

**EA02-025**

**FORD 10/27/03**

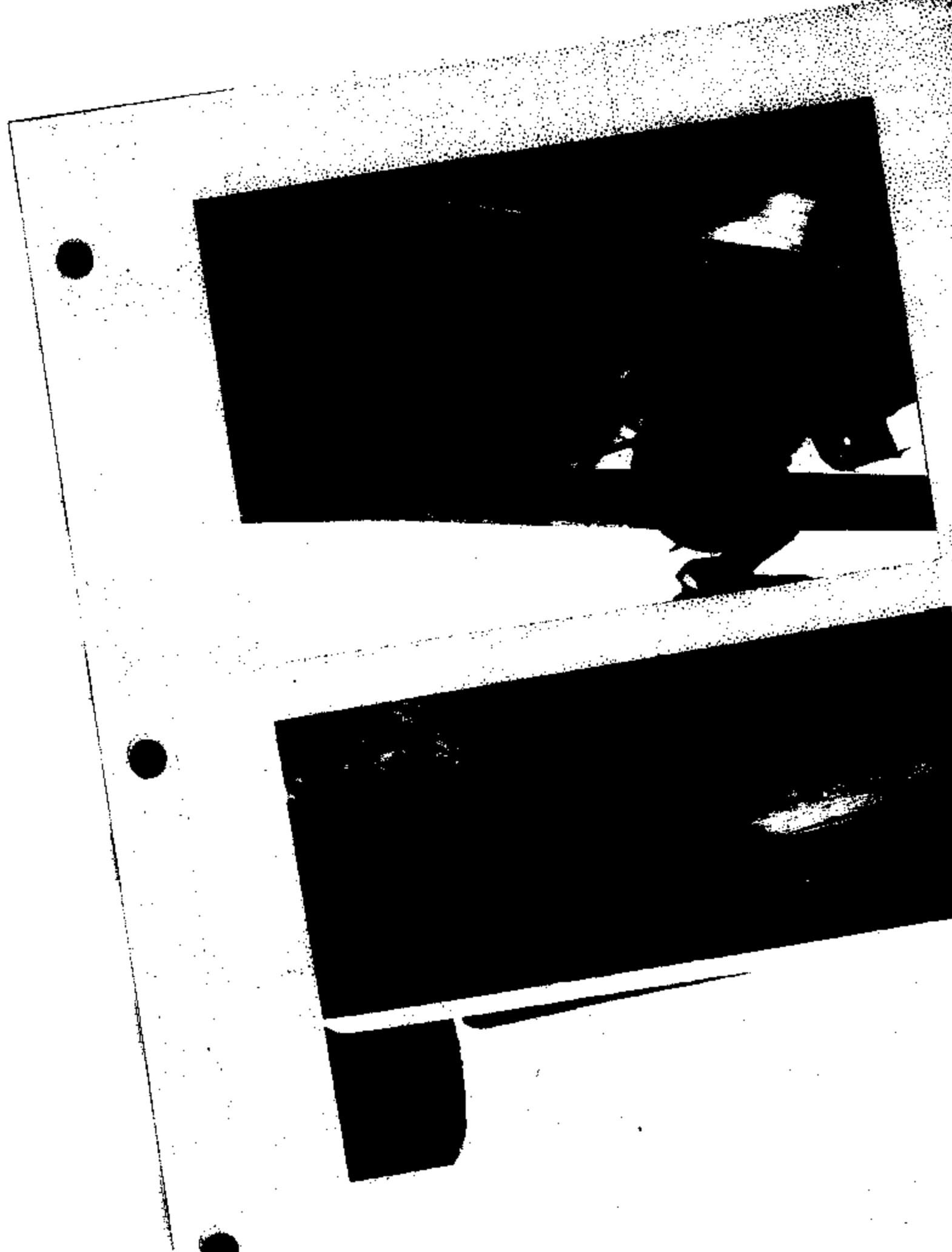
**LETTER TO ODI**

**APPENDIX M**

**BOOK 10 OF 22**

**PART A-D**

**PART D**

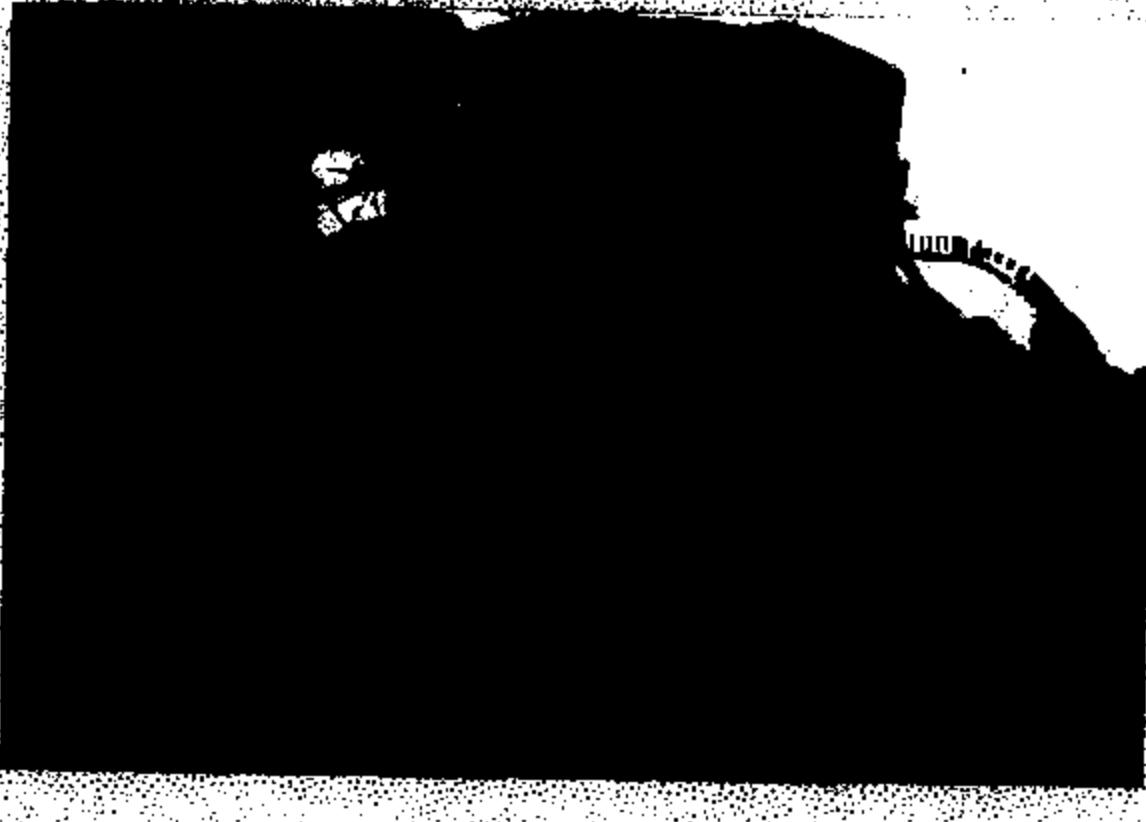




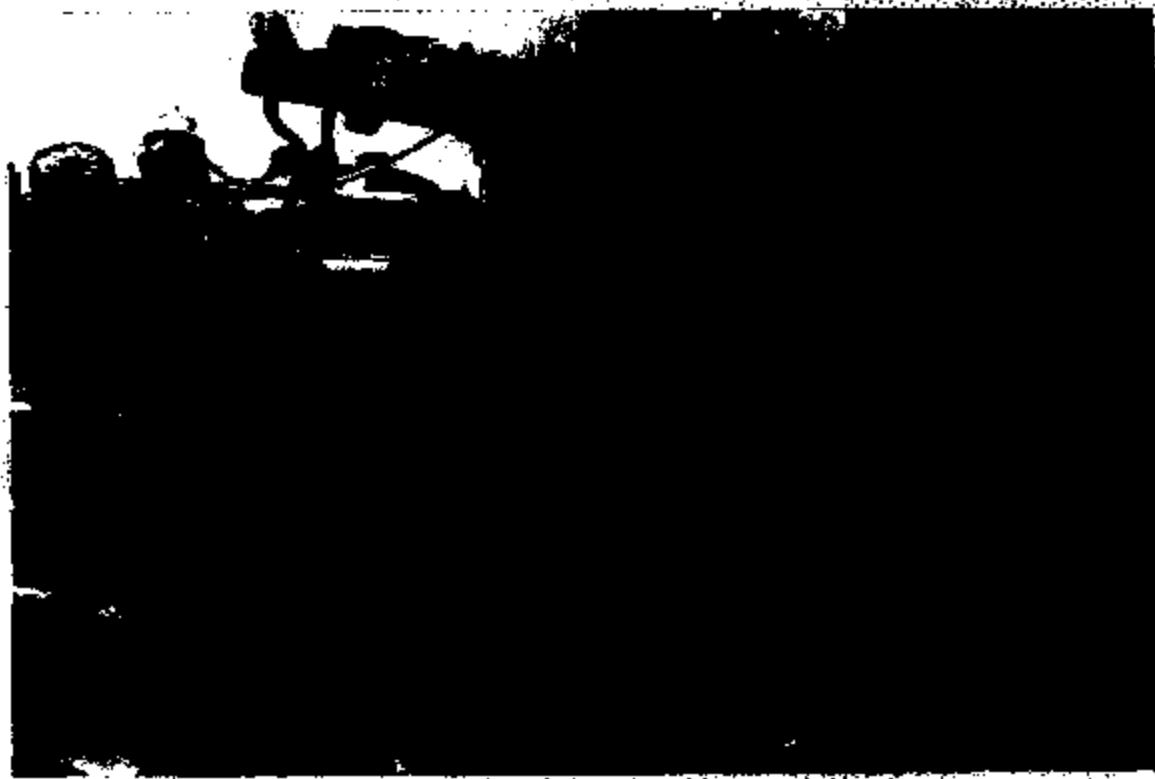
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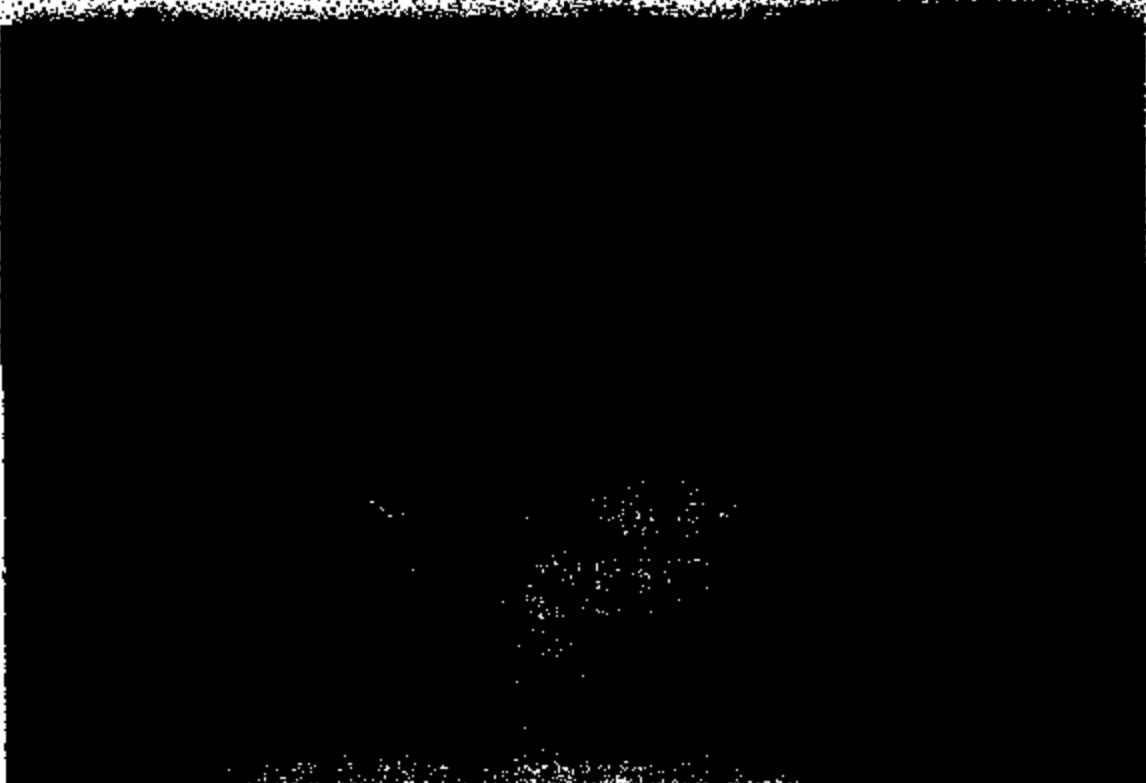
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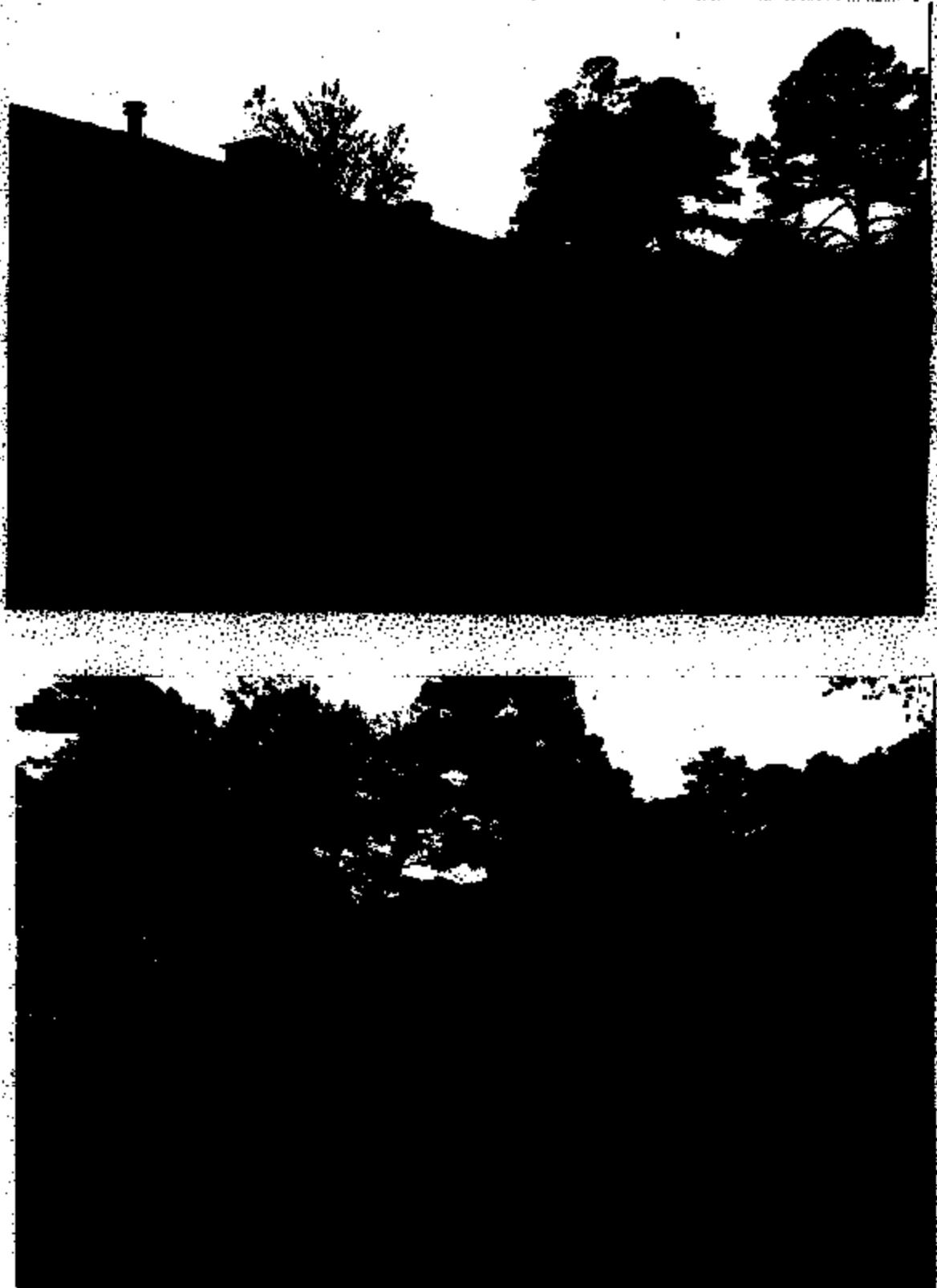
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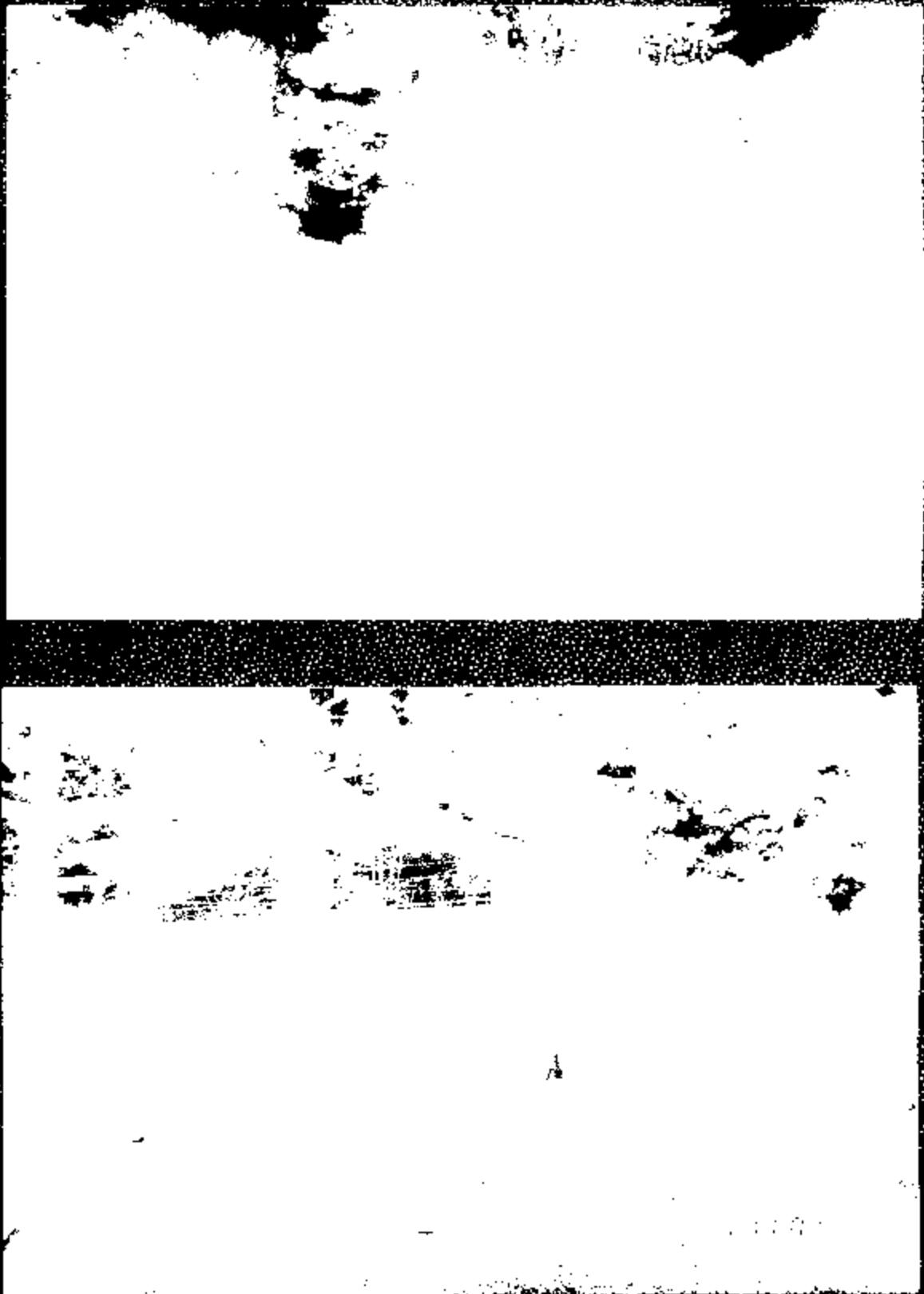
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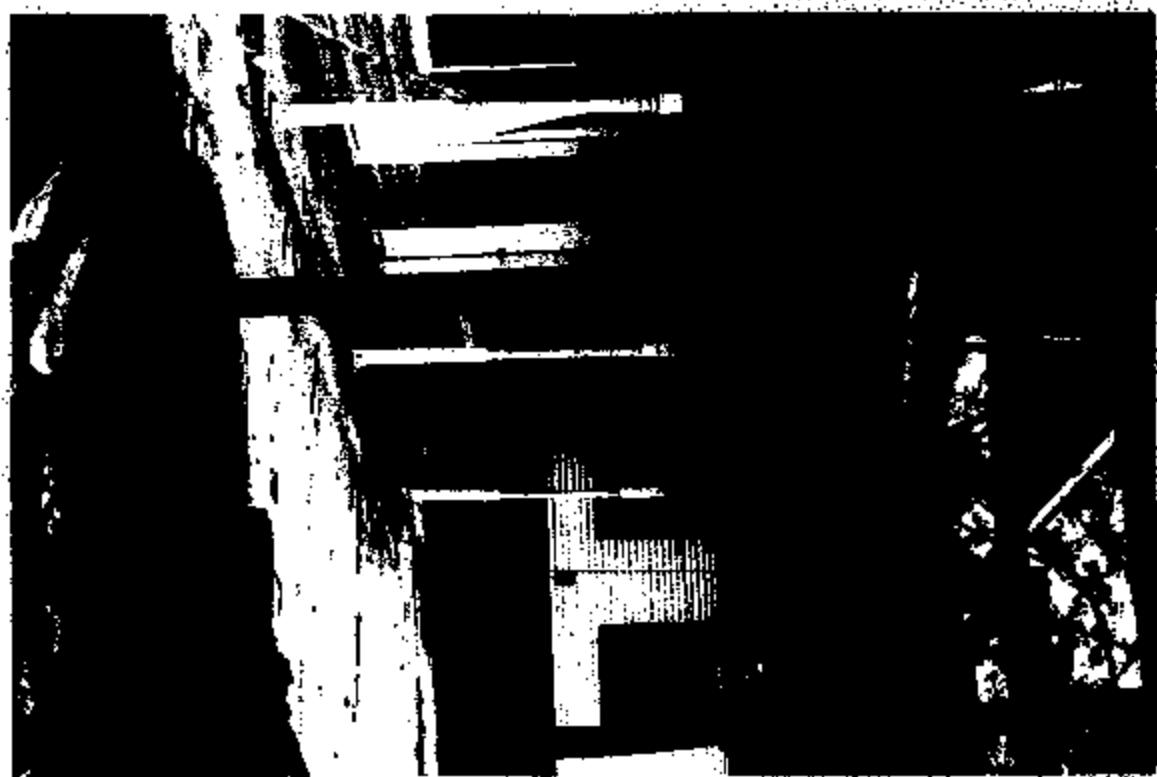
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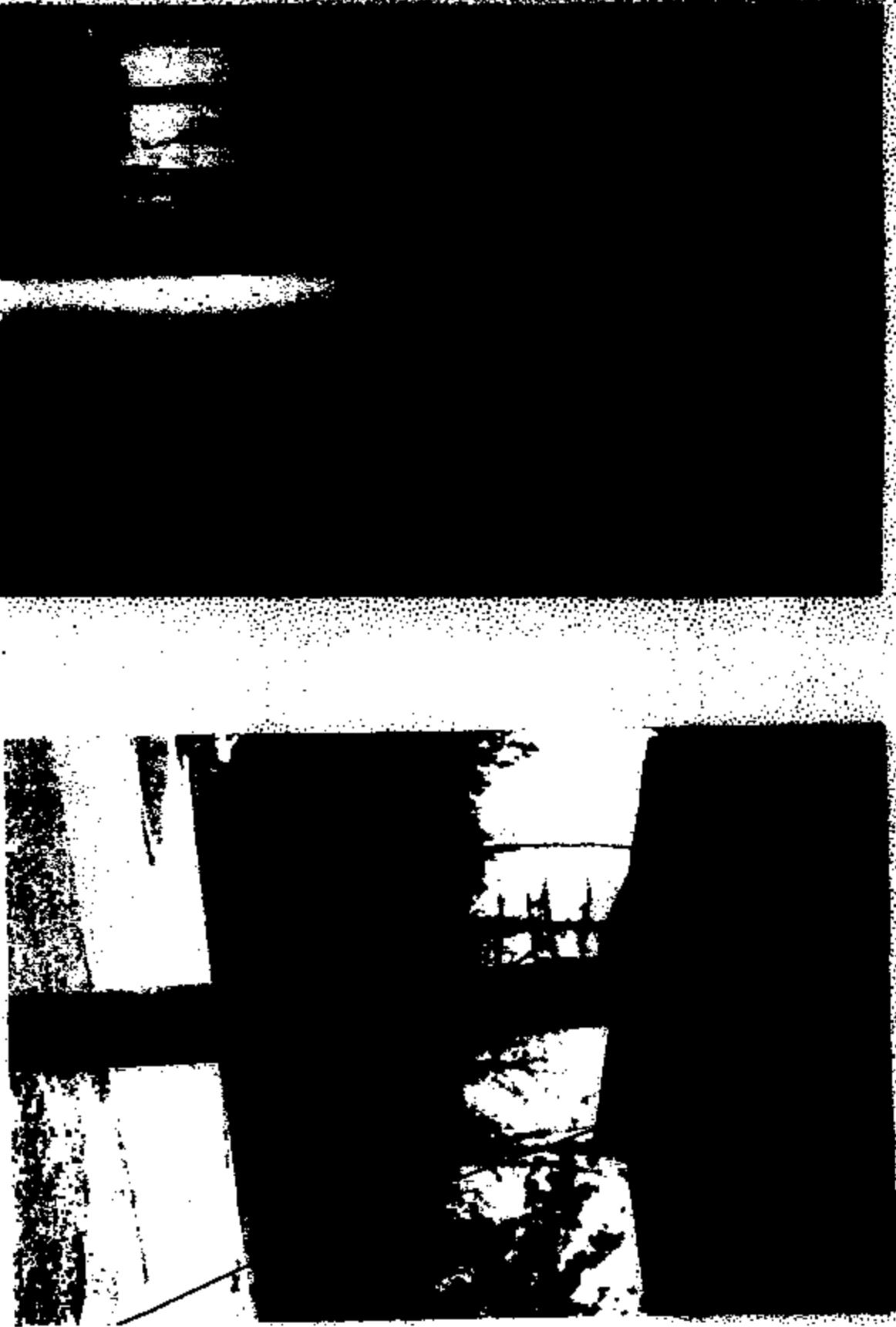
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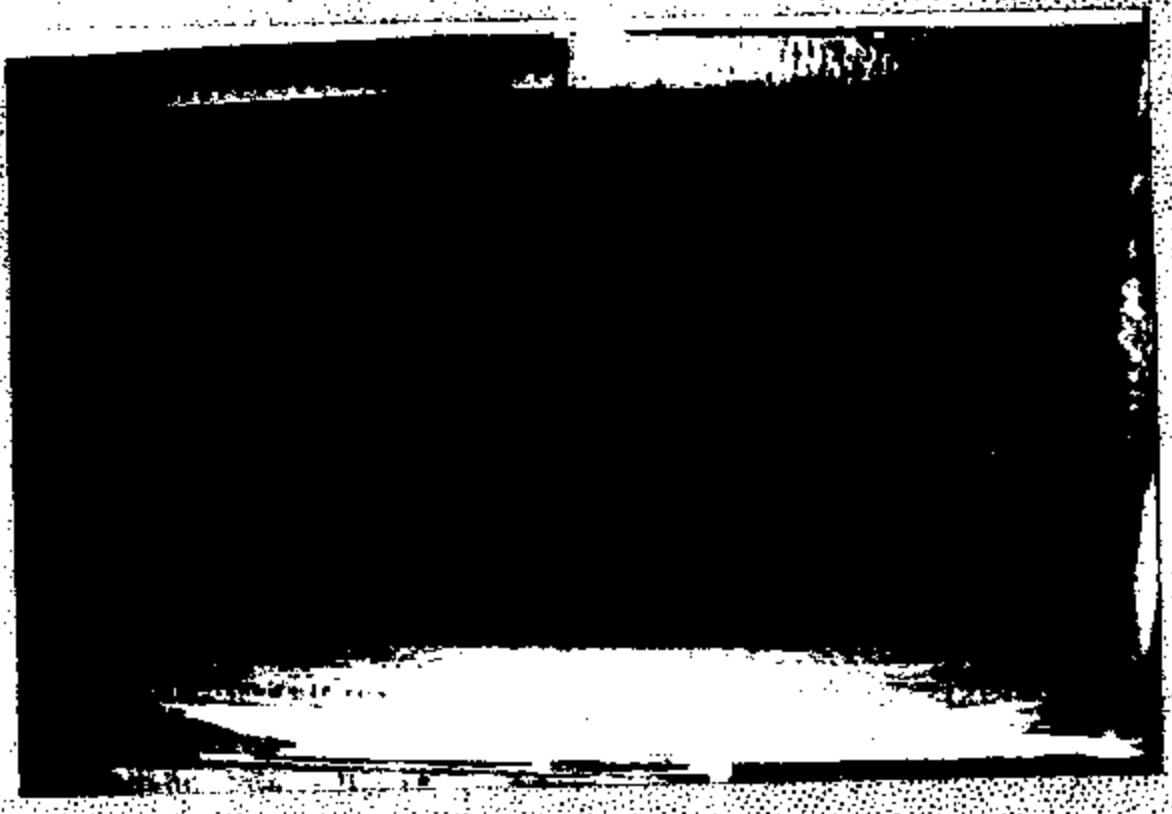
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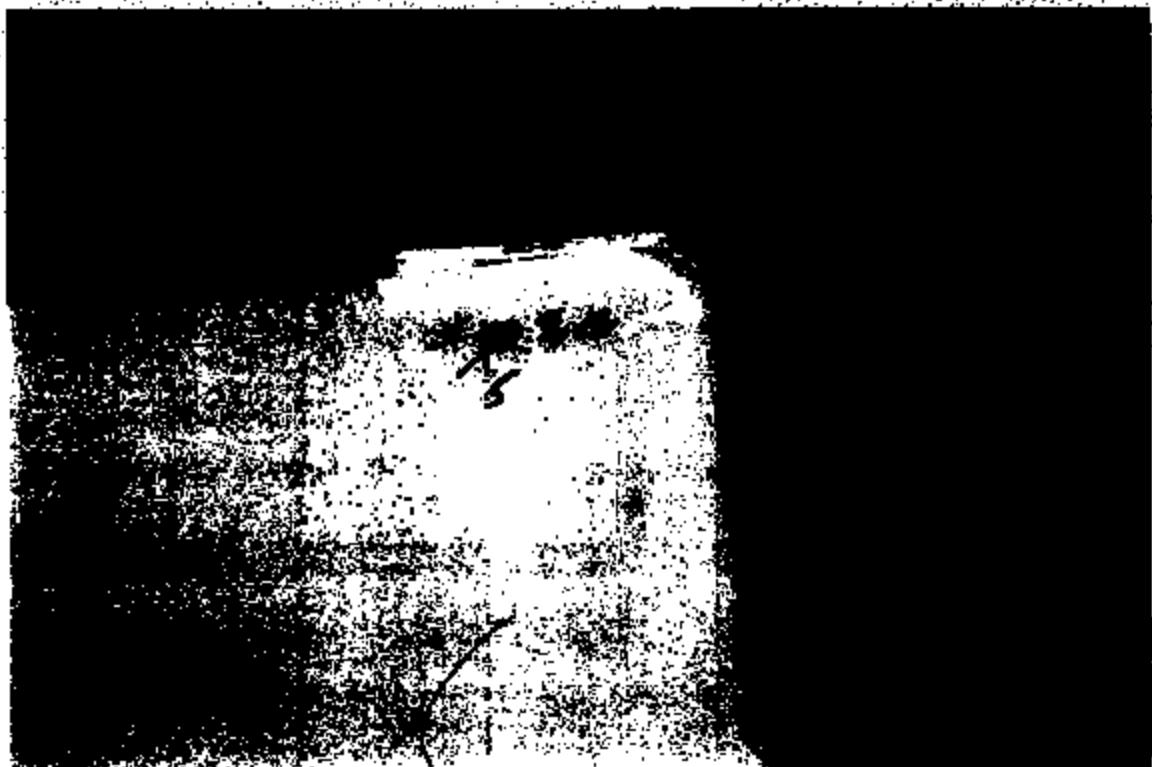
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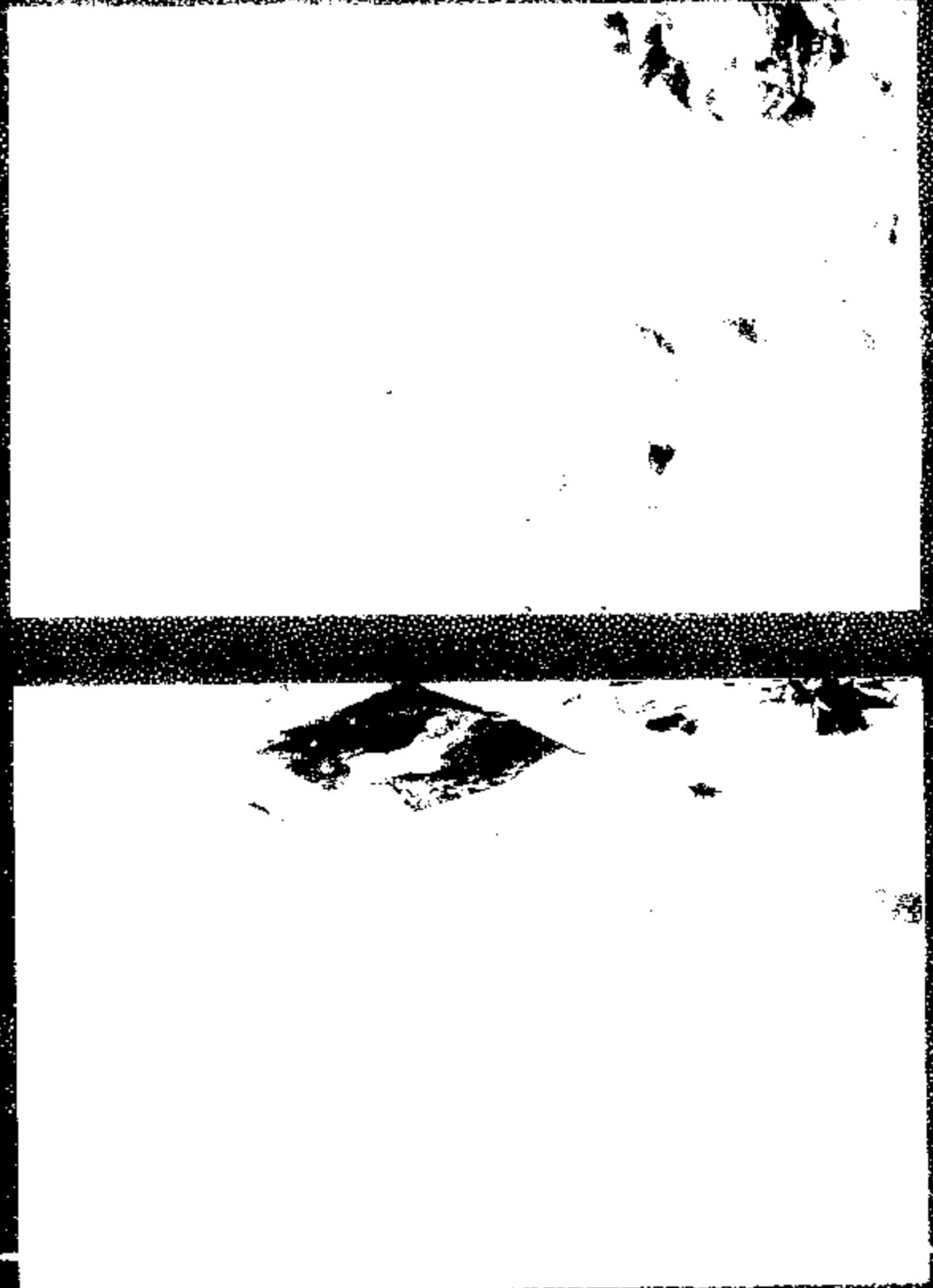
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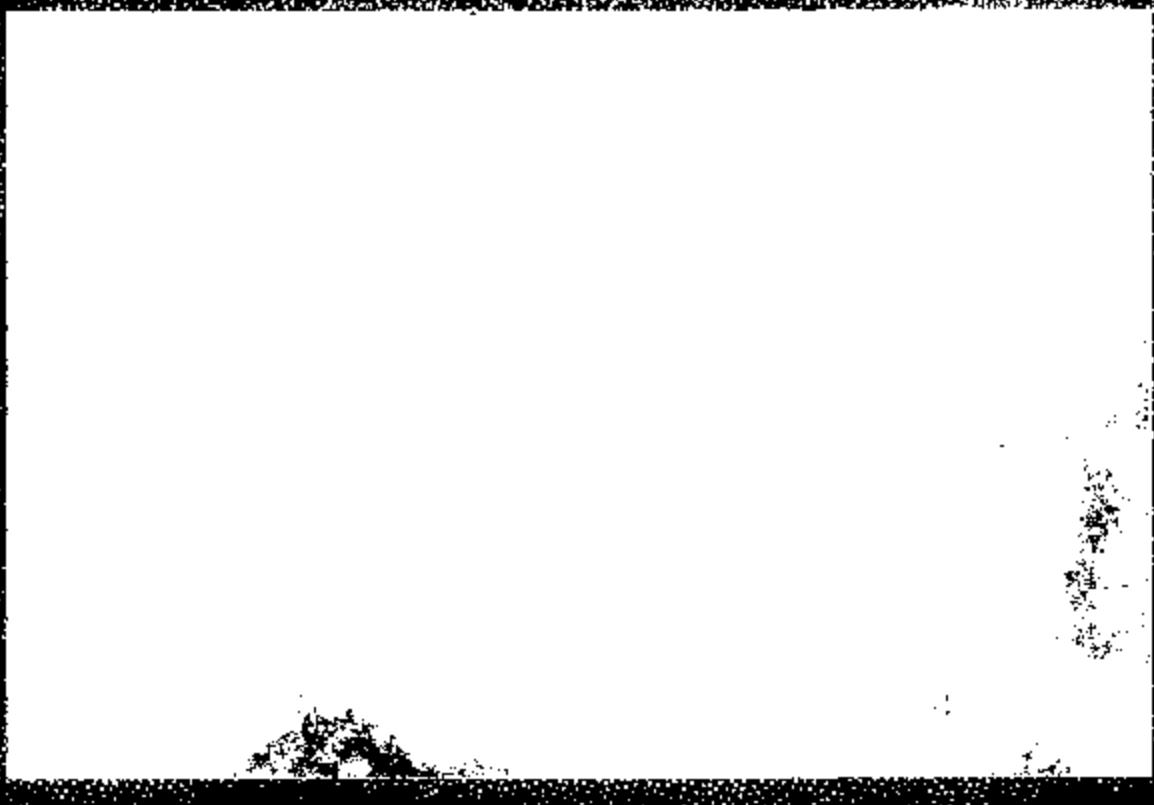
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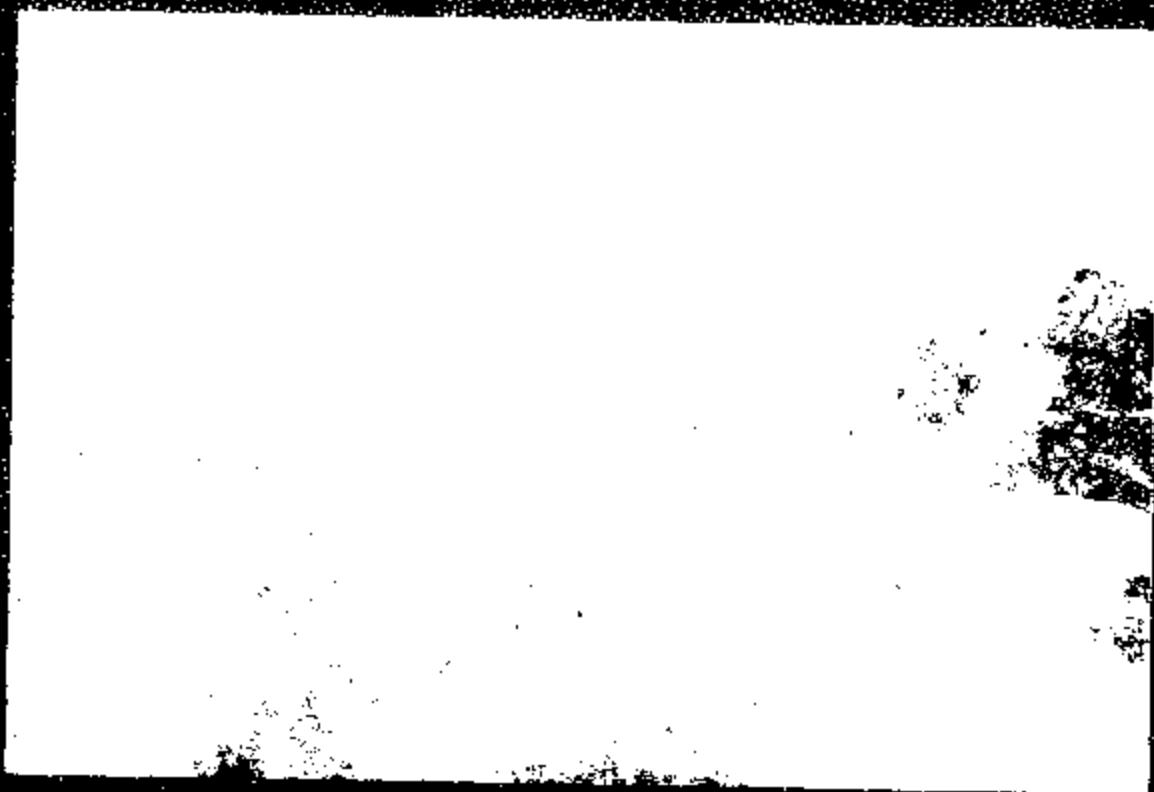
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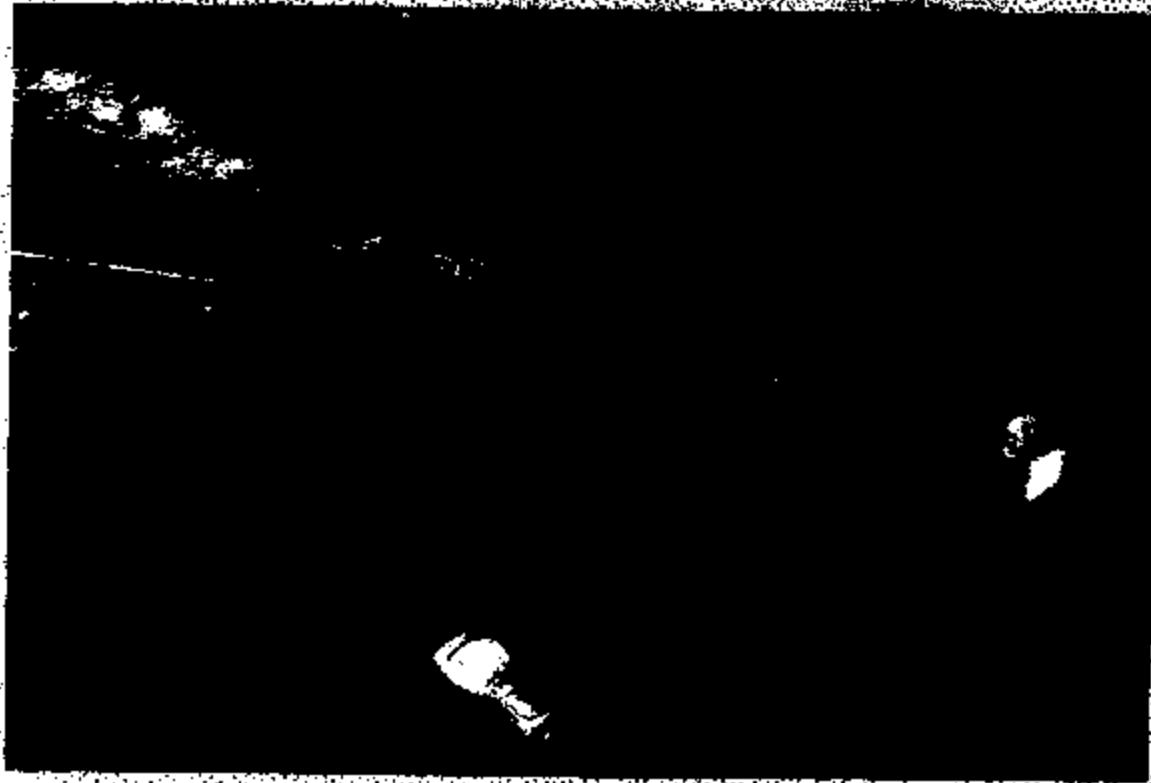
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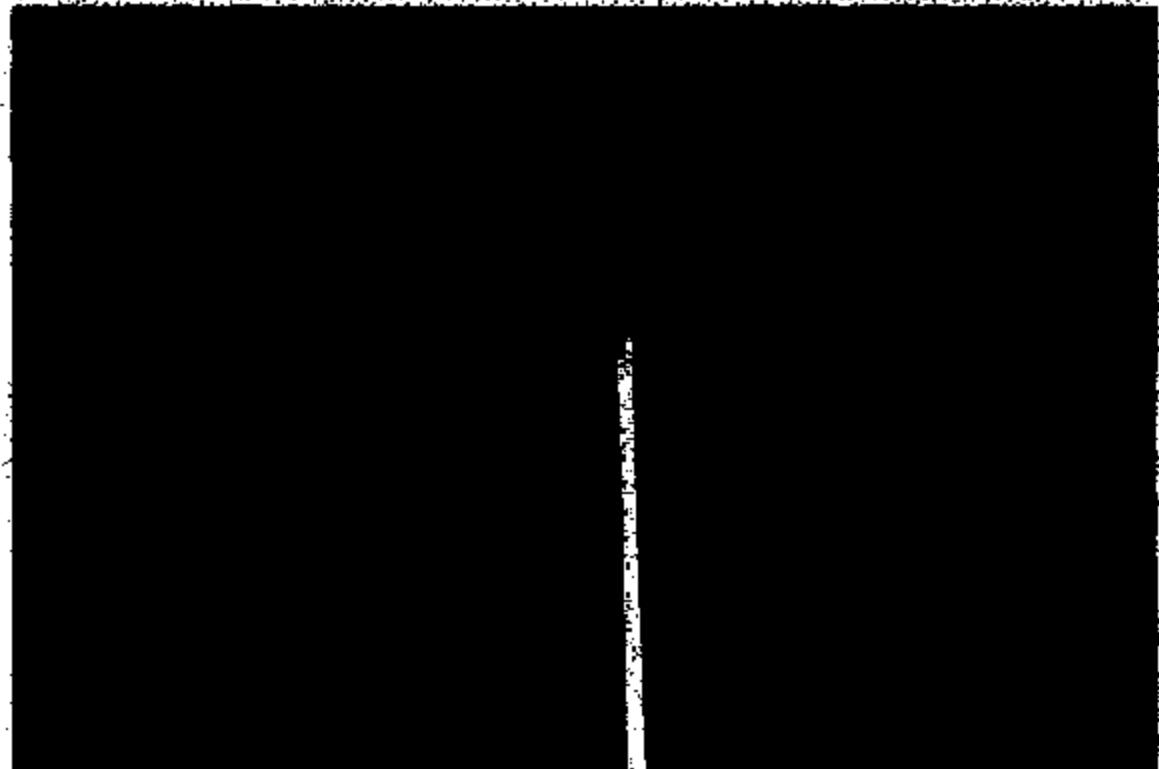


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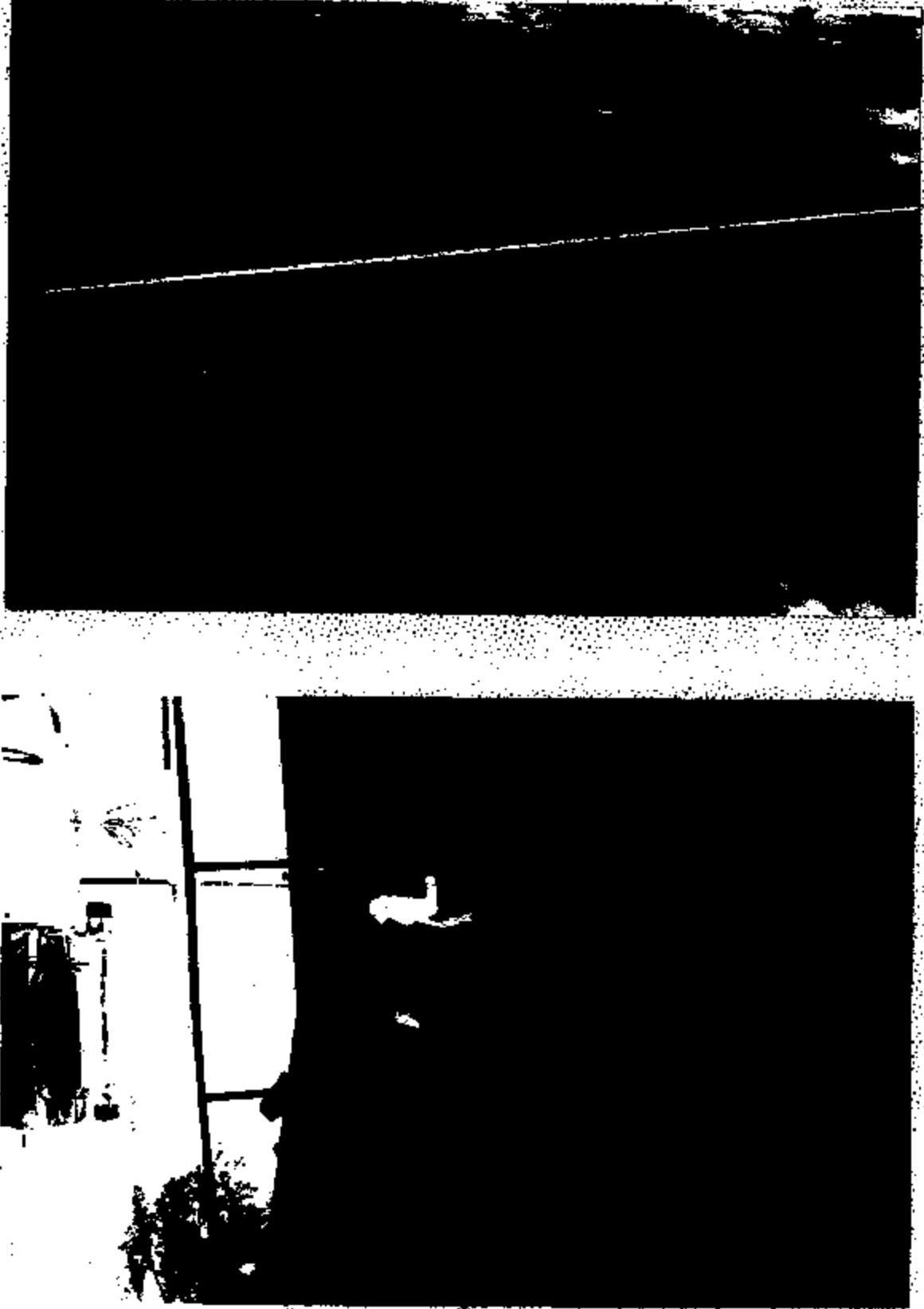


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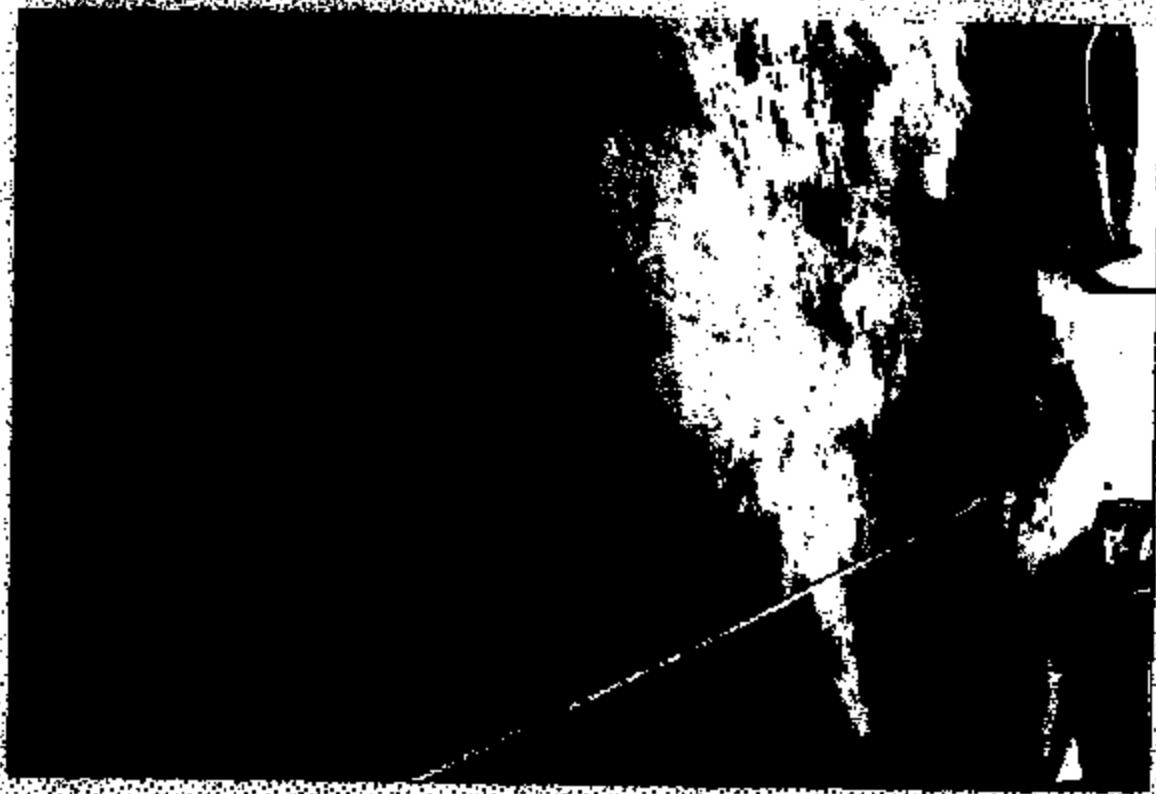
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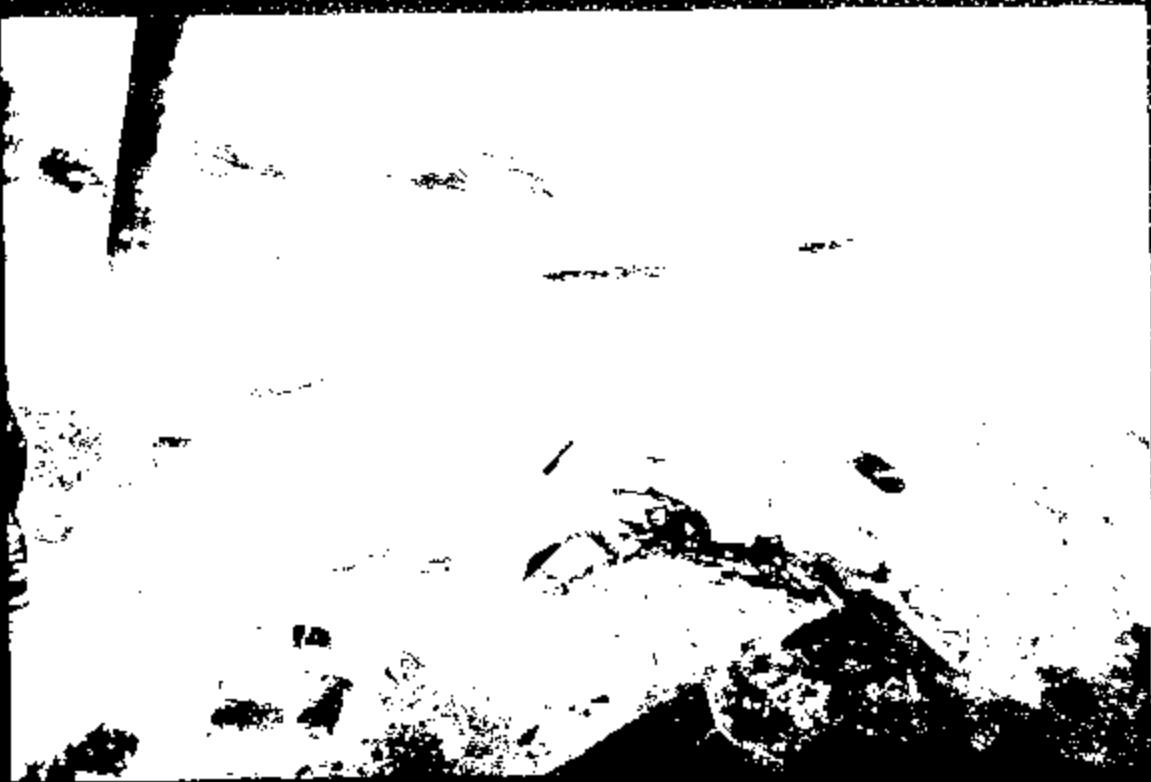
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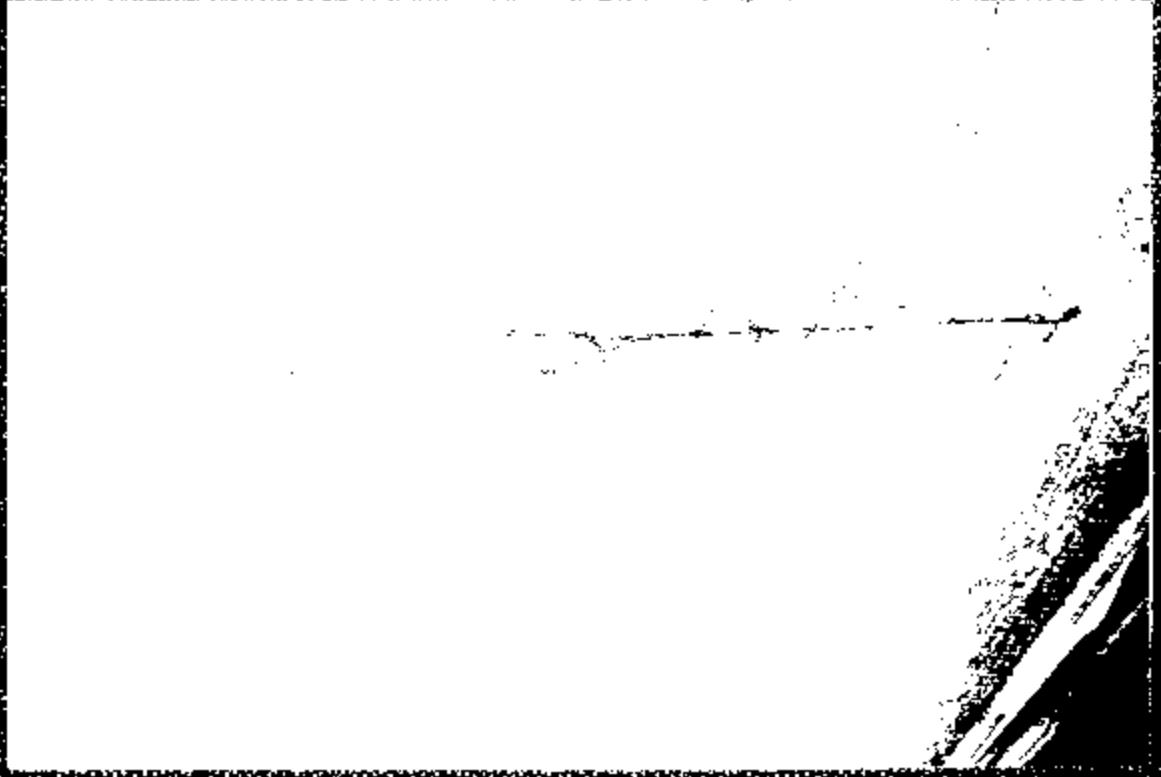
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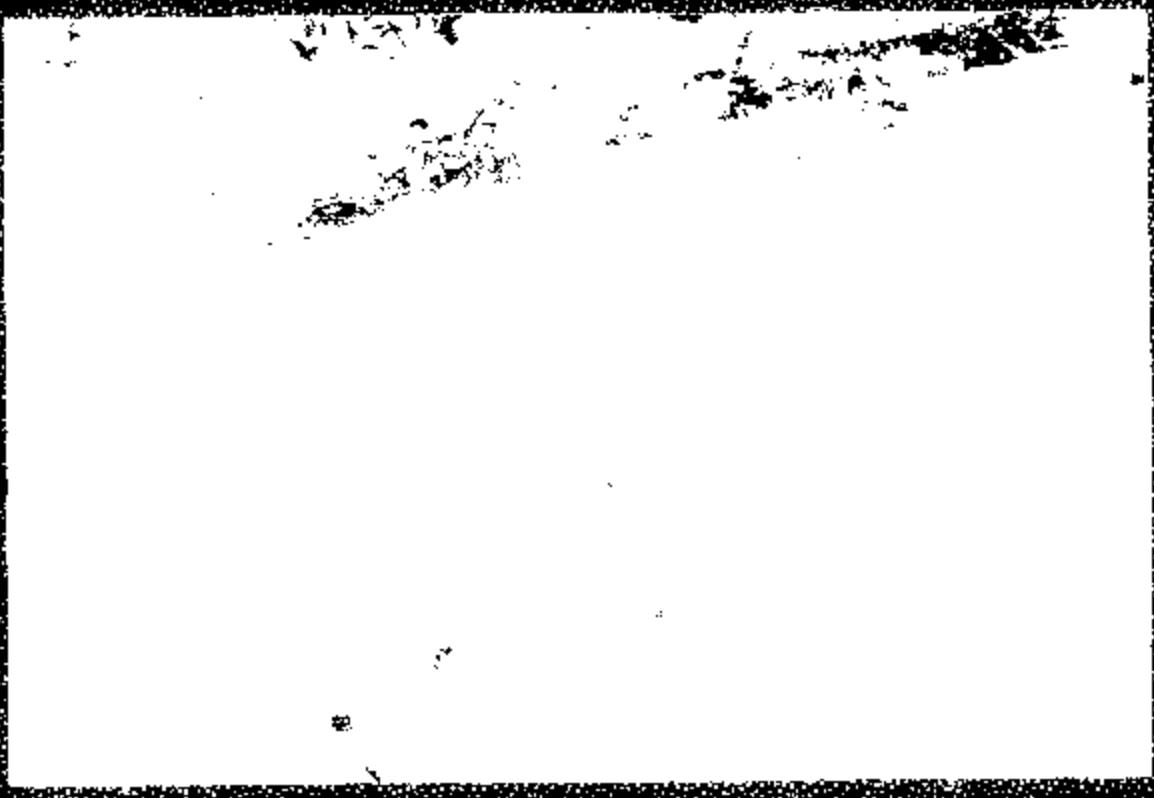
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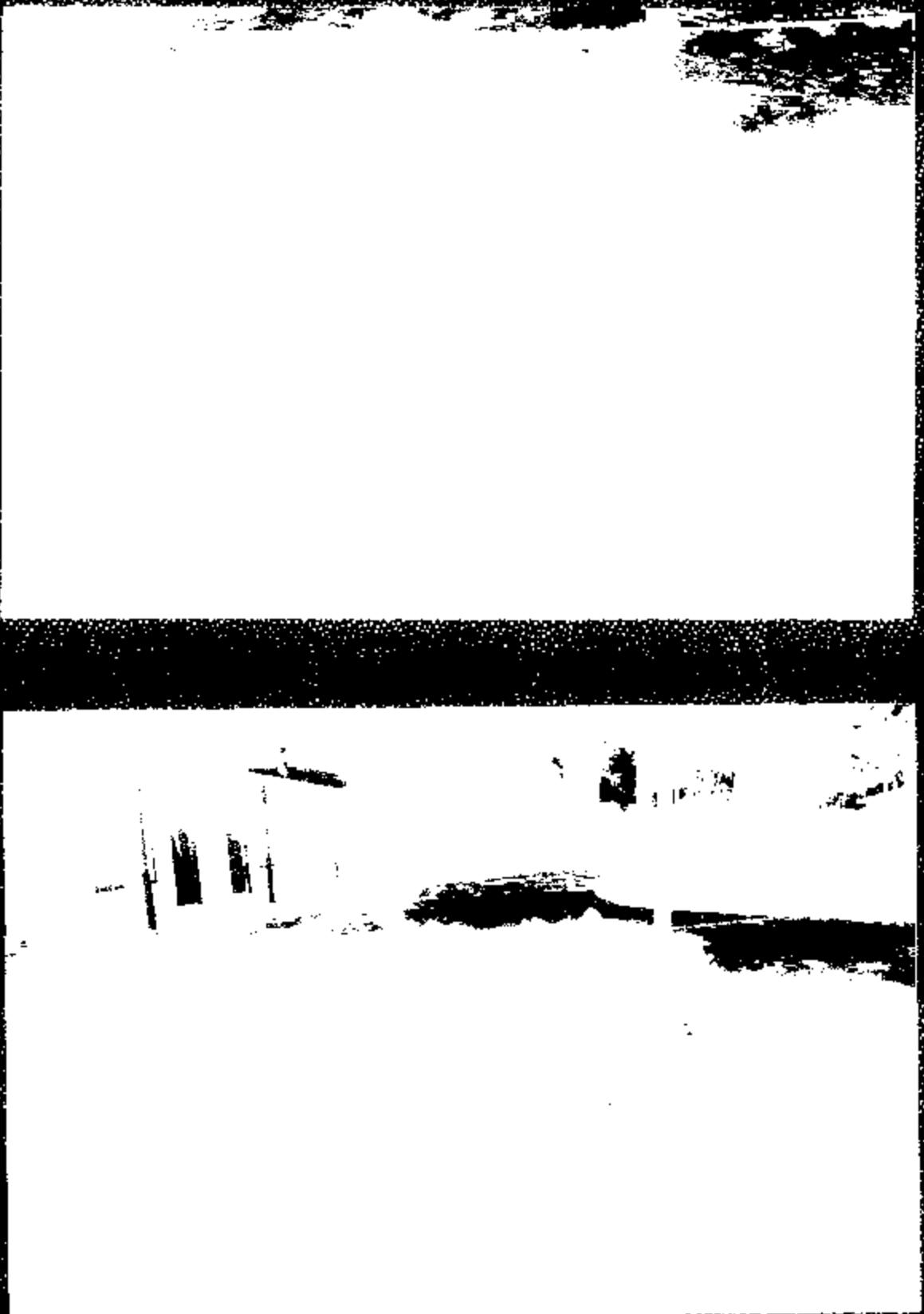
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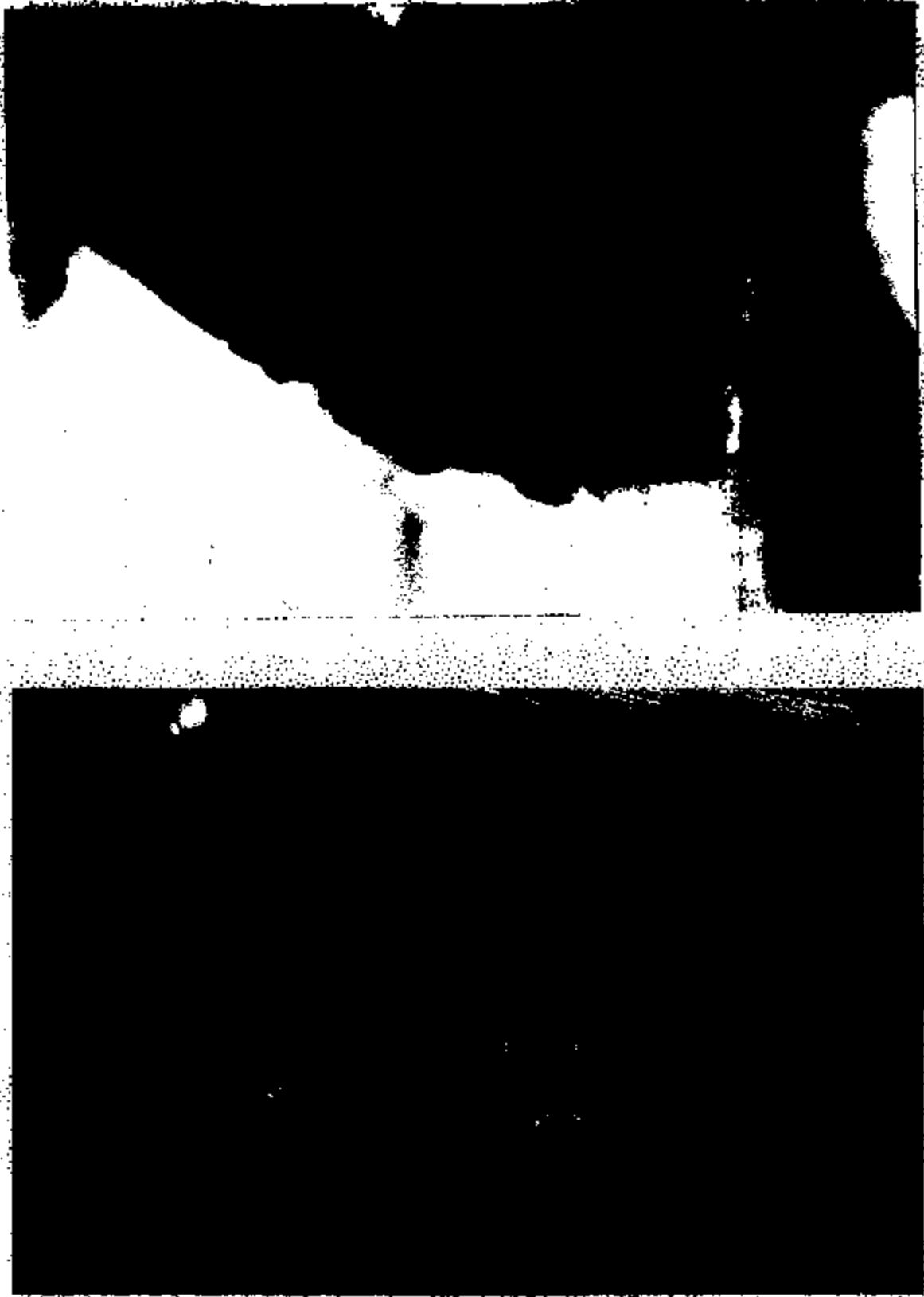
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E982-025 25851



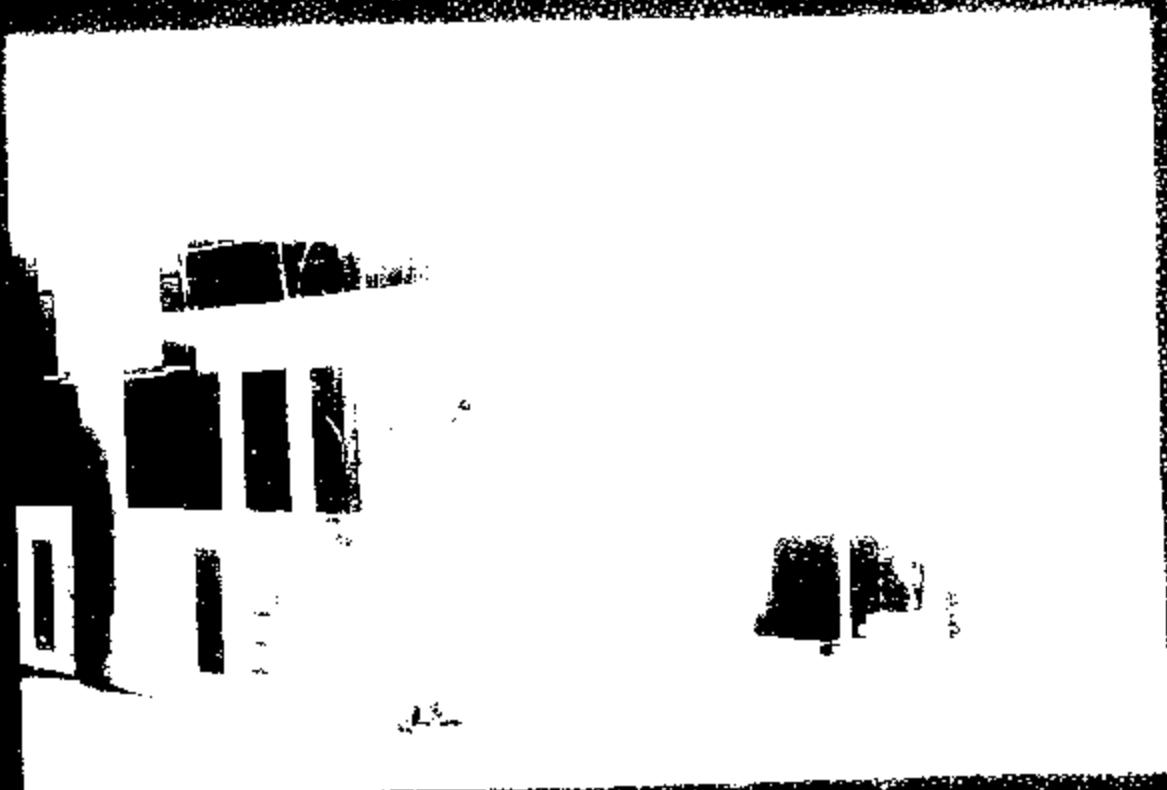
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0002-025 25000



2002-025 25004



202-425-2500



202-025 25006

HANNAH, COLVIN & PIPES, L.L.P.

ATTORNEYS AT LAW

2051 SILVERSIDE DRIVE, SUITE 260

BATON ROUGE, LOUISIANA 70808

TELEPHONE: (225) 766-8240

FACSIMILE: (225) 766-5546

MICHAEL P. COLVIN  
W. RANDIKA PIPES  
JANICE CHURCH REEVES  
KRISTINA L. HARPER

HANNAH, COLVIN & PIPES  
(1991 - 1995)

March 19, 2003

Ms. Shawn L. Norton  
Ford Motor Company  
Parklane Tower West, Suite 300  
Three Parklane Boulevard  
Dearborn, Michigan 48126-2368

RECEIVED MAR 25 2003

Re: State Farm Claim No.: [REDACTED]  
Date of Loss: January 4, 2003  
Insured: [REDACTED]  
Our File No.: 821-2048

Dear Ms. Norton:

Below is the information you requested:

1. On Tuesday, December 31, 2002, [REDACTED], a tenant of [REDACTED] replaced a blown brake light fuse on the Lincoln Town Car, owned by [REDACTED]. Later that evening, [REDACTED] drove the car to his rental house and parked the car in his garage at about 7:00 p.m. The vehicle was not driven again prior to the fire. On Saturday, January 5, 2003, [REDACTED] departed from his house in another vehicle and arrived at a destination five blocks away. Approximately ten minutes after departing, [REDACTED] noticed smoke coming in the general direction of his dwelling. [REDACTED] returned to his house, where he observed flames coming from the driver's side passenger compartment of the Lincoln Town Car. Subsequently, the fire engulfed the Town Car and then spread to [REDACTED] dwelling; three other vehicles; and a boat that were in close proximity to the Lincoln Town Car.
2. See attached fire reports.
3. 1993 Lincoln Town Car, VIN# 1LNLM81W8PY727462.
4. The odometer on the Lincoln Town Car was burned and not readable. However, a title transfer on July 15, 2002 showed the vehicle as having 196,500 miles.
5. See photographs in attached reports.
6. Defect in the speed control deactivation switch, the electrical system, and/or other

*Ford Motor Company*

**PRIVILEGED AND CONFIDENTIAL**

Office of the General Counsel

Ford Motor Company  
Parklane Towers West  
Suite 300  
Three Parklane Boulevard  
Dearborn, Michigan 48126-2568

April 28, 2003

Hannah, Colvin & Pipes, LLP,  
2051 Silverlade Drive, Suite 260  
Baton Rouge, LA 70808

**ATTENTION: KRYSTENA HARPER**

Re: Claimant: [REDACTED]  
D/E: January 4, 2003  
Y/Claim #: [REDACTED]

Dear Ms. Harper:

As you may be aware our expert completed his inspection. His inspection revealed no evidence of a design or manufacturing defect present, which would have caused the accident to occur as alleged.

Therefore, we must respectfully deny this claim.

Please be advised that all necessary steps must be taken to ensure that the subject vehicle and all of its component parts are maintained and preserved for trial. Ford Motor Company has the right to inspect the vehicle and remove and test any component part that you claim to be defective, and to be presented with the vehicle and the subject component part(s) at the time of trial, should litigation ensue from this informal claim.

Sincerely,

Shawn L. Norton  
Claims Analyst

[REDACTED]  
March 19, 2003

Page 2

defects within the Lincoln Town Car.

7. See attached reports from HAAG Engineering and Bo Roberts and Associates.
8. This information is still being gathered at this time, but will be forwarded upon completion.
9. T & M Master Lube Express performed oil changes on the vehicle.
10. Ronald Teague, an independent mechanic, replaced the vehicle's engine in December 2002.
11. Engine was not running.
12. Keys were not in the ignition.
13. Vehicle was purchased used from [REDACTED] son. [REDACTED] can not recall the precise date or number of miles on the car at the time of purchase.

If you need any further information, please do not hesitate to contact me.

With kind personal regards, I remain

Very truly yours,



Kryatena Harper

KLH/jcg

cc: Shirley May (w/o enclosures)

**FIRE SCENE EXAMINATION**

**FOR**

**STATE FARM INSURANCE COMPANY  
P O BOX 6510  
LAKE CHARLES, LA 70607**

**OF**

**HOUSE FIRE - 1993 LINCOLN TOWN CAR**

**[REDACTED]  
LEESVILLE, LA**

**BY**

**BO ROBERTS AND ASSOCIATES, LLC  
FIRE SCENE ANALYST  
3171 JOLLY NAPIER ROAD  
SHREVEPORT, LA 71119**

**CASE # 03-11**

**CLAIM # [REDACTED]**

**JANUARY 27, 2003**

**RECEIVED**

**FEB - 6 2003**

**STATE FARM INSURANCE  
COMPANY OF LOUISIANA  
FIRE CLAIMS**

## **CONTENTS**

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<b>SKETCH LEGEND</b>	6
<b>PHOTOGRAPH ARRANGEMENT</b>	8

Bo Roberts & Associates, LLC  
Fire Scene Analyst  
3171 Jolly Napier Rd  
Shreveport, LA 71119

January 27, 2003

Client: State Farm Insurance Co.  
P O Box 6510  
Lake Charles, LA 70607

Re: House Fire - '93 Lincoln  
[REDACTED]  
Leesville, LA

Attn: Mr. Roger Perez  
Fire Claims Specialist

Case # [REDACTED]  
Claim # [REDACTED]

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#### CONCLUSION

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On January 8, 2003, Mr. Jim Latour of State Farm Insurance contacted me and asked me to examine the referenced fire scene in order to make an Origin and Cause Determination. Mr. Latour informed me that the fire occurred on January 4, 2003 at approximately 4:00 P.M. He also advised that the occupant's pastor's 1993 Lincoln Town Car was parked underneath the carport. The occupant had worked on the vehicle and the vehicle had not been driven in several days prior to the fire.

On January 9, 2003, I traveled to [REDACTED] in Leesville, LA to examine the referenced house fire. Upon my arrival I spoke by telephone with the occupant, [REDACTED] [REDACTED]; stated that his pastor, [REDACTED], had been having problems with the brake light on his Lincoln Town Car and asked [REDACTED] if he would try to fix the problem. [REDACTED] discovered that the brake light fuse was blown. He replaced the fuse and the brake lights worked. [REDACTED] drove the vehicle to and from work on Tuesday, December 31, 2002. The vehicle wasn't driven again prior to the

Page 2

Case [REDACTED]

Claim [REDACTED]

occurring on Saturday, January 4, 2003. [REDACTED] informed me that on Saturday afternoon he was parked near the Lincoln before leaving to go to the store and didn't notice anything unusual when he walked by the vehicle. He was only gone approximately 10 minutes and when he returned the Lincoln was totally involved with fire. Nothing else was burning except the Lincoln when he first noticed the fire.

I then met with [REDACTED], who lived next door to the fire scene in [REDACTED]. [REDACTED] stated that he heard a noise, looked outside, and the Lincoln was on fire underneath the carport. Nothing else was burning.

I then began my exterior examination of the house, which revealed that the least damage was to the southwest, west, and north areas. Severe damage was noticed to the east section; however, the greatest damage was to the carport located in the southeast section. Severe damage was noticed to the rear of a Chevrolet Blazer parked next to the east section of the house and a Mazda and Honda were parked just east of the carport. Burn patterns to these vehicles indicated the fire obviously traveled from the carport into the vehicles. In the central carport area was a severely damaged 1993 Lincoln Town Car and just to the east of the Lincoln was a severely damaged, large fishing boat. The roof above the Lincoln and boat was badly damaged. The wood siding on the south side of the house, in front of the Lincoln and boat, was heavily charred. Examination of the roof area directly above the Lincoln revealed that no electrical wiring was in the area. The greatest damage to the carport was to the roof directly above the boat. Note, that this was

Page 3  
Case # [REDACTED]  
Claim # [REDACTED]

apparently because of the fuel tanks in the rear and fiberglass shell of the boat. The greatest damage to the boat was the side next to the Lincoln.

Examination of the electric meter base, electric distribution panel, transformer, and gas meter connection revealed no problems. Exterior photographs of the 3-level, wood frame structure with a brick veneer exterior and asphalt composition shingle roof constructed on a concrete slab foundation were taken. Photographs of the 1993 Lincoln and boat were also taken.

I then examined the interior of the house. No fire damage was noticed to the basement and 2<sup>nd</sup> floor area. However, smoke soot was noticed in the 1<sup>st</sup> floor area. Fire damage was visible to the den area. The greatest damage in the den was to the south wall and ceiling area. Burn patterns indicated the fire traveled from the carport into the den area. Examination of the central heating unit revealed no problems. Interior photographs were taken.

I spoke with Mr. Jim Letour of State Farm and he advised me that State Farm did not insure the 1993 Lincoln. At this time I was informed not to examine the Lincoln until permission from the owner was obtained.

On January 15, 2003 I was contacted by Mr. Roger Perez and informed that State Farm had been given permission to examine the 1993 Lincoln. On January 16, 2003 I traveled to Dunn's Automotive, 5030 Jefferson Paige Rd in Shreveport, LA to examine the 1993 Lincoln, VIN # 1LULM81W8FY727462. Upon my arrival I began by making an exterior examination, which revealed severe fire damage to all exterior areas. The

Page 4

Case # [REDACTED]

Claim # [REDACTED]

least damage appeared to be in the rear of the vehicle. The rear tires were damaged, but still intact. The paint in the rear had less damage than the front. All windows were badly destroyed. The greatest damage was obviously to the front of the vehicle. The majority of the front tires were destroyed and severe damage was noticed to the wheels. Note, that the damage to the driver side wheel was greatest on the inside toward the engine. The hood over the engine was destroyed and the front bumper area received severe damage. Exterior photographs were taken.

I then examined the interior. The least damage was to the rear back seat area. Some seat padding was still intact. The greatest damage was to the front dashboard area. The steering column area was damaged, but still intact. The radio and its wiring was still intact, but severely damaged. Fire debris was removed from the front floor area and the majority of the carpet was undamaged. Examination of the fuse box and its wiring revealed it was intact. Burn patterns to the front seat area indicated the fire traveled from the engine area into the interior. Photographs of the interior were taken.

I then examined the underneath area of the vehicle. The least damage was to the rear of the vehicle and the greatest damage was to the front area underneath the engine. The gas tank and all components in this area were still intact. Photographs of the underneath area were taken.

I then examined the engine area. Heavy fire damage was visible to all areas. The least damage was to the front area and passenger side. The front cooling hose was damaged, but still intact. The majority of the radiator was severely damaged and the

Page 5

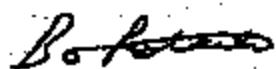
Case # [REDACTED]

Claim # [REDACTED]

valve covers were melted. The battery in the passenger side of the engine was badly damaged, but recognizable. Wiring on the passenger side was damaged, but not as severe as the driver side. The greatest damage in the engine was to the driver side in the rear firewall area. The majority of the plastic and aluminum components on the left side of the engine near the firewall were destroyed. The brake master cylinder, cruise control housing, and hoses were destroyed. The copper wiring that remained in this area was brittle and discolored. Examination of the oil and transmission level checked normal. Photographs of the engine were taken.

Upon completing a thorough fire scene examination the cause of the fire in Lincoln Town Car is undetermined. The fire originated in the rear driver side of the engine area. The exact cause of the fire can't be determined due to the destruction of the components in the area of the engine. However, the fire is consistent with similar types of fire in Lincoln Town Cars with a defective cruise control deactivation switch.

Respectfully submitted,



Jeri L. "Bo" Roberts  
Fire Scene Analyst



Photo # 1

Shows house looking  
from the south.



Photo # 2

Shows house looking  
from the south.

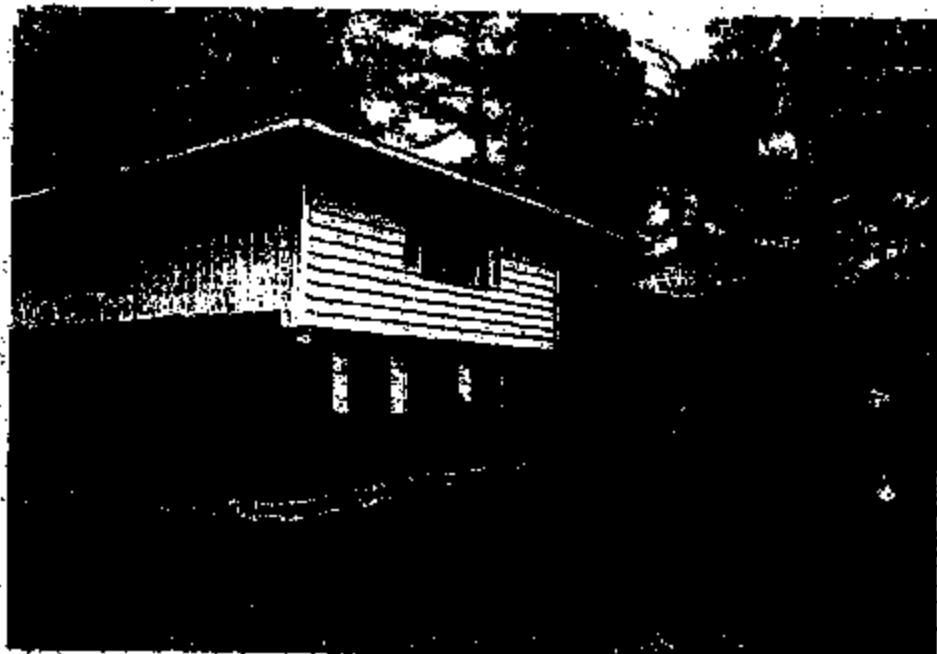


Photo # 3

Shows house looking  
from the southwest.



Photo # 4

Shows house looking  
from the west.

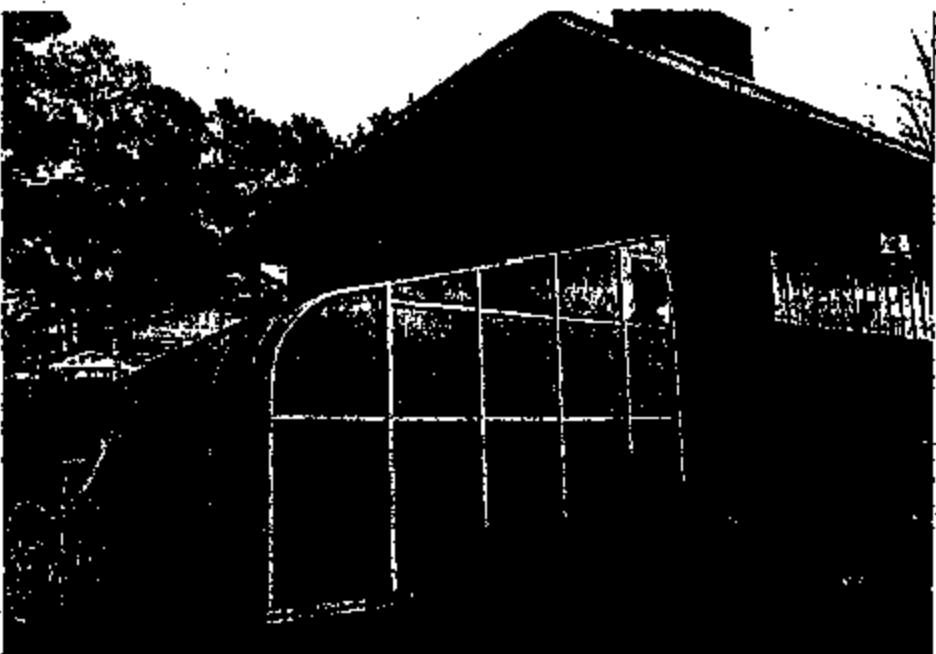


Photo # 5

Shows house looking  
from the northwest.



Photo # 6

Shows house looking  
from the north.



Photo # 7

Shows house looking  
from the north.



Photo # 8

Shows house looking  
from the northeast.

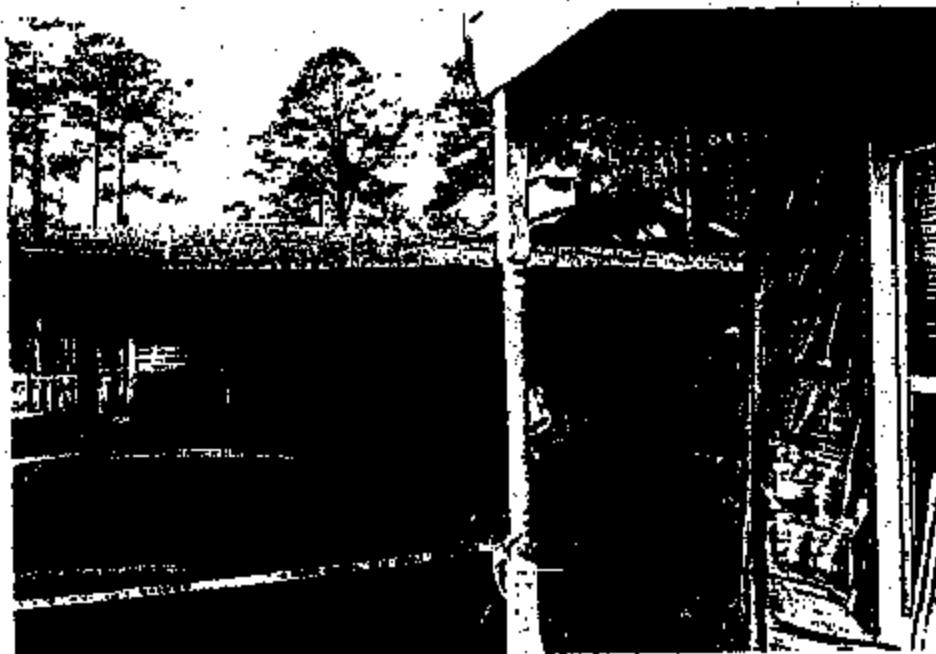


Photo # 9

Shows house looking  
from the east.



Photo # 10

Shows house looking  
from the southeast.



Photo # 11

Shows examination of  
electric meter base.



Photo # 12

Shows examination of  
weather head above meter  
base.

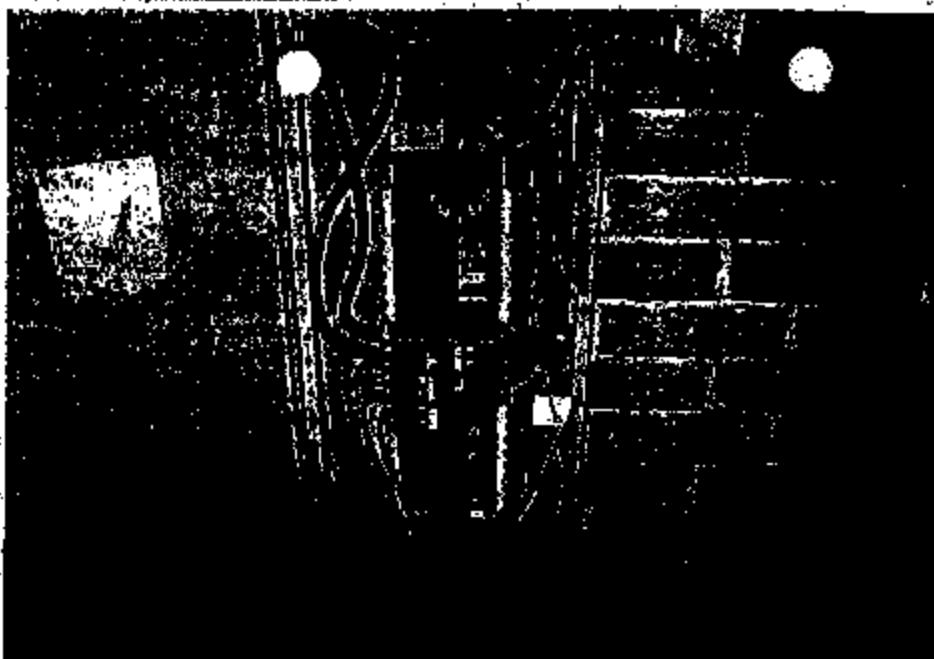


Photo # 13

Shows examination of  
electric distribution panel  
in north area.

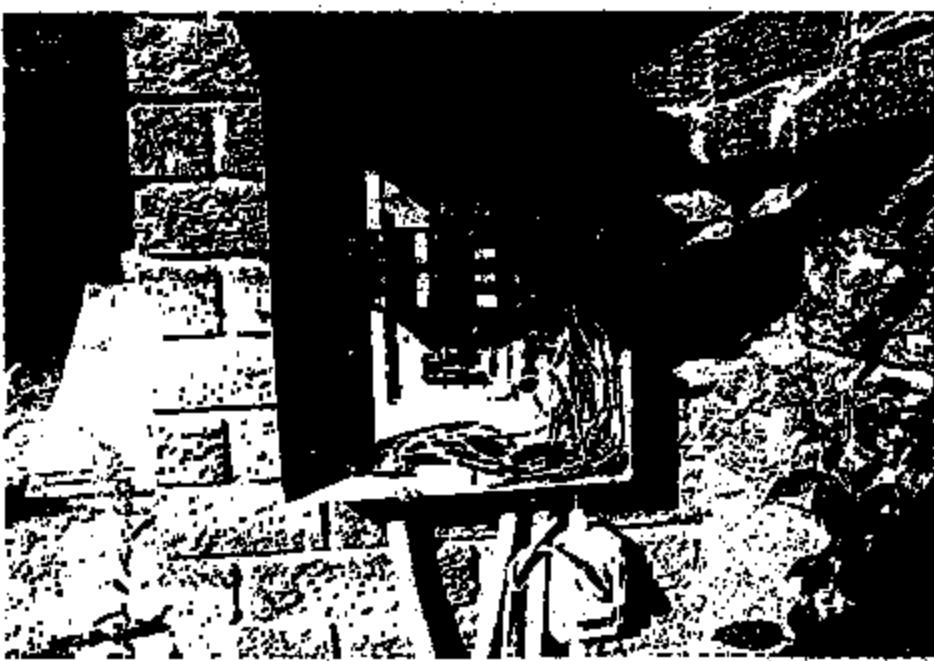


Photo # 14

Shows examination of  
electric distribution panel  
in west area.



Photo # 15

Shows examination of  
gas meter.

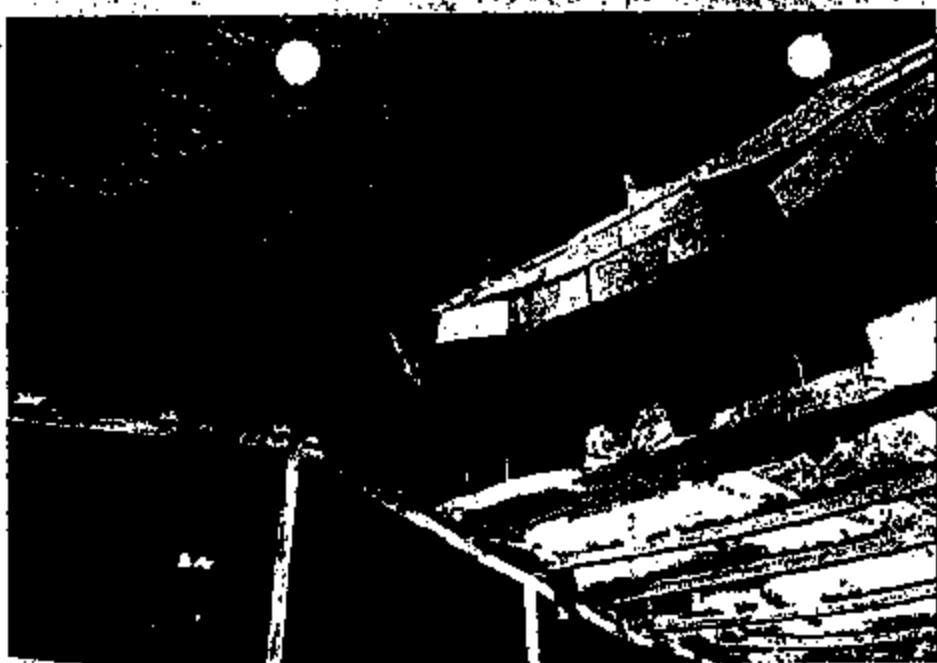


Photo # 16

Shows severe fire damage to ceiling area of carport above Lincoln and boat.



Photo # 17

Shows severe fire damage to ceiling area of carport above Lincoln and boat.



Photo # 18

Shows severe fire damage to ceiling area of carport above Lincoln and boat.



Photo # 19

Shows fire damage to south exterior wall of house.



Photo # 20

Shows fire traveled from carport into the east area of house.

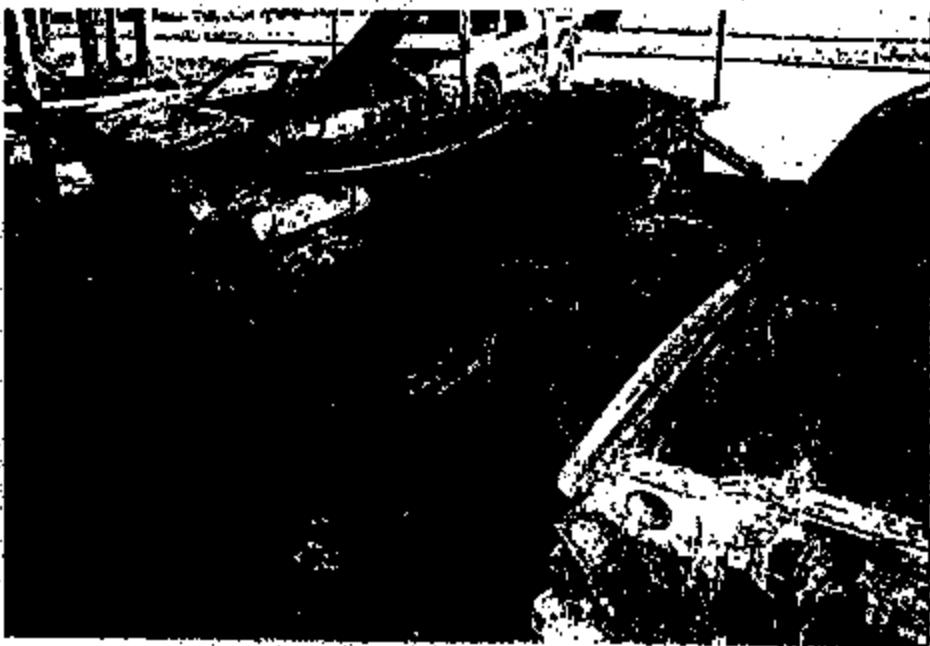


Photo # 21

Shows greatest damage to boat was side nearest Lincoln.



Photo # 22

Shows fire damage to storage room located on east side of house.



Photo # 23

Shows fire damage to storage room located on east side of house.



Photo # 24

Shows fire damage to den and content.



Photo # 25

Shows fire damage to den  
and content.

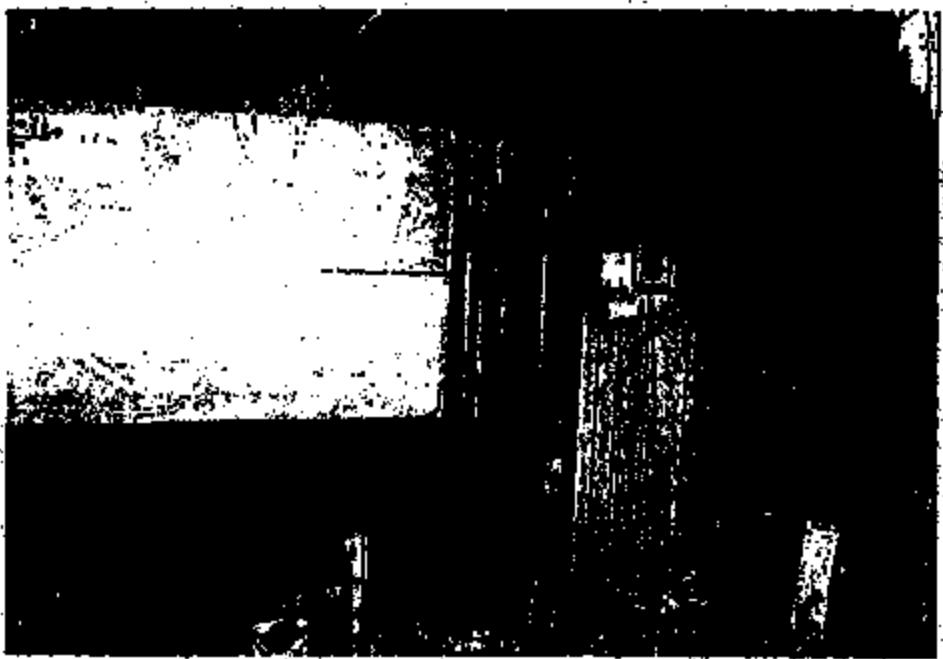


Photo # 26

Shows fire traveled from  
carport into south den  
area.



Photo # 27

Shows fire traveled from  
carport into south den  
area.



Photo # 28

Shows fire traveled from carport into south den area.



Photo # 29

Shows 1993 Lincoln Town car looking from the front.



Photo # 30

Shows 1993 Lincoln Town car looking from the front passenger side.



Photo # 31

Shows 1993 Lincoln  
looking from the rear  
passenger side.

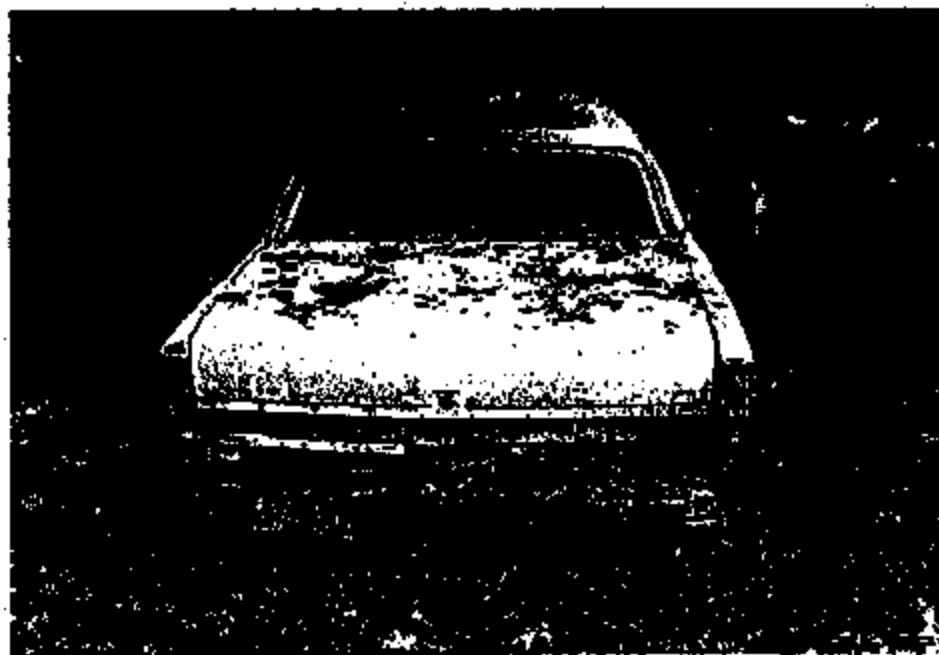


Photo # 32

Shows 1993 Lincoln  
looking from the rear.



Photo # 33

Shows 1993 Lincoln  
looking from the rear  
driver side.

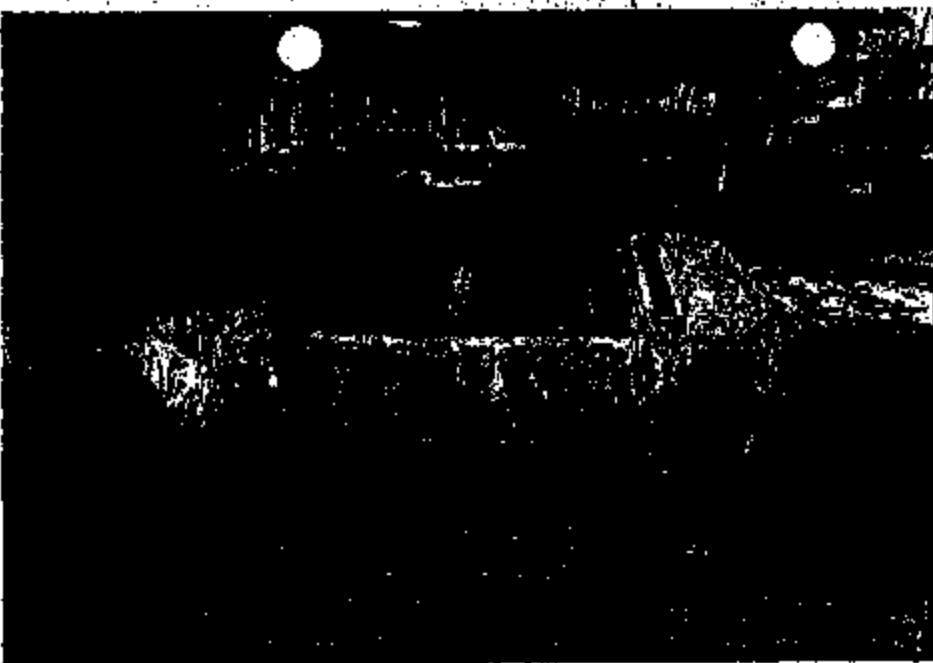


Photo # 34

Shows 1993 Lincoln  
looking from the driver  
side.



Photo # 35

Shows 1993 Lincoln  
looking from the front  
driver side.



Photo # 36

Shows severe damage to  
front dashboard area.



Photo # 37

Shows severe damage to front dashboard area.

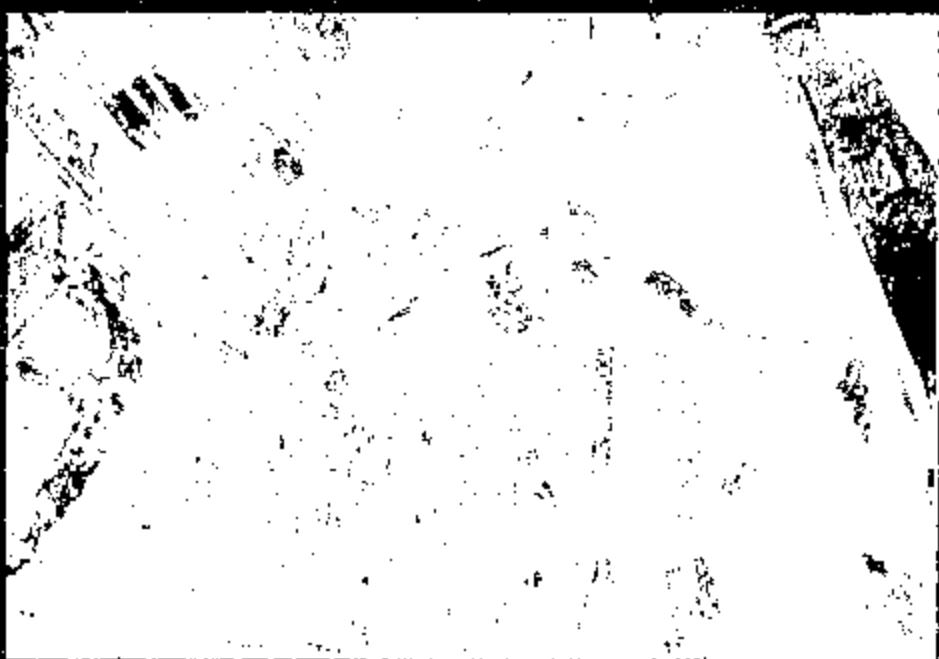


Photo # 38

Shows damage to rear back seat area. Notice seat padding still intact.

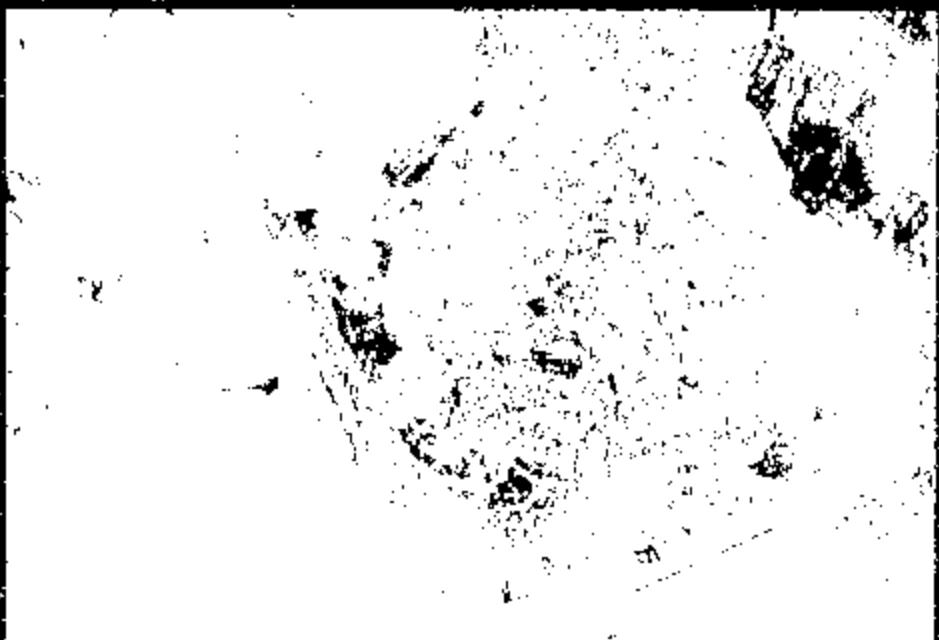


Photo # 39

Shows damage to rear back seat area. Notice seat padding still intact.

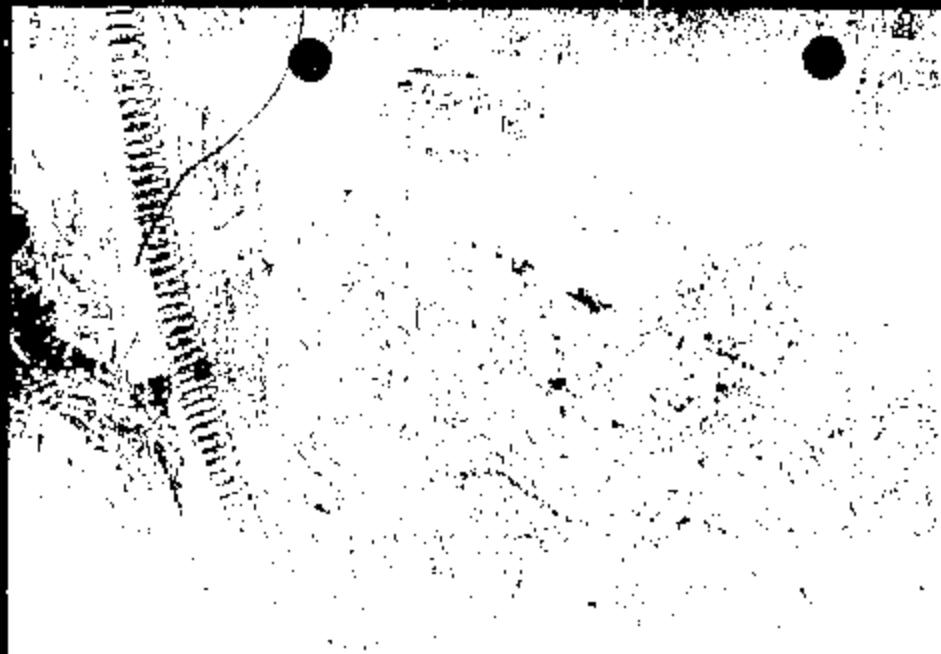


Photo # 40

Shows driver side floor area after fire debris was removed - carpet still intact.

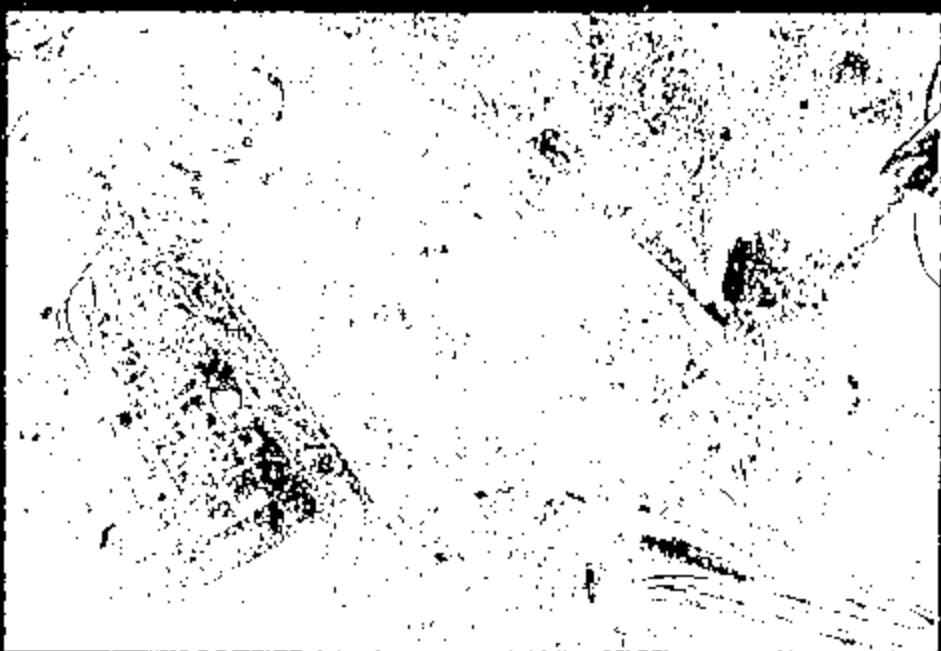


Photo # 41

Shows front passenger side floor area after fire debris was removed.



Photo # 42

Shows radio and wiring still intact.



Photo # 43

Shows examination of engine.



Photo # 44

Shows examination of engine.



Photo # 45

Shows examination of engine.



Photo # 46

Shows greatest damage is to the rear driver side of the engine, near firewall.

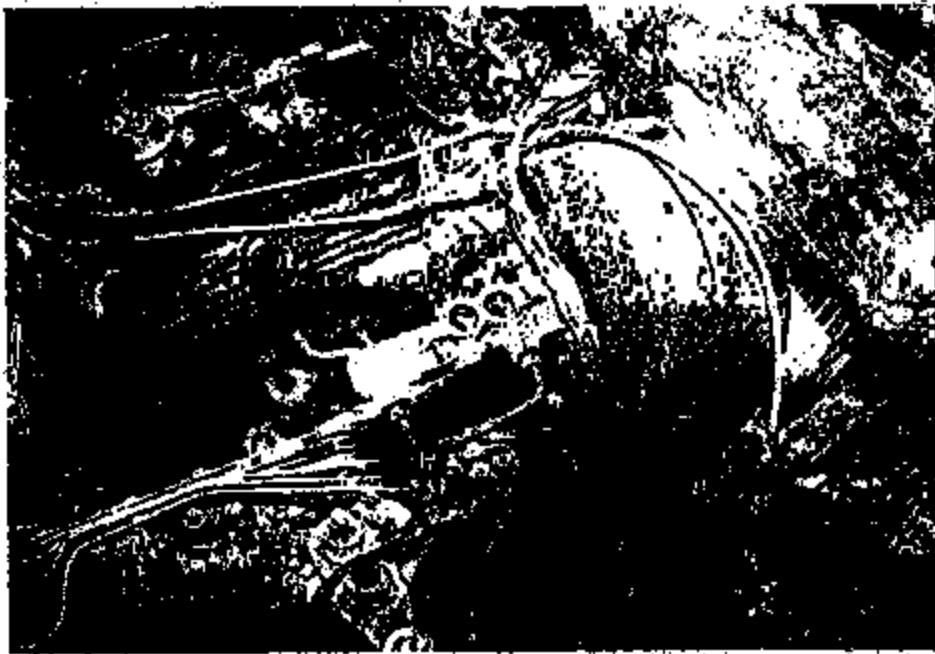


Photo # 47

Shows greatest damage to the rear driver side of engine, near firewall.



Photo # 48

Shows greatest damage to rear driver side of engine, near firewall.

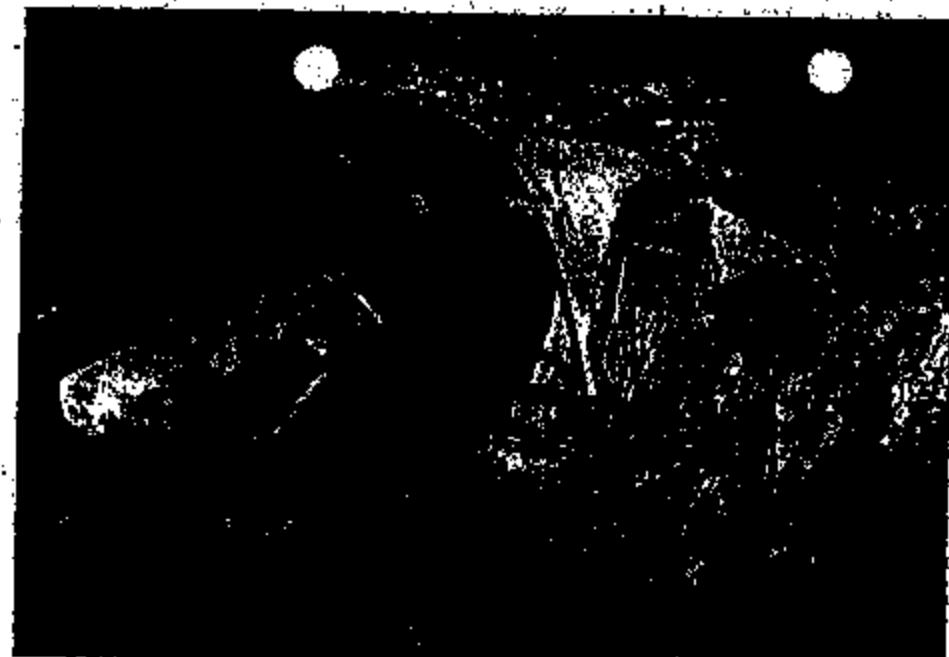


Photo # 49

Shows greatest damage to  
rear driver side of engine,  
near firewall.



Photo # 50

Shows greatest damage to  
rear driver side of engine,  
near firewall.



Photo # 51

Shows remains of hose in  
front of engine area.



Photo # 52

Shows severe damage to  
battery in front passenger  
side engine.



Photo # 53

Shows least damage was  
to the passenger side of  
engines.



Photo # 54

Shows examination of  
underneath area in rear of  
vehicle.

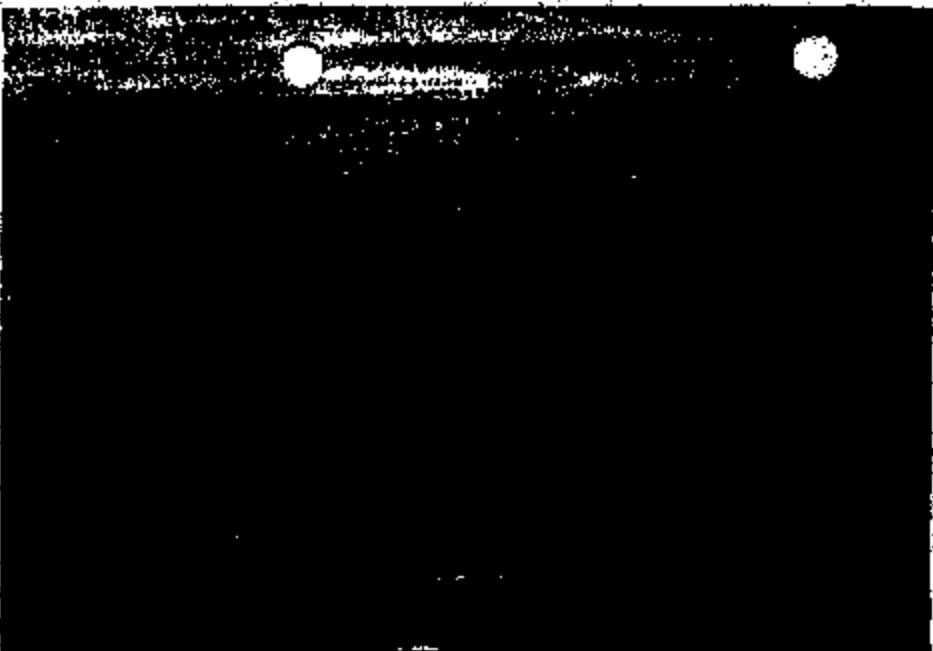


Photo # 55

Shows examination of  
underside area in rear of  
vehicle.



Photo# 56

Shows examination of  
area underneath engine.

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**LAKE CHARLES  
FIRE CLAIMS**

[REDACTED] Lincoln Town Car  
[REDACTED] Fire [REDACTED]

Leesville, Louisiana

Date of Fire: January 5, 2003

State Farm File: [REDACTED]

Haag File No: [REDACTED]

State Farm & Casualty Company  
Post Office Box 6510  
Lake Charles, Louisiana

Attention: Mr. Roger Perez

January 28, 2003.

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Dallas, Texas  
January 28, 2003

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LAKE CHARLES  
FIRE CLAIMS

State Farm & Casualty Company  
Post Office Box 6510  
Lake Charles, Louisiana

Attention: Mr. Roger Perez

Re: [REDACTED] Lincoln Town Car  
Fire

[REDACTED]  
Leesville, Louisiana

Date of Fire: January 5, 2003

State Farm File:

Haag File No: 1[REDACTED]

Complying with your request, we have inspected a burned vehicle to determine the origin and cause of a fire in the vehicle. We were also requested to determine if the fire cause was related to fires on other Lincoln Town Cars that resulted in a manufacturer recall. Our inspection was conducted on January 16, 2003.

This engineering report has been written for your sole use and purpose and only you have the authority to distribute it to any other person, firm, or corporation. Haag Engineering Co. and its agents and employees do not have and do disclaim any contractual relationship with, or duty or obligation to, any party other than the addressee of this report and the principals for whom the addressee is acting. Only the engineers who signed this document have the authority to change its contents and then only in writing to you. This report addresses the results of work completed to date. Should additional information become available, we reserve the right to amend, as warranted, any of our conclusions.

### DESCRIPTION

The burned vehicle was a 1993 Lincoln Town Car Executive series, VIN 1LNLM81W8PY727462. The vehicle was equipped with a 4.6 liter V-8 engine, airbags, air conditioning, power steering, power brakes, cruise control, power door locks, and power windows. The odometer on the vehicle was burned and not readable, however, the last recorded mileage on the vehicle at title transfer on July 15, 2002, was 196,500 miles. The vehicle was

State Farm Fire and Casualty  
████████ Lincoln Town Car/Fire  
Leesville, Louisiana

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January 28, 2003

Haag File ██████████

built at Lincoln's Wixom, Michigan plant. The color of the vehicle was unknown and there was no license plate or registration information on the vehicle at the time of our inspection. Our inspection was done at Get-It-Dunn garage, 5030 Jefferson Paige Road, Shreveport, Louisiana.

## **BACKGROUND**

### **SCENE BACKGROUND**

Mr. Bo Roberts, of Bo Roberts and Associates, LLC, provided us with background information from the fire scene. Mr. Roberts was the initial origin and cause investigator. According to Mr. Roberts, ██████████ owned the vehicle. ██████████ was having trouble with his brake lights and took the car to ██████████ for help. ██████████ is an employee of Auto Zone. ██████████ replaced the brake light fuse and drove the car on Tuesday, December 31, 2002, prior to the fire. He reported that he parked the car in his garage about 7:00 p.m. on Tuesday. On Saturday, January 3, 2003, about 4:00 pm, a fire started in the garage where the car was parked. ██████████ stated that he was near the car 10 minutes prior to when the fire was reported and did not notice any smoke or fire at that time.

██████████ who lives in ██████████ (next door to the captioned address) reported the fire. He observed that the fire was confined to the vehicle when he first saw it. The fire subsequently spread to the house, damaging the house, three other vehicles, and a boat that was parked next to the car.

██████████ also provided us with background information from the scene. According to ██████████ the involved vehicle had brake light failures several times. He was asked to determine the cause of the failures, and discovered an open 15-amp brake light fuse. He replaced the fuse with another 15-amp fuse as specified by the manufacturer. He drove the vehicle on both Monday and Tuesday prior to the fire (December 31, 2002 and January 1, 2003), driving about 48 miles each day. He said that he attempted to use the cruise control during those excursions, but it did not work. He parked the car in his garage on Tuesday, January 1.

On Friday, January 4, ██████████ said that he was awakened at about 3:30 am by a strong smell of "electrical" burning. He attempted to find the source of the smell, but could not. At 6:30 am, when ██████████ rose for the morning, he no longer smelled the burning odor. On Saturday, at 3:55 pm, he left his house in his vehicle for a destination five blocks away. From that place, he saw a smoke plume in the general direction of his house, and returned to see what it was. When he arrived, the police were on the scene, and the involved vehicle was on fire. He reported that the majority of the flame when he arrived appeared to be on

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January 29, 2003

LAKE CHARLES Haag File: 1030046-134/129  
FIRE CLAIMS

the driver's side in the passenger compartment, and that that flame spread over the entire car moments later.

## VEHICLE BACKGROUND

Recall information on Ford Lincoln Town Cars manufactured between 1992 and 1993 was obtained from various Internet sources. Copies of the information are included in the attachments.

On May 13, 1999, the National Highway Transportation Safety Administration (NHTSA) announced a Lincoln recall of Lincoln Town Cars built in 1993. This recall affected 262,695 vehicles and was assigned NHTSA Campaign Identification Number 99V124000. The recall was for an electrical problem that involved the cruise control. According to the NHTSA, the speed control deactivation switch can develop a resistive short that could potentially result in an under hood fire. The fire is possible both with the vehicle running and with the vehicle off. The defect was reported to also potentially cause the speed control system fuse or brake light fuse to open. Owner notification began on May 20, 1999.

On May 18, 1999, CNN Money reported that Ford had attributed 147 fires in "high end sedans" which prompted the recall. This story was repeated in the Naples (Florida) Daily News on July 28, 2000, and expanded to specify that the sedans were Lincoln Town Cars, Mercury Grand Marquis, and Ford Crown Victorias.

The Dallas Business Journal reported on December 28, 2001 that Texas Instruments, Inc. was named by Ford as a third party defendant in the cases involving this recall. Reported losses to Texas Instruments were in excess of \$2 million to date because of litigation stemming from fires involving the defect, and Texas Instruments expected that number to increase. The article also stated that the NHTSA had reported 67 percent of the vehicles recalled had been successfully recalled and repaired.

According to several sources, the fires that occur involving the electrical defects start on the driver's side engine compartment near the firewall. This is the location of the cruise control module on these vehicles.

Additional background information was obtained from the Ford dealer, Bankston Ford in Dallas, Texas, and from Lincoln Customer Relationship phone line (1-800-541-4140). The customer service representatives were not identified. According to both Bankston Ford and the Lincoln Customer Relationship representative, the vehicle involved in this inspection has no outstanding recalls associated with it and (according to the Lincoln Customer Relationship representative), it has not been subject to any recalls to date. We asked why this vehicle was excluded from the cruise control electrical problems recall issued on May

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## LAKE CHARLES FIRE CLAIMS

13, 1999, but we were told that no information on why a specific car would be excluded was available.

### EXEMPLAR INSPECTION

We inspected an operating 1995 Lincoln Town Car with features similar to the involved vehicle to determine the general layout of the engine components. The cruise control module was mounted on the left (driver) side of the engine compartment near the firewall along the far left side. The cruise control and throttle cables were routed together across the engine block to the throttle. The cruise control cable crossed over the top of the master cylinder and entered the cruise control module from the back. See photographs of the exemplar automobile.

### INSPECTION

At the time of our inspection, the involved vehicle had been transported to Get-It-Dunn garage for inspection. The vehicle was in a garage bay with a lift supporting the vehicle frame. The vehicle was burned from front to back. The back tires had rubber intact completely around the wheels but the front tires had rubber intact for only about one-quarter of the way around the wheels. The right (passenger) side wheel was intact but deformed; the left (driver) side wheel was melted on the inside toward the engine in two areas. Burning at the rear of the vehicle was less severe than at the front of the vehicle. The brakes and taillights of the vehicle were burned and melted but identifiable. The wiring insulation around the lights had been consumed by fire and the bulbs were broken. The trunk was burned but the lock was intact and we did not open it.

The passenger compartment appeared to have been fully involved. The material and padding on the rear and front seats was consumed by fire. The metal frame and springs in the seats appeared to be intact. The steering column was burned but the ignition switch remained in the steering column. The keys were not apparent in the melted remains of the ignition switch. The fuse box was melted but intact and the wire insulation in the wire bundle leading to the fuse box was melted together but intact. We were able to separate the wires successfully at the fuse box. The fuses in the fuse box were melted but intact. We were able to remove fuse number 12 (15 amp) and number 6 (10 amp) to verify that both fuses were intact and not blown. Fuse number 12 was identified as the stoplights, hazard lights, brake shift, and speed control; fuse number 6 was identified as the speed control for 1993 models only (see the fuse diagram in the Attachments). We did not move or check the other fuses in the fuse block.

We found the passenger side visor on the floor of the vehicle in contact with the carpet. The carpet below the visor was unburned. The windshield glass on the driver's side only was melted outward into the windshield support. The remainder of the windshield glass appeared to have fallen inside the vehicle passenger compartment.

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### **LAKE CHARLES FIRE CLAIMS**

The engine compartment was burned from the left (driver) side to the right (passenger) side and from the firewall to the front of the vehicle. The origin of the fire appeared to be on the left (driver) side near the firewall.

The oil level was full and the oil was black and viscous and smelled burned. The transmission level was full. The transmission fluid was red and translucent and did not smell burned. All plastic and aluminum components on the left side near the firewall were consumed by fire including the plastic brake fluid reservoir, the aluminum housing for the cruise control, and all hoses. The wiring harnesses in this area were burned and the copper wiring remaining was brittle and red in color. The wire insulation had been completely consumed by the fire. The cruise control cable was intact but neither the servor motor nor any iron or copper parts to the cruise control were found. Three small relays approximately one inch in each dimension, which were later identified as electronic emission control (EEC) power relay, the fuel pump relay, and the air conditioning (AC) cutout relay, were found attached to the copper wires in the wiring harness. The brake master cylinder appeared to be burned but intact. We did not open the master cylinder.

The front left (driver) side of the engine was burned. A rubber hose that was identified as the engine cooling hose was charred but intact toward the front of the engine compartment. This hose had fallen below the engine but was connected to the engine on the left side toward the front. The top and front of the engine compartment were also burned but aluminum and plastic components were still visible and/or intact. The aluminum radiator fins were melted but identifiable in the front of the engine compartment. The aluminum and plastic components on top of the engine were melted and charred. Cables to the engine throttle from the cruise control module and accelerator pedal were intact. The battery on the right front side of the engine compartment was burned but many of the plates were intact and recognizable. Stacked battery plates totaling about five inches thick remained where the battery had been located. Wires to the oxygen sensor on the right (passenger) side of the engine were intact and the insulation on those wires was not melted. These wires were routed around the back of the engine toward the firewall and low on the right side of the engine.

### **DISCUSSION**

The fire originated in the right (driver) side of the engine compartment near the firewall and the brake master cylinder. This presumes that the fire origin is in the vehicle as was determined by the origin and cause investigation done at the scene by [REDACTED] and as verified by witnesses.

The fire began in the engine compartment, as indicated by the damaged windshield glass that melted low on the left (driver) side before the windshield broke. Fire then spread to the upper portion of the passenger compartment as shown by the fallen visor on the carpet that protected

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**2002-025 23844**

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the carpet from burning, and the melted (but not burned) wire insulation and fuses near the fuse box low in the passenger compartment on the drivers side. Fire propagated to the rest of the passenger compartment, but did not consume plastics and other combustible material low in the passenger compartment. This sequence of events is consistent with an engine fire origin but is not consistent with a passenger compartment fire origin.

The origin of the fire within the engine compartment is also evident based on the extent of burning in the engine compartment. The fire did not consume wiring insulation on the right (passenger) side of the engine compartment nor did it burn low on the right side or in front of the vehicle. Fuel is abundant in the engine compartment, causing fire to propagate rapidly. However, the oxygen available to burn is used up as fire progresses, causing the fuel to burn incompletely as the fire progresses. The oxygen sensor wire is a high temperature wire but the wiring and harness were not burned further away from the sensor behind the engine where non-high temperature connectors and wiring is used. Even high temperature wire insulation is consumed at temperatures that will melt aluminum, about 1,220 degrees Fahrenheit. This indicates that the hottest and longest lasting fire, which is also usually the origin, was located near the firewall on the left (drivers) side.

The fire reportedly began four days after the car had been last driven. This eliminates any residual heat in the engine as a possible ignition source, and makes the probable ignition source electrical. The battery in the vehicle is the only stored energy source capable of igniting the fuel in the vehicle after prolonged inactivity.

This fire is consistent with the fires associated with the Lincoln recall on 1992 and 1993 Lincoln Town Cars. The fire began after the vehicle was inactive, the fire started in the engine compartment on the left (driver) side close to the firewall where the fires involved in the recall all occurred. The brake fuse on the vehicle was reported blown prior to the fire and was replaced. According to Lincoln, the defect that caused the fires associated with the recall can also cause the brake fuse to blow. This is consistent with the defect existing on this vehicle. The burning electrical smell reported by [REDACTED] is consistent with a failure of an electronic component with power applied, and the wiring diagram for the cruise control shows that power is continuously applied to the cruise control module, even with the key off (see the Attachments). Since the cruise control and all associated equipment that was potentially defective, was consumed in the fire and no remains were found, no analysis of those components can be done.

## CONCLUSIONS

Based on the background information we received and our inspection, we conclude the following:

1. The fire origin was on the left (driver) side engine compartment near the firewall.

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2. The fire cause cannot be definitively identified, as the fire consumed the components involved.
3. The fire cause is probably associated with defective electrical system (cruise control deactivation switch) that was the subject of a recall on similar vehicles (NHTSA Campaign ID number 99V194000) dated May 13, 1999.

Respectfully submitted,

HAAG ENGINEERING CO.



Robert N. Fleishmann, P.E.  
Louisiana Registration 19214



Mark T. Babb, P.E.  
Texas Registration 82201

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## East Naples woman's Town Car burst into flames

Ford Motor Co.'s world headquarters in Dearborn, Mich., reported 147 fires, two injuries and no deaths involving not only '92 and '93 Town Cars, but also the Ford-produced Mercury Grand Marquis and the Ford Crown Victoria.

Friday, July 28, 2000

By MARCI ELLIOTT, Staff Writer

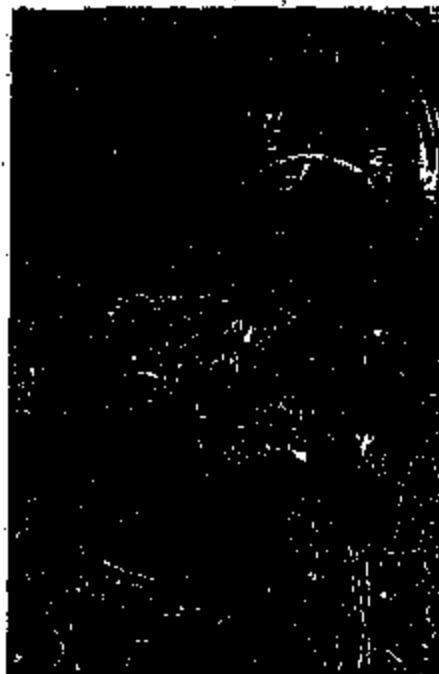
NAPLES — [REDACTED] loved the Lincoln Town Car she bought in 1992. Until it burst into flames.

Now, the silver luxury sedan sits in a lot at Morley's Towing and Auto Transport in Naples, totaled on Tuesday by a fire that [REDACTED] said was "horrifying."

"The flames were huge," said [REDACTED], a technical writer for a local systems group. "I had just returned to work after lunch with a friend, and an announcement came over the loudspeaker that a Lincoln Town Car was on fire in the parking lot. We expected smoke, but what we saw was flames."

[REDACTED] Town Car fire was not an isolated incident in Southwest Florida, area fire officials said Wednesday.

[REDACTED] and [REDACTED] '92 Town Car caught on fire on April 18, 1999, and destroyed not only the vehicle, but their Fort Myers



Gay McCabe's 1992 Lincoln Town Car

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FIRE CLAIMS**

one.

caught fire Tuesday after she returned from lunch and parked in the lot at her Naples job. Romain Blanquart/Staff

"The house has been rebuilt, and we have a Nissan now," said Thursday.

"We're all fine, and that's what counts. And we had good insurance. But it's good that this is coming out again now, because a lot of people may still not know about their Town Cars."

The fires occur in the Town Cars usually when the cars are parked — rarely when they're in use, according to area fire officials. The frequency of the fires in 1992 and 1993 Town Cars prompted one fire chief to send a strong message last year to owners of those models in Southwest Florida.

"There was definitely a problem with these vehicles. In the past year and a half, there were five (Town Car) fires in our district alone," Chief Dan Laffin, of the Iona-McGregor Fire District in Fort Myers, said Wednesday. "I warned the owners to park the cars outside their garages and away from their homes — and if they owned a Lincoln Town Car, to have them checked."

Now, a year after his warning, Laffin said the fire potential may still exist in 1992 and 1993 model Town Cars — and he's still concerned.

Naples fire officials also are familiar with the problem of Town Car fires.

"We're aware of it. It's almost a no-brainer," said Fire Cmdr.

Sheldon Reed of the Naples Police and Emergency Services Department. "We were made aware of the issue through the state fire marshal."

Reed said the Town Car fires all had the same origin — under the hood, where a hole is usually melted. Although he said there was no exact number of Town Car fires in Naples' records, Reed theorized that the occurrence of fires in the area may be because of the percentage of affluent residents in the population.

"There's a prestige attached to Town Cars," he said. "Retired people like to drive them because they're big and heavy, and they're luxurious."

Ford Motor Co.'s world headquarters in Dearborn, Mich., reported 147 fires, two injuries and no deaths involving not only '92 and '93 Town Cars, but also the Ford-produced Mercury Grand Marquis and the Ford Crown Victoria.

Ford, the nation's second-largest automaker, after General Motors, issued a recall on May 19, 1999, saying the cars' owners would be

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notified by mail to take their vehicles to their dealers to correct the defect. The problem, Ford officials said, was traced to a factory-equipped cruise-control switch that could short-circuit, overheat and catch fire — even though the car is turned off.

[REDACTED] 92 Town Car fire was one of the 147 reported, but he's not happy with the remedy Ford offered.

The Fort Myers resident has become so deeply involved in the issue that he's set up a World Wide Web site: [www.FlamingTownCars.com](http://www.FlamingTownCars.com).

"Ford issued a recall five weeks after my car went up in flames on April 23, 1999," [REDACTED] said. "The fire was so intense, it melted the entire hood. There are pictures on the Web site."

After a year of communicating with Ford officials in Michigan and with Fort Myers Lincoln-Mercury, where Yates bought his Town Car on Nov. 28, 1998, he said the most Ford would offer him was less than two-thirds of the car's value.

"I'm not trying to gouge anybody," [REDACTED] said. "I asked for the book value of the car at the time of the fire, for the cost of the other items in my car, and for \$12,000 to \$15,000 damage to my house. The big sticking point is the value of the car."

What they offered seemed to be 35 percent less than every price I could find for a comparable car."

[REDACTED], who lives in Lely Resort in East Naples, said she and her husband never received a recall letter from Ford or the dealer where they bought their Town Car.

A Fort Myers Lincoln-Mercury employee, who asked not to be named, said Thursday that recalls were always handled through the manufacturer, not through the dealership. Fort Myers company officials were out of town and could not be reached for comment Thursday.

Ford makes every possible contact with owners of its vehicles when there's a recall, said Mike Vaughn, a corporate spokesman in Ford's Customer Satisfaction Department in Dearborn.

"Oh, boy. We do a very good job of tracking our customers," Vaughn said. "Every customer receives a letter, followed up by a post card. Customers can also contact us at our Web site, [Ford.com](http://Ford.com), and punch in their VIN (vehicle identification number). There are several ways to contact us."

Vaughn said the National Highway Traffic Safety Administration investigated the fires associated with Town Cars and other Ford cars — but Ford sent out its recalls when it learned of the fires, not because of

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directions from the NHTSA.

The manufacturer of the hazardous speed-control switch, many of which were made in Canada, has corrected the defect, Vaughn said. And many owners who received recall letters have had their defective switches replaced in the past year, although there's no way to tell how many, he added.

But compensation for fire damage or destruction is left to the owners' insurance companies, Vaughn said.

"Generally, they're covered by insurance on a case-by-case basis, depending on the facts," he said. "If anything good comes out of this, it would be that the people who received recall notifications took their vehicles in and had the defect corrected."

Also in today's Naples section:

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## Suits over bad vehicle switch name TI, Ford

[Dallas' Texas Instruments pays out \\$2 million-plus so far](#)

Jeff Bounds Staff Writer

**NORTH DALLAS** — Texas Instruments Inc. has lost more than \$2 million because of federal lawsuits over cruise-control deactivation switches it made for Ford Motor Co. that allegedly caused undriven fires, often resulting in damage to vehicles and homes and sometimes injuries, documents and interviews show.

The deactivation switches were installed in 1992 and 1993 models of the Lincoln Town Car, Ford Crown Victoria and Mercury Grand Marquis that were equipped with cruise control.

In May of 1999, Ford recalled 262,695 of those vehicles, warning that a "defective" switch could short-circuit, possibly causing smoke or fire, disabling the cruise control or blowing a brake-light fuse, which in turn would put out one of the brake lights.

According to the National Highway Traffic Safety Administration,

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nearly 67% of the recalled vehicles, or roughly 175,740, were brought in and had the problem fixed. That would leave more than 86,950 recalled cars that weren't brought in, either because the owner declined to do so or because the car was no longer on the road or for some other reason.

While the lawsuits claim fires took place between 1996 and 2001, Dallas-based TI says in a court filing that most of the ~~TI~~ occurred in 1998.

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TI's total exposure from the suits, which have been filed in states including Texas and Illinois, is unclear. In a court filing, the company said it has "incurred substantial losses in excess of \$2 million as a result of these claims, and will continue to incur losses in the future."

A TI spokeswoman, Gail Chandler, says the effect of the suits will not be "material" -- the standard by which federal regulators require publicly held companies to disclose such events to the investing public. TI's filings with the federal Securities and Exchange Commission have not mentioned the suits.

Neither TI nor Ford would say how many suits have been filed over the cruise-control switches, and neither would comment on the various cases.

"I'm not sure I want to invest the time to have somebody go through the archives on this," said Kathleen Vokes, a Ford spokeswoman in Detroit.

In related litigation, however, TI says it has been named as a defendant in "numerous" suits "generally alleging property damage (as well as some allegations of bodily injury and mental anguish) as a result of these underhood fires."

According to the Pacer research service, nearly a dozen federal lawsuits have been filed since 1996 in which Ford and Texas Instruments together have been defendants. Typically, the plaintiffs have named Ford, which in turn has brought in TI as a third-party defendant.

Though several such suits have been thrown out by judges, TI and Ford recently settled some of them. In May, for example, they settled a suit brought by a Louisiana insurance company, which had a customer whose house, car and property were allegedly destroyed by a fire

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caused by the cruise-control switch in a 1993 Lincoln.

Some of the suits were filed by insurance companies seeking reimbursement from Ford and TI for costs they allegedly sustained covering claims by their customers. Allstate Insurance Co., for instance, brought litigation in federal court in Chicago over such payments to more than 20 of its customers.

An Allstate attorney did not return a call seeking comment.

#### Houston case

Other lawsuits have been pursued directly by consumers.

Timothy Riley, a Houston attorney, is representing a couple there whose house sustained \$325,000 worth of damage in a fire. Riley says the fire started in the couple's 1992 Lincoln Town Car, which he says was parked in their garage.

"We tried to mediate (the case) the other day, and we were unable to get it settled," Riley says. "I think it will go to trial."

Meanwhile, TI is pursuing a suit of its own in Dallas County District Court against three of its insurance companies. Documents there claim the companies failed to pay defense costs TI incurred in cruise-control litigation. The insurers — New York-based American Alternative Insurance Co., and Continental Casualty Co. and Fidelity and Casualty Co. of New York, both of Illinois — either couldn't be reached or declined to comment.

Though TI once was something of a manufacturing conglomerate, it sold many of its operations in the mid-1990s to focus on manufacturing a specialized computer chip called a digital signal processor, or DSP.

However, Chandler says, the company has retained a Massachusetts division that makes various types of sensors and controls, including some for the automotive market.

Chandler says TI no longer makes the cruise-control switch in question, though it does make variations for other types of vehicles.

*Editorial Assistant Cynthia D. Webb contributed research for this story. Contact DBJ writer Jeff Bounds at [jbounds@bizjournals.com](mailto:jbounds@bizjournals.com) or (214) 706-7122.*

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FIRE CLAIMS

5902-825 25887

[Return to Antony Anderson's website](#)

<a href="#">Cruise Control Home</a>	<a href="#">Home</a>	<a href="#">What is Cruise Control?</a>	<a href="#">What is Sudden Acceleration?</a>	<a href="#">Sudden Acceleration Examples</a>	<a href="#">Sudden Acceleration Mechanism</a>	<a href="#">Sudden Acceleration References</a>
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### A Note on Automobile Cruise Control Faults and Sudden Acceleration

by Dr Antony Anderson C.Eng FIIE

FEB - 3 2003

LAKE CHARLES

#### 6. Frequency of sudden acceleration incidents and alleged examples CLAIMS

[Alleged incidents - Litigation - Denial of McMath Petition - Discussion of NHTSA Denial](#)

##### **Alleged incidents of sudden acceleration**

Reported cases of sudden acceleration, in terms of the restricted NHTSA definition mentioned in the last section are relatively infrequent. For example, in a study carried out between 1979 and 1987 on a population of 4.7 million cars from six manufacturers, there were 20 deaths, 877 injuries in 2,782 accidents to sudden acceleration. In my view, to these should be added many potential sudden acceleration events that do not come within the NHTSA definition, for example: events that occurred on the move; events that did not result in an accident; speed instabilities; anomalous intermittent events [e.g. cruise control that only works in wet weather, horn and cruise that have both stopped working etc.]

Well publicised examples of suspected cruise control malfunction are:

- May 2002 : Safetyforum.com report a number of alleged sudden unintended acceleration incidents involving Ford vehicles and state that in recent litigation Ford have been required to "disclose documents that revealed the breadth of the problem, ... the company's prior knowledge of the cruise control design defects and its efforts to keep them hidden." <http://www.safetyforum.com/fordspa/>
- Autumn of 2000 : Several examples of Sudden Unexplained Acceleration in Ford Explorer vehicles in the UK, were reported in a Channel 4 TV documentary on Runaway Cars. UK vehicles in question had all been on the move without Cruise Control engaged.
- Dec 1999 : "2000 Ford Focus (31,000 vehicles) recalled because the speed control cable end fitting can allow water to enter the speed control servo assembly. If this occurs corrosion the servo assembly could develop and cause intermittent speed control operation or prevent the throttle from returning to idle. A throttle that does not return to idle could result in unexpected acceleration, increasing the risk of a crash." <http://www.safetyforum.com/sua/>
- May 1999 : Ford recalled about 279,000 1992 and '93 Lincoln Town Car, Mercury Grand Marquis and Ford Crown Victoria sedans equipped with factory-installed cruise control. Ford is reported as saying in a statement that "a potentially defective cruise control deactivation switch could short-circuit, which in turn could overheat and catch fire. A short also could disable the cruise control system and blow the brake light fuse." Ford also reported 47 incidents involving a fire that may have been caused by the faulty switch and two injuries, but that there had been no fatalities related to the problem. [NHTSA Recall No. 99V-124/Ford Recall No. 99S15]
- Oct 4, 1996 : Chrysler disclosed in a letter to the Office of Defects Investigation that it knew of 98 incidents of unintended acceleration between 1993 and 1996 involving Cherokees and another 241 involving Grand Cherokees ref: <http://www.safetyforum.com/ug/>
- A group of independent engineering experts claims to have uncovered a defect specific in the



**SERVICE BAY FUNCTIONS.** Next, select EATC ELECT AUTO TEMP CNTRL MODULE. Now, select MODULE CONFIGURATION. Next, select one of the following: 99 Continental, 99 Expedition, 00 Lincoln LS, 99-00 Navigator, 99 Town Car, 00 Town Car. At this point, the NGS Tester automatically finishes the software change. You'll receive a positive or negative response. If the EATC module matches the criteria on the FSF card, the NGS Tester will change the necessary data and display a positive response.

If the EATC module has already been updated or does not meet the criteria on the FSF card, the NGS Tester will state that the change is not needed and will not reprogram the module.

The problem occurs in some 1999-2000 Expeditions, Navigator and Town Cars built through 8/31/99 and some 1999-2000 Continentals and 2000 LS models built through 10/15/99.

If it's not something you can do yourself (unless you have the NGS scanner)...I posted it because I seem to remember folks complaining about erroneous readings to their doctor and getting the typical "duhhh...that's the way it is" response...now you have something to give them so they can do the fix.

## 21. How to wire in a Valentine-One radar detector

I purchased the V1 and the optional concealed module. I mounted the V1 itself with velcro on the rear deck, just ahead of the third breaklight. You just need one-half of the velcro, as the loops grab onto the carpet on the rear deck very firmly. The main radar "window" points to the front of the car. I have the unit offset slightly to the side of the third break light so the rear "window" of the unit beside the controls, can "see" out the rear window. I drilled a small hole through the rear deck to feed the RJ-11 cord from the V1 down to the trunk. I then removed the rear seat bench (two small release latches are visible from the passenger compartment) and routed the RJ-11 under the seat, down the drivers side of the car, under the carpet along the doorsills. Removed the drivers side kick panel near the door to mount the small power module for the V1. Tapped into a switched 12V source somewhere down there, along with a ground. Ran the RJ-11 from the other side of the V1 power module up the pillar to the drivers side corner of the windshield. Used 3m double-sided tape to secure the module to the glass itself. Dont use velcro here, because the module will just keep falling down. Dont use crazy glue, because there isnt enough surface area on the backside of the module to hold. 3M tape works great.

I also decided to get a simple red square off/on switch from Radio Shack. I routed the power wire from the V1 power module to this switch which allows me to turn the V1 unit off/on at will. I drilled a small hole in the blank panel right below the Fuel Door/Trunk Release switch. The remote concealed module has a button that allows you to temporarily mute the V1 if you encounter a false alarm or a series of false alarms (excellent feature) and also allows you to switch sensitivity modes.

To finish things off, I purchased a 3rd brake light cover from the Lincoln dealer and set this cover on top of the V1 in my back deck. With my tinted windows, even in bright light, its impossible to see the V1. The additional brake light cover covers the V1 almost completely, and the cover looks very natural and unassuming back there. The open end faces the front of the car, keeping the radar detection to the front of the car open. Rear radar detection is somewhat reduced, I assume, because the beams now have to penetrate the plastic. But in 15 years of driving, I've never been nailed with radar from the rear anyways. My front laser detection is still good, because everytime Im behind an SUV with a high LCD-type 3rd brake light, it sets off the V1 lasers.

For a bit more protection, I also purchased the laser diffuser license plate cover from [www.radarbusters.com](http://www.radarbusters.com). On the rear of my LS I have the anti red-light camera plate over my tag. But that's another story. :-)

22. What do all those numbers and letters mean in the VIN (Vehicle Identification Number)?

Lincoln LS VIN Number Decoder

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## Lake Charles

200 CLAMS

- 1 - Nation of Origin - 1=USA  
L - Manufacturer - L=Ford Motor Company-Lincoln  
N - Vehicle Type - N=Passenger Car  
H - Restraint System - L=Airbag; F=2nd Generation Airbag; H=2nd Generation + Side Airbag  
M - Designation - Lincoln  
87 - Body Type - TownCar=81 through 85; LS=86; LS=87; MarkVIII=81&82; Continental=87  
A - Engine - A=3.9LV8; S=3LV8; V=Cont & MarkVIII 4.6LV8; W=TownCar 4.6LV8  
5 - Check Digit - This is mathematically generated based on the other digits/letters in the VIN. Each character is assigned a numeric value. These values are then summed together and divided by 11. The numerator of the remaining fraction is this digit. If the numerator is '10, this digit is "X".  
1 - Model Year - Y=2000; 1=2001; 2=2002; etc  
Y - Assembly Plant - Y=Wixom, Michigan where all LS models are built  
0778901 - Sequential Production number - All Lincolns have numbers between 600000 and 999999. These numbers are assigned randomly. They are not sequential.

58010	LA	1/4/2003	1	2003003	1	NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure	Basic

Street Address [REDACTED]	<input type="checkbox"/> Address is on the Wildland Fire Module		Census Tract:		
Number/Milepost	Prefix	Street or Highway	BLVD	Street Type	Suffix
Apt./Suite/Room Seventh St.	LEESVILLE		LA	[REDACTED]	Zip Code
Cross street or directions					

Incident Type 111 Building fire	Date & Times		Shifts & Alarms		
Aid Given or Received None	Their FDID	State	Alarm:	1/4/2003 16:11:00	1 1 SW
			Arrival:	1/4/2003 16:12:00	Shift Alarm Dist.
			Controlled:	1/4/2003 16:45:00	
			Last Unit:	1/4/2003 16:30:00	Special Studies

Actions Taken		Resources									
11 - Extinguish Primary Action Taken (1) 60 - Systems and services, other National Action Taken (2) 60 - Information, investigation & enforcement, other Additional Action Taken (3)		<input checked="" type="checkbox"/> Apparatus or Personnel Form Used <table> <tr> <td>Apparatus</td> <td>Personnel</td> </tr> <tr> <td>Suppression:</td> <td>0</td> </tr> <tr> <td>EMS:</td> <td>0</td> </tr> <tr> <td>Other:</td> <td>0</td> </tr> </table> <input type="checkbox"/> Resource counts include aid received		Apparatus	Personnel	Suppression:	0	EMS:	0	Other:	0
Apparatus	Personnel										
Suppression:	0										
EMS:	0										
Other:	0										
Estimated Dollar Losses & Values											
<b>LOSSES</b> Property: 60,000 <input type="checkbox"/> Contents: 60,000 <input type="checkbox"/> <b>PRE-INCIDENT VALUE:</b> Property: 0 <input checked="" type="checkbox"/> Contents: 0 <input checked="" type="checkbox"/>											

Casualties <input checked="" type="checkbox"/> None	Deaths	Injuries	Hazardous Materials Released
Fire Service: 0	0	0	N None
Civilian: 0	0	0	
Detector U Unknown			Mixed Use Property 40 Residential use

Property Use 419 - 1 or 2 family dwelling	
--	--

**Person/Entity involved**

Business name	Phone Number
Mr., Ms., Mrs. First Name	MI Last Name Suffix
Number Prefix Street or Highway	Street Type Suffix
Post Office Box Apt/Suite/Room	LEESVILLE City
LA State Zip Code	

**Owner**

Business name	Phone Number
Mr., Ms., Mrs. First Name	MI Last Name Suffix
Number Prefix Street or Highway	Street Type Suffix
Post Office Box Apt/Suite/Room	LEESVILLE City
LA State Zip Code	

**Authorization**

Officer in charge:	Edwards, Leonard, R SHIFT LEAD Assignment	Signature: 1/4/2003 Date	Sub. Capt. Leonard R. Edwards
Member making report:	Allen, Mike, D Assignment	Signature: 1/4/2003 Date	Firefighter Mike D. Allen

58010	LA	1/4/2003	1	2003003	1	NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure	Notes

Title: Incident notes

No Notes Entered.

38010	LA	1/4/2003	1	2003003	1	NFIRS - 2
FDID	State	Incident Date	Station	Incident Number	Exposure	Fire

#### Property Details

1  
 Not Residential      0.000  
 Est. number of residential units      Acres burned  
 Buildings not involved

0  
 Number of buildings involved

On-Site Materials or Products       None

- |                      |                 |
|----------------------|-----------------|
| On-site material (1) | Storage use (1) |
| On-site material (2) | Storage use (2) |
| On-site material (3) | Storage use (3) |

#### Ignition

77 Roof surface: exterior  
 Area of origin  
 24 Heat from direct flame, convection currents  
 Object Source  
 UU Undetermined  
 Stem first ignited       Confined to object of origin  
 UU Undetermined  
 Type of material first ignited

#### Cause Of Ignition

Exposure Report  
 0 Fire cause, other  
 Cause

#### Factors Contributing To Ignition

None  
 71 Exposure fire  
 Factor contributing to ignition (1)  
 Factor contributing to ignition (2)

#### Human Factors Contributing To Ignition

None  
 Asleep  
 Possibly impaired by alcohol or drugs  
 Unattended person  
 Possibly mentally disabled  
 Physically disabled  
 Multiple persons involved  
 Age was a factor  
 Estimated age of person involved  
 Sex of person involved

58010	LA	1/4/2003	1	2003003	1	NFIRS - 2
FDID	State	Incident Date	Station	Incident Number	Exposure	Fire

Equipment involved in ignition:		<input checked="" type="checkbox"/> None	Equipment Power
NNN	None		Equipment Power Source Code
Equipment code			
Brand:			Equipment Portability
Model:			<input type="checkbox"/> Portable
Serial #:			<input type="checkbox"/> Stationary
Year:	0		

Fire Suppression Factors:		<input checked="" type="checkbox"/> None
Fire suppression factor (1)		
Fire suppression factor (2)		
Fire suppression factor (3)		

Mobile Property Involved:		<input checked="" type="checkbox"/> None	Mobile Property Type & Make
<input type="checkbox"/>	Not involved in ignition, but burned		Mobile property type
<input type="checkbox"/>	Involved in ignition, but did not burn		Mobile property make
<input type="checkbox"/>	Involved in ignition and burn		
Mobile property model	0	Year:	
License Plate Number	State	VIN Number	

Local Use:			
<input type="checkbox"/>	Pre-Fire Plan Available		
<input type="checkbox"/>	Arson report attached		
<input type="checkbox"/>	Police report attached		
<input type="checkbox"/>	Coroner report attached		
<input type="checkbox"/>	Other reports attached		

58G10	LA	1/4/2003	Station	2003003	6	Exposure	NFIRS - 1 Basic
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Location Street Address	<input type="checkbox"/> Address is on the Wildland Fire Module			Census Tract: [REDACTED]			
Number/Milepost	Prefix	Street or Highway	Street Type	[REDACTED] Suffix			
Apt/Suite/Room Seventh St	LEESVILLE			LA	[REDACTED]	Zip Code	[REDACTED]
Cross street or directions				State	[REDACTED]		

Incident Type 151 Passenger vehicle fire	Their FDID	Date & Times	Shifts & Alarms
Aid Given or Received None		Alarm: 1/4/2003 16:11:00	1 1 SW
		Arrival: 1/4/2003 16:16:00	Shift Airm. Dist
		Controlled: 1/4/2003 16:45:00	
		Last Unit: 1/4/2003 16:26:00	Special Studies
	Their Incident Number		

Actions Taken		Resources	
11 - Extinguish		<input checked="" type="checkbox"/> Apparatus or Personnel Form Used	
Primary Action Taken (1)		Apparatus	Personnel
Additional Action Taken (2)		Suppression: 0	0
Additional Action Taken (3)		EMS: 0	0
		Other: 0	0
		<input type="checkbox"/> Resource counts include aid received	
Estimated Dollar Losses & Values			
LOSSES			
Property:		0	<input checked="" type="checkbox"/> None
Contents:		0	<input checked="" type="checkbox"/>
PRE-INCIDENT VALUE:			
Property:		0	<input checked="" type="checkbox"/>
Contents:		0	<input checked="" type="checkbox"/>

Casualties <input checked="" type="checkbox"/> None		Hazardous Materials Released	
		Deaths	Injuries
Fire Service:	0	0	
Civilian:	0	0	
Detector		Mixed Use Property	

Property Use			
419 1 or 2 family dwelling			

**Person/Entity Involved****Business Name****Phone Number**

Mr., Ms., Mrs. [REDACTED] First Name [REDACTED] MI [REDACTED] Last Name [REDACTED]

[REDACTED]  
Suffix

Number [REDACTED] Prefix [REDACTED] Street or Highway [REDACTED]

[REDACTED]  
Street Type SuffixPost Office Box [REDACTED]  
LA  
State

Apt./Suite/Room [REDACTED]

LEESVILLE  
City

Zip Code [REDACTED]

**Owner****Business Name****Phone Number**

Mr., Ms., Mrs. [REDACTED] First Name [REDACTED] MI [REDACTED] Last Name [REDACTED]

[REDACTED]  
Suffix

Number [REDACTED] Prefix [REDACTED] Street or Highway [REDACTED]

[REDACTED]  
Street Type SuffixPost Office Box [REDACTED]  
LA  
State

Apt./Suite/Room [REDACTED]

LEESVILLE  
City

Zip Code [REDACTED]

**Authorization**Officer in charge: Edwards, Leonard, R  
SHIFT LEAD  
Assignment

Signature:

Sub. Capt. Leonard R. Edwards

1/4/2003

Date

Member making report:

Allen, Mike, D  
SHIFT LEAD  
Assignment

Signature:

Firefighter Mike D. Allen

1/4/2003

Date

58010	LA	1/4/2003		2003003	5		NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure		Notes

Title: Incident notes

No Notes Entered

58010	LA	1/4/2003	Station	2003003	5	NPIRS - 2
FDID	State	Incident Date		Incident Number	Exposure	Fires

#### Property Details

0  Not Residential 0.000  None  
 Est. number of residential units Acres burned  Less than one acre  
 0  
 Number of buildings involved

On-Site Materials or Products  None

On-site material (1)	Storage use (1)
On-site material (2)	Storage use (2)
On-site material (3)	Storage use (3)

#### Ignition

80 Vehicle area, other  
 Area of origin  
 Radiated heat from another fire

Lat Source  
 UU Undetermined

Item first ignited  Confined to object of origin  
 UU Undetermined  
 Type of material first ignited

#### Cause Of Ignition

Exposure Report  
 0 Fire cause, other  
 Cause

#### Factors Contributing To Ignition

None  
 71 Exposure fire  
 Factor contributing to ignition (1)

Factor contributing to ignition (2)

#### Human Factors Contributing To Ignition

None  
 Asleep  
 Possibly impaired by alcohol or drugs  
 Unattended person  
 Possibly mentally disabled  
 Physically disabled  
 Multiple persons involved

Age was a factor

Estimated age of person involved

Sex of person involved

58010	LA	1/4/2003	Station	2003003	5	NFIRS - 2
FDID	State	Incident Date		Incident Number	Exposure	Fire

Appliance Involved in Ignition <input checked="" type="checkbox"/> None NNN: None Equipment code Brand: Model: Serial #: Year: 0	Equipment Power  Equipment Power Source Code  Equipment Portability <input type="checkbox"/> Portable <input type="checkbox"/> Stationary
---	---

Fire Suppression Factors <input checked="" type="checkbox"/> None Fire suppression factor (1) Fire suppression factor (2) Fire suppression factor (3)
---

Mobile Property Involved <input type="checkbox"/> None <input type="checkbox"/> Not involved in ignition, but burned <input type="checkbox"/> Involved in ignition, but did not burn <input type="checkbox"/> Involved in ignition and burn  GMX 304 Mobile property model LA License Plate Number	Mobile Property Type & Make 11 Passenger car. Mobile property type CH Chevrolet Mobile property make
Year: 1987 State: 1GNEV18K28F138867 VIN Number:	

Local Links  <input type="checkbox"/> Pre-Fire Plan Available <input type="checkbox"/> Arson report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner report attached <input type="checkbox"/> Other reports attached
---

58010	LA	1/4/2003	Station	2003003	5	NFIRS - 9 Apparatus
-------	----	----------	---------	---------	---	------------------------

Unit ID: 8274      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: 1GDP7H1C4XJ518274      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
             Engine      Clear: 1/4/2003      16:26:00  
                         In Quarters: 1/4/2003      16:30:00

**Actions Taken**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

Allen, Mike, D	Sub. Driver Mike D. Allen	Firefighter
----------------	---------------------------	-------------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Lafce, Harold, L	Driver Harold L. Lafce	Driver
------------------	------------------------	--------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Unit ID: 8069      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: CHV736V149069      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
             Engine      Clear: 1/4/2003      16:26:00  
                         In Quarters: 1/4/2003      16:30:00

**Actions Taken**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

Bush, Ronald, K	Driver Ronald K. Bush	Driver
-----------------	-----------------------	--------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Ledesma, Juan	Firefighter Juan Ledesma	Firefighter
---------------	--------------------------	-------------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Unit ID: 4556      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: 1FDXD80U9BVJ34556      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
             Engine      Clear: 1/4/2003      16:26:00  
                         In Quarters: 1/4/2003      16:30:00

**Actions Taken**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

ENR2-025 25162



58010	LA	1/4/2003	1	2003003	0	NPIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure	Basic

Location Street Address	<input type="checkbox"/> Address is on the Wildland Fire Module	Census Tract:	
Number/Milepost	Prefix Street or Highway	Street Type	Suffix
Apt/Suite/Room Seventh St	LEESVILLE	LA State	Zip Code
Cross street or directions			

Incident Type 131 Passenger vehicle fire	Date & Times	Shifts & Alarms
Aid Given or Received None	Alarm: 1/4/2003 18:11:37	1 1 SW
	Arrival: 1/4/2003 18:16:19	Shift Alarm Diet
	Controlled: 1/4/2003 18:46:00	
	Last Unit: 1/4/2003 18:26:37	Special Studies
Their FDID      State		
Their Incident Number		

Actions Taken		Resources	
11 Extinguish		<input checked="" type="checkbox"/> Apparatus or Personnel Form Used	
Primary Action Taken (1) Information, investigation & enforcement, other		Apparatus	Personnel
Additional Action Taken (2) 10 remove smoke		Suppression: 0	0
Additional Action Taken (3)		EMS: 0	0
		Other: 0	0
		<input type="checkbox"/> Resource counts include aid received	
Estimated Dollar Losses & Values			
LOSSES			
Property: 0		<input checked="" type="checkbox"/> None	
Contents: 0		<input checked="" type="checkbox"/>	
PRE-INCIDENT VALUE:			
Property: 0		<input checked="" type="checkbox"/>	
Contents: 0		<input checked="" type="checkbox"/>	

Casualties <input checked="" type="checkbox"/> None		Hazardous Materials Released	
Deaths 0		Injuries 0	N None
Fire Service: 0			
Civilian: 0			
Detector: U Unknown		Mixed Use Property 40 Residential use	

Property Use 1 or 2 family dwelling			
--	--	--	--

**Person/Entity involved**

Business name

Phone Number

Mr., Ms., Mrs. First Name MI Last Name

Suffix

Number Prefix Street or Highway

BLVD  
Street Type Suffix

Post Office Box Apt/Suite/Room

LEESVILLE  
CityLA  
State Zip Code**Owner**

Business name

Phone Number

Mr., Ms., Mrs. First Name MI Last Name

Suffix

Number Prefix Street or Highway

Street Type Suffix

Post Office Box Apt/Suite/Room

LEESVILLE  
CityLA  
State Zip Code**Authorization**Officer in charge: Edwards, Leonard, R  
SHIFT LEAD  
Assignment

Signature:

1/4/2003

Sub. Capt. Leonard R. Edwards

Date

Member making report: Allen, Mike, D  
Assignment

Signature:

1/4/2003

Firefighter Mike D. Allen

Date

58010	LA	1/4/2003	1	2003003	0	NFIRS -1
FDID	State	Incident Date	Station	Incident Number	Exposure	Notes

Title: Incident notes

Fire started under the hood of the Ford Lincoln which was under the carport  
which started the house , Boat, and 3 cars on fire and the house next door at [REDACTED]  
had some damage on the outside siding.

58010	LA	1/4/2003	1	2003003	0	NFIRS - 2
FID	State	Incident Date	Station	Incident Number	Exposure	Fire

#### Property Details

0

Est. number of residential units

Not Residential

0.000

Acres burned

None

Less than one acre

1

Number of buildings involved

Buildings not involved

On-Site Materials or Products  None

On-site material (1)

Storage use (1)

On-site material (2)

Storage use (2)

On-site material (3)

Storage use (3)

#### Ignition

83 Engine area, running gear, wheel area

Area of origin

Undetermined

Heat Source

UU Undetermined

Item first ignited  Confined to object of origin

UU Undetermined

Type of material first ignited

#### Cause Of Ignition

Exposure Report

0 Fire cause, other

Cause

#### Factors Contributing To Ignition

None

NN None

Factor contributing to ignition (1)

Factor contributing to ignition (2)

#### Human Factors Contributing To Ignition

None

Age was a factor

Asleep

Estimated age of person involved

Possibly impaired by alcohol or drugs

Unintended person

Sex of person involved

Possibly mentally disabled

Physically disabled

Multiple persons involved

58010	LA FDID	1/4/2003 State	1 Incident Date	2003009 Station	0 Incident Number	Exposure	NFIRS - 2 Fire
-------	------------	-------------------	--------------------	--------------------	----------------------	----------	-------------------

Equipment involved in ignition  NNN None Equipment code  Brand: Model: Serial #: Year: 0	Equipment Power  Equipment Power Source Code  Equipment Portability  <input checked="" type="checkbox"/> Portable <input type="checkbox"/> Stationary
--	--

Fire Suppression Factors  <input checked="" type="checkbox"/> None  Fire suppression factor (1)  Fire suppression factor (2)  Fire suppression factor (3)
---

Mobile Property Involved  <input type="checkbox"/> None  <input checked="" type="checkbox"/> Not involved in ignition, but burned <input checked="" type="checkbox"/> Involved in ignition, but did not burn <input checked="" type="checkbox"/> Involved in ignition and burn  Mark IV Mobile property model  License Plate Number State VIN Number	Mobile Property Type & Make  11 Passenger car. Mobile property type  LI Lincoln Mobile property make
--	--

Local Use  <input type="checkbox"/> Pre-Fire Plan Available  <input type="checkbox"/> Arson report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner report attached <input type="checkbox"/> Other reports attached
---

58010	LA	1/4/2003	1	2003003	0	NFIRS - 3 Apparatus
FORD	State	Incident Date	Station	Incident Number	Exposure	

Unit ID: 8274 Dispatched: 1/4/2003 18:11:37 Use: Suppression  
 Serial #: 1GDP7H1C4XJ518274 Enroute: 1/4/2003 18:12:00  
 Type: 11 Arrival: 1/4/2003 18:18:19  
       Engine Clear: 1/4/2003 18:28:37  
       In Quarters: 1/4/2003 18:30:00

**Actions Taken**

- |  |                   |
|--|-------------------|
| 1) 11 Extinguish                                   | 3) 10 Fire, other |
| 2) 80 Information, investigation & enforcement, ot | 4)                |

Personnel ID	Name	Rank
--------------	------	------

Allen, Mike, D	Sub. Driver Mike D. Allen	Firefighter
Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Lafce, Harold, L	Driver Harold L. Lafce	Driver
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Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Unit ID: 9069 Dispatched: 1/4/2003 18:11:37 Use: Suppression  
 Serial #: CHV736V149069 Enroute: 1/4/2003 18:12:00  
 Type: 11 Arrival: 1/4/2003 18:18:19  
       Engine Clear: 1/4/2003 18:28:37  
       In Quarters: 1/4/2003 18:30:00

**Actions Taken**

- |                   |  |
|-------------------|--|
| 1) 11 Extinguish  | 3) 80 Information, investigation & enforcement |
| 2) 10 Fire, other | 4)   |

Personnel ID	Name	Rank
--------------	------	------

Bush, Ronald, K	Driver Ronald K. Bush	Driver
Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Ledeoema, Juan	Firefighter Juan Ledeoema	Firefighter
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Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Unit ID: 4656 Dispatched: 1/4/2003 18:11:37 Use: Suppression  
 Serial #: 1FDXD80U9BVJ34556 Enroute: 1/4/2003 18:12:00  
 Type: 11 Arrival: 1/4/2003 18:18:19  
       Engine Clear: 1/4/2003 18:28:37  
       In Quarters: 1/4/2003 18:30:00

**Actions Taken**

- |  |                   |
|--|-------------------|
| 1) 11 Extinguish                                   | 3) 10 Fire, other |
| 2) 80 Information, investigation & enforcement, ot | 4)                |

Personnel ID	Name	Rank
--------------	------	------

E982-025 25100

58610	LA	1/4/2003	1	2003003	0	NPIRS - 9
FDID	State	Incident Date	Station	Incident Number	Exposure	Apparatus
Edwards, Leonard, R		Sub. Capt. Leonard R. Edwards				Sub. Capt.
Type Action Taken 1): 11		Extinguish				
Type Action Taken 2): 80		Information, Investigation & enforcement, other				

58010	LA	1/4/2003	Station:	2003003	Incident Number	3	Exposure	NFIRS - 1 Basic
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Location Street Address	<input type="checkbox"/> Address is on the Wildland Fire Module				Census Tract:		
Number/Milepost	Prefix	Street or Highway	Street Type	Suffix			
Apt/Suite/Room Seventh St.	LEESVILLE		LA				
Cross street or directions			State	Zip Code			

Incident Type 131 Passenger vehicle fire	Date & Times	Shifts & Alarms
Aid Given or Received None	Alarm: 1/4/2003 16:11:00	1 1 SW
Their FDID State	Arrival: 1/4/2003 16:16:00	Shift Alarm Diet
Their Incident Number	Controlled: 1/4/2003 16:46:00	
	Last Unit: 1/4/2003 16:26:00	Special Studies

<b>Actions Taken:</b>	<b>Resources:</b>
11 Extinguish	<input checked="" type="checkbox"/> Apparatus or Personnel Form Used
Primary Action Taken (1)	Apparatus      Personnel
Additional Action Taken (2)	Suppression: 0      0
Additional Action Taken (3)	EMS: 0      0
	Other: 0      0
	<input type="checkbox"/> Resource counts include aid received
<b>Estimated Dollar Losses &amp; Values</b>	
<b>LOSSES</b>	None
Property: 0	<input checked="" type="checkbox"/>
Contents: 0	<input checked="" type="checkbox"/>
<b>PREINCIDENT VALUE:</b>	
Property: 0	<input checked="" type="checkbox"/>
Contents: 0	<input checked="" type="checkbox"/>

<b>Casualties</b> <input checked="" type="checkbox"/> None	<b>Hazardous Materials Released</b>
Deaths      Injuries	N None
Fire Service: 0      0	
Civilians: 0      0	
<b>Detector</b>	<b>Mixed Use Property</b>

<b>Property Use</b>	
1 or 2 family dwelling	

**Person/Entity Involved**

Business name [REDACTED]	Phone Number
Mr., Ms., Mrs. First Name [REDACTED] MI Last Name [REDACTED]	Suffix:
Number Prefix Street or Highway [REDACTED]	BLVD Street Type Suffix:
Post Office Box [REDACTED]	LEESVILLE
LA State [REDACTED]	City
Apt./Suite/Room [REDACTED]	Zip Code

**Owner**

Business name [REDACTED]	Phone Number
Mr., Ms., Mrs. First Name [REDACTED] MI Last Name [REDACTED]	Suffix:
Number Prefix Street or Highway [REDACTED]	Street Type Suffix:
Post Office Box [REDACTED]	LEESVILLE
LA State [REDACTED]	City
Apt./Suite/Room [REDACTED]	Zip Code

**Authorization**

Officer in charge:	Edwards, Leonard, R.	Signature:
SHIFT LEAD	1/4/2003	Sub. Capt. Leonard R. Edwards
Assignment	Date	
Member making report:	Allen, Mike, D.	Signature:
Assignment	1/4/2003	Firefighter Mike D. Allen
	Date	

58010	LA	1/4/2009		2003003	3	NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure	Notes

Title: Incident notes

No Notes Entered

58010	LA	1/4/2003		2003003	3	NFIRS - 2
FID	State	Incident Date	Station	Incident Number	Exposure	Fire

<b>Property Details</b>	
0 Est. number of residential units	<input checked="" type="checkbox"/> Not Residential <input type="checkbox"/> Buildings not involved
0 Number of buildings involved	0.000 Acres burned
<input checked="" type="checkbox"/> None <input type="checkbox"/> Less than one acre	

<b>Ignition</b>	<b>Cause Of Ignition</b>
80 Vehicle area, other	<input checked="" type="checkbox"/> Exposure Report
<b>Area of origin</b>	<input type="checkbox"/> Fire cause, other
Radiated heat from another fire	<b>Causes</b>
<b>Heat Source</b>	<b>Factors Contributing To Ignition</b>
UU Undetermined	<input checked="" type="checkbox"/> None
Item first ignited	71 Exposure fire
UU Undetermined	Factor contributing to ignition (1)
Type of material first ignited	Factor contributing to ignition (2)

<b>Human Factors Contributing To Ignition</b>	<input type="checkbox"/> None	<input type="checkbox"/> Age was a factor.
<input type="checkbox"/> Asleep		
<input type="checkbox"/> Possibly impaired by alcohol or drugs		
<input type="checkbox"/> Unattended person	<b>Estimated age of person involved</b>	
<input type="checkbox"/> Possibly mentally disabled		
<input type="checkbox"/> Physically disabled		
<input type="checkbox"/> Multiple persons involved	<b>Sex of person involved</b>	

58010	LA	1/4/2003	Station	2003003	3	NPIRS - 2
FDID	State	Incident Date		Incident Number	Exposure	Fire

Equipment involved in ignition:	<input checked="" type="checkbox"/> None	Equipment Power:
NNN	None	<input type="checkbox"/> Equipment Power Source Code
Equipment code:		
Brand:		
Model:		
Serial #:		
Year:	0	<input type="checkbox"/> Portable <input type="checkbox"/> Stationary

Fire Suppression Factors:	<input checked="" type="checkbox"/> None
Fire suppression factor (1)	
Fire suppression factor (2)	
Fire suppression factor (3)	

Mobile Property Involved:	<input type="checkbox"/> None	Mobile Property Type & Make:
<input type="checkbox"/> Not involved in ignition, but burned		11 Passenger car
<input type="checkbox"/> Involved in ignition, but did not burn		Mobile property type
<input type="checkbox"/> Involved in ignition and burn		CD Cadillac
FLEETWOOD	1985	Mobile property make
Mobile property model	Year	
██████████	CK616XJA013593	
License Plate Number	State	VIN Number

Local Use:
<input type="checkbox"/> Pre-Fire Plan Available
<input type="checkbox"/> Arson report attached
<input type="checkbox"/> Police report attached
<input type="checkbox"/> Coroner report attached
<input type="checkbox"/> Other reports attached

58010	LA FDID	1/4/2003 Incident Date	Station	2003003 Incident Number	3 Exposure	NFIRS - 3 Apparatus
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Unit ID: 8274 Dispatched: 1/4/2003 16:11:00 Use: Suppression  
 Serial #: 1GDP7H1C4XJ518274 Enroute: 1/4/2003 16:12:00  
 Type: 11 Arrival: 1/4/2003 16:16:00  
       Engine Clear: 1/4/2003 16:26:00  
       In Quarters: 1/4/2003 16:30:00

**Actions Taken**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

Allen, Mike, D	Sub. Driver Mike D. Allen	Firefighter
Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Lafoe, Harold, L	Driver Harold L. Lafoe	Driver
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Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Unit ID: 9069 Dispatched: 1/4/2003 16:11:00 Use: Suppression  
 Serial #: CHV736V149069 Enroute: 1/4/2003 16:12:00  
 Type: 11 Arrival: 1/4/2003 16:16:00  
       Engine Clear: 1/4/2003 16:26:00  
       In Quarters: 1/4/2003 16:30:00

**Actions Taken**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

Bush, Ronald, K	Driver Ronald K. Bush	Driver
Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Ledesma, Juan	Firefighter Juan Ledesma	Firefighter
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Type Action Taken 1): 11	Extinguish	
Type Action Taken 2): 80	Information, investigation & enforcement, other	

Unit ID: 4556 Dispatched: 1/4/2003 16:11:00 Use: Suppression  
 Serial #: 1FDXD80U9BVJ34556 Enroute: 1/4/2003 16:12:00  
 Type: 11 Arrival: 1/4/2003 16:16:00  
       Engine Clear: 1/4/2003 16:26:00  
       In Quarters: 1/4/2003 16:30:00

**Actions Taken**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

58010	LA	1/4/2003		2003003	3		NPIRS - 9
FDID	State	Incident Date	Station	Incident Number	Exposure		Apparatus

58010	LA	1/4/2003	1	2003003	8	NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure	Basic

Location Street Address	<input type="checkbox"/> Address is on the Wildland Fire Module			Census Tract:			
Number/Milepost	Prefix	Street or Highway		Street Type	Suffix		
Apartment/Unit/Room	LEESVILLE			LA	Zip Code		
Cross street or directions							

Incident Type <b>111 Building fire</b>	Date & Times	Shifts & Alarms
Aid Given or Received None	Alarm: 1/4/2003 18:11:00	1 1 SW
	Arrival: 1/4/2003 18:16:00	Shift: Alarm: Diet
	Controlled: 1/4/2003 18:45:00	
	Last Unit: 1/4/2003 18:29:00	Special Studies
Their FDID State		
Their Incident Number		

<b>Actions Taken</b>	<b>Resources</b>												
11 Extinguish <b>Primary Action Taken (1)</b> 12 Notify other agencies. <b>Additional Action Taken (2)</b> 86 Investigate <b>Additional Action Taken (3)</b>	<input checked="" type="checkbox"/> Apparatus or Personnel Form Used <table> <thead> <tr> <th></th> <th>Apparatus</th> <th>Personnel</th> </tr> </thead> <tbody> <tr> <td>Suppression:</td> <td>0</td> <td>0</td> </tr> <tr> <td>EMR:</td> <td>0</td> <td>0</td> </tr> <tr> <td>Other:</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <input type="checkbox"/> Resource counts include aid received		Apparatus	Personnel	Suppression:	0	0	EMR:	0	0	Other:	0	0
	Apparatus	Personnel											
Suppression:	0	0											
EMR:	0	0											
Other:	0	0											
<b>Estimated Dollar Losses &amp; Values</b>													
<b>LOSSES</b> Property: 1,500 <input type="checkbox"/> Contents: 0 <input checked="" type="checkbox"/> <b>PRE-INCIDENT VALUE:</b> Property: 1,500 <input type="checkbox"/> Contents: 0 <input checked="" type="checkbox"/>													

<b>Casualties</b> <input checked="" type="checkbox"/> None	<b>Hazardous Materials Released</b>
Fire Services: 0 Deaths      0 Injuries Civilian: 0 Deaths      0 Injuries	N None
<b>Detector</b> U Unknown	Mixed Use Property 40 Residential use

<b>Property Use</b>	
9 1 or 2 family dwelling	

**Person/Entity Involved**

Business name		Phone Number	
Mr., Ms., Mrs.	First Name	MI	Last Name
Number	Prefix	Street or Highway	Street Type Suffix
Post Office Box	Apt./Suite/Room	City	
State	Zip Code		

**Owner**

Business name		Phone Number	
Mr., Ms., Mrs.	First Name	MI	Last Name
Number	Prefix	Street or Highway	Street Type Suffix
Post Office Box	Apt./Suite/Room	City	
State	Zip Code		

**Authorization**

Officer in charge:	Edwards, Leonard, R SHIFT LEAD Assignment	Signature: 1/4/2003 Date	Sub. Capt. Leonard R. Edwards
Member making report:	Lafos, Harold, L DRIVER Assignment	Signature: 1/4/2003 Date	Driver Harold L. Lafos

58010	LA	1/4/2003	1	2003003	0	NFIRS -1
FID	State	Incident Date	Station	Incident Number	Exposure	Notes
Title: Incident notes						

No Notes Entered

55010	LA	1/4/2003	1	2003003	6	NFIRS - 2
FMD	State	Incident Date	Station	Incident Number	Exposure	Fire

#### Property Details

1  
Est. number of residential units.

Not Residential

0.000

None

Acres burned

Less than one acre

0  
Number of buildings involved

Buildings not involved

On-Site Materials or Products  None

On-site material (1)

Storage use (1)

On-site material (2)

Storage use (2)

On-site material (3)

Storage use (3)

#### Ignition

77 Roof surface: exterior

Point of origin

Undetermined

Heat Source

UU Undetermined

Item first ignited  Confined to object of origin

UU Undetermined

Type of material first ignited

#### Cause Of Ignition

Exposure Report

0 Fire cause, other

Cause

#### Factors Contributing To Ignition

None

71 Exposure fire

Factor contributing to ignition (1)

Factor contributing to ignition (2)

#### Human Factors Contributing To Ignition

None

Age was a factor

Asleep

Possibly impaired by alcohol or drugs

Unattended person

Possibly mentally disabled

Physically disabled

Multiple persons involved

Estimated age of person involved

Sex of person involved

58010	LA	1/4/2003	1	2003003	6	NFRS - 2
FDID	State	Incident Date	Station	Incident Number	Exposure	Fire

<b>Equipment Involved in Ignition</b>		<b>Equipment Power</b>
<input checked="" type="checkbox"/> None NNN: None <b>Equipment code</b> Brand: Model: Serial #: Year: 0		<b>Equipment Power Source Code</b>  <input type="checkbox"/> <input type="checkbox"/> Portable <input type="checkbox"/> Stationary

<b>Fire Suppression Factors</b>	
<input checked="" type="checkbox"/> None Fire suppression factor (1) Fire suppression factor (2) Fire suppression factor (3)	

<b>Mobile Property Involved</b>		<b>Mobile Property Type &amp; Make</b>
<input checked="" type="checkbox"/> None <input type="checkbox"/> Not involved in ignition, but burned. <input type="checkbox"/> Involved in ignition, but did not burn. <input type="checkbox"/> Involved in ignition and burn		<b>Mobile property type</b>  <b>Mobile property make</b>
Mobile property model	0 Year	
License Plate Number	State	VIN Number

<b>Local Use</b>	
<input type="checkbox"/> Pre-Fire Plan Available <input type="checkbox"/> Arson report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner report attached <input type="checkbox"/> Other reports attached	

58010	LA	1/4/2003	1	2003003	6	NFIRS - 9 Apparatus
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Unit ID:	8274	Dispatched:	1/4/2003	16:11:00	User:	Suppression
Serial #:	1GDP7H1C4XJ518274	Enroute:		00:00:00		
Type:	11	Arrival:	1/4/2003	16:16:00		
	Engine	Clear:	1/4/2003	16:26:00		
		In Quarters:		00:00:00		
<b>Actions Taken:</b>						
1)	11	Extinguish	3)	88	Investigate	
2)	51	Ventilate	4)	92	Standby	

Personnel ID	Name	Rank
Allen, Mike, D	Firefighter Mike D. Allen	Firefighter
	Type Action Taken 1): 11 Extinguish	
	Type Action Taken 2): 51 Ventilate	
	Type Action Taken 3): 88 Investigate	
	Type Action Taken 4): 92 Standby	
Lafos, Harold, L	Driver Harold L. Lafos	Driver
	Type Action Taken 1): 11 Extinguish	
	Type Action Taken 2): 51 Ventilate	
	Type Action Taken 3): 88 Investigate	
	Type Action Taken 4): 92 Standby	

Unit ID:	9089	Dispatched:	1/4/2003	16:11:00	User:	Suppression
Serial #:	CHV736V148089	Enroute:		00:00:00		
Type:	62	Arrival:	1/4/2003	16:16:00		
	Light end air unit	Clear:	1/4/2003	16:26:00		
		In Quarters:		00:00:00		
<b>Actions Taken:</b>						
1)	11	Extinguish	3)	51	Ventilate	
2)	88	Investigate	4)			

Personnel ID	Name	Rank
Bush, Ronald, K	Driver Ronald K. Bush	Driver
	Type Action Taken 1): 11 Extinguish	
	Type Action Taken 2): 88 Investigate	
	Type Action Taken 3): 92 Standby	
Ledesma, Juan	Firefighter Juan Ledesma	Firefighter
	Type Action Taken 1): 11 Extinguish	
	Type Action Taken 2): 88 Investigate	
	Type Action Taken 3): 51 Ventilate	

58010	LA	1/4/2003	1	2003003	8	
FDID	State	Incident Date	Station	Incident Number	Exposure	NFIRS - 8 Apparatus

Unit #:	4556	Dispatched:	1/4/2003	16:11:00	Use: Suppression
Serial #:	1FDXD80U9BVJ34556	Enroute:		00:00:00	
Type:	11	Arrival:	1/4/2003	16:16:00	
	Engine	Clear:	1/4/2003	16:28:00	
		In Quarters:		00:00:00	

**Actions Taken:**

- |                  |                   |
|------------------|-------------------|
| 1) 11 Extinguish | 3) 85 Investigate |
| 2) 51 Ventilate  | 4) 92 Standby     |

Personnel ID	Name	Rank
Edwards, Leonard, R	Sub. Capt. Leonard R. Edwards	Sub. Capt.

Type Action Taken 1): 11 Extinguish  
Type Action Taken 2): 51 Ventilate  
Type Action Taken3): 85 Investigate  
Type Action Taken 4): 92 Standby

58010	LA	1/4/2003	Station	2003003	2	NFIRS - 1
FDID	State	Incident Date		Incident Number	Exposure	Basic

Location	<input type="checkbox"/> Address is on the Wildland Fire Module			Census Tract:
Street Address	308	W Fertitta	BLVD	
Number/Milepost	Prefix	Street or Highway	Street Type	Suffix
Apt/Suite/Room	LEESVILLE	LA	71446	
	City	State	Zip Code	
Cross street or directions				

Incident Type 134 Boat	Date & Times	Shifts & Alarms
Aid Given or Received None	Alarm: 1/4/2003 18:11:00	1 1 SW
	Arrival: 1/4/2003 18:16:00	Shift Alarm Diet
	Controlled: 1/4/2003 18:45:00	
	Last Unit: 1/4/2003 18:26:00	Special Studies

Actions Taken	Resources
11 Extinguish	<input checked="" type="checkbox"/> Apparatus or Personnel Form Used
Primary Action Taken (1)	Apparatus Personnel
Additional Action Taken (2)	Suppression: 0 0
Additional Action Taken (3)	EMS: 0 0
	Other: 0 0
	<input type="checkbox"/> Resource counts include aid received
Estimated Dollar Losses & Values	
LOSSES	None
Property: 0	<input checked="" type="checkbox"/>
Contents: 0	<input checked="" type="checkbox"/>
PRE-INCIDENT VALUE:	
Property: 0	<input checked="" type="checkbox"/>
Contents: 0	<input checked="" type="checkbox"/>

Casualties <input checked="" type="checkbox"/> None	Hazardous Materials Released
Deaths      Injuries	N None
Fire Service: 0 0	
Civilian: 0 0	
Detector	Mixed Use Property

Property Use	
4+ 1 or 2 family dwelling	

**Person/Entity Involved**

Business name

(337)658-7646  
Phone Number

Mr., Ms., Mrs. First Name MI Last Name

Suffix

Number Prefix Street or Highway

Street Type Suffix

Post Office Box  
LA  
StateApt/Suite/Room  
[REDACTED]  
Zip Code

LEESVILLE

City

**Owner**

Business name

Phone Number

Mr., Ms., Mrs. Same First Name MI Last Name

Suffix

Number Prefix Street or Highway

Street Type Suffix

Post Office Box  
StateApt/Suite/Room  
[REDACTED]  
Zip Code**Authorization**Officer in charge: Edwards, Leonard, R  
SHIFT LEAD  
Assignment

Signature:

Sub. Capt. Leonard R. Edwards

1/5/2003  
Date

Member making report:

Allen, Mike, D

Signature:

Firefighter Mike D. Allen

1/5/2003  
Date

58010	LA	1/4/2003		2003003	2	NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure	Notes
Title: Incident notes						

Car Fire started Boat Fire.

08010	LA	1/4/2003	Station	2003003	2	NFIRS - 2
F01D	State	Incident Date		Incident Number	Exposure	Fire

#### Property Details

0  Not Residential 0.000  None  
 Est. number of residential units Acres burned  Less than one acre  
 0  Buildings not involved

#### Number of buildings involved

#### On-Site Materials or Products

On-site material (1)	Storage use (1)
On-site material (2)	Storage use (2)
On-site material (3)	Storage use (3)

#### Ignition

88 - Exterior, exposed surface

##### Area of origin

Heat from direct flame, convection currents

##### Heat Source

UU - Undetermined

Item first ignited  Confined to object of origin

UU - Undetermined

Type of material first ignited

#### Cause Of Ignition

0 - Fire cause, other	<input checked="" type="checkbox"/> Exposure Report
Causes	<input type="checkbox"/>

#### Factors Contributing To Ignition

None

71 - Exposure fire

Factor contributing to ignition (1)

Factor contributing to ignition (2)

#### Human Factors Contributing To Ignition

<input type="checkbox"/> None	<input type="checkbox"/> Age was a factor
<input type="checkbox"/> Asleep	
<input type="checkbox"/> Possibly impaired by alcohol or drugs	
<input type="checkbox"/> Unattended person	
<input type="checkbox"/> Possibly mentally disabled	
<input type="checkbox"/> Physically disabled	
<input type="checkbox"/> Multiple persons involved	

Estimated age of person involved

Sex of person involved

58010	LA	1/4/2003	Station	2003003	2.	NFIRS - 2
FDID	State	Incident Date		Incident Number	Exposure	Fire

<b>Equipment Involved In Ignition</b>		<b>Equipment Power</b>
<input checked="" type="checkbox"/> None <b>NNN</b> None Equipment code		<b>Equipment Power Source Code</b>
Brand: Model: Serial #: Year: 0		<input type="checkbox"/> Portable <input type="checkbox"/> Stationary

<b>Fire Suppression Factors</b>	
<input checked="" type="checkbox"/> None <b>Fire suppression factor (1)</b> <b>Fire suppression factor (2)</b> <b>Fire suppression factor (3)</b>	

<b>Mobile Property Involved</b>		<b>Mobile Property Type &amp; Make</b>
<input type="checkbox"/> None <input type="checkbox"/> Not Involved in Ignition, but burned <input type="checkbox"/> Involved in Ignition, but did not burn <input type="checkbox"/> Involved in Ignition and burn		41 Boat: shorter than 65 ft. with power <b>Mobile property type</b>  <b>Mobile property make</b>
5180385	0	
Mobile property model	Year	
LA		
License Plate Number	VIN Number	

<b>Local Use</b>	
<input type="checkbox"/> Pre-Fire Plan Available <input type="checkbox"/> Arson report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner report attached <input type="checkbox"/> Other reports attached	

58010	LA	1/4/2003		2003003	2	NPIRE - 9
FDID	State	Incident Date	Station	Incident Number	Exposure	Apparatus

Unit ID: 5274      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: 1GDP7H1C4XJ518274      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
           Engine      Clear: 1/4/2003      16:26:00  
                         In Quarters: 1/4/2003      16:30:00

**Actions Taken**

- |    |    |            |    |
|----|----|------------|----|
| 1) | 11 | Extinguish | 3) |
| 2) |    |            | 4) |

Personnel ID	Name	Rank
--------------	------	------

Allen, Mike, D	Sub. Driver Mike D. Allen	Firefighter
----------------	---------------------------	-------------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, Investigation & enforcement, other

Lafoe, Harold, L	Driver Harold L. Lafoe	Driver
------------------	------------------------	--------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, Investigation & enforcement, other

Unit ID: 9069      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: QHV736V149069      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
           Engine      Clear: 1/4/2003      16:20:00  
                         In Quarters: 1/4/2003      16:30:00

**Actions Taken**

- |    |    |            |    |
|----|----|------------|----|
| 1) | 11 | Extinguish | 3) |
| 2) |    |            | 4) |

Personnel ID	Name	Rank
--------------	------	------

Bush, Ronald, K	Driver Ronald K. Bush	Driver
-----------------	-----------------------	--------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, Investigation & enforcement, other

Ledeasma, Juan	Firefighter Juan Ledeasma	Firefighter
----------------	---------------------------	-------------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, Investigation & enforcement, other

Unit ID: 4556      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: 1FDXD80U8BVJ34556      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
           Engine      Clear: 1/4/2003      16:26:00  
                         In Quarters: 1/4/2003      16:30:00

**Actions Taken**

- |    |    |            |    |
|----|----|------------|----|
| 1) | 11 | Extinguish | 3) |
| 2) |    |            | 4) |

Personnel ID	Name	Rank
--------------	------	------

58010	LA	1/4/2003		2003003	2	NFIRS - 9
FDID	State	Incident Date	Status	Incident Number	Exposure	Apparatus
Edwards, Leonard, R		Sub. Capt. Leonard R. Edwards				Sub. Capt.
Type Action Taken 1): 11		Extinguish				
Type Action Taken 2): 80		Information, Investigation & enforcement, other				

58010	LA	1/4/2003	2003003	4	NFIRS - 1
FDID	State	Incident Date	Station	Incident Number	Exposure
					Basic

Location Street Address	<input type="checkbox"/> Address is on the Wildland Fire Module			Census Tract: [REDACTED]	
Number/Milepost	Prefix	Street or Highway	Street Type	Suffix	
Apt/Suite/Room Seventh St.	LEESVILLE			LA	Zip Code
Cross street or directions				State	

Incident Type 131 Passenger vehicle fire	Date & Times	Shifts & Alarms
Aid Given or Received None	Alarm: 1/4/2003 16:11:00	1 1 SW
	Arrival: 1/4/2003 16:16:00	Shift Alarm Dist.
	Controlled: 1/4/2003 16:45:00	
	Last Unit: 1/4/2003 16:26:00	Special Studies
Their FDID State		
Their Incident Number		

Actions Taken		Resources	
11 Extinguish		<input checked="" type="checkbox"/> Apparatus or Personnel Form Used	
Primary Action Taken (1)		Apparatus Personnel	
Additional Action Taken (2)		Suppression:	0 0
Additional Action Taken (3)		EMS:	0 0
Additional Action Taken (4)		Other:	0 0
		<input type="checkbox"/> Resource counts include aid received	
Estimated Dollar Losses & Values			
LOSSES			
Property:		0	<input checked="" type="checkbox"/> None
Contents:		0	<input checked="" type="checkbox"/>
PRE-INCIDENT VALUE:			
Property:		0	<input checked="" type="checkbox"/>
Contents:		0	<input checked="" type="checkbox"/>

Casualties		<input checked="" type="checkbox"/> None	
		Deaths	Injuries
Fire Service:		0	0
Civilian:		0	0
Detector		Mixed Use Property	

Property Use	
410 1 or 2 family dwelling	

**Person/Entity Involved**

Business name [REDACTED]

Phone Number [REDACTED]

Mr [REDACTED]  
Mr., Ms., Mrs. [REDACTED] First Name [REDACTED] MI [REDACTED] Last Name [REDACTED]

Suffix

Number [REDACTED] Prefix [REDACTED] Street or Highway [REDACTED]

BLVD  
Street Type [REDACTED] Suffix

Post Office Box [REDACTED] Apt./Suite/Room [REDACTED]

LEESVILLE

City

LA  
State

Zip Code [REDACTED]

**Owner**

Business name [REDACTED]

Phone Number [REDACTED]

Mr., Ms., Mrs. [REDACTED] First Name [REDACTED] MI [REDACTED] Last Name [REDACTED]

Suffix

Number [REDACTED] Prefix [REDACTED] Street or Highway [REDACTED]

BLVD  
Street Type [REDACTED] Suffix

Post Office Box [REDACTED] Apt./Suite/Room [REDACTED]

LEESVILLE

City

LA  
State

Zip Code [REDACTED]

**Authorization**Officer in charge: Edwards, Leonard, R Signature: [REDACTED]  
SHIFT LEAD 1/4/2003 Sub. Capt. Leonard R. Edwards  
Assignment DateMember making report: Allen, Mike, D Signature: [REDACTED]  
SHIFT LEAD 1/4/2003 Firefighter Mike D. Allen  
Assignment Date

58010	LA	1/4/2003		2003003	4	NFIRS - 1
#DID	State	Incident Date	Station	Incident Number	Exposure	Notes

as Title: Incident notes

No Notes Entered

58010	LA	1/4/2003	Station	2003003	4	NFIRS - 2
FDID	State	Incident Date		Incident Number	Exposure	Fire

#### Property Details

0  
Est. number of residential units  
0  
Number of buildings involved

Not Residential

0.000

None

Acres burned

Less than one acre

Buildings not involved

On-Site Materials or Products  None

On-site material (1)

Storage use (1)

On-site material (2)

Storage use (2)

On-site material (3)

Storage use (3)

#### Ignition

60 Vehicle area, other

Area of origin

Radiated heat from another fire

Heat Source

UU Undetermined

Item first ignited  Confined to object of origin

UU Undetermined

Type of material first ignited

#### Cause Of Ignition

Exposure Report

0 Fire cause, other

Cause

#### Factors Contributing To Ignition

None

71 Exposure fire

Factor contributing to ignition (1)

Factor contributing to ignition (2)

#### Human Factors Contributing To Ignition

None

Age was a factor

Asleep

Possibly impaired by alcohol or drugs

Unattended person

Possibly mentally disabled

Physically disabled

Multiple persons involved

Estimated age of person involved

Sex of person involved

58010	LA	1/4/2003	Station:	2003003	4	NFIRS - 2
FDID	State	Incident Date		Incident Number	Exposure	Fire

Equipment involved in ignition <input checked="" type="checkbox"/> None NNN None Equipment code	Equipment Power  Equipment Power Source Code
Brand: Model: Serial #: Year: 0	Equipment Portability  <input checked="" type="checkbox"/> Portable <input type="checkbox"/> Stationary

Fire Suppression Factors  <input checked="" type="checkbox"/> None  Fire suppression factor (1)  Fire suppression factor (2)  Fire suppression factor (3)
---

Mobile Property Involved  <input checked="" type="checkbox"/> Not involved in ignition, but burned <input type="checkbox"/> Involved in ignition, but did not burn <input type="checkbox"/> Involved in ignition and burn	Mobile Property Type & Make  11 Passenger car. Mobile property type  MZ Mazda Mobile property make
828 Mobile property model License Plate Number	1988 Year JM1GD2219J1535490 State VIN Number

Local Use  <input type="checkbox"/> Pre-Fire Plan Available  <input type="checkbox"/> Arson report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner's report attached <input type="checkbox"/> Other reports attached
---

58010	LA	1/4/2003	Station	2003003	4	Exposure	NFIRS - 8 Apparatus
-------	----	----------	---------	---------	---	----------	------------------------

Unit ID: 8274      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: 1GDP7H1C4XJ518274      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
             Engine      Clear: 1/4/2003      16:28:00  
                         In Quarantine: 1/4/2003      16:30:00

**Actions Taken:**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

Allen, Mike, D.	Sub. Driver Mike D. Allen	Firefighter
-----------------	---------------------------	-------------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Lafoe, Harold, L.	Driver Harold L. Lafoe	Driver
-------------------	------------------------	--------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Unit ID: 9069      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: CHV736V149069      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
             Engine      Clear: 1/4/2003      16:28:00  
                         In Quarantine: 1/4/2003      16:30:00

**Actions Taken:**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

Bush, Ronald, K.	Driver Ronald K. Bush	Driver
------------------	-----------------------	--------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Ledeama, Juan	Firefighter Juan Ledeama	Firefighter
---------------	--------------------------	-------------

Type Action Taken 1): 11 Extinguish

Type Action Taken 2): 80 Information, investigation & enforcement, other

Unit ID: 4556      Dispatched: 1/4/2003      16:11:00      Use: Suppression  
 Serial #: 1FDXD80U9BVJ34556      Enroute: 1/4/2003      16:12:00  
 Type: 11      Arrival: 1/4/2003      16:16:00  
             Engine      Clear: 1/4/2003      16:28:00  
                         In Quarantine: 1/11/2003      16:30:00

**Actions Taken:**

- |                  |    |
|------------------|----|
| 1) 11 Extinguish | 3) |
| 2)               | 4) |

Personnel ID	Name	Rank
--------------	------	------

58010	LA	1/4/2003		2003003	4	NFIRS - B
FDID	State	Incident Date	Station	Incident Number	Exposure	Apparatus
Edwards, Leonard, R			Sub. Capt. Leonard R. Edwards		Sub. Capt.	
Type Action Taken 1): 11			Extinguish			
Type Action Taken 2): 80			Information, investigation & enforcement, other			

**HANNAH, COLVIN & PIPES, L.L.P.**

ATTORNEYS AT LAW

2051 SILVERSIDE DRIVE, SUITE 260

BATON ROUGE, LOUISIANA 70808

TELEPHONE: (225) 766-8240

FACSIMILE: (225) 766-3346

MICHAEL P. COLVIN  
W. RANSOM PIPES  
JANICE CHURCH REEVES  
KRISTENIA L. HARPER

HANK S. HANNAH  
(1951 - 1995)

writer's email address: [wpipes@hcllp.com](mailto:wpipes@hcllp.com)

February 11, 2003

Ms. Shawn L. Norton  
Ford Motor Company  
Parklane Tower West, Suite 300  
Three Parklane Boulevard  
Dearborn, Michigan 48126-2568

Via fax: (313) 541-4089 and  
Certified Mail, Return Receipt Requested

Re: State Farm Claim No.: [REDACTED]  
Date of Loss: January 4, 2003  
Insured: [REDACTED]  
Our File No.: [REDACTED]

Dear Ms. Norton:

Please be advised that I have been retained by State Farm Fire & Casualty Company in connection with damages sustained as a result of a fire which occurred on January 4, 2003, at the rental dwelling of its insured [REDACTED] in Leesville, Louisiana. According to State Farm's investigation, the fire originated in a 1993 Lincoln Town Car (VIN 1LNLM81W8PY727462) that was parked under the carport of the above mentioned rental dwelling. As a result of the fire, the dwelling sustained substantial property damage.

By way of this correspondence, State Farm Fire & Casualty Company is placing Ford Motor Company and/or Texas Instruments on immediate notice of this claim as they are seeking full reimbursement of payments made or to be made to or on behalf of its insured, [REDACTED].

The fire scene and the 1993 Lincoln Town Car have been preserved for your inspection. Please contact my office within the next seven (7) days, i.e., by Tuesday, February 18, 2003, to schedule an inspection of same. Please note that if I do not hear from you within that time, the owner of the aforementioned property will proceed with demolition and/or reconstruction of the dwelling.

Finally, I request that any and all future correspondence and/or communication in this matter be directed to my attention.

If you have any questions or wish to discuss this matter further, please call.

With kind regards, I am

Sincerely,

*W. Ransom Pipes / blu*

W. Ransom Pipes

WRP/klh

cc: Mr. Phil Dixon  
Mr. Donnie Eakins

**OASIS RESULT:****1LNLM81W8PY727462**

© Copyright 2002-3 Ford Motor Company. All rights reserved.

02/12/2003  
00:33:42**VEHICLE INFORMATION**

VEHICLE DESCRIPTION 1993 TOWN CAR	BODY STYLE 4 DR SEDAN	ENGINE 4.6L SOHC (ROMEO)	ENGINE CALIBRATION 318DR11A
TRANSMISSION 4 SPD OD AODE	AXLE CODE JY		

**GENERAL WARRANTY INFORMATION**

WARRANTY START DATE 04/10/1993	BUILD DATE 03/25/1993	SALE MILEAGE
-----------------------------------	--------------------------	--------------

**WARNING MESSAGES**

LESS THAN TWO DEALER APPROVED AWA REPAIR VISITS PAID TO DATE

**FIELD SERVICE ACTIONS**

NO CAMPAIGN MESSAGE(S) FOUND

**EXTENDED COVERAGES**

NO ESP INFORMATION AVAILABLE

**REPAIR HISTORY**

NO REPAIR HISTORY ON VEHICLE

END OF OASIS REPORT FOR 1LNLM81W8PY727462

# Vehicle Information Report

**GENERAL VEHICLE INFORMATION:**
**(Related Claims)**

VIN:	1LNLM81W2PY727462	Veh Line:	C/V8 - TOWN CAR (PN36/PN116) [91-97]	Body Style:	Body Shell			
Model Year:	1993	Market Derived:	CIM - L-M DIVISION DERIVATIVE	Navis Eng Serial No:	W			
Veh Type:	C	Drive Code:	C/B - 2 WHL L/H REAR DRIVE	Engines:	CVN - 11-34 4.6L SOHC 24			
Inv. Dealer:	11493	Body Cab Style:	- 4 DOOR SEDAN-6 LITE	Transmissions:	C/DK - 4 SPD AUTO TRA			
Vehicle Status Code:	800	Version/Series:	C/AB - BASE VERSION - CAR					
Trace Eng Serial No:								
	1	2	3	4	5	6	7	8

NA

Trace Trans Serial No:

NA

**BUILD INFORMATION:**

Region:	NA - 000000000	Plant:	BA - WINOM PLANT BUILD
Country:	USA - 000000000	Pord Date:	25-MAR-1993

**SALE INFORMATION:**

Region: NA - 000000000 Selling Dealer: 367735 \*\*  
 Country: USA - 000000000 Selling Dir StProv: TX  
 Buyer StProv: IL

Arrival Date: 02-APR-1993 Red Carpet Lease: F  
 Sale Date: 10-APR-1993 Fleet/Rental/Co. Lease: F  
 Warranty Start Date: 10-APR-1993 Modified Vehicle: \* Vehicle Court Flag:  
 Orig. Warranty Date: 10-APR-1993 Uninsured Vehicle: \* Vehicle Export Flag: N

**VOC/LOC:**

	1	2	3	4	5	6	7	8	9	10		
1993PY727462	02	3615C1330	JR 0	KJY 39	4	2024	X 2	3778725	1 AYE	NY	U	W1

**INSTALLED OPTION INFORMATION:**

Air Conditioning:	C/C - ATC AIR CONDITIONER	GVW Code:	L
Alloy Wheel Rating:	* - [N/A]	GVW Class Code:	1
Audio Disc:	* - [N/A]	Instrumentation:	AC - ELECTRONIC INSTRUMENTATION
Axis Ratio:	8.00/100 - 3.01 FINAL DRIVE RATIO	Mirror(Driver Side):	* - [N/A]
Axis Type:	EQJAC - LIMITED SLIP REAR AXLE	Mirror(Passenger Side):	* - [N/A]
Battery Amp Rating:	72	Paint:	PNYW3 - OXFORD WHITE SOLID C/C
Brake Code:	PEAAB - 4 WHL ANTI-LOCK BRAKES	Power Antenna:	* - [N/A]
Brake Code(Options):	* - [N/A]	Radio:	AQ - ELECTR PREMIUM AM/FM STEROCSTR
Calibration Code:	31HOM1A	Sound System:	* - [N/A]
Color(Accent):	* - [N/A]	Steering Tandem Axle:	
Color(Finish):	* - [N/A]	Tire Manufacturer:	AJ -
Delivery Type:	M	Tire Brand:	
Drivetrain Code:	*	Tire Size:	D308P - P215/70R15 WSW
Fleet Rent:	* - [N/A]	Traction Control:	* - [N/A]
Fuel Type:	* - [N/A]	Wheel Base:	

**TIRE DOT INFORMATION:**

LF: \* RR: \*  
 LR: \* RR: \*  
 LR: \* RI: \*  
 SPARE: \* DOT Fleet Manufacturer: \* - \*

**ESP INFORMATION: EMISSIONS INFORMATION:**

ESP Code:	Emission Code:	CB - CM
ESP Coverage(Miles):	Emissions Cart Type:	P
ESP Coverage(Thru):	Emissions Decal Surface:	JY
ESP Fins Year:	Engine Family:	FE346V9FL0Z
ESP Signature Date:		

---

Any comments? You can contact

[webmaster](#)

## STANDARD CLAIMS LIST

## AWS Online Report

Run Date: 12-FEB-2003

Note: All Costs are in US Dollars.

VIN	AWS VL	WERE	MKT	BODY	VEH	DRIVE	PLANT	TRANS	ENG	PROD	WARR	SELLING	SELL	TIS QRT	WCC	PREF	BASE	SUPP	VRT	VRG	CCC	CD	
1LNLM81W8PY727462 VB	CVB	CM	CPC	CAB	CB	BA	CDK	CVN	25-03-93	10-04-93	367725	USA	12 *	7W04 P20Y	15K601 A	306	VO7	L20	42				
AWS Claim Key:	1237351	Dec #: 066934	Tix Code:	EM4	Labor Hrs:	5	Labor Cste:			20.8	Material Cste: 49.11	Total Cste: 68.91											
Dir Cr-Shb Cd:	06460-* Name: GRAY FORD MERCURY	Pn:	337-4634474	St: LA	Ctry: USA	Reg Cd:	NA	Rep Date:08-MAR-1994	DUST	(MMB)25263													
Cost Comments:	INSTALL DOOR LOCK KSY PAD..PARTS ORDERED																						
Tech Comments:	TE																						
1LNLM81W8PY727462 VB	CVB	CM	CPC	CAB	CB	BA	CDK	CVN	25-03-93	10-04-93	367725	USA	14 *	6C04 P20Y	5422670 P	306	VT3	B43	01				
AWS Claim Key:	1237353	Dec #: 069215	Tix Code:	EM4	Labor Hrs:	2	Labor Cste:			8.37	Material Cste: 3.39	Total Cste: 11.76											
Dir Cr-Shb Cd:	06460-* Name: GRAY FORD MERCURY	Pn:	337-4634474	St: LA	Ctry: USA	Reg Cd:	NA	Rep Date:02-JUN-1994	DUST	(MMB)31193													
Cost Comments:	DRIVERS SIDE DOOR TRIM PULL AND LOOSE..PARTS WERE ORDERED.																						
Tech Comments:	SCREW LOUVER ON FULL STRAP BROKEN AND MISSING. REPLACED COVER.																						
1LNLM81W8PY727462 VB	CVB	CM	CPC	CAB	CB	BA	CDK	CVN	25-03-93	10-04-93	367725	USA	14 *	6C06 P20Y	5404132 C	306	VT4	T90	01				
AWS Claim Key:	1237354	Dec #: 069233	Tix Code:	EM4	Labor Hrs:	3	Labor Cste:			12.85	Material Cste: 4.23	Total Cste: 17.08											
Dir Cr-Shb Cd:	06460-* Name: GRAY FORD MERCURY	Pn:	337-4634474	St: LA	Ctry: USA	Reg Cd:	NA	Rep Date:02-JUN-1994	DUST	(MMB)31193													
Cost Comments:	PASSENGER SIDE SUN VISOR LATCH IS BROKEN..PARTS WERE ORDERED.																						
Tech Comments:	CLIP BROKEN, VISOR SACHERING R AND R VISOR ASSEMBLY TO REPLACE CLIP.																						
1LNLM81W8PY727462 VB	CVB	CM	CPC	CAB	CB	BA	CDK	CVN	25-03-93	10-04-93	367725	USA	14 *	6C03 P10Y	5428819 A	306	VO7	L20	42				
AWS Claim Key:	1237355	Dec #: 069235	Tix Code:	EM4	Labor Hrs:	.6	Labor Cste:			21.7	Material Cste: 26.96	Total Cste: 48.66											
Dir Cr-Shb Cd:	06460-* Name: GRAY FORD MERCURY	Pn:	337-4634474	St: LA	Ctry: USA	Reg Cd:	NA	Rep Date:02-JUN-1994	DUST	(MMB)31193													
Cost Comments:	REAR LEFT DOOR WILL NOT WORK FROM THE INSIDE..PARTS WERE ORDERED.																						
Tech Comments:	TEETH STRIPPED INSIDE HANDLE. REPLACED INSIDE DOOR HANDLE ASSEMBLY.																						
1LNLM81W8PY727462 VB	CVB	CM	CPC	CAB	CB	BA	CDK	CVN	25-03-93	10-04-93	367725	USA	19 *	3A08 P20Y	7902	ARM	305	VS9	N59	30			
AWS Claim Key:	1237356	Dec #: 072893	Tix Code:	E10	Labor Hrs:	7.9	Labor Cste:			338.44	Material Cste: 347.37	Total Cste: 685.81											

Dir Cr-Shb Cr:	06460-* Name: GRAY FORD MERCURY	Fm:	337-4634474	St: LA	City Cr:	USA	Reg Cr:	NA	Repr Date: 16-OCT-1994	DEBT (Mile): 39000
<b>Cost Comment:</b> TRANSMISSION NOISY AND MAKES VEHICLE VIBRATE.										
<b>Tech Comment:</b> CONVERTOR CLUTCH IS SLIPPING, DAMAGED TRANS R AND I TRANS, OVERHAULED TRANS AND VALVE BODY, XPL CONVERT, FLUSHED COOLING LINES, ROAD TESTED.										
ILNLMB1W8PY727462 VB	CVB CM CPC CAB CR BA	CDK CVN	25-03-93	10-04-93	367725	USA	20 *	600 *	26604 *	301 V31 B05 01
AWS Claim Key:	12453042 Doc #: 074210	Trx Code:	B24	Labor Hrs:	.6	Labor Crnt:	25.7	Material Crnt:	23.80	Total Crnt:
Dir Cr-Shb Cr:	06460-* Name: GRAY FORD MERCURY	Fm:	337-4634474	St: LA	City Cr:	USA	Reg Cr:	NA	Repr Date: 28-NOV-1994	DEBT (Mile): 41942
<b>Cost Comment:</b> DRIVER SIDE REAR DOOR WILL NOT OPEN FROM THE INSIDE.										
<b>Tech Comment:</b> HANDLE BROKEN R & L LEFT REAR DOOR HANDLE										
ILNLMB1W8PY727462 VB	CVB CM CPC CAB CR BA	CDK CVN	25-03-93	10-04-93	367725	USA	20 *	TX04 P0VY 14A201 A	308 V81 S15 XI	
AWS Claim Key:	12453043 Doc #: 074210	Trx Code:	B70	Labor Hrs:	.3	Labor Crnt:	12.85	Material Crnt:	19.98	Total Crnt:
Dir Cr-Shb Cr:	06460-* Name: GRAY FORD MERCURY	Fm:	337-4634474	St: LA	City Cr:	USA	Reg Cr:	NA	Repr Date: 28-NOV-1994	DEBT (Mile): 41942
<b>Cost Comment:</b> DRIVERS SIDE SEAT WILL NOT ADJUST AT TIMES.										
<b>Tech Comment:</b> POWER SEAT SWITCH SHOOTING OUT R & L POWER SEAT SWITCH										
ILNLMB1W8PY727462 VB	CVB CM CPC CAB CR BA	CDK CVN	25-03-93	10-04-93	367725	USA	25 *	TM04 *	16805 *	309 V81 A15 42
AWS Claim Key:	15020256 Doc #: 0780731	Trx Code:	B53	Labor Hrs:	.6	Labor Crnt:	25.7	Material Crnt:	0	Total Crnt:
Dir Cr-Shb Cr:	06460-* Name: GRAY FORD MERCURY	Fm:	337-4634474	St: LA	City Cr:	USA	Reg Cr:	NA	Repr Date: 20-APR-1995	DEBT (Mile): 49735
<b>Cost Comment:</b> TAPE PLAYER SHOP										
<b>Tech Comment:</b> REMOVED RADIO UNIT AND SENT FOR REPAIR. REINSTALLED RADIO UNIT UPON RETURN FROM REPAIR FACILITY..										
ILNLMB1W8PY727462 VB	CVB CM CPC CAB CR BA	CDK CVN	25-03-93	10-04-93	367725	USA	26 *	603 P4VY 5421818 A	301 V31 B05 C3	
AWS Claim Key:	15022151 Doc #: 0780721	Trx Code:	B24	Labor Hrs:	.6	Labor Crnt:	25.7	Material Crnt:	16.33	Total Crnt:
Dir Cr-Shb Cr:	06460-* Name: GRAY FORD MERCURY	Fm:	337-4634474	St: LA	City Cr:	USA	Reg Cr:	NA	Repr Date: 02-MAY-1995	DEBT (Mile): 49735
<b>Cost Comment:</b> RIGHT REAR DOOR WILL NOT OPEN FROM THE INSIDE.										
<b>Tech Comment:</b> THREADS ON DOOR HANDLE ARE STRIPPED. REPLACE INSIDE DOOR HANDLE										

Any comments? You can contact

webmaster

CSCN140

## VEHICLE DATA

02/12/03 09:35:03

--> ENTER VIN --> 1LNLM81W8PY727462  
NAME --> [REDACTED] ZIP --> [REDACTED] MODEL YR -->  
OWNER NAME : [REDACTED]  
STREET ADDR : [REDACTED]

CITY : ANACOCO

N/A YY-MM-DD 95-11-09

ST/PRV: LA CTRY:

N/A SOURCE: P

MODEL YEAR : 93 PLANT: Y

SALE YY-MM-DD 93-04-10

BODY STYLE DESC: 4 DR SEDAN

PRODUCTION YY-MM-DD 93-03-25

VEHICLE DESC : 1993 TOWN CAR

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD	REGION
SHIP-TO	3	88	E	215	51		CC
FACING	3	67	B	725			
RESPONSIBLE	3	23	E	648			

CA EMISSION : ENGINE TAG CODE : 3G812AA CAMPAIGN COUNTS

NAVIS STATUS : 600 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

02/12/03 09:35:07

ENTER CAMPAIGN NUMBER--> 96L12    VIN--> 1LNLM81W8PY727462    TYPE OF SEARCH: A  
MODEL YEAR: 93 DEFECT: PASS AIR BAG BODY STYLE: 4 DR SEDAN

NEW STATUS CODE:

CAMP DIV : 6

REPAIR INFORMATION:

SUPP CODE :

REPAIR DATE:

KIT CODE : CI

MICRO REF:

OASIS DATE :

DELETE REASON:

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW:

IND: MATCH CODE: 4

CURRENT: 3 22 648 ASSIGNED: 96-12-19 SOURCE: PX

EXTRACT DATE: 96-12-19

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

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

DELETE REASON:

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

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

I037-NO MORE DATA TO DISPLAY

OGDB166

c9cn130

#### **NOTIFICATION RECIPIENT HISTORY**

02/12/03 09:35:09

ENTER CAMPAIGN NBR ==> 96L12      VIN ==> 1LNLM81W6PY727462  
 DEFECT : PASS AIR BAG      BODY STYLE DESC: 4 DR SEDAN  
 RESP DEALER : 322648      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 : ROBISON      INITIALS: TD  
 STREET ADDR1 : 1068 OLD RIVER RD  
 ADDR2 :      ST/PRV: LA  
 CITY : ANACOCO      CTRY:  
 ZIP/POSTAL CODE: 714032615      N-A SOURCE: P N-A EFF DATE: 95-11-09 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      OGDB156