicle engine did not die when he switched off the ignition key. He attempted to stop the vehicle by applying the emergency brake and by shifting the transmission to neutral and park; reportedly, neither of these actions slowed the vehicle.

Near the intersection of the IH-20 service road and Camp Wisdom Road, Officer [redacted] resumed the emergency brake, very hard, and stopped the vehicle in a Chevron service station parking lot. When the vehicle came to rest, smoke filled the passenger compartment and Officer [redacted] saw the engine compartment "pop" (blow up). He exited the vehicle and observed

that the engine compartment was on fire. He heard the siren under the hood and the still running engine. The engine continued to run until about the time that the fire spread over the engine and the battery. DFD Officer [redacted] arrived at the station and saw the fire. He immediately contacted the station with traffic control. Officer [redacted] and Officer [redacted] and then Officer [redacted] pushed the burning vehicle out of the Chevron station's parking lot. Also, Mr. Alan Powell, who had heard the siren, arrived at the station and saw the fire. He immediately contacted the station with traffic control.

DESCRIPTION

The involved vehicle was a 1994 year model, Ford Crown Victoria sedan manufactured in March 1994 and bearing VIN 2FALP74W3R155280. The vehicle odometer read 9754 miles at the time of our inspection; the trip odometer indicated 13.6 miles which, we understand, is the distance driven by Officer [redacted] during his evening shift before the fire occurred. Motive power was supplied by an electronically fuel-injected, 4.6 liter displacement, V-8 gasoline engine driving the rear wheels through an automatic transmission. Equipment included power brakes (vacuum-type booster, four-wheel discs, ABS), power steering (hydraulically assisted), air conditioning, cruise control, AM-FM radio, and various police equipment such as radios, light bar, and sirens. All police equipment was fed power from an electrical panel mounted in the trunk; that electrical panel was fed power by a single large conductor connected at its other end to a terminal near the battery.

INSPECTION

A hole had burnt through the aluminum hood of the involved squad car, somewhat left and rear of the center of the hood. The hole was above the area between the front of the master cylinder and the fuel injection system hose fittings on the left side of the top of the engine. The frontmost of those two plastic fuel hoses had burnt away; the rear hose remained intact, although its surface had carbonized and a hole had melted in it at the location. The plastic reservoir of the brake master cylinder had been consumed by fire, as had the rubber portion of each of the two short, wire braid checked hose sections inline with the two steel brake lines connecting at the master cylinder. The left inner fender well, made of plastic, had mostly burnt away.

Overall, fire damage was confirmed primarily to the under-hood area, and the most affected under-hood area was that below the hole in the hood. Elsewhere under the hood, we found smoke and soot damage with some melting of plastic components.

Under the wiring harness near the master cylinder, the main wiring harness pierces the firewall and that is the mounting location for the brake booster unit. In this vicinity, the majority of the under-hood wiring insulation had been destroyed by fire, however, fire had made openings in the firewall and the passenger compartment through the firewall. In harness wiring, we identified one location of electrical chaffing and arcing had occurred. (However, note that the wiring harness was not exposed to the fire.) The transmission shift cable passed approximately through the main wiring harness. At one location on its steel wire sheath, we found the sheath wires melted in half and balled on themselves. While we did not locate the electrical fault which had faulted against the steel wires of the shift cable sheath, it is evident that during the fire (probably early), wiring insulation and the plastic outer sheath of the shift cable were damaged sufficiently by heat to allow electrical contact and arcing. We identified one other location of arcing, where the single large conductor which fed trunk-mounted equipment had faulted and arced at the firewall.

OTHER NOTES AND INFORMATION

We were told that an odor of gasoline sometimes had been noted by officers driving squad car Units 110 and 113. Also, there occasionally was a "whoosh" or escaping vapor when officers would uncup the fuel tanks for filling. At the time of our inspection of the involved Unit 115, Unit 113 also was made available for our inspection. Unit 110 had been taken to Red Bird Ford because of the gasoline fume problem. Examining Unit 113, we discovered that one of the rubber hoses for the emissions-control charcoal canister had become crimped where the hose was slipped onto a steel line which is part of that system. We showed this to Mr. Alan Powell and mentioned that possibly the crimp had been causing the gas fume and fuel tank problem.

problems with this vehicle, Unit 113. Later, Mr. Powell travelled to Red Bird Ford to ask service personnel about the problems. He was told that the crimp in the rubber hose was probably the source of the problems, and he and service personnel discovered that Unit 110 also had a crimped hose. We found that the rubber hose for the burnt vehicle, Unit 115, was not crimped.

We understand that while Mr. Powell was at Red Bird Ford, he checked with service personnel as to whether there had been any recalls or TSB's (technical service bulletins) issued regarding fires in the involved model automobile; reportedly, no such recalls or TSB's have been issued. Unit 115 had been involved in a recall that dealt with loose bolts in the rear brake system, and Ford repaired that problem prior to the fire.

Mr. Powell also reports that prior to our inspection of Unit 115, Mr. Tom Ellis, a retired Ford employee (32 years) who now channels for Ford, inspected Unit 115. He also inspected Unit 114, which previously had sustained an under-hood fire. According to Mr. Powell, Mr. Ellis expressed to Mr. Powell the opinion that loose fluid (or possibly, we understand, a brake system problem in vicinity of the master cylinder) was involved in causing both fires. Unit 115, however, we have no additional details on Mr. Ellis's opinions or the analysis upon which he based them.

DISCUSSION

We believe that fire in Unit 115 originated very near the brake master cylinder, probably in the wiring nearby. We believe that fire probably originated due to insulation breakdown and failure of a wire or a grounded object or other low-resistance path to ground, and that it was generated at the fault or along the length of the faulted wire (ignited other wiring insulation and combustibles in the area, spreading the fire).

Once fire spread to the plastic reservoir for the brake master cylinder and/or to the wire braid-sheathed, rubber hose sections of the two brake lines from the master cylinder, the brake system would have become non-functional. Officer [REDACTED]'s first notification of a problem with his vehicle was that the brake pedal went to the floor when he tried to slow the vehicle, and shortly thereafter, he began to smell an odor of something burning.

Officer [REDACTED] also reported that the vehicle continued to travel at a constant, slow speed during the early portions of the fire; possibly, heat from fire had caused the throttle cable to become stuck in a part-throttle position. He also reported that the shift lever became ineffective; he could not cause the transmission to engage neutral or park gears by moving the shift lever. We found a location on the shift cable at which an electrical wire had faulted in the cable, causing damage to it. While we do not know if that particular damage is what disabled the shift

cable, the cable was routed in close proximity to the wiring in which we believe fire originated, and heat from the fire functionally destroyed the cable fairly early during the fire.

It also seems evident that destruction of wiring insulation by fire is what allowed the cross-connection that caused the ignition system (and apparently, the fuel injection system and fuel pump) to remain energized, causing the engine to continue running when Officer [redacted] turned the ignition key off. Later, with the vehicle stationary, a similar cross-connection engaged the starter motor.

While we did identify a location of faulting and arcing on the large gauge wire which had been added to the vehicle by Duncanville city maintenance and service personnel to feed a trunk-mounted electrical panel which fed all the police equipment in the vehicle, we believe that this wire sustained insulation breakdown and faulted as a result of the existing fire and was not involved in causing the fire. One of the first things done by Officer Brunsard after he tried, unsuccessfully, to stop the vehicle by use of the brake pedal was to activate his police emergency equipment. If the initial problem with the vehicle had been a fault on the power conductor feeding that equipment, we doubt that the equipment would have functioned. Also, owing to the size of this conductor, we expect that it probably would have melted a large hole in itself and the firewall if it had been the initiating cause of the fire; only a few strands of the conductor had melted at the firewall fault location. Further, the high amount of current which would have been drawn by an early or fire-initiating fault in the power conductor wire probably would have been of such magnitude that all electrical vehicle systems, likely, would have shut down, killing the engine. Reportedly, the engine continued in operation until the fire became very intense, after the vehicle had been stopped by use of the emergency brake. We believe that the police equipment conductor faulted late in the fire, after significant drainage of the battery already had occurred due to other wiring having faulted and been energized.

While we do believe the initiating problem which caused the fire was electrical in nature and was in the vehicle's factory wiring and/or componentry, we do not wholly discount Mr. Ellis's reported opinion regarding a possible brake system problem as having been the initiating cause of the fire. Certainly, the master cylinder and its lines are in the fire origina area. Also, it is possible that Mr. Ellis has information about fires in the Crown Victoria model to which we are not privy. Further, as an example, if one of the wire-braid-sheathed brake line sections were to rupture and spew brake fluid onto a hot surface (e.g., the exhaust manifold), a fire could result. However, in this example, it should be noted that those hoses are only pressurized when the brake pedal is applied, and if only one hose ruptures, the vehicle brakes are still partially functional. Officer [redacted] reported that the brakes were completely non-functional. In conclusion, while we acknowledge that there may be some problem with the brake system which could originate a fire, based on the information developed to date, we believe an electrical cause is more probable.

City of Duncanville, Texas
(Crown Victoria/Unit 115/Fire)

Page 6 24 October 1994
Haag File No: 1941346-113

OPINION

It is our opinion that the fire in Unit 115 originated due to electrical breakdown in factory electrical wiring and/or components.

Respectfully submitted,

HAAG ENGINEERING CO.

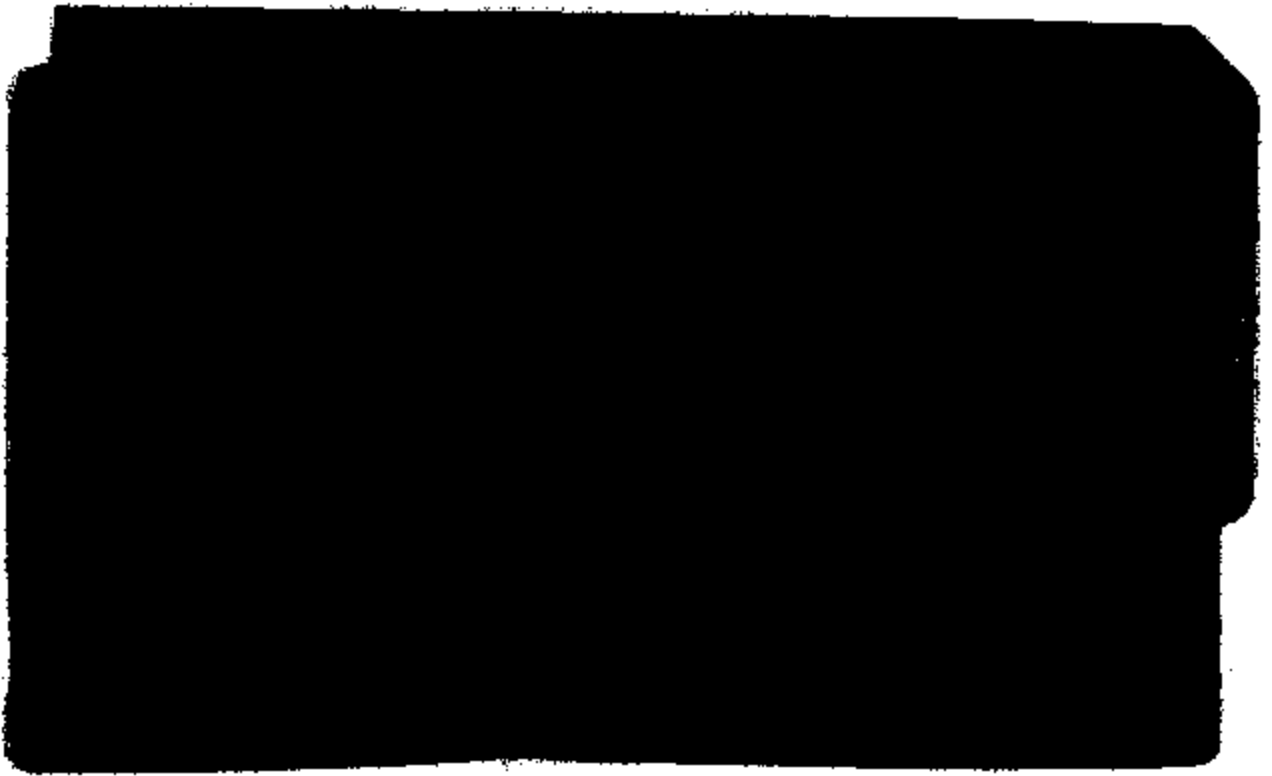


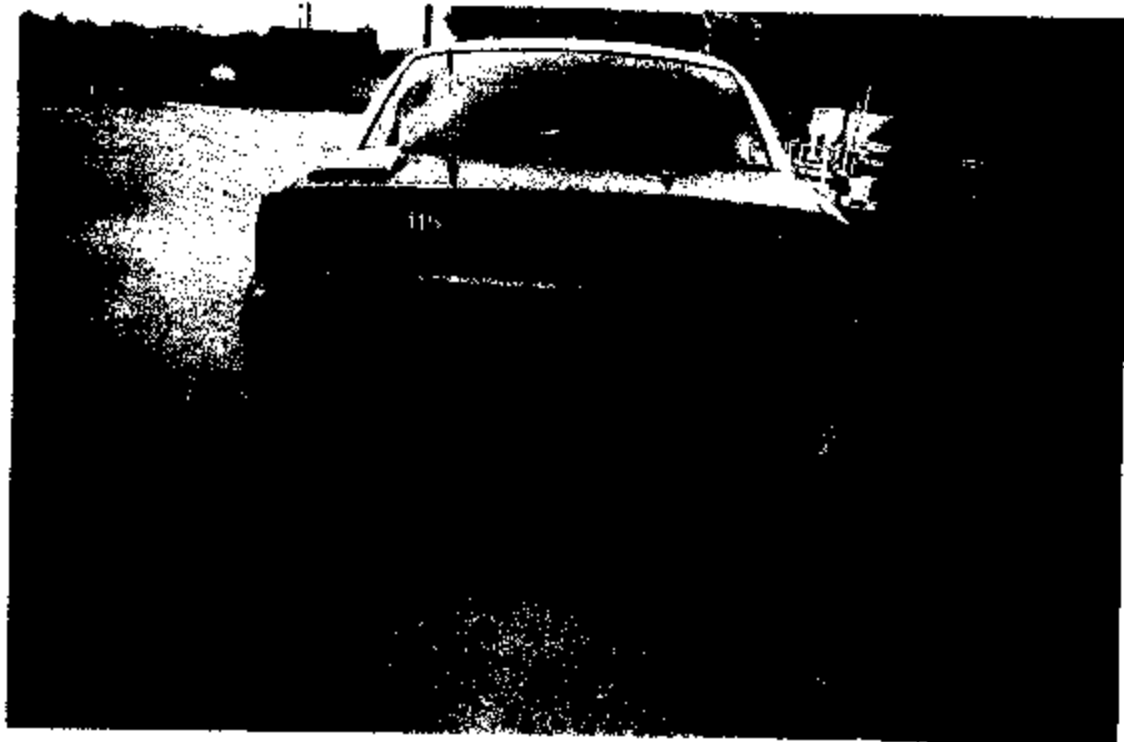
J.P. Spruiell
J. P. Spruiell, P.E.
Texas Registration 57023

JRS:cac

HAAG
ENGINEERING CO.

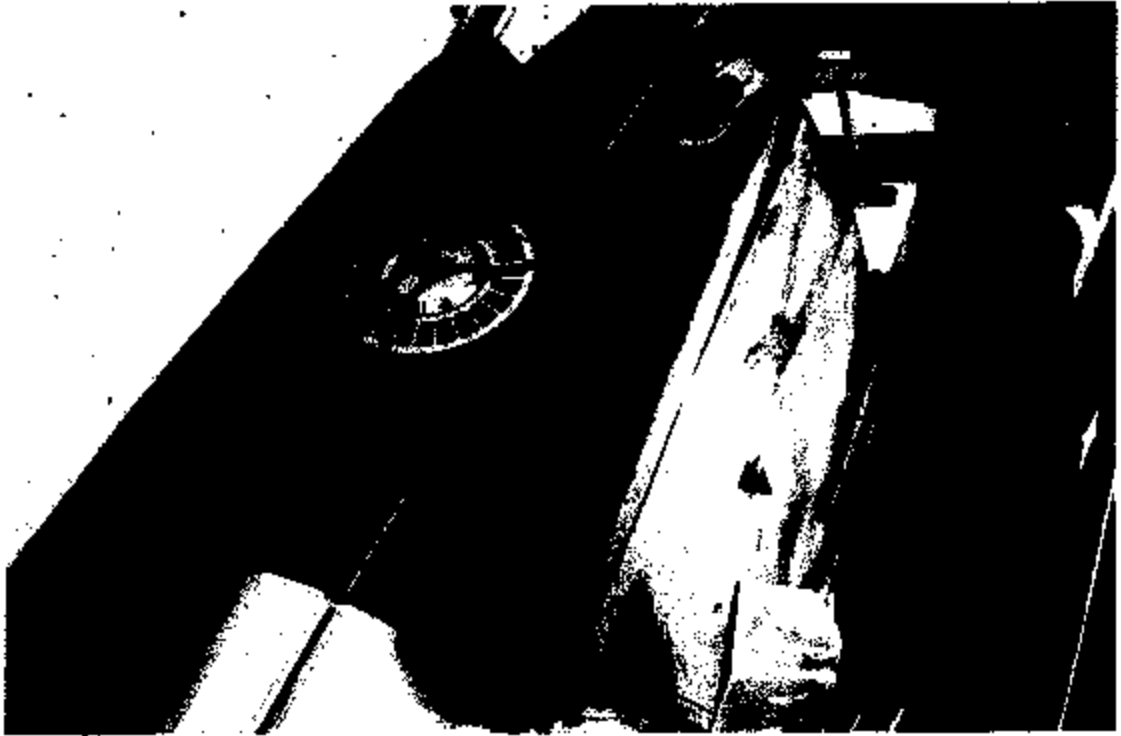
ENR2-025 28538



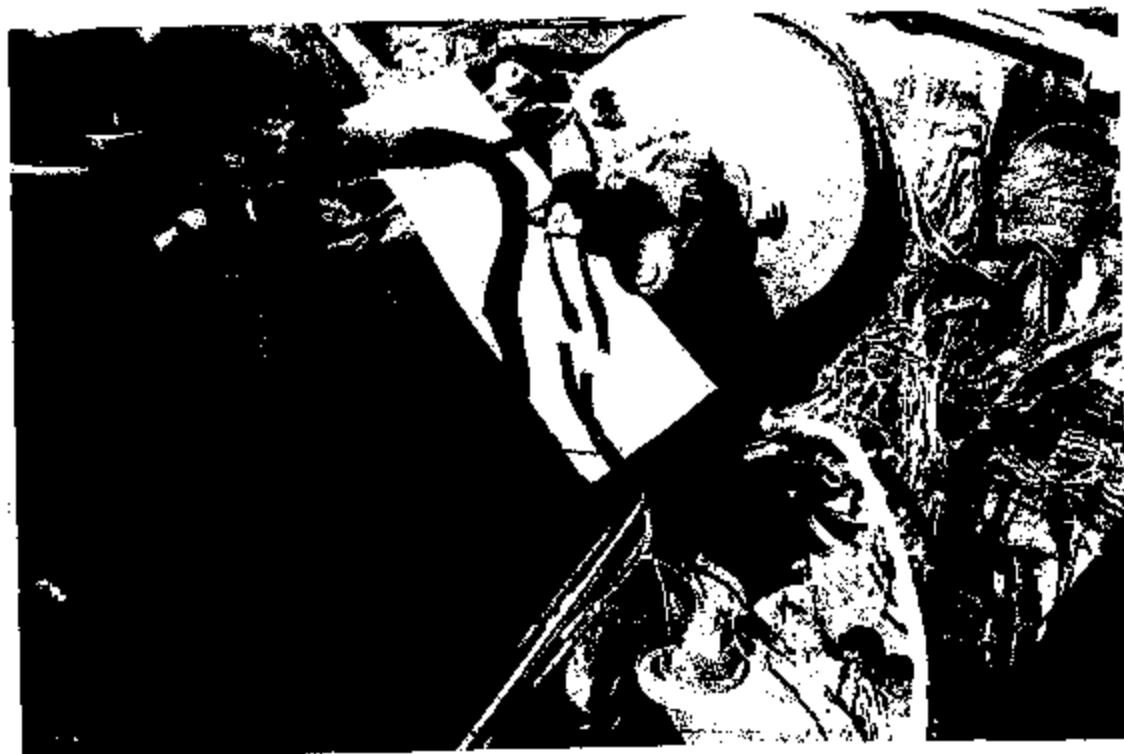
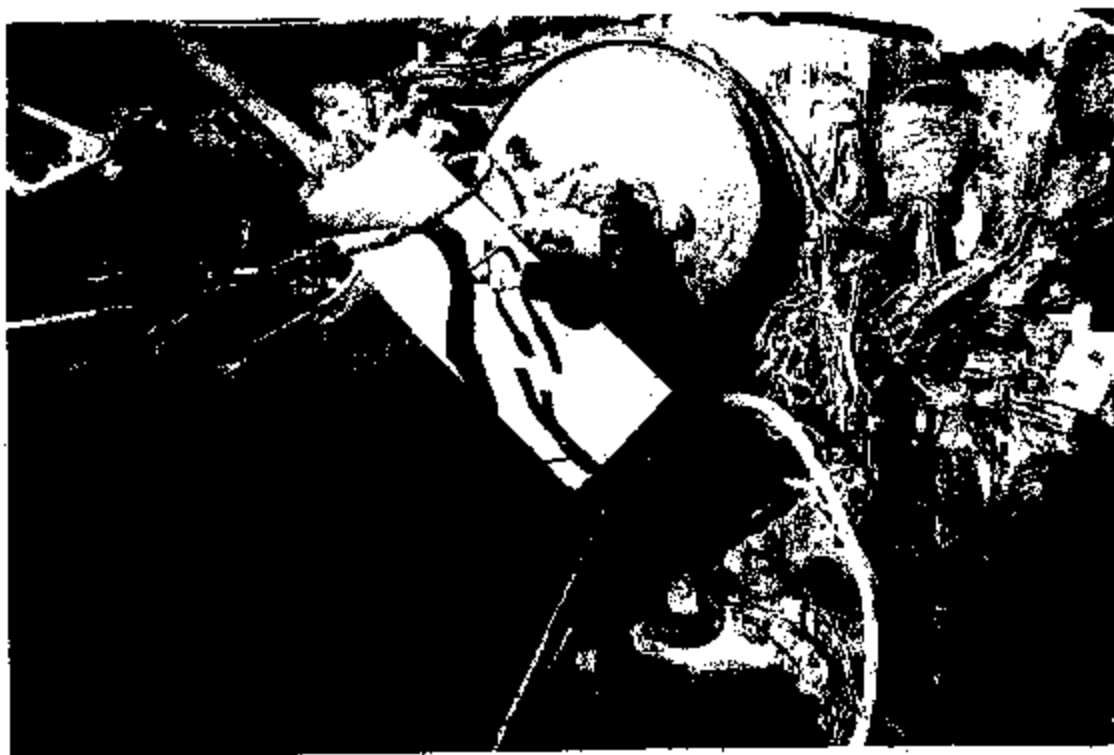


ER82-025-8 1232









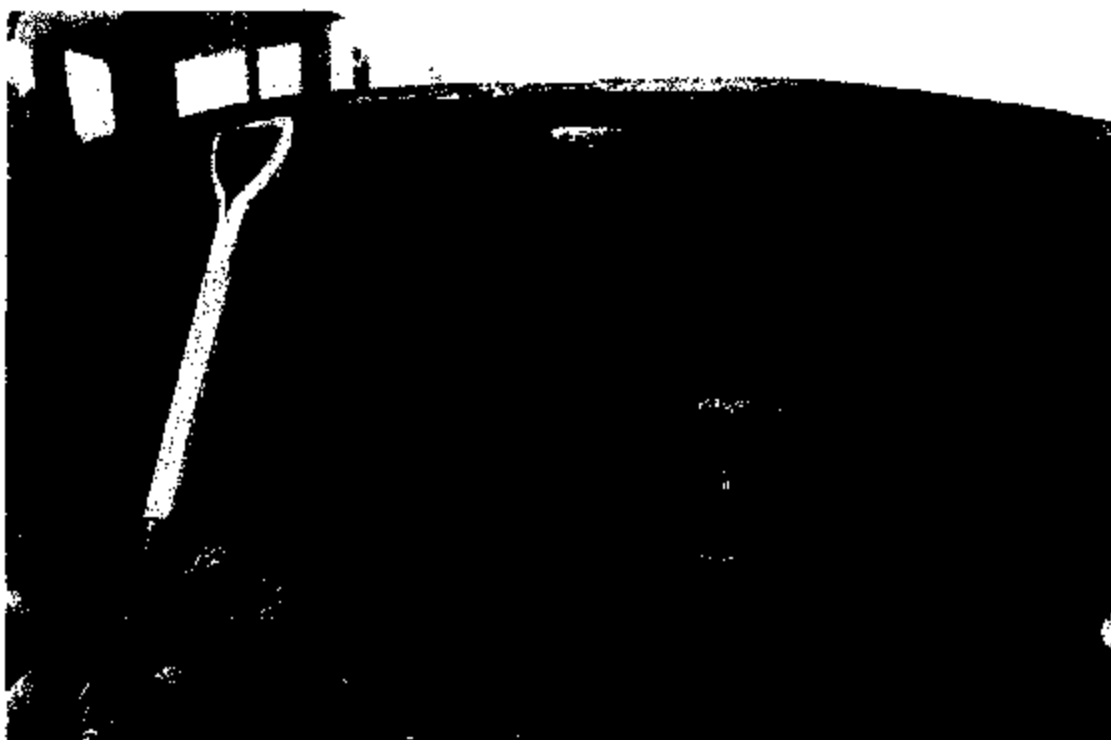


ENR2-825-B 1237









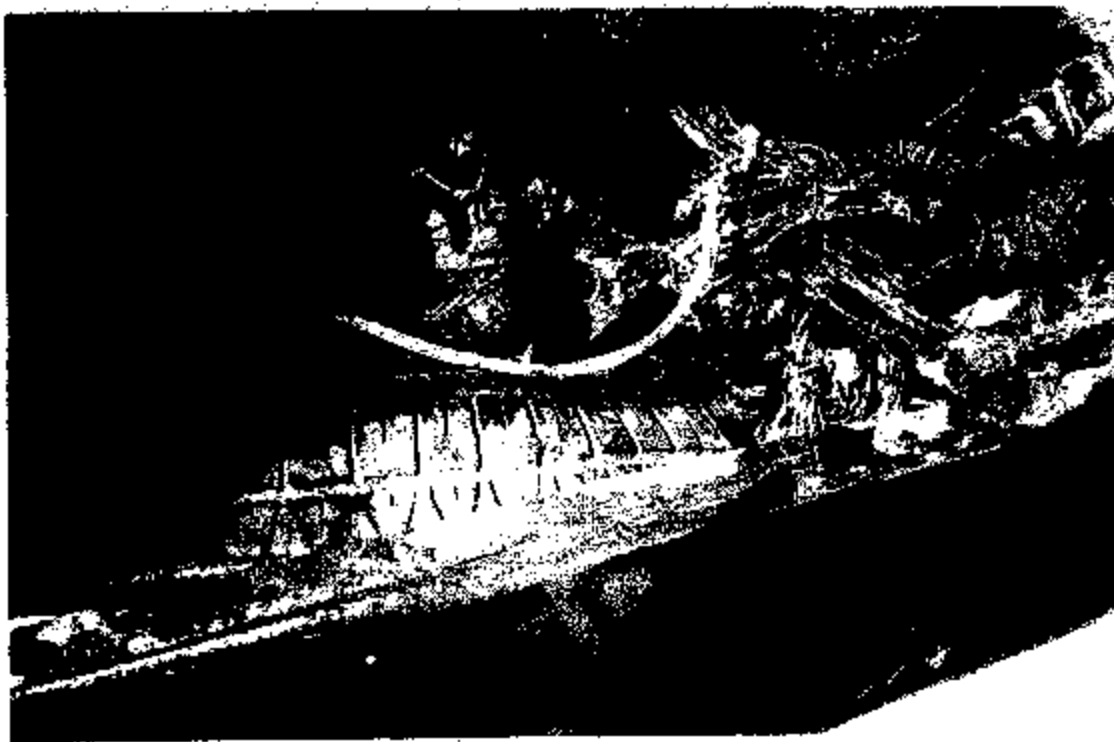
EP02-025-B 1241





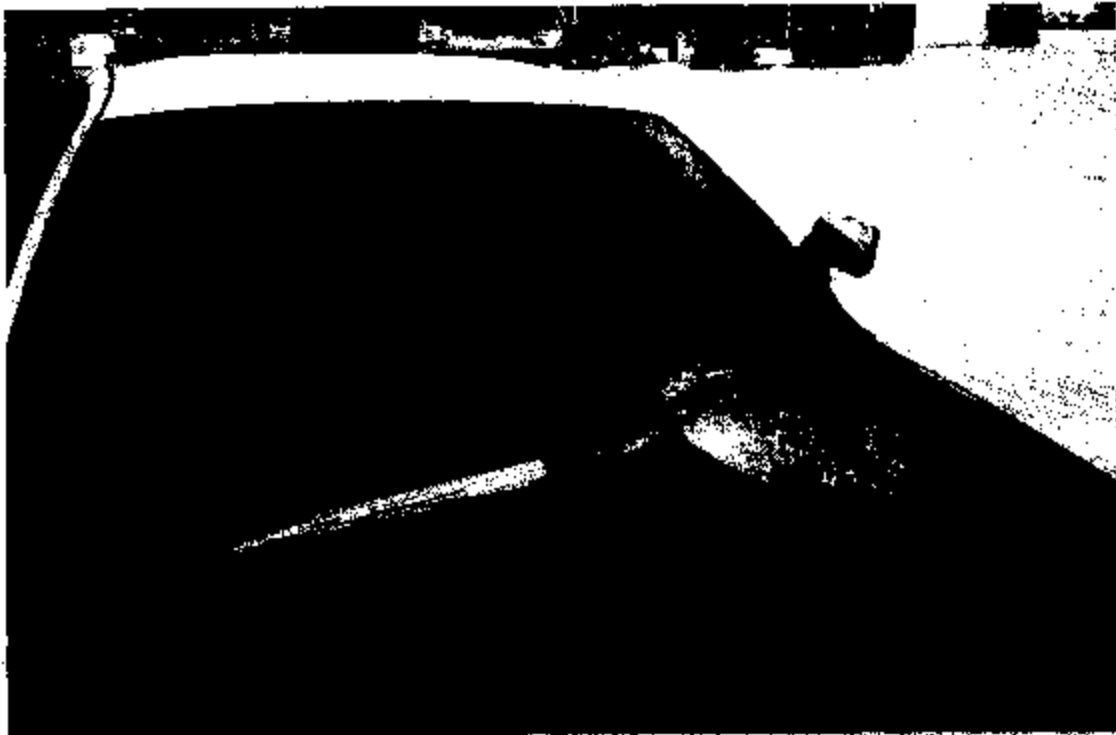


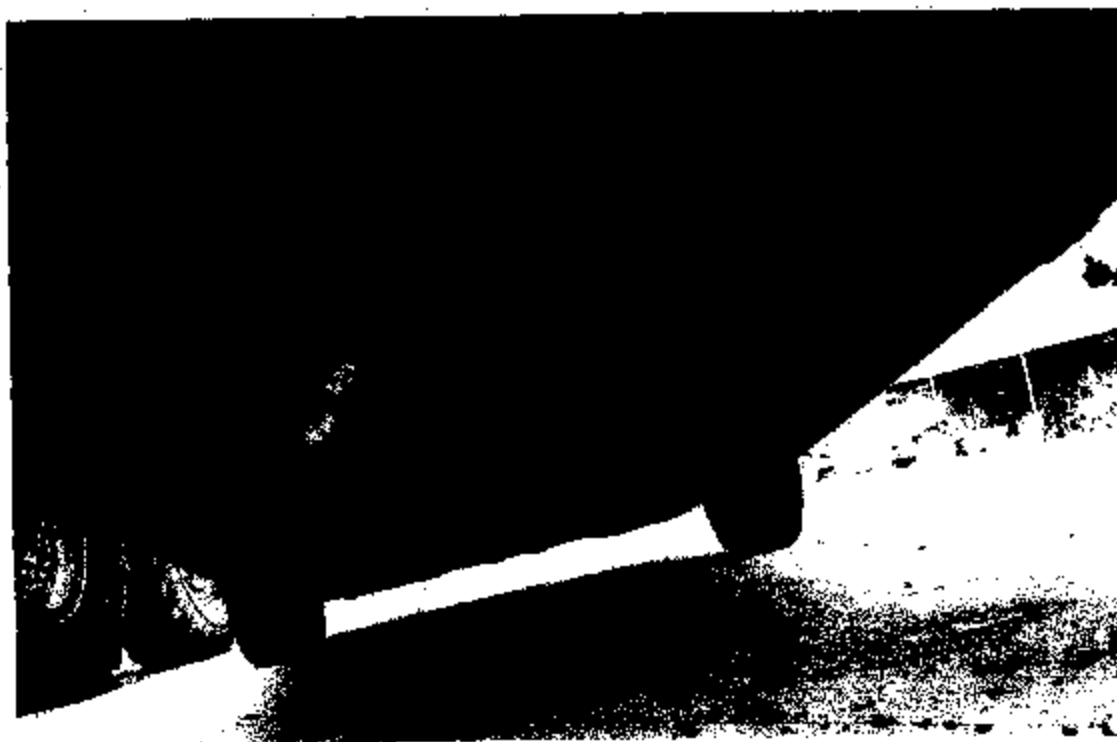




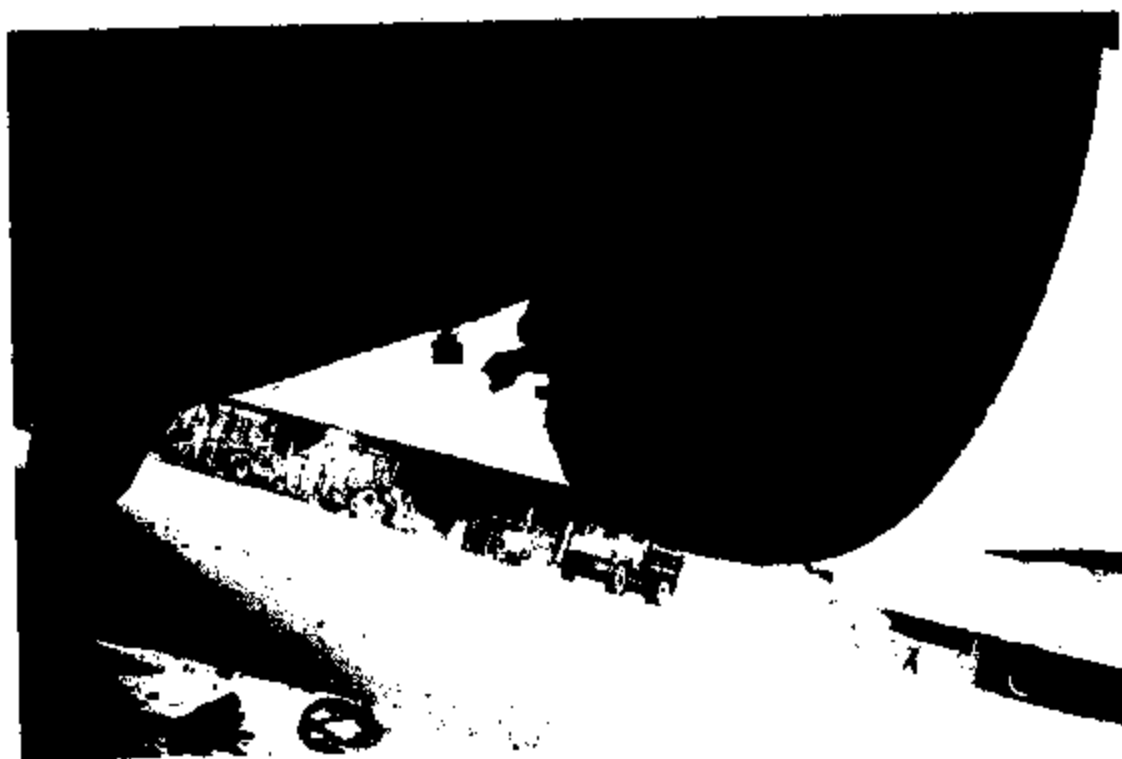
2002-025-B 1248







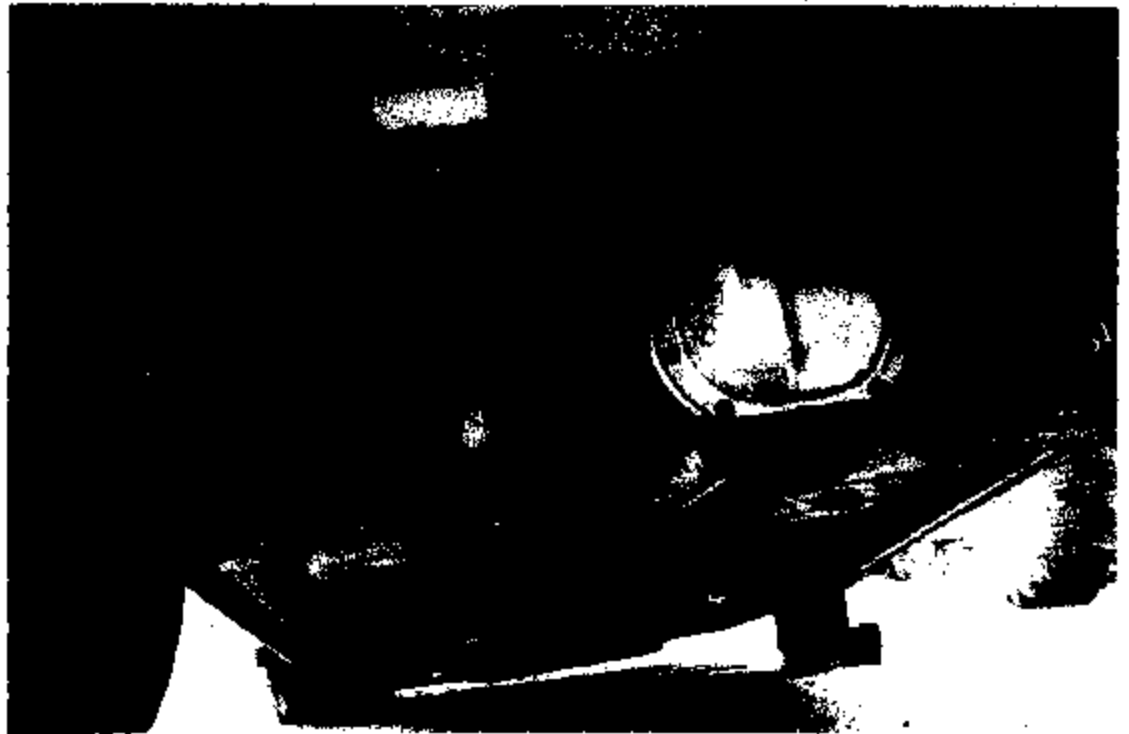




ERG2-025-B 1251









8902-825-8 1255

NOV 07, 1984

FORD CUSTOMER SERVICE DIVISION
 SERVICE, WARRANTY AND FINANCIAL SYSTEMS DEPARTMENT
 VEHICLE WARRANTY HISTORY SYSTEM
 VEHICLE REPAIR INQUIRY

PAGE 4

ACTION DATA.....PLEASE PROVIDE THREE (3) COPIES OF THE MICROFILM DOCUMENTS LISTED BELOW MAIL TO: N BRAGG
 ATTN: THERESA MC NEE
 DDC
 900 PTM

YR	VIN	CASE	SELLER WSO	S P V	ACC	DT	P & A	QCR	MIL	MICRO	CLAIM	WCC	PART NO	DC	LABOR	TOTAL	NOY
84	8B4L707H0R0100889	AUBART	8B4J452 40419	L 8	1 88	09302	40420			3	VCP3983 088817	BA09	7A011		224.00	293.99	F14
			8B4J452 40419	L 8	1 88	09302	40818			12	V802255 088888	BA11	7008		180.00	187.00	F14
			8B4J452 40419	L 8	1 88	09302	40818			12	V802255 088888	7001	13007		18.00	18.80	F14
84	8B4L707H0R0100889	AUBART													420.00	480.48	
															3	3	
84	1L4L89748RY610428	LIN CAM	642188 30822	F A	1 41	10800	31201			48	TRUS080 158185	2804	DIAG		85.48	85.48	A14
			642188 30822	F A	1 41	10800	31201			48	TRUS080 158185	2804	DRIVE		120.00	120.00	A14
			642188 30822	F A	1 41	10800	40112			70	8801882 180804	7808	TSAB66		23.88	54.41	B14
			642188 30822	F A	1 41	10800	40804			127	V8P0284 188824	3004	7A247		80.00	80.00	F14
			642188 30822	F A	1 41	10800	40804			127	V8P0284 188824	3004	7A247		125.28	129.78	F14
84	1L4L89748RY610428	LIN CAM													484.00	489.88	
															8	8	
84	2FALP71W3RX188280	DUNCANV	830018 40421	C A	2 82	07088	40818			38	AGN5138 018584	3008	2002E		191.87	268.43	J14
			830018 40421	C A	2 82	07088	40814			71	APF1488 018518	2002	88883		128.10	148.88	K14
			830018 40421	C A	2 82	07088	40814			71	APF1488 018518	2002	18888		120.89	198.97	K14
84	2FALP71W3RX188280	DUNCANV													428.88	471.94	
															3	3	
84	2FALP71W7RX188278	DUNCANV	830018 40421	C A	2 82	07088	40708				VWV1828 014118	0708	30218		60.81	487.48	H14
			830018 40421	C A	2 82	07088	40808				AE84478 018298	0708	20180		82.24	118.74	J14
84	2FALP71W7RX188278	DUNCANV													142.88	574.22	
															2	2	
															1,485.71	2,208.70	
															13	13	

8002-825-1 1272

07/15/94

014779

ORDER \$ \$2

34. 配

NED BIRD FORD INC

P O BOX 213509

ELMONTVILLE TX 75236

[illegible]

1272-02-02-3

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MED. SUPP. FORM INC.

P O BOX 210709

SHAWVILLE TX 75216

[illegible]

1276-1277-1278-1279

07/15/96

0141199

DATE 02/03/88 \$ 52

4.2

RED BIRD FUND INC

P O BOX 216709

CLACKVILLE TX 75216

1. **NAME** _____
 2. **DATE** _____
 3. **TIME** _____
 4. **LOCATION** _____

3-PORTS 100 3-LAYER 100
MAG526

Career Start

REMARKS:

89-02-025-3 1276

05/15/94

6. 1. 2007

- 54.07

'MED BIRD FORD - JMC

● 4 43X 214709

ELMCREEKVILLE TX 75216

0000-020-1 1277

CSCN140

VEHICLE DATA

94/10/24 14:46:47

ENTER VIN ==> 2FALP71W7RX155279

NAME ==> POWELL

ZIP ==> 75137

MODEL YR ==>

OWNER NAME :

STREET ADDR :

CITY : DUNCANVILLE

ST/PRV: TX CTRY:

ZIP/POSTAL CODE:

N/A DATE: 94-10-05

N/A SOURCE: M

MODEL YEAR : 94

PLANT: X

SALE DATE: 94-04-21

BODY STYLE DESC: POLICE INTERCEPTOR

PRODUCTION DATE: 94-03-16

VEHICLE DESC : 1994 CROWN VICTORIA

	DIVISION	DISTRICT	ZONE	DEALER	FDC CODE	FCHD REGION
SNIP-TO	1	52		016	51	52
FACING	1	52		016		
RESPONSIBLE	1	52		016		

CA EMISSION : ENGINE TAG CODE : 4G808AA

CAMPAIGN COUNTS

SALES STATUS : 800

COMPANY CAR IND :

TOTAL CAMPAIGNS : 01

DCO DISTRICT :

FLEET CODE :

OPEN : 01 CLOSED : 00

DCO NUMBER : 0145

FLEET STATUS :

ACTIVE: 01 HISTORY: 00

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

CGDBA98

CSCN150

CAMPAIGN VEHICLE INFORMATION

04/10/24 14:45:56

ENTER CAMPAIGN NUMBER=> 94289 VIN=> 2RALP71W7EX155279 HIST.SUM. IND: _

1864 DESC: ADAPTER PLT. BODY STYLE DESC: POLICE INTERCEPTOR

REPAIR TYPE	:	-	MODEL YEAR	:	94
REPAIR DATE	:	-	CAMPAIGN DIVISION	:	6
MICRO REFERENCE NUMBER	:	-	SUPPLEMENT CODE	:	-
REPAIR DEALER P/A CODE	:	-	VENDOR N/A INDICATOR	:	-
GOVT UNDELIVERABLE CODE	:	-	N/A SYSTEM EXTRACT DATE	:	-
RESPONSIBLE DEALER	:	1 32 016	VENDOR N/A MATCH CODE	:	-
RESP DEALER ASSTEN DATE	:	94-10-06	OASIS SENT DATE	:	94-08-12
RESP DEALER SOURCE	:	P2	KIT CODE	:	AA

STATUS	REPAIR	CLAIM	MICRO REF	CLAIM
CODE	TYPE	NUMBER	NUMBER	SOURCE
1	RELEASED FOR MAILING	94-08-17		
2	READY TO RELEASE	94-08-11		

F1=INQUIRE F2=GO10 F3=EXIT F4=QUIT F5=SEND F7-FIRST PAGE F8-NEXT CAMP
 F9=MORE STATUS F11=REVISE F12=DELETE

CGDBA99

CSCM130

NOTIFICATION RECEIPT HISTORY

06/10/24 14:47:01

ENTER CAMPAIGN NBR ==> 94989 VIN ==> 2FALP71W7RX155279
INFPCT : ADAPTER FLT. BODY STYLE DESC: POLICE INTERCEPTOR
RESP DEALER : 152016 BEGINNING MAILED DATE: 94-09-09
RELEASE DESC : NEW ISSUE TOTAL ENDING MAILED DATE : 94-09-09
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : CITY OF DUNCANVILLE INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV: TX
CITY : DUNCANVILLE CTRY:
ZIP/POSTAL CODE: 75138 N-A SOURCE: N N-A EFF DATE: 94-04-21

RESP DEALER : BEGINNING MAILED DATE:
RELEASE DESC : ENDING MAILED DATE :
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:
F1-INQUIRY F3-EXIT F4-QUIT F5-G150 F7-FIRST PAGE F8-NEXT PAGE F9-G140
1040-LAST PAGE OGDRA98

DEALER

52D U161W 2FALP71W7RX155279

CHASSIS FORD FORD

MODEL

BATCH-ID B736001374 D TA AA

PRICE LEVEL 510130P71 VIN: 2FALP71W7RX155279

REQUESTOR: MBRASS CASE: DUNCANVI 2

THE FORD MOTOR CREDIT COMPANY, INC. IS A DIVISION OF FORD MOTOR CREDIT COMPANY, INC. ALL RIGHTS RESERVED. THIS PORTION OF THE VEHICLE WILL BE USED TO SUPPORT ASSOCIATED CREDIT AGREEMENTS.					
DATE	INVOICE TOTAL	DATE	DATE	DATE	PLAN

SOLD TO
ARENDALE FORD SALES INC
P.O. BOX 1228
ARLINGTON

52D016

FLYING DUTCHMAN

TX 74004

PLT-RLSE DTE.

03/16/94

RC10

SHIP TO or CASH THROUGH

52016

DATE OF PURCHASE

03 09 94

SHIP THROUGH

52C488Z MP 12

INVOICE & UNIT DESCRIPTION NO.
2FALP71W7RX155279

FINAL DELIVERY POINT
ST. THOMAS

FINANCIAL COMPANY
FORD MOTOR CREDIT

ACCOUNT NO.
A00001

K002-020-5 1201

APPROVED BY THE BOARD'S SALARIES/STOCKS/STOCK OPTION COMPANY, CASH, BONUS, OR OTHER BENEFITS
FROM WITHOUT THE COMPANY'S SERVICE BY THE BOARD AND THE COMPANY'S SERVICE FROM THE
IS PROVIDED IN FULL PAYMENT THEREOF. BY THIS AGREEMENT, THE BOARD, ON THE FIVE (5) YEAR
RENEWABLE OR OTHER FIVE (5) YEAR TERM, "THREE (3) YEAR TERM" OR THE FIVE (5) YEAR
AND IN THE EVENT A FIVE (5) YEAR TERM SHALL BE IN FULL PAYMENT OF THE FIVE (5) YEAR TERM OF
THE COMPANY'S SERVICE BY THE BOARD AND THE COMPANY'S SERVICE FROM THE

PRICE ADJUSTMENT NOTICE

APPLICANTS ONLY: THESE TO BE NOTED ON THE PAGE OF THE FORM.

4. **Information** – The information that is available to the public about the company and its products. This includes the company's website, press releases, and other public information.

DEALER

52D UICVM 2FALP71W7RX155279

1996 CR VIC POLICE INTERIOR 19370 00 17807 00
 1042-423R10/27/93 5500 00-
 VIBRANT WHITE CLEARCOAT
 BLUE CLOTH FRONT/VINYL REAR
 PREFERRED EQUIPMENT PKG.122P 615 00 547 00
 526 .SPEED CONTROL
 68P .POLICE GROUP 1
 .REAR WINDOW DEFROSTER
 .POWER LOCK GROUP
 99H .4.6L OHC SEFI V8 ENGINE NC NC
 44P .ELECTRONIC AUTO O/D TRANS NC NC
 T34 .P225/70HRX15 88W TIRES NC NC
 153 FRONT LICENSE PLATE BRACKET NC NC
 553 ANTI-LOCK BRAKES/TRACTION CTL 665 00 592 00
 R CLOTH BUCKETS/VINYL REAR SEATS 45 00 55 00
 SPECIAL ORDER 52 0145
 LAMP-MAP (\$2 CP WITH SWITCH) 26 00 21 00
 CODING WEIGHT ADJUSTMENT N/C N/C
 AIRCRAFT TYPE ROSE CLAMPS 26 00 20 00
 COURTESY SWITCHES INOPERATIVE 12 00 12 00
 4" HALOGEN SPOTLAMP 198 00 160 00
 RR DOOR LOCKS & HANDLES INOP. 15 00 12 00
 PRR WINDOWS OPER DRIVER/PASS 15 00 12 00
 TOTAL VEHICLE & OPTIONS 21082 00 13742 00
 DESTINATION & DELIVERY 575 00 575 00
 TOTAL BEFORE DISCOUNTS 21657 00 14317 00
 ***SPECIAL ADDED DISCOUNTS 300 00- 267 00-

TOTAL FOR VEHICLE 21282 00

10 U.S. GAL GAS FACTORY 14 50
 PRICED DORA 50
 BATCH-ID 8784001374 D TA AA
 SCHEDULE-B LEVEL 00000
 PRICE LEVEL 41D130P71

VIN: 2FALP71W7RX155279

INVOICE TOTAL	SALES TAX	FEES	DISCOUNTS	NET TOTAL	PLAN
270.00	14,326.00	612.00		13,724.00	

612.00 31.00 1149.00 5499.50- 581.00 17627.00

SOLD TO
 ARENDALE FORD SALES INC
 P.O. BOX 1228
 ARLINGTON

52D014

TX 76004

FINANCIAL TERMS
 ON RECEIPT
 5% TX

FLT RLSE DTE
 03/16/94
 RC10

DATE TO (if other than above)

52016

DATE OF PURCHASE

03 09 94

FINANCIAL TERMS

52C4887

12

DATE THROUGH

2FALP71W7RX155279

ST. THOMAS

FORD MOTOR CREDIT

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. DATE 08-20-2010 BY 60322 UCBAW/STP

APPLICABLE ONLY WHEN SO NOTED ON THE FACE OF THE RECEIPT.

The above information was obtained from the records of the Federal Bureau of Investigation, Department of Justice, and is being furnished to you for your information. It is not to be used for any other purpose.

[illegible]

**CROWN
VICTORIA**

[illegible]

100-443887-10
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STANDARD FORM NO. 100-10

[illegible][illegible]

NEW TECHNOLOGY

STANDARD VEHICLE PRICE \$1939.00

OPTICAL EQUIPMENT	
1944-1945-1946-1947	
ARMED AND DANGEROUS PWR.122P	615.00
1948-1949	
1950-1951	
1952-1953	
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TOTAL VEHICLE & OPTIONS		FINANCE
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364		

TOTAL BEFORE DISCOUNTS 21,857.00

[illegible]

COPY - 100

17



High-Speed Networks

23

[illegible][illegible]

For cigarette smoking
 all children above 10 or
 11 years
 can have instant after-school
 savings from 15 to 21 per cent
 and 14 to 25 per cent.

THE

002570
MICHIGAN FINE SILVER INC
P.O. BOX 3222
LANSING
MI 48206

NEW TO THE SERIES

—and Training:

STENO: 100000

PL 100-194

521. 11.16.1994

1.50	1.50
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14.11	14.10
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0734 J TA 06 430 00005

1-800-234-1234

DATE IN: 9-20-94
 TIME IN: 8:00 AM
 DATE OUT: 9-20-94
 TIME OUT: 11:00 AM

CITY OF DUNCANVILLE MAINTENANCE WORK ORDER

WORK ORDER #: 5574
 UNIT #: 115-84
 MILEAGE: 2890

MECHANIC #1: 332 TOTAL HOURS TO COMPLETE JOB: 2.5 VARIABLE COST: P.M.A.
 MECHANIC #2: _____ TOTAL HOURS TO COMPLETE JOB: _____ VARIABLE COST: _____

MAINTENANCE WORK INSTRUCTIONS (PROBLEM): DOL Service

MAINTENANCE WORK COMPLETED (SOLUTION):

Service Check Lte Check the Filter
Check Battery, Check Hot Check Radiator Check Belt Check Brakes Check the
Check the oil level. Wash the Clean inside Car.

QUANTITY	PART NUMBER	COST CODE	UNIT PRICE	TOTAL	
<u>1</u>	<u>1372 Napa Oil Filter</u>	<u>P.M.A.P</u>	<u>3.50</u>	<u>3.50</u>	LABOR: _____ PARTS: _____ OUTSIDE LABOR: _____ TOTAL: _____
<u>5qt</u>	<u>1100 motor oil</u>	<u>P.M.A.P</u>	<u>1.00</u>	<u>5.00</u>	

OUTSIDE LABOR - COMPANY: _____

QUANTITY	PART NUMBER	UNIT PRICE	TOTAL	COMMENTS: _____
				LABOR: _____ PARTS: _____ TOTAL: _____

DATE IN: 8-23-94
TIME IN: 8:30 AM
DATE OUT: 8-23-94
TIME OUT: 11:30 AM

CITY OF DUNCANVILLE
MAINTENANCE WORK ORDER

WORK ORDER #: 5696
UNIT #: 115-94
MILEAGE: 3724

MECHANIC #1: 334 TOTAL HOURS TO COMPLETE JOB: 3 VARIABLE COST: LABOR
MECHANIC #2: _____ TOTAL HOURS TO COMPLETE JOB: _____ VARIABLE COST: _____

MAINTENANCE WORK INSTRUCTIONS (PROBLEM): DUE SERVICE

MAINTENANCE WORK COMPLETED (SOLUTION): Service, checked brakes, lube oil and, checked lights, fluid levels, air pressure. Washed & vacuumed

QUANTITY	PART NUMBER	COST CODE	UNIT PRICE	TOTAL	LABOR: _____ PARTS: _____ OUTSIDE LABOR: _____ TOTAL: _____
1	1372 F-150R	LABOR	3.45	3.45	
5 qts	1100 oil	LABOR	1.00	5.00	
1	LUBE	LABOR	2.00	2.00	

OUTSIDE LABOR - COMPANY: _____

QUANTITY	PART NUMBER	UNIT PRICE	TOTAL	COMMENTS: _____

LABOR: _____
PARTS: _____
TOTAL: _____

WORK ORDER #: 5574
UNIT #: 115-94
MILEAGE: 7890

MECHANIC #1
MECHANIC #2

TOTAL HOURS TO COMPLETE JOB: 2.5
TOTAL HOURS TO COMPLETE JOB: _____

VARIABLE COST: P. M. A
 VARIABLE COST: _____

MAINTENANCE WORK INSTRUCTIONS (PROBLEM):

Duck Shave's Life

WORK COMPLETED (SOLUTION):

NOT WORK COMPLETED (SOLUTION): Service Check Leta Check der. Filler
Check 1st Check 2nd Check 3rd Check 4th Check 5th Check 6th Check 7th
Check 8th Check 9th Check 10th Check 11th Check 12th Check 13th Check 14th
Check 15th Check 16th Check 17th Check 18th Check 19th Check 20th Check 21st
Check 22nd Check 23rd Check 24th Check 25th Check 26th Check 27th Check 28th
Check 29th Check 30th Check 31st Check 32nd Check 33rd Check 34th Check 35th
Check 36th Check 37th Check 38th Check 39th Check 40th Check 41st Check 42nd
Check 43rd Check 44th Check 45th Check 46th Check 47th Check 48th Check 49th
Check 50th Check 51st Check 52nd Check 53rd Check 54th Check 55th Check 56th
Check 57th Check 58th Check 59th Check 60th Check 61st Check 62nd Check 63rd
Check 64th Check 65th Check 66th Check 67th Check 68th Check 69th Check 70th
Check 71st Check 72nd Check 73rd Check 74th Check 75th Check 76th Check 77th
Check 78th Check 79th Check 80th Check 81st Check 82nd Check 83rd Check 84th
Check 85th Check 86th Check 87th Check 88th Check 89th Check 90th Check 91st
Check 92nd Check 93rd Check 94th Check 95th Check 96th Check 97th Check 98th
Check 99th Check 100th Check 101st Check 102nd Check 103rd Check 104th Check 105th
Check 106th Check 107th Check 108th Check 109th Check 110th Check 111st Check 112nd
Check 113th Check 114th Check 115th Check 116th Check 117th Check 118th Check 119th
Check 120th Check 121st Check 122nd Check 123rd Check 124th Check 125th Check 126th
Check 127th Check 128th Check 129th Check 130th Check 131st Check 132nd Check 133rd
Check 134th Check 135th Check 136th Check 137th Check 138th Check 139th Check 140th
Check 141st Check 142nd Check 143rd Check 144th Check 145th Check 146th Check 147th
Check 148th Check 149th Check 150th Check 151st Check 152nd Check 153rd Check 154th
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Check 295th Check 296th Check 297th Check 298th Check 299th Check 300th Check 301st
Check 302nd Check 303rd Check 304th Check 305th Check 306th Check 307th Check 308th
Check 309th Check 310th Check 311st Check 312nd Check 313th Check 314th Check 315th
Check 316th Check 317th Check 318th Check 319th Check 320th Check 321st Check 322nd
Check 323rd Check 324th Check 325th Check 326th Check 327th Check 328th Check 329th
Check 330th Check 331st Check 332nd Check 333rd Check 334th Check 335th Check 336th
Check 337th Check 338th Check 339th <

QUANTITY	PART NUMBER	COST CODE	UNIT PRICE	TOTAL
1	372 NAPA Oil Filter	P.M.A.P	2.95	2.95
5 gal	1100 Motor oil	P.A.A.P	1.00	5.00

LABOR: _____
 PARTS: _____
 OUTSIDE LABOR: _____
 TOTAL: _____

OUTSIDE LABOR - COMPANY:

QUANTITY	PART NUMBER	UNIT PRICE	TOTAL

COMMENTS:

LABOR: _____
PARTS: _____
TOTAL: _____

NICHOLS, JACKSON, DILLARD, HAGER & SMITH, L.L.P.

LAWRENCE W. JACKSON
FREDERICK L. DILLARD III
ROBERT B. HAGER
PETER G. SMITH
DAVID AL. STEWART
WILLIAM A. STEWART

Attorneys & Counselors at Law
1000 Lincoln Plaza
500 North Akard
Dallas, Texas 75201
(214) 954-3333
Fax (214) 954-3334

JOHN F. ROSS III
KATHERINE G. ROSS
ROBERT L. DILLARD, JR.
H. LOUIS NICHOLS
OF COUNSEL

October 18, 1994

Mr. Ed Caudill
Customer Service Manager
Ford Motor Company
P. O. Box 118037
Carrollton, Texas 75011-0037

Re: City of Duncanville, Texas

Dear Mr. Caudill:

Please be advised the undersigned represent the City of Duncanville, Texas, and have been directed to contact you regarding the Ford Crown Victoria cars used by the City of Duncanville Police Department which were destroyed by fire and inspected by Mr. Tom Ellis on October 6, 1994.

This is to confirm that on October 6, 1994, that Mr. Tom Ellis, as a representative of Ford Motor Company, inspected the Ford Crown Victoria vehicles used by the City of Duncanville Police Department assigned Unit Nos. 114 and 115. As you are aware, the vehicles lost the braking system, and then caught fire. In addition, the Crown Victoria police car assigned Unit No. 110 has been taken out of service as a result of gasoline fumes and in fear of another fire. Fortunately, no officers or civilians have been injured, however, it is only a matter of time before a police officer or a civilian is injured if the defects are not remediated. Thus, it is imperative that Ford Motor Company replace the vehicles destroyed by fire and repair and eliminate the problem in any remaining Crown Victorias in the Police Department fleet.

It is our understanding that you have been provided with Mr. Tom Ellis's findings and that the information has been forwarded to the office of the General Counsel, Ford Motor Company. It is our further understanding that another representative of Ford Motor Company will also inspect the police cars. As of the date of this letter, however, we have not received any confirmation in writing regarding the follow-up inspection, or the plans of Ford Motor Company to repair and/or replace the vehicles.

Accordingly, please confirm to the undersigned, in writing, the intentions of Ford Motor Company to investigate the matter and to repair and/or replace the vehicles. Time is of the essence because the Police Department needs these vehicles to provide law enforcement services to the citizens of the community.

8902-025-0 1304

October 18, 1994

Page 2

Your immediate attention to this matter is required.

Very truly yours,

NICHOLS, JACKSON, DILLARD,
HAGER & SMITH, L.L.P.

By: Peter G. Smith

Peter G. Smith

PGS/jd

- ✓ cc Mike Bragg
Office of the General Counsel
Ford Motor Company
300 Park Lane Towers West
Dearborn, Michigan 48126
- cc Don Vymalek
Office of the General Counsel
Ford Motor Company
300 Park Lane Towers West
Dearborn, Michigan 48126
- cc Steve Farmer
Dallas Zone Manager
Ford Motor Company
2405 Belt Line Road
P. O. Box 110037
Carrollton, Texas 75011-0037
- cc Mr. Dan Savage
City Manager
City of Duncanville
P. O. Box 380280
Duncanville, Texas 75138-0280
- cc Ms. Cindy Boland
Director of Community Services
City of Duncanville
P. O. Box 380280
Duncanville, Texas 75138-0280

NICHOLS, JACKSON, DILLARD, HAGER & SMITH, L.L.P.

202-625-8 1305

October 18, 1994

Page 3

cc Chief Michael Courville
Police Department
City of Duncanville
P. O. Box 380280
Duncanville, Texas 75138-0280

NICHOLS, JACKSON, DILLARD, HAGER & SMITH, L.L.P.

8002-025-3 1388

10/05/94 10:43:01
ENTER VIN (RTN) FOR VEHICLE WARRANTY HISTORY OR (RTN) FOR 94X155280
M. MENU 1-6. MENU SELECTION NUMBER 99. BYE
2FALP71W7RX155279

Unit No 115

10/05/94 10:44:14
1994 CROWN VICTORIA POLICE INTERCEPTOR
4.6L SOHC (MODULAR) 4181R00A AODE 4 SPEED OD AXLE CODE : 4
*OPEN RECALLS
34889 REPLACE THE FASTENERS OF THE REAR BRAKE BACKING PLATE/ADAPTOR
*WARRANTY START DATE 04/21/94 BUILD DATE 03/16/94 START MILEAGE
*EXTENDED SERVICE PLAN
NO ESP INFORMATION AVAILABLE

10/05/94 10:44:14
NO REPAIR HISTORY ON VEHICLE

10/05/94 10:44:14
ENTER VIN (RTN) FOR VEHICLE WARRANTY HISTORY OR (RTN) FOR 94X155279
M. MENU 1-6. MENU SELECTION NUMBER 99. BYE
99

10/05/94 10:47:1
THANK YOU FOR USING THE OASIS/EDSR MENU SYSTEM

DISCONNECTED FROM FORD COMPUTER #5200
THANK YOU FOR TYPING BYE, THIS HELPS TO REDUCE LOGIN TIME FOR OASIS/EDSR.
PLEASE TURN OFF YOUR TERMINAL...

please log in: ** FORD PARTS AND SERVICE *** 0508L012
APPLICATION IDENTIFICATION
PLEASE ENTER APPLICATION ID FOLLOWED BY REQUIRED APPLICATION INFORMATION
oasis,070385

0508L012
10/05/94 10:58
OASIS MENU - RED BIRD FORD INC
1. VEHICLE INFORMATION
2. VEHICLE AND 100 DAY WARRANTY REPAIR INFORMATION
3. SERVICE CODE INFORMATION
4. ESP BASE PART NUMBER VERIFICATION
5. BROADCAST MESSAGES
6. E D S R - ELECTRONIC DEALER SERVICE REPORT
99. DISCONNECT FROM OASIS
ENTER SELECTION NUMBER (RTN)

2

0002-025-3 1314

115
Their
Unit 7 -

2FALP71W3RX-
1552
79

City: RMS Term: LTA6 User: FLEATHD 06-Oct-94 11:31 AM Page 1

Inquiry for Incident No 94-002806 Exposure No 000
Incident Type: 13 VEHICLE FIRE Category: FIRE

General Information

House: 700 [REDACTED] DU
Apt/Rm: Zip: [REDACTED] Census: 000000 Map: RD: 500
Parcel: Desc: E I 20 SR E/B Mutual Aid:
Occ/DBA: Relationship:

First Code: Name: Address: St: Zip: -
Person Phone: - - X: City:
Second Code: Name: Address: St: Zip: -
Person Phone: - - X: City:

Incident Date: 100494 TUESDAY Time: 183609 Aid:
Alarm: 4 RADIO Alarm Company:
Station: 1 Shift: A Dispatched as: VEHF CAR FIRE
Condition on Arrival: FIRE IN ENGINE COMPARTMENT.

Incident Reporting

Entered by: F00128 FHALLS Rank: Date: 100494
Verified by: F00128 FHALLS Rank: Date: 100494
Locked: FIRE Required: Y FIRE Status: Date:

Local Data Fields

50: COMPLETE ON ALL INCIDENTS:
51: Occident's Telephone Number: 0000000000
52: Method of Alarm from Public: 4 Radio
53: Type of Action Taken: 1 Extinguishment
54: Number of Alarms: 1
55: Mutual Aid:
56: No. Fire Service Injuries: 000
57: No. Non-Fire Service Injuries: 000
58: No. Fire Service Fatalities: 000
59: No. Non-Fire Serv. Fatalities: 000
60: Complex: 96 Road Complex
61: Fixed Property User: 952 Paved Public Street
62: Mobile Property Types: 11 Automobile
63: COMPLETE ON ALL IGNITIONS:
64: Area of Fire Origin: 83 Transp. Equip. Engine/Driver's
65: Level of Fire Origin: 1 0 to 2 Feet Above Grade
66: Termination Stage: 3 During/After Flame Stage
67: Equipment Involved in Ignition: 00 Equip. Involved in Ign. ***Un
68: Form of Heat of Ignition: 06 Form of Heat of Ignition ***Un
69: Type of Material Ignited: 00 Type of Material Ignited ***Un
70: Form of Material Ignited: 00 Form of Material Ignited ***Un
71: Ignition Factor: 50 Mech. Failure/Malfunct. ***Un
72: COMPLETE FOR ALL FIRES:
73: Method of Extinguishment: 5 Precon. Hose: Apparatus Water
74: Estimated Total Dollar Loss: 00015000
75: Property Damage Classification: 4 \$ 10,000.00 to \$ 24,999.99
76: Time from Alarm to Agent Arrive: 0

Time of Alarm: 100494 18:35:09
 Dispatched: 000000 00:00:00
 At Scene: 100494 18:35:20
 Under Control: : :
 Time Closed: 100494 18:58:49
 Time of Entry: 100494 20:47:18

Total Time

115 Unit

Page 2

of Companies: 001
 xTotal Company Time: 0000.277
 # of Personnel: 004
 Total Man Hours: 0001.108

City: RMS Term: LTAS User: FLEATHD

06-Oct-94 11:31 AM

Page 2

Inquiry for Incident No 94-002506 Exposure No 000
 Other Agencies Responding:

Company No E1

Company: E1 -A Action Taken: Agency:
 Dispatched: : : Enroute: 100494 18:37:02 At Scene: 100494 18:39:20
 Dep Scene: : : Arr Hrs: : : Available: 100494 18:53:42
 Quarters: : : Records: : : Totl Time: 0:16:40
 Total Man Hours 001.108 (004) Total Recovery Time 000.000 Total Time 000.000

Personnel Responding

00280|STAGGS, GARY D. FF 0:16:40| 0.277|0 On Duty
 00513|BURTON, WENDELL LEE PMFF 0:16:40| 0.277|0 On Duty
 01260|BRYANT, STEPHEN PATRICK PMFF 0:16:40| 0.277|0 On Duty
 00128|HALL, STEPHEN KIRK FF 0:16:40| 0.277|0 On Duty

Vehicle/Equipment Involved

Vehicle No 001

Vehicle/Equip #: 001 Vehicle/Equip Type: 4-DOOR SEDAN
 Involvement: SE AUTOMOBILE FIRE Make: FORD
 Estimated Value: 24000 Model: CROWN VIC.
 Estimated Loss: 13000 Color: BLK/WHT
 Registered Owner: CITY OF DUNCANVILLE Year: 94
 Address: P.O. BOX 380280 License: 658-430 St: TX
 City: DUNCANVILLE Serial/VIN: 2FALP71W9R95280
 State: TX Zip: 75138-0280 Voltage: 12
 Transport Type: 11 ICC/DOT Permit #: Driver's License: UNK St: TX

NARRATIVE

Author: CAD IC data from CAD Page 001 on 10/04/94 at 2047
 Reporting Party: BROUSSARDE
 Address:
 Phone:

0002-025-0 1318

Their Vehicle
 Unit No
 715

1994	VIC POLICE INTERCEPTOR 10' 70	00	17807	00
10	3R10/27/93		5500	00-
WT	VI. ANT-WHITE CLEARCOAT			
MP	SLIDE CLOTH FRONT/VINYL REAR			
	PREFERRED EQUIPMENT PKG.122P	615	00	547 00
525	SPEED CONTROL			
68P	POLICE GROUP 11			
	REAR WINDOW DEFROSTER			
	POWER LOCK GROUP			
99W	4.4L OHC SEFI V8 ENGINE	NC		NC
44P	ELECTRONIC AUTO O/D TRANS	NC		NC
T34	P225/70HRX15 88M TIRES	NC		NC
153	FRONT LICENSE PLATE BRACKET	NC		NC
583	ANTI-LOCK BRAKES/TRACTION CTL	665	00	592 00
M	CLOTH BUCKETS/VINYL REAR SEATS	45	00	50 00
	SPECIAL ORDER 82 0145			
	LAMP-MAP (32 CF WITH SWITCH)	24	00	21 00
	CODING WEIGHT ADJUSTMENT	N/C		N/C
	AIRCRAFT TYPE HOSE CLAMPS	24	00	20 00
	COURTESY SWITCHES INOPERATIVE	15	00	12 00
	6" HALOGEN SPOTLAMP	198	00	162 00
	RR DOOR LOCKS & HANDLES INOP.	15	00	12 00
	PWR WINDOWS OPER DRIVER/PASS	15	00	12 00
	TOTAL VEHICLE & OPTIONS	21808	00	13743 00
	DESTINATION & DELIVERY	575	00	575 00
	TOTAL BEFORE DISCOUNTS	21883	00	14318 00
	SPECIAL ADDED DISCOUNTS	300	00-	247 00-
	SCHEDULE A (MENU)	.00		

TOTAL FOR VEHICLE 21283 00

10 U.S. GAL GAS FACTORY
 PRICED DORA
 BATCH-ID RC09115654 N RA 2X
 PRICE LEVEL 410130P71

14 50 50

R1282

FA8802579

fleet

wholesale transfer IN
 (if not 27000)
 auction transfer (if not 27000)
 dealer transfer IN
 (if not 27000)
 when transfer OUT
 (if not 27000)
 dealer transfer OUT
 (if not 27000)
 or authorized IN
 retail OUT
 (if not 27000)

SALES TAX	SALES TAX	SALES TAX	SALES TAX	SALES TAX	SALES TAX
270.00	14,336.00	612.00		13,724.00	

612.00 31.00 1169.00 5499.50- 581.00 17427.00

52515 AREDALE FORD SALES INC P.O. BOX 1228 ARLINGTON		520016 TX 76004	FURTHER TERMS ON ORDER 52 52 TX 03 09 94 52C4887 MP 12
SHIP TO (IF ORDER FROM AREDA)		SHIP THROUGH	

2FAL771W7RX155279 ST. THOMAS FORD MOTOR CREDIT 000001

U.S.
Nation wide
Broadcast
by Duncanville
Police Dept

MKE: AM

DESTINATION(S): AP

TEXT: PD DUNCANVILLE TX 100594

REQUEST NATIONWIDE BROADCAST (OFFICER SAFETY ALERT)

THE DUNCANVILLE, TEXAS POLICE DEPARTMENT HAS HAD TWO PATROL CARS DESTROYED BY FIRE WITHIN THE LAST MONTH AND A HALF. THE FIRE APPEARS TO HAVE STARTED IN THE ENGINE COMPARTMENT ON THE LEFT HAND SIDE IN THE AREA OF THE FUEL LINES. PRIOR TO THE FIRES, BOTH CARS WERE ON ROUTINE PATROL BEING DRIVEN AT NORMAL SPEED. IN ONE INCIDENT RAW GAS FUMES WERE DETECTED BY THE OFFICER AND IN THE OTHER, NO FUMES WERE DETECTED AND IN BOTH CASES THE OFFICERS REPORTED LOSING THEIR BRAKES.

BOTH CARS WERE 1994 FORD CROWN VICTORIA 4.0L PFI. ONE HAD 810 MILES ON THE ODOMETER AND THE OTHER HAD 9,784 MILES.

ANY DEPARTMENT EXPERIENCING SIMILAR PROBLEMS, PLEASE CONTACT JOHN L. MARKS, ASSISTANT CHIEF OF POLICE, DUNCANVILLE POLICE DEPARTMENT, 214-780-8896. ORI TX0570908.

AUTH CHIEF MARKS

SIGNATURE: PD DUNCANVILLE, TX 05/1058

ONE UNIT No 114 had a Non-Ford
fuel filter mounted in engine compart-
ment below mastercylinder -
Had these filters removed from 4055
other vehicles after their first vehicle
fire on their unit. ~~with~~ Gasoline filter is
Unit ~~115~~ 115 which burned secondly did
Not have the added Non-Ford filter.
IT has the standard gasoline filters.

John Marks
10/6/94

1002-825-8 1323

Statewide

SM

TLTS ADMINISTRATIVE MESSAGE

MSG NR: 923 DESTINATION(S): AZAA

REF: REQUEST STATEWIDE BROADCAST ON APS SUMMARY

TEXT: OFFICER SAFETY ALERT

PD DUNCANVILLE 100694

THE DUNCANVILLE POLICE DEPARTMENT HAS HAD TWO PATROL CARS DESTROYED BY FIRE WITHIN THE LAST MONTH AND A HALF. THE FIRE APPEARS TO HAVE STARTED IN THE ENGINE COMPARTMENT ON THE LEFT HAND SIDE IN THE AREA OF THE FUEL LINES. PRIOR TO THE FIRES, BOTH CARS WERE ON ROUTINE PATROL BEING DRIVEN AT NORMAL SPEED. IN ONE INCIDENT RAV GAS FUMES WERE DETECTED BY THE OFFICER AND IN THE OTHER, NO FUMES WERE DETECTED AND IN BOTH CASES THE OFFICERS REPORTED LOSING THEIR BRAKES. BOTH CARS WERE 1994 FORD CROWN VICTORIA, 4.6L PFI. ONE HAD 619 MILES ON THE ODOMETER AND THE OTHER HAD 8,764 MILES.

ANY DEPARTMENT EXPERIENCING SIMILAR PROBLEMS, PLEASE CONTACT JOHN L. MARKS, ASSISTANT CHIEF OF POLICE, DUNCANVILLE POLICE DEPARTMENT, 214-789-5086. OR DMCI

SIGNATURE: AUTH CHIEF MARKS

PD DUNCANVILLE

MCCUNE/COHM

85/1103

8002-028-0 1324

DESTINATION(S): MI3993000 MI330100

TEXT: PD DUNCANVILLE TX

Michigan Police

*MICHIGAN STATE POLICE

ATTN SGT ROBERT RIMS

THE DUNCANVILLE, TX POLICE DEPARTMENT HAS HAD TWO PATROL CARS
DESTROYED BY FIRE WITHIN THE LAST MONTH AND A HALF. THE FIRE
APPEARS TO HAVE STARTED IN THE ENGINE COMPARTMENT ON THE LEFT
HAND SIDE IN THE AREA OF THE FUEL LINES. PRIOR TO THE FIRES, BOTH
CARS WERE ON ROUTINE PATROL BEING DRIVEN AT NORMAL SPEED. IN ONE
INCIDENT RAW GAS FUMES WERE DETECTED BY THE OFFICER AND IN THE
OTHER NO FUMES WERE DETECTED AND IN BOTH CASES THE OFFICERS
REPORTED LOSING THEIR BRAKES.

BOTH CARS WERE 1994 FORD CROWN VICTORIA 4.6L PFI. ONE HAD 618
MILES ON THE ODOMETER AND THE OTHER HAD 8,764 MILES.

SIGNATURE: AUTH CHIEF JOHN L. MARKS

PD DUNCANVILLE TX

05/11/90

2002-025-3 1325



0002-025-B 1320



1002-825-B 1327



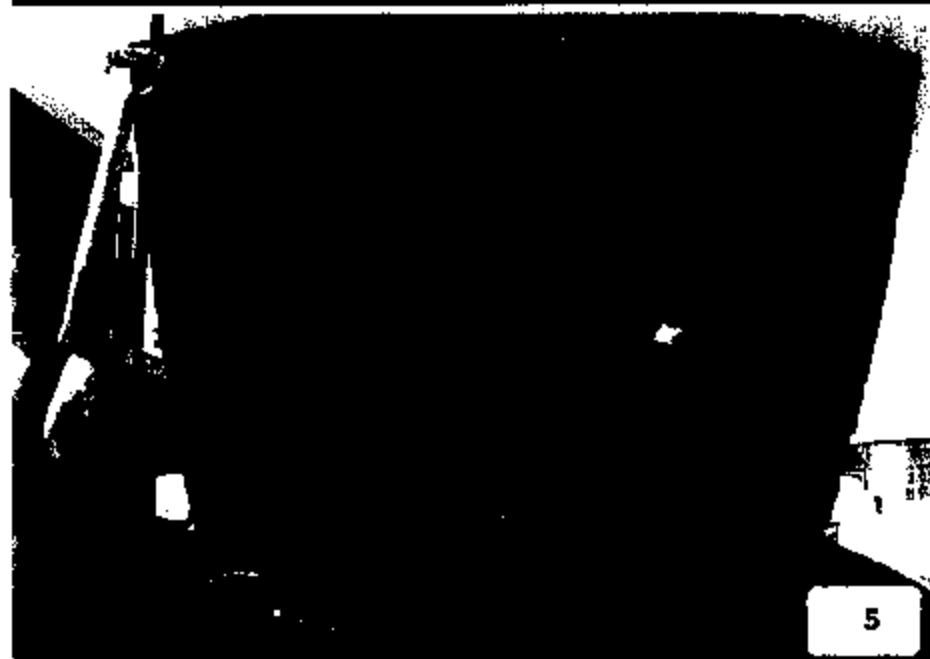
EP02-025-B 1328



E002-625-B 1320



0002-020-3 1320



City of Duncanville, Texas
(Crown Victoria/Unit 115/Fire)

24 October 1994

PHOTOGRAPH CAPTIONS

- 1-3. Overall views of Unit 115.
4. Nameplate
- 5-6. Overall under-hood view, illustrating position of burn-through in hood relative to under-hood components.
- 7-8. Similar to photographs 5 and 6, viewed from the side.
9. Vehicle interior.
- 10-12. Origin area of fire.
13. Exemplar vehicle, Unit 113. Compare with photo 12.
14. Involved vehicle, minor damage in right side of under-hood area as compared to left side.
15. Detail of master cylinder and its lines.
16. Pencil points to hole burned in rear fuel injection hose; front hose has burned away.
17. Fault location of large diameter wire (for police equipment) onto the firewall.
18. Electrical fault damage on sheath wires of transmission shift cable.

DATE IN: 7-18-94
TIME IN: 5:00 PM
DATE OUT: 7-19-94
TIME OUT: 4:00 PM

**CITY OF DUNCANVILLE
MAINTENANCE WORK ORDER**

WORK ORDER #: 5879
UNIT #: 115-94
MILEAGE: 2000.50

MECHANIC #1: 333 TOTAL HOURS TO COMPLETE JOB: 3.2 VARIABLE COST: 50
MECHANIC #2: 300 TOTAL HOURS TO COMPLETE JOB: 3.2 VARIABLE COST: 50

MAINTENANCE WORK INSTRUCTIONS (PROBLEM): To Tall Equipment

MAINTENANCE WORK COMPLETED (SOLUTION): Installed LIGHT BAR, Radio,
M.R.T., FLASH LIGHT, siren speaker, PUSH Bumper

QUANTITY	PART NUMBER	COST CODE	UNIT PRICE	TOTAL	LABOR: _____ PARTS: _____ OUTSIDE LABOR: _____ TOTAL: _____

OUTSIDE LABOR - COMPANY: _____

QUANTITY	PART NUMBER	UNIT PRICE	TOTAL	COMMENTS: _____ _____ _____ _____ LABOR: _____ PARTS: _____ TOTAL: _____

FEB 23 '95 1117

TO CITY HALL

PAGE 883

DATE IN: 6-23-94
TIME IN: 8:30 AM
DATE OUT: 6-23-94
TIME OUT: 11:30 AM

CITY OF DUNCANVILLE
MAINTENANCE WORK ORDER

WORK ORDER #: 5496
UNIT #: 115-94
MILEAGE: 3724

MECHANIC #1: 334 TOTAL HOURS TO COMPLETE JOB: 2.5
MECHANIC #2: _____ TOTAL HOURS TO COMPLETE JOB: 1.5

VARIABLE COST: LABOR
VARIABLE COST: _____

MAINTENANCE WORK INSTRUCTIONS (PROBLEM): DUE SERVICE

MAINTENANCE WORK COMPLETED (SOLUTION): Scavied, checked brake, Leaded front end, checked lights, fluid levels, air pressure, washed & vacuumed

QUANTITY	PART NUMBER	COST CODE	UNIT PRICE	TOTAL	LABOR: _____ PARTS: _____ OUTSIDE LABOR: _____ TOTAL: _____
1	1322 Filter	LABOR	3.45	3.45	
5 qts	400 oil	LABOR	1.00	5.00	
1	LUBE	LABOR	2.00	2.00	

OUTSIDE LABOR - COMPANY: _____

QUANTITY	PART NUMBER	UNIT PRICE	TOTAL	COMMENTS: _____ _____ _____ LABOR: _____ PARTS: _____ TOTAL: _____

FEB 23 '95 11:18

TO CITY HALL

PAGE 884

DATE IN: 9-20-94
 TIME IN: 9:00 AM
 DATE OUT: 9-20-94
 TIME OUT: 11:02 AM

CITY OF DUNCANVILLE MAINTENANCE WORK ORDER

WORK ORDER #: 5576
 UNIT #: 115-94
 MILEAGE: 2100

MECHANIC #1: 332 TOTAL HOURS TO COMPLETE JOB: 2.5
 MECHANIC #2: _____ TOTAL HOURS TO COMPLETE JOB: _____

VARIABLE COST: P.M.A
 VARIABLE COST: _____

MAINTENANCE WORK INSTRUCTIONS (PROBLEM): DUE SERVICE

MAINTENANCE WORK COMPLETED (SOLUTION): Service Check Lube Check disc Filter
Check Battery Check PSI Check Radiator Check Belt Check Brakes Check Tires
Check Transmission Fluid Wash the Clean inside Car

QUANTITY	PART NUMBER	COST CODE	UNIT PRICE	TOTAL	LABOR: _____ PARTS: _____ OUTSIDE LABOR: _____ TOTAL: _____
1	1372 mag. oil Filter	P.M.A.P	3.50	3.50	
5qt	1100 motor oil	P.A.I.A	1.00	5.00	

OUTSIDE LABOR - COMPANY: _____

QUANTITY	PART NUMBER	UNIT PRICE	TOTAL	COMMENTS: _____ _____ _____ _____ _____ LABOR: _____ PARTS: _____ TOTAL: _____

FEB 29 '95 11:19

TO CITY HALL

PAGE 085

PRIVILEGED & CONFIDENTIAL

Office of the General Counsel

Ford Motor Company
Fordlane Towers West
Suite 300
Three Fordlane Boulevard
Dearborn, Michigan 48120-2000

February 23, 1996

Mr. Peter G. Smith, Esquire
Nichols, Jackson, Dillard,
Hager & Smith, L.L.P.
1800 Lincoln Plaza
500 North Akard
Dallas, Texas 75201

Re: [REDACTED]

Dear Mr. Smith:

This is to inform you that tentatively this file will be submitted to a committee on March 23, 1996 and a final decision will be rendered at that time. Once the decision is made you will be notified accordingly of the decision.

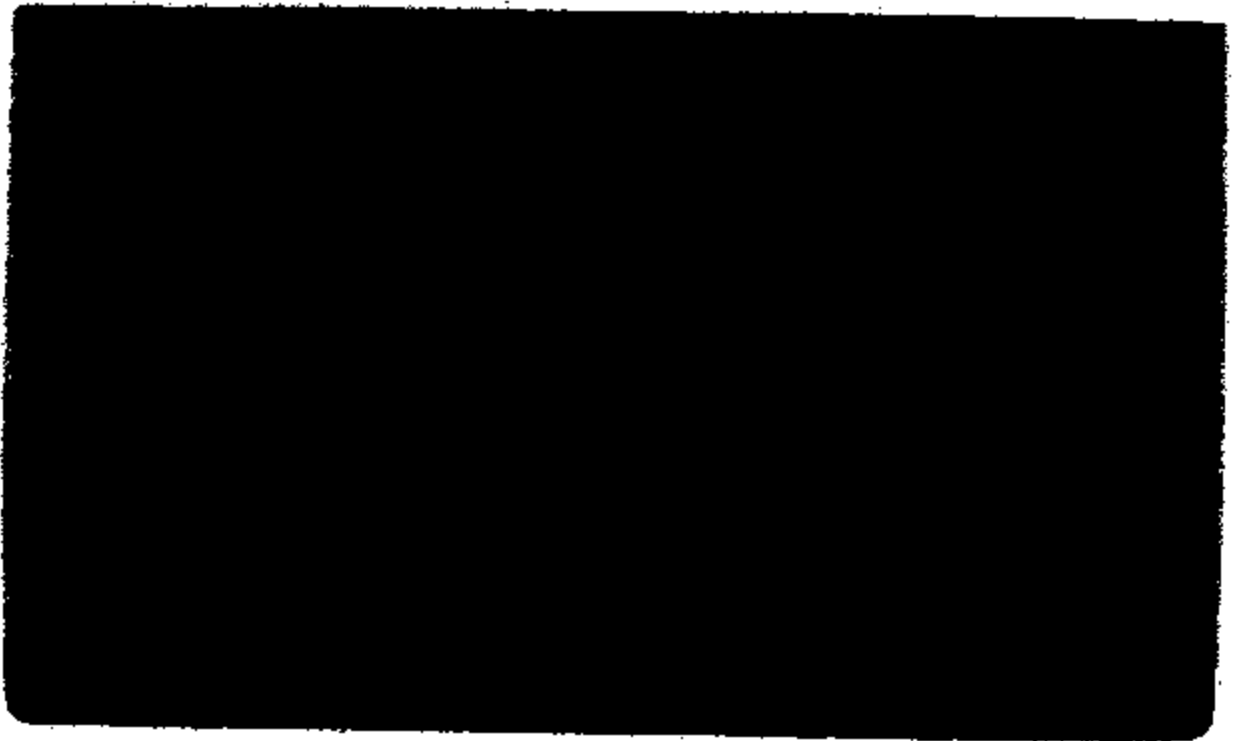
Sincerely,

Ms. Davene Fajsek

Ms. Davene Fajsek
Claims Analyst

cc: Bob Gully
Service Manager
Arendale Ford Sales, Inc.
83 North Highway 300
P.O. Box 1288
Arlington, Texas 76001

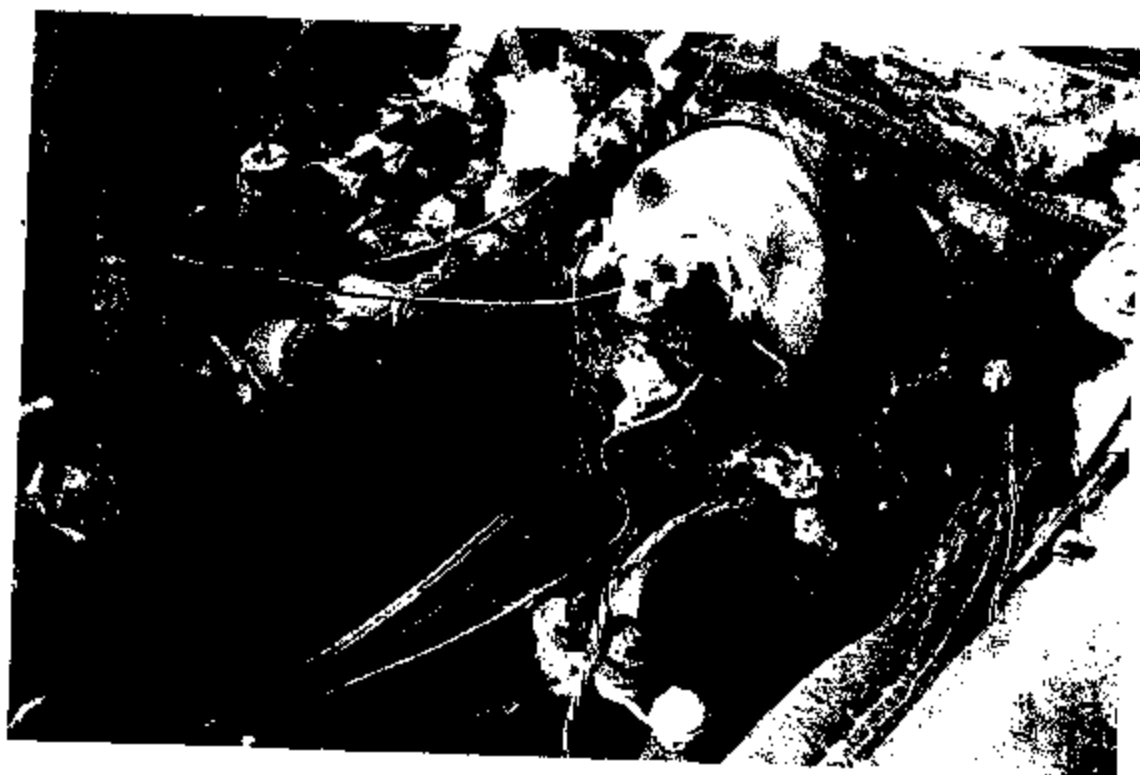
EA02-025-B 1361













ENG2-825-8 1281



NOV 07, 1994

FORD CUSTOMER SERVICE DIVISION
WARRANTY AND FINANCIAL SYSTEMS DEPARTMENT
VEHICLE WARRANTY HISTORY SYSTEM
VEHICLE REPAIR INQUIRY

PAGE 4

ACTION DATA.....PLEASE PROVIDE THREE (3) COPIES OF THE MICROFILM DOCUMENTS LISTED BELOW.....
ATTN: THERESA MC NAB

MAIL TO: N BRASS
OAC
900 FTV

YR	VIN	CASE	SELLER	WSD	S P Y	ACC	DT	P	A	DR	MIL	MICRO	CLAIM	ACC	PART NO	DC	LABOR	TOTAL	RCV
84	104LT07HUR0100999	AUBART	88U452	40418	L B	1	58	08302	40420			8	VCP2823	08302	7A009	7A011	224.00	288.98	F14
			88U452	40418	L B	1	58	08302	40418			12	VCP2823	08302	7A011	7003	180.00	187.00	F14
			88U452	40418	L B	1	58	08302	40418			12	VCP2823	08302	7001	13007	18.00	19.00	F14
84	104LT07HUR0100999	AUBART															430.00	480.48	
																	3	3	
84	1LNLM8748RY010428	LIN CAN	640128	30822	F A	1	41	10800	31201			48	TRM0080	108105	3004	01A0	98.48	98.48	A14
			640128	30822	F A	1	41	10800	31201			48	TRM0080	108105	3001	01A0	120.00	120.00	A14
			640128	30822	F A	1	41	10800	40412			70	TRM0080	108105	3009	15A000	23.88	54.41	B14
			640128	30822	F A	1	41	10800	40804			127	VCP0084	108105	3004	7A247	90.00	90.00	F14
			640128	30822	F A	1	41	10800	40804			127	VCP0084	108105	3004	7A247	128.28	130.78	F14
84	1LNLM8748RY010428	LIN CAN															484.80	488.68	
																	8	8	
84	2FALP71M3RX188380	DUNCAN	520016	40421	C A	2	52	07038	40818			38	AP11488	016119	2005	20028	191.87	388.42	J14
			520016	40421	C A	2	52	07038	40814			71	AP11488	016119	2002	20028	128.10	148.58	K14
			520016	40421	C A	2	52	07038	40814			71	AP11488	016119	2002	138898	120.08	159.37	K14
84	2FALP71M3RX188380	DUNCAN															428.58	671.24	
																	2	2	
84	2FALP71M3RX188380	DUNCAN	520016	40421	C A	2	52	07038	40708			VUY4828	016119	2003	20219	80.31	487.48	H14	
			520016	40421	C A	2	52	07038	40805			ALQ4478	016119	2003	20180	82.34	116.74	J14	
84	2FALP71M3RX188380	DUNCAN															143.81	874.33	
																	2	2	
																	1,488.74	2,208.70	
																	12	12	

2000-2000-1200

32203-00 5152

Call 1-800-441-4444

070.5448

07058 5 2

4.62

©2000 FORD MOTOR CREDIT

P O BOX 210009

BIRMINGHAM TX 75216

2016年12月27日

[illegible]

0-800-200-1367

39525-HK 5137

0165948

MAKE: FORD MODEL: FORD YEAR: 1975		VIN: 1F07U1G1250000000 ENGINE: 250 TRAN: 4		07088 5 52 54.82 RED BIRD FORD INC P O BOX 210709 DUNCANVILLE TX 75216	
NAME: RED BIRD FORD INC ADDRESS: P O BOX 210709 CITY: DUNCANVILLE STATE: TX ZIP: 75216		DATE: 08/15/75 TIME: 10:00 BY: JOHN			
MAKE: FORD MODEL: FORD YEAR: 1975 VIN: 1F07U1G1250000000 ENGINE: 250 TRAN: 4		2.1 105.32 1.8 54.82 1.4 21.90 REPAIRS: ENGINE OILS EXHAUST DEFECTIVE REPAIRS: ENGINE OILS EXHAUST DEFECTIVE REPAIRS: ENGINE OILS EXHAUST DEFECTIVE REPAIRS: ENGINE OILS EXHAUST DEFECTIVE			
MAKE: FORD MODEL: FORD YEAR: 1975 VIN: 1F07U1G1250000000 ENGINE: 250 TRAN: 4		191.87 191.87 176.35 162.00 5-PARTS 100 8-LABOR 100 AM5736 D CUSTOMER SIGNED DEALER SIGNED			

0802-025-8 1200

12/20/24

~~051200~~ \$ 72

54.82

RED BOND FORM INC

P O BOX 210509

DUNCANVILLE TX 75216

[illegible]

1-800-4-A-RENT

05/20/94

07030 5 52

54-12

ABC BOND PAPER INC

P O BOX 210700

LANCASTER TX 75216

[illegible]

2-40075 100 2-40076 100
APR 1968

1

CUSTOMER SLIGHTS

MEMBER SIGNED

0002-025-0 1270

07851 22

020300 9 12

5.12

RED BIRD FORD INC

P O BOX 210799

DUNCANVILLE TX 75216

1271 8-629-B

[illegible][illegible]

5402-825-B 1202

----- START OF FILE -----

```

09-15-94 09:37A>Vehicle Entered
09-15-94 09:37A> 2FALP71W3RX155280
09-15-94 09:37A> Odo: 7,131
09-15-94 09:37A> 1994 Crown Victoria POLICE INTERCEPTOR 4.6L SOHC (MODULAR)
09-15-94 09:37A>Tool Box
09-15-94 09:38A>Electronic Engine Control - KOEO Self-Test Selected
09-15-94 09:39A>
09-15-94 09:39A> Code Display
09-15-94 09:39A>The Codes Returned: KOEO 0
09-15-94 09:40A>Re-initialize PCM (EEC Processor).
09-15-94 09:41A>
09-15-94 09:41A> Code Display
09-15-94 09:41A>The Codes Returned: KOEO 0
09-15-94 09:41A>Re-initialize PCM (EEC Processor).
09-15-94 09:41A>
09-15-94 09:41A> Code Display
09-15-94 09:41A>The Codes Returned: KOEO 111 CONTINUOUS 122
09-15-94 09:42A>Tool Box
09-15-94 09:42A> Key On Engine Running Test
09-15-94 09:43A>
09-15-94 09:43A> Code Display
09-15-94 09:43A>The Codes Returned: KOER 111
09-15-94 09:44A>Re-initialize PCM (EEC Processor).
09-15-94 09:44A>Tool Box
09-15-94 09:44A>Electronic Engine Control - DCL Display Selected
09-15-94 09:45A>Initializing DCL.
09-15-94 09:45A>Tool Box
09-15-94 09:47A>Electronic Engine Control - Idle Data Display Selected
09-15-94 09:50A>DCL ERROR [NONE]
09-15-94 09:50A>DCL ERROR [LINE INACTIVE]
09-15-94 09:50A>Initializing DCL.
09-15-94 09:51A>Tool Box
09-15-94 09:51A>Fuel System - Fuel Pressure Test Selected
09-15-94 09:52A>DCL ERROR [NONE]
09-15-94 09:52A>For accurate results, purge pressure transducer of trapped air
09-15-94 09:52A> before performing fuel tests.
09-15-94 09:52A>Param. Value Highest Unit Spec. Status
09-15-94 09:52A> Press. 40.1 40.1 PSI 35-45 PASS
09-15-94 09:53A>Tool Box
09-15-94 09:53A>Fuel System - Fuel Leakdown Test Selected
09-15-94 09:53A>DCL ERROR [NONE]
09-15-94 09:53A>For accurate results, purge pressure transducer of trapped air
09-15-94 09:53A> before performing fuel tests.
09-15-94 09:55A>Param. Value Unit Spec. Status
09-15-94 09:55A> PSI_DROP 0.0 PSI 8 PASS
09-15-94 09:56A>Tool Box
09-15-94 09:56A>Ignition System - Spark Duration Test Selected
09-15-94 09:59A>Selected Spark Duration
09-15-94 10:02A>Selected Spark Duration
09-15-94 10:02A>Tool Box
09-15-94 10:02A>Ignition System - Spark Duration Test Selected
09-15-94 10:03A>Tool Box
09-15-94 10:03A>Ignition System - Ignition System Test Selected
09-15-94 10:05A>EI High Data Rate System Test Selected
09-15-94 10:05A>Harness Test
09-15-94 10:05A>Param. Status
09-15-94 10:05A> VPWR OK
09-15-94 10:05A> IGND OK
09-15-94 10:05A> PIP OK

```


ACKNOWLEDGEMENTS

SALES		3		2		0		947/ORD/EROM VIC		18530	
DUNCANVILLE, TX		780-3608		07/14/94		07:00pm		1130		09/14/94	
07:59pm		07:14/94		07:00pm						3286	
										8212	
										7181	

[illegible]

廣東省第一銀行

```

09-15-94 09:37A> 2FALP71W3RX155280
09-15-94 09:37A> Odo: 7.1
09-15-94 09:37A> 1994 Crown Victoria POLICE INTERCEPTOR 4.6L 90HC (MODUL
09-15-94 09:37A> Tool Box
09-15-94 09:38A> Electronic Engine Control - KOEO Self-Test Selected
09-15-94 09:39A>
09-15-94 09:39A> Code Display
09-15-94 09:39A> The Codes Returned: KOEO 0
09-15-94 09:40A> Re-initialize PCM (EEC Processor).
09-15-94 09:41A>
09-15-94 09:41A> Code Display
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09-15-94 09:41A> The Codes Returned: KOEO 111 CONTINUOUS 122
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09-15-94 09:42A> Key On Engine Running Test
09-15-94 09:43A>
09-15-94 09:43A> Code Display
09-15-94 09:43A> The Codes Returned: KDER 111
09-15-94 09:44A> Re-initialize PCM (EEC Processor).
09-15-94 09:44A> Tool Box
09-15-94 09:44A> Electronic Engine Control - DCL Display Selected
09-15-94 09:45A> Initializing DCL.
09-15-94 09:46A> Tool Box
09-15-94 09:47A> Electronic Engine Control - Idle Data Display Selected
09-15-94 09:50A> DCL ERROR [NONE]
09-15-94 09:50A> DCL ERROR [ILINK_INACTIVE]
09-15-94 09:50A> Initializing DCL.
09-15-94 09:51A> Tool Box
09-15-94 09:51A> Fuel System - Fuel Pressure Test Selected
09-15-94 09:52A> DCL ERROR [NONE]
09-15-94 09:52A> For accurate results, purge pressure transducer of trapped air
09-15-94 09:52A> before performing fuel tests.
09-15-94 09:52A> Param. Value Highest Unit Spec. Status
09-15-94 09:52A> Press. 40.1 40.1 PSI 35-45 PASS
09-15-94 09:53A> Tool Box
09-15-94 09:53A> Fuel System - Fuel Leakdown Test Selected
09-15-94 09:53A> DCL ERROR [NONE]
09-15-94 09:53A> For accurate results, purge pressure transducer of trapped air
09-15-94 09:53A> before performing fuel tests.
09-15-94 09:53A> Param. Value Unit Spec. Status
09-15-94 09:53A> PSI_DROP 0.0 PSI 0 PASS
09-15-94 09:54A> Tool Box
09-15-94 09:54A> Ignition System - Spark Duration Test Selected
09-15-94 09:59A> Selected Spark Duration
09-15-94 10:02A> Selected Spark Duration
09-15-94 10:02A> Tool Box
09-15-94 10:02A> Ignition System - Spark Duration Test Selected
09-15-94 10:03A> Tool Box
09-15-94 10:03A> Ignition System - Ignition System Test Selected
09-15-94 10:05A> E1 High Data Rate System Test Selected
09-15-94 10:05A> Harness Test
09-15-94 10:05A> Param. Status
09-15-94 10:05A> VPWR OK
09-15-94 10:05A> IGND OK
09-15-94 10:05A> PIP OK

```

07

DATE IN: 2-25-94
TIME IN: 1:00 PM
DATE OUT: 3-18-94
TIME OUT: 1:00 PM

CITY OF DUNCANVILLE
MAINTENANCE WORK ORDER

WORK ORDER #: 5412
UNIT #: 114-74
MILEAGE: 000000

MECHANIC #1: 333
MECHANIC #2: _____

TOTAL HOURS TO COMPLETE JOB: 32
TOTAL HOURS TO COMPLETE JOB: _____

VARIABLE COST: 50
VARIABLE COST: _____

MAINTENANCE WORK INSTRUCTIONS (PROBLEM): Install Equipment

MAINTENANCE WORK COMPLETED (SOLUTION): Installed Equipment Into Van Car,
Installed Light Bar, Radio, Siren, Cage, MAT.

QUANTITY	PART NUMBER	COST CODE	UNIT PRICE	TOTAL	LABOR: PARTS: OUTSIDE LABOR: TOTAL:

OUTSIDE LABOR - COMPANY: _____

QUANTITY	PART NUMBER	UNIT PRICE	TOTAL	COMMENTS: LABOR: PARTS: TOTAL:

FEB 23 '95 11:16

TO CITY HALL

PAGE.002

RM2-025-0 1278

94-7580

NO

VE

97-211838-14
H-115V36

ENCLOSURE 51121

09/27/96 MASTER OWNER RELATIONS SYSTEM II 03.30.27

TEAM: 06 78150K INQUIRY CONTACT VEN TYPE: CAR
NEW YORK 13 2M/TR: A1 CONTACT MNR: 107361150 OPENER: 09/26/1996
VIN: 2FAC74402X143025 CLOSED: 09/26/1996

LAST NAME: [REDACTED] FIRST NAME: [REDACTED] STATUS: CLOSED
TITLE: [REDACTED] NIC: [REDACTED]
ADDRESS: [REDACTED]
CITY: SOUTH ABBOT STATE: NJ ZIP: [REDACTED]
HOME PHONE: [REDACTED] BUS. PHONE: [REDACTED]
MODEL YEAR: 92 MODEL: CADEN VICTORIA
MILEAGE: 30000 WSD: [REDACTED]

DEALER NAME: LOMAN FORD INC SALES CODE: 113037 PA CODE: 03629
CAUSE CODE: [REDACTED] SYMPTOMS:
INQUIRY CODE: 1420 ALLEGED PERSONAL INJURY - INQUIRY

FOLLOW UP: N COMM TYPE: P MICRO RMR: LETTER CODE: ✓

COMMENTS:
1995/09/26

*** HAVIS: ORIGINAL ***

CUSTOMER SAYS:

- THE VEHICLE CAUGHT ON FIRE IN THE PASSENGER AREA OF THE VEHICLE
- THE FIRE OCCURRED ON 9/17/96
- THE HUSBAND BURNED HIS HAND TRYING TO PUT OUT THE FIRE
- BOUGHT MEDICAL ATTENTION THE SAME DAY

PER CUSTOMER, DEALER SAYS:

- NO CONTACT

CUSTOMER WANTS:

- TO KNOW WHAT HER NEXT STEP IS

CAC ADVISED:

- A LEGAL REP WILL BE IN CONTACT
- NO TIME FRAME GIVEN

REDACTED



OWNER RELATIONS VOP/BENCHMARKING 09/27/96 FAXINGTO

0902-025 51122 M