

**EA02-025**

**FORD 10/27/03**

**LETTER TO ODI**

**APPENDIX M**

**BOOK 13 OF 22**

**PART A-D**

**PART C**

402411

REC'D

WPA

00-319285-30  
V-1704F

6002-025-8 3883

Ford

Office of the General Counsel

Ford Motor Company  
Parklane Towers West  
Suite 440  
Three Parklane Boulevard  
Dearborn, Michigan 48126

December 15, 1997

Karon Trial Law  
3551 IDS Center  
80 South Eighth Street  
Minneapolis, MN 55402  
**ATTENTION: STANLEY E. KARON**

Re: Claimant: [REDACTED]  
D/E: February 10, 1998

Dear Mr. Karon:

Following a review of the facts and circumstances surrounding this event, Ford Motor Company finds no evidence of a manufacturing or design defect, therefore, we must deny liability for 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.

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

Sincerely,

Davene Fajack  
Claims Analyst

dmh

ENR2-025-3 3064

KARON TRIAL LAW, P.A.

TRIAL ATTORNEY/CONSULTANT

3551 IDS CENTER

80 SOUTH EXCELSIOR STREET

MINNEAPOLIS, MINNESOTA 55402

Waverly Taylor  
402411

TELEPHONE: 612-349-1880

FACSIMILE: 612-349-2884

December 8, 1997

Nancy Carpenter  
Claims Analyst  
Ford Motor Company  
Parklane Towers West  
Suite 400  
3 Parklane Boulevard  
Dearborn, MI 48126-2568

Re: [REDACTED] al. vs. Ford Motor Company

Our File No.: 1868-96

Our File No.: 1905-96

Date of Loss: 2/10/96

Dear Ms. Carpenter:

Since the date of our last correspondence the 1993 Mercury (VIN 2MELM75ZW4PX649981) was examined by [REDACTED] of [REDACTED] Consulting Engineers and James Grinolds of Nationwide Energy and Motion Studies, Inc. As you will recall, the vehicle owner had driven the car home and parked it in a senior high rise garage when a fire ignited under the hood approximately 20 minutes after he arrived. The engine was off and was not connected to any electrical apparatus. This occurred in Fargo, North Dakota and very cold weather.

The fire engulfed much of the garage causing damage to other vehicles and the garage structure. In addition, it put many seniors in the high rise at potential jeopardy.

I enclose the following for your reference:

December 8, 1997

Page Two

1. A copy of the police investigation reports and photocopies of accident scene photos;
2. [REDACTED] fire study of 2/10/96;
3. Copies of [REDACTED] photos from his recent examination.

If you wish to negotiate a resolution of this matter please call me. Form letters suggest that you are simply attempting to gather information for purposes of a defense rather than an attempt to resolve a dispute.

May I please hear from you within the next two weeks.

Best personal regards.

Very truly yours,

KARON TRIAL LAW, P.A.



Stanley E. Karon

SEK:lak  
Enclosures

Page 1 of 4

FIRE STUDY

No. 11-310

IDENTIFICATION:AT: [REDACTED]  
residence, Fargo, N.D.

DATE: 2/10/96

IN: Cass County, N.D.

RECEIVED  
MAR 4 1996INVOLVING:1993 Mercury  
Owned by: [REDACTED]  
VIN: 2MELM75W4PK849981  
Mfg. Date: 2/93  
License Number: MPR

FARGO

INCIDENT:

[REDACTED] and his wife had driven the vehicle to church. After the church service they drove home, (approximately one mile), and parked the vehicle in the garage of the apartment complex where they live. In approximately fifteen to twenty minutes the fire alarms went off in the building and the Fargo fire department responded.

Fire damage is confined to the engine bay. The interior of the vehicle suffered smoke damage. The vehicle is a total loss.

DATA AVAILABLE:

Inspection of the vehicle, 2/25/96

Grinolds

13 Photos

Grinolds

Telephone interview of [REDACTED]

Grinolds

2/27/96

Wiring Schematics

Ford Motor

ISSUES IN QUESTION:

1. Where did this fire originate?
2. What was the cause of this fire?

FIRE STUDY  
No. 11-310

RECEIVED  
MAR 4 1996  
FARGO

CONCLUSIONS:

1. This fire originated at the left side of the engine bay.
2. This fire was caused by an over-heated electrical circuit.

FACTS:

All of the fire was forward of the engine bay fire-wall, there was no fire within the passenger compartment.

All of the aluminum components from the center of the engine to the right side of the engine bay remain intact.

The rubber and plastic components at the right side of the engine remain intact.

Burn patterns at the left side of the front end of the vehicle are more pronounced than the right side.

Fire damage is more severe on the left side of the front end of the vehicle than the right side.

██████████ stated that he started the vehicle after church and drove immediately home, approximately one mile, then shut the vehicle off.

The █████████ both indicated the vehicle ran properly just prior to the fire.

The █████████ both indicated there were no unusual noises or smells coming from the vehicle prior to the fire.

The █████████ indicated that the vehicle had not been washed or serviced for several weeks prior to the fire.

The █████████ indicated that any service work that had ever been done to the vehicle had been performed by Lunde Mercury in Fargo.

The █████████ indicated they do not smoke and that there had never been anyone smoking within the vehicle since they owned it.

The █████████ indicated when they left the garage area after parking the vehicle there were no visible smoke, fire, smells, or sounds coming from the vehicle.

FIRE STUDY

No. 11-310

RECEIVED

MAR 4 1996

FARGO

FACTS: (Cont)

The [REDACTED] indicated the time frame from when they parked the vehicle to when the fire alarms went off was about fifteen to twenty minutes.

The [REDACTED] indicated the garage area where the vehicle was parked is unheated.

The [REDACTED] indicated they had not plugged in the engine heater prior to the fire.

The [REDACTED] indicated the parking area for their residence is a secured garage and can only be accessed by the tenants remote door openers.

The [REDACTED] indicated they always lock their vehicle when parked and do remember locking it just prior to the fire.

There was no indication of forced entry to the garage or the [REDACTED] vehicle from anyone other than the fire department.

REASONING:

Inspection of the vehicle and photographs clearly indicate the only area on the vehicle where fire occurred was from the engine bay, fire-wall and forward. It is reasonable then that the fire originated in the engine bay.

The [REDACTED] indicated the vehicle performed normally just prior to the fire. They also indicated they did not detect any odor of gasoline while riding in it or after they parked it. The fuel delivery system is still basically intact and does not exhibit any indication of a fuel line failure. [REDACTED] indicated it was only a few minutes from the time the vehicle was started at church to the time they were home and parked the vehicle. It is doubtful the exhaust system could reach normal operating temperatures within the distance they drove, (approximately one mile). Considering the above it is reasonable that a failure in the fuel system can be eliminated.

FIRE STUDY

No. 11-310

RECEIVED

MAR 4 1996

FARGO

REASONING: (Cont)

Since the garage and the vehicle were both locked and there is no evidence to indicate forced entry, it is reasonable that vandalism was not involved in this fire.

Since the vehicle's engine heater was not plugged in, it too can be eliminated.

That only leaves an overheated circuit within the vehicle's electrical system within the engine bay. Burn patterns and fire damage are most pronounced at the left side of the engine bay along and adjacent to the main wire harness. Circuits within this harness are energized when the ignition key is in the off position. Considering that this wire harness is the only available heat source within the area which sustained the most severe fire damage and the area where fire was present for the longest period of time, it is then logical this is where the fire originated. Circuits within this harness do exhibit evidence of overheating. Circuits in other areas of the engine bay do not exhibit evidence of overheating.

COMMENTS:

I have enclosed 13 photos and a photo description with this report.

\*\*\*\*\*

Unless additional work is requested on this study you may consider this a final report.

February 28, 1996

James L. Grinolds  
Nationwide, Energy &  
Motion Studies  
P.O. Box 307  
Minot, N.D. 58703-9228

PHOTO DESCRIPTION

No. 11-310

RECEIVED  
MAR 4 1996

FARGO

ROLL No. 1 OF 1:

1. Rear license for identification.
2. View of left side from rear.
3. View of right side from rear.
4. View of right side from front.
5. View of left side from front.
6. View of interior through left corner of wind-shield opening.
7. View of interior through back-glass opening.
8. View of left side of engine bay from front.
9. View of right side of engine bay from front.
10. Closer view of wire harness at left side of engine bay.
11. View of burned out left front wheel house adjacent to wire harness.
12. View of engine from front.
13. Another view of engine from front.

1102-025-A 3811

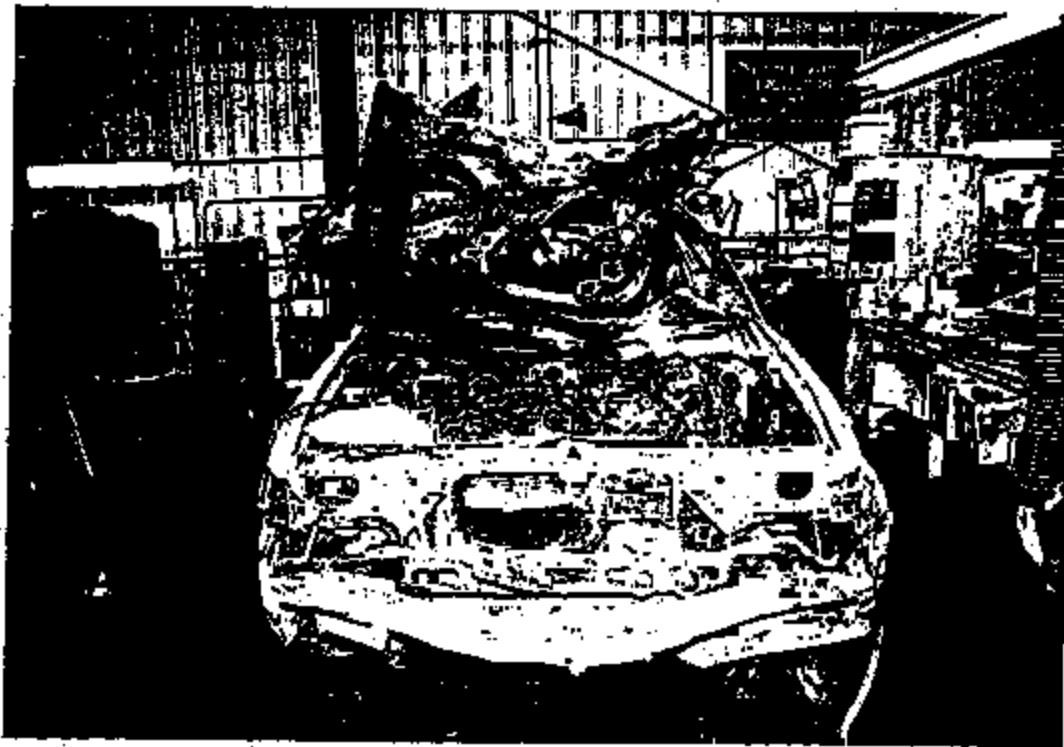


Figure 1 Front view of vehicle



Figure 2 Right view of vehicle

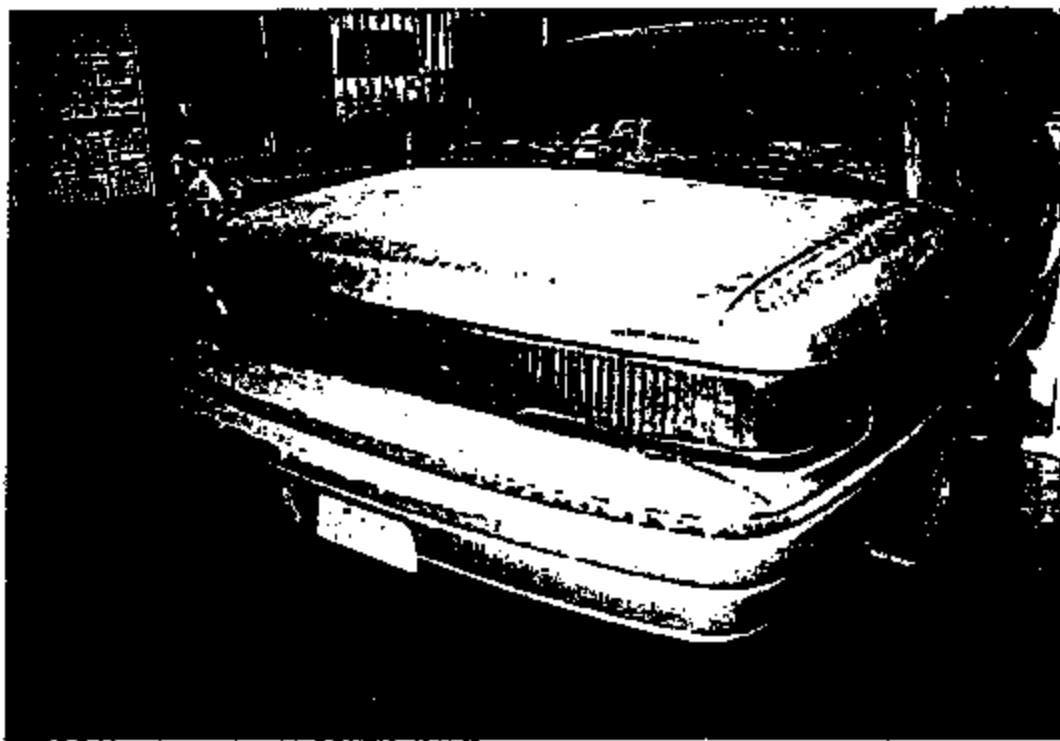


Figure 3 Rear view of vehicle



Figure 4 Left view of vehicle

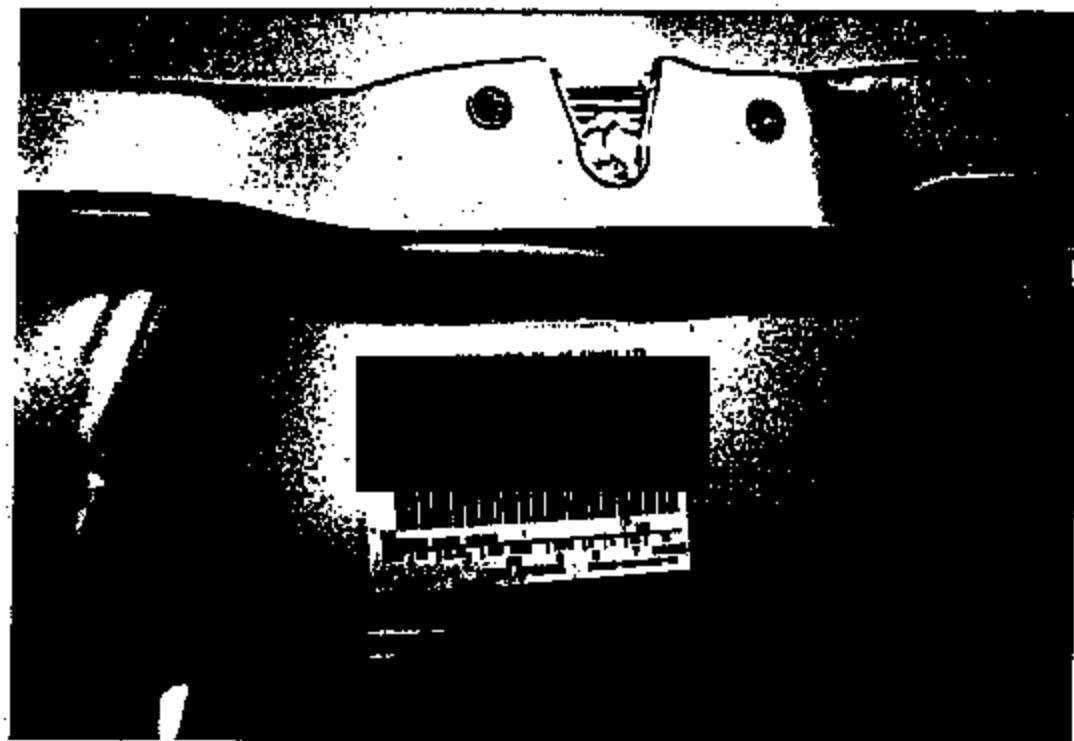


Figure 5 View of vehicle VIN sticker

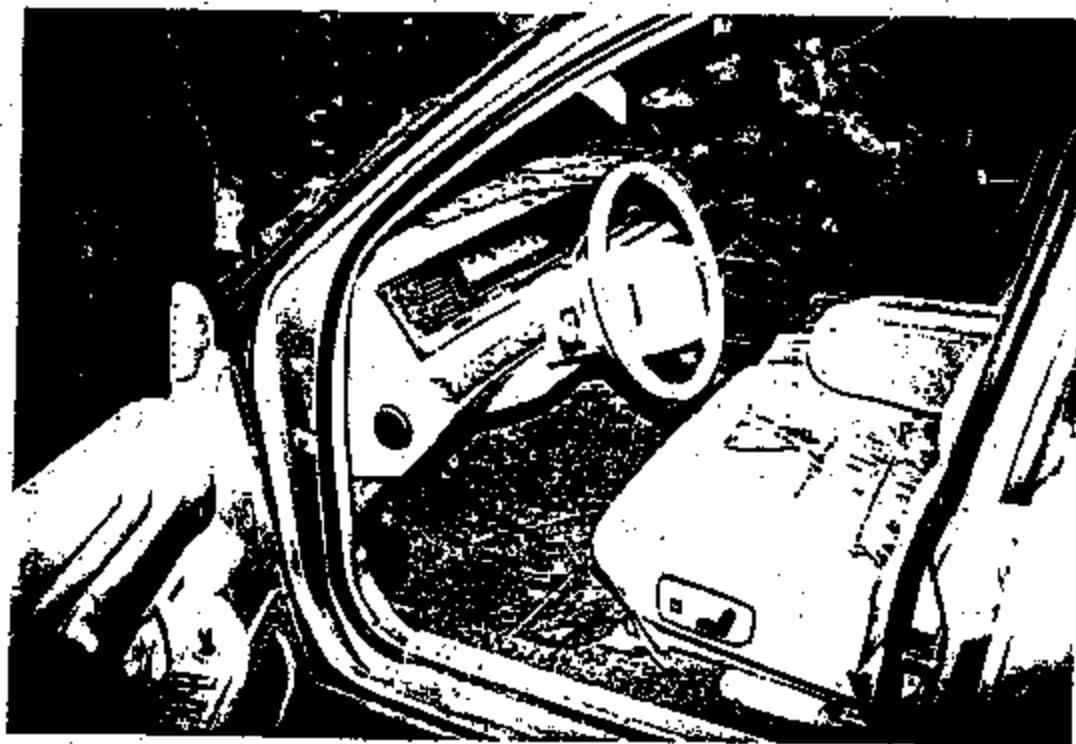


Figure 6 View of occupant compartment

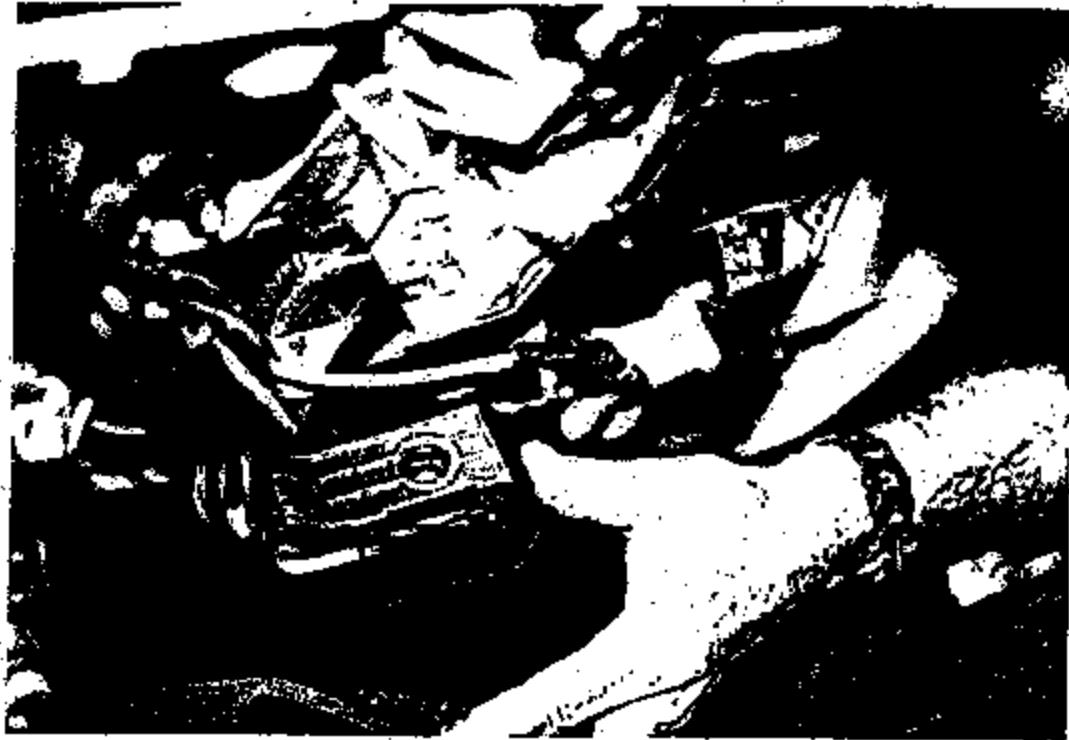


Figure 7 View of ignition switch

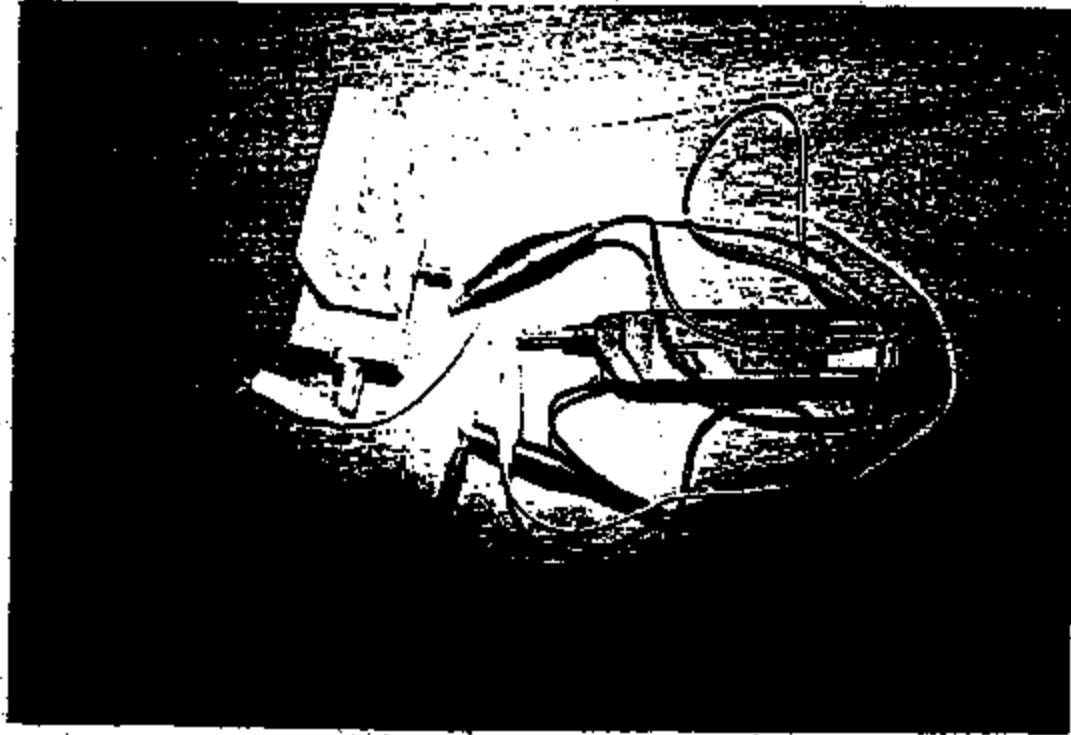


Figure 8 View of testing of ignition switch

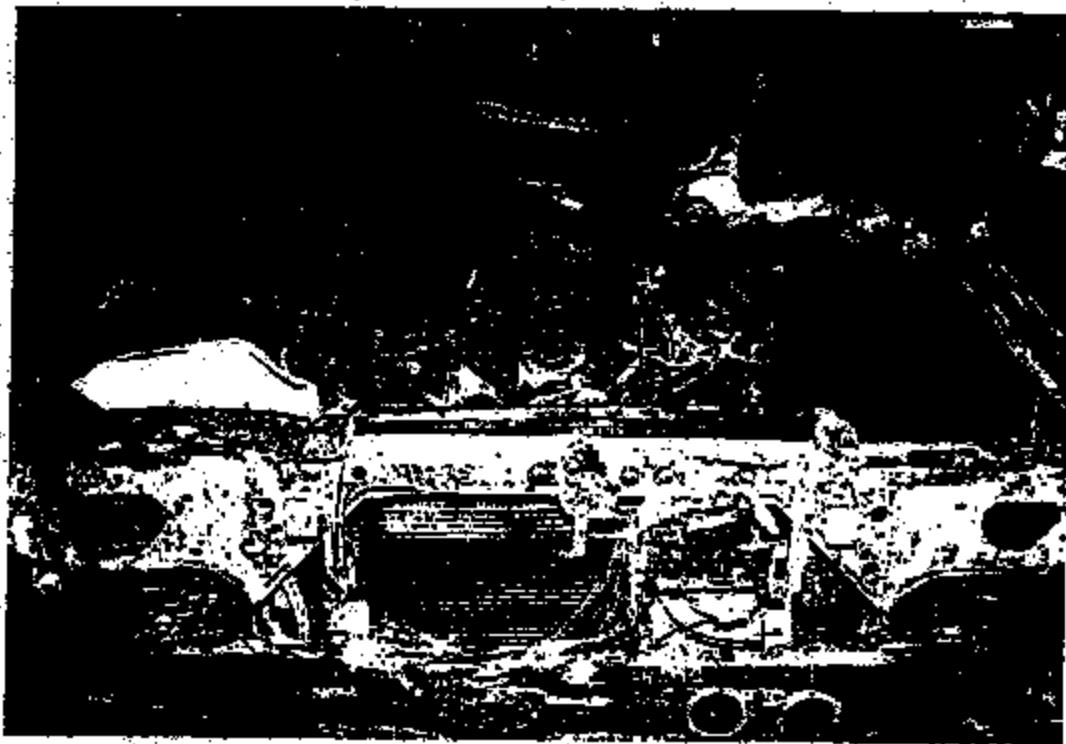


Figure 9 View of engine compartment

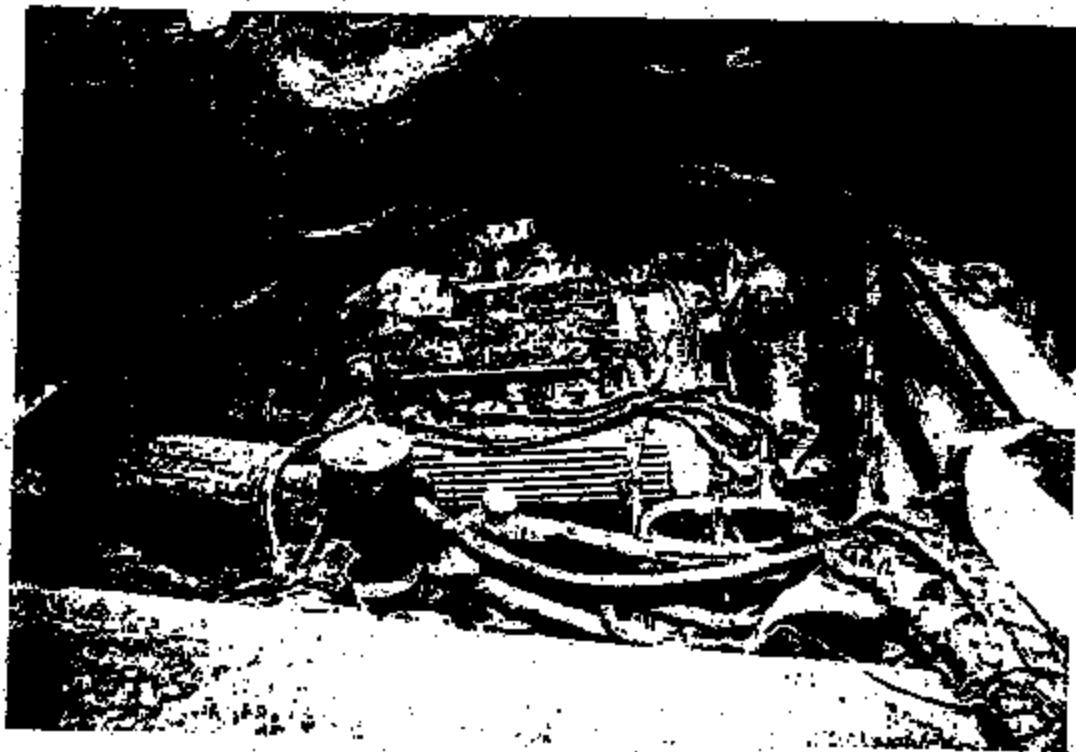


Figure 10 Right side of engine compartment

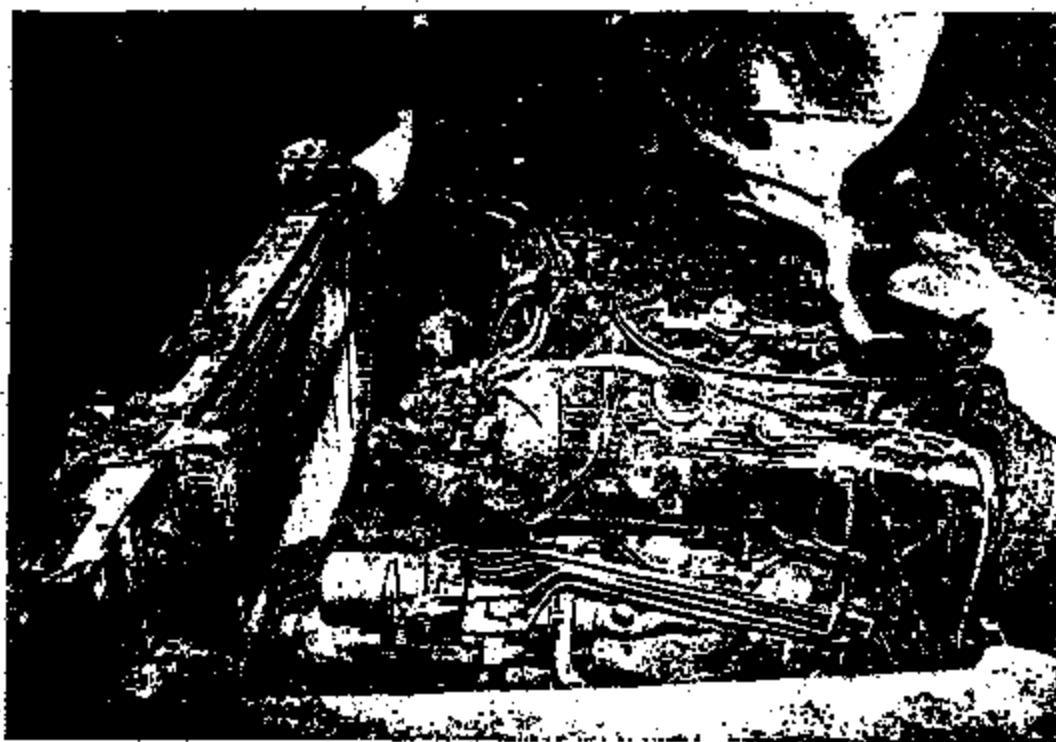


Figure 11 View of left side of engine compartment



Figure 12 View of left side of engine compartment

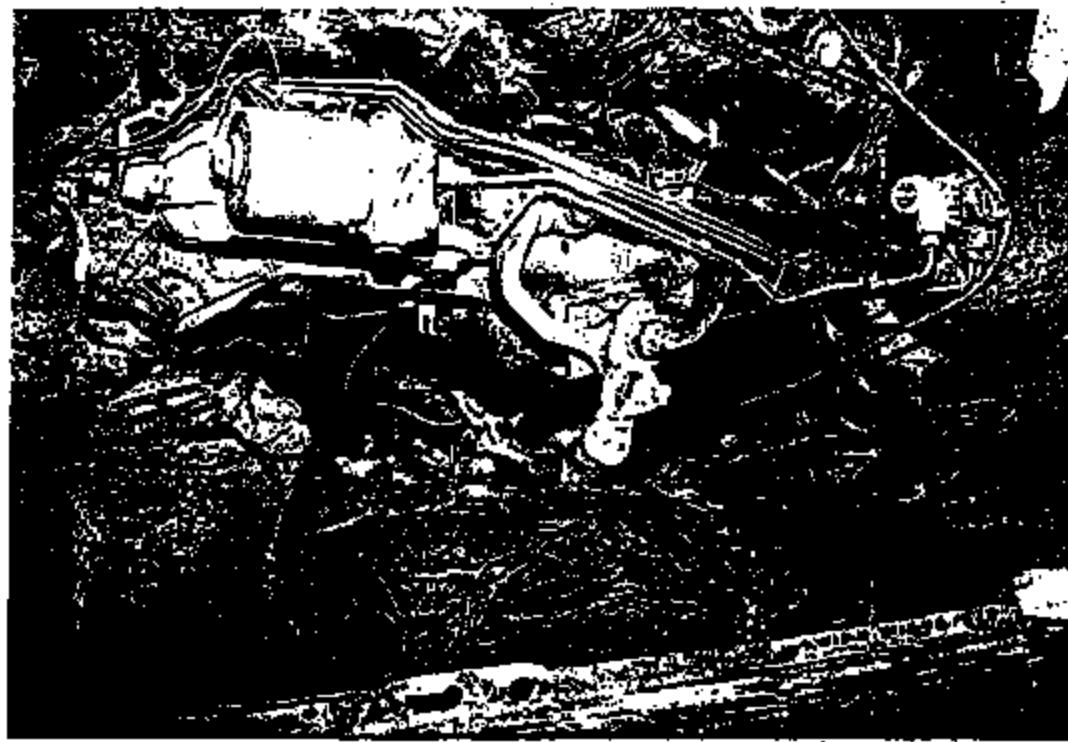


Figure 13 View of left side of engine compartment



Figure 14 Close-up of wiring harness

ENR2-523-B 3918

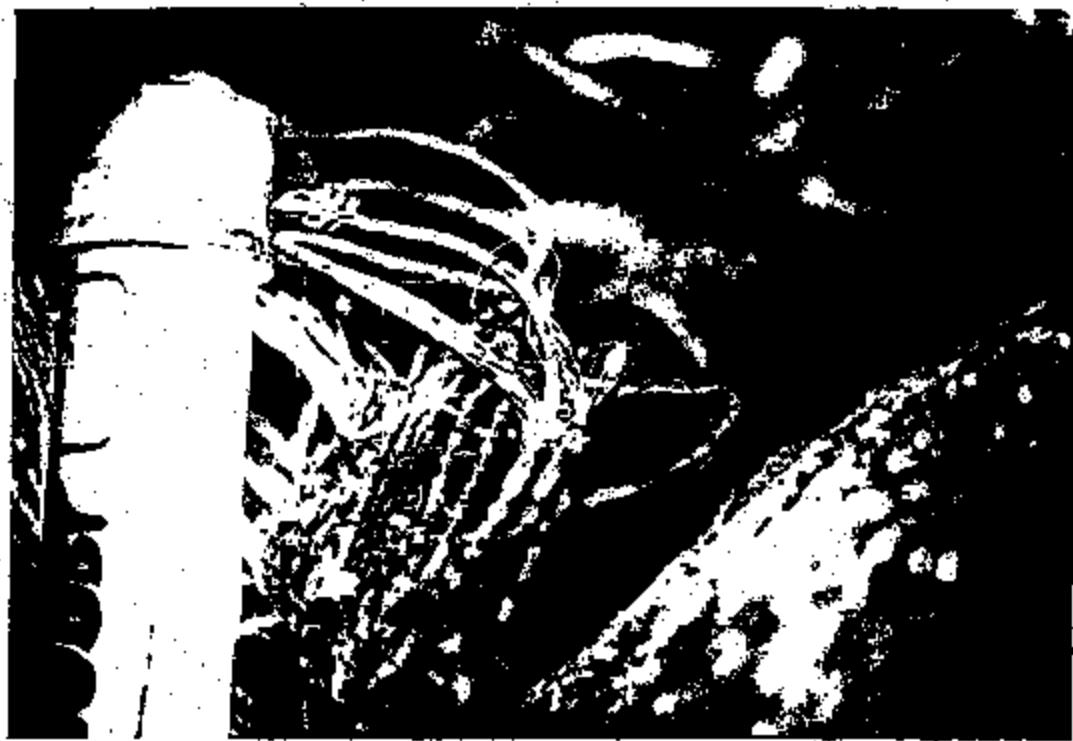


Figure 15 View of wiring harness



Figure 16 Close-up of faulted wiring



Figure 17. Microphotograph of beaded wire



CLAIM PHOTO  
TRANSMITTAL  
(35mm)

CLAIM NO. \_\_\_\_\_



Photo No. \_\_\_\_\_

Location View \_\_\_\_\_  
\_\_\_\_\_  
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Photo No. \_\_\_\_\_

Location View \_\_\_\_\_  
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Photo No. \_\_\_\_\_

Location View \_\_\_\_\_  
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\_\_\_\_\_

Date/Time \_\_\_\_\_

By \_\_\_\_\_

KARON TRIAL LAW, P.A.

TRIAL ATTORNEY/CONSULTANT

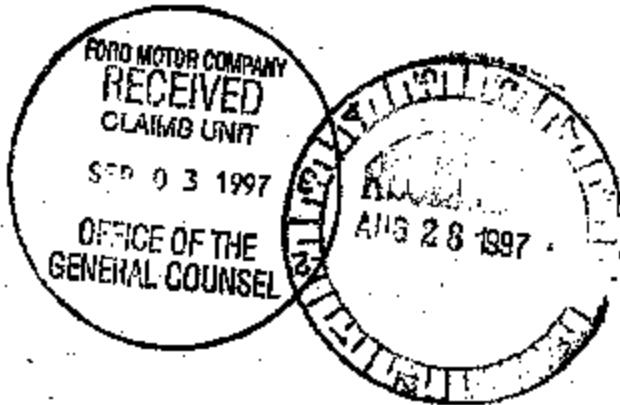
FIRSTAR CENTER

FIFTH & MINNESOTA STREET, SUITE 1600  
ST. PAUL, MINNESOTA 55101

TELEPHONE: 612-223-3123  
FACSIMILE: 612-223-3645

August 22, 1997

Office of General Counsel  
Ford Motor Company  
Parklane Towers West  
Suite 400  
3 Parklane Boulevard  
Dearborn, MI 48126-2568



Re: [REDACTED] et al. vs. Ford Motor Company

Our File No.:

Our File No.:

Date of Loss: 2/10/96

✓  
NO  
408411

To Whom it May Concern:

Please be advised that I have been retained by Park East Partnership and other entities to investigate a loss arising out of a February 10, 1996, fire of a 1993 Mercury, VIN: 2MELM75W4PX649981. The vehicle owner had just driven home from church and parked his vehicle in a senior highrise garage. 15 to 20 minutes later a fire was found to have ignited in the engine bay causing complete damage to the vehicle, surrounding vehicles and portions of the highrise complex.

Our investigation reveals that the fire occurred as a result of a product defect.

The vehicle will be inspected by an automotive engineer at 1:30 p.m. on October 8, 1997. Tear down of the vehicle will occur at that time. You are invited to be present and participate at that inspection.

The vehicle is located in the Fargo, North Dakota area. Should you wish to have a representative present please contact me directly. Because of scheduling conflicts it will not likely be possible to change the date of the inspection.

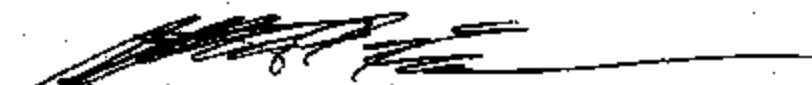
August 22, 1997  
Page 2

Should you wish further data such as photos of the vehicle please contact the writer.

Best personal regards.

Very truly yours,

KARON TRIAL LAW, P.A.

  
Stanley E. Karon

SEK:lak

cc: Arnie Summers, American States Insurance Company  
Tim Gunderson, State Farm Fire & Casualty

CSCN140

## VEHICLE DATA

97/09/05 14:15:32

==&gt;

ENTER VIN ==&gt; 2MELM75W4PX649981

NAME ==&gt; [REDACTED]

ZIP ==&gt; [REDACTED]

MODEL YR ==&gt; [REDACTED]

OWNER NAME : [REDACTED]

STREET ADDR : [REDACTED]

CITY : FARGO

N/A DATE: 95-10-06

ST/PRV: ND CTRY: [REDACTED]

N/A SOURCE: R

MODEL YEAR : 93 PLANT: X

SALE DATE: 93-08-23

BODY STYLE DESC: 4 DOOR SEDAN LS

PRODUCTION DATE: 93-02-24

VEHICLE DESC : 1993 GRAND MARQUIS

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD	REGION
SHIP-TO	3	43	E	140	31		58
FACING	3	43	E	140			
RESPONSIBLE	3	43	E	140			

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

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

DSO DISTRICT : FLEET CODE : [REDACTED] OPEN : 01 CLOSED : 01

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

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

OGDB330

CSCN130

**NOTIFICATION RECIPIENT HISTORY**

97/09/05 14:15:55

二二八

2002-025-3 3828

CSCN150

## CAMPAIGN VEHICLE INFORMATION

97/09/05 14:15:58

ENTER CAMPAIGN NUMBER=> 95B64 VIN=> 2MELM75W4PX649981 TYPE OF SEARCH: A  
MODEL YEAR: 93 DEFECT: RANGE SENSOR BODY STYLE: 4 DOOR SEDAN LS

NEW STATUS CODE:

CAMP DIV : 6

REPAIR INFORMATION: TYPE CODE: -

SUPP CODE :

REPAIR DATE: DEALER P/A: -

KIT CODE : AA

MICRO REF: CLAIM NUM: -

OASIS DATE : 95-10-06

DELETE REASON:

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW: -

IND: MATCH CODE: 2

CURRENT: 3 43 140 ASSIGNED: 95-10-16 SOURCE: FX

EXTRACT DATE: 95-07-21

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

CODE DESCRIPTION

DATE TYPE DATE P/A CLAIM# MICRO# CL SRC

C COMPLETE 95-11-29 A 95-11-21 11057 179272 NN4HJ5L AC

M RELEASED FOR MAILING 95-10-06

H AWAITING MAILING 95-07-14

DELETE REASON:

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

F10=ADD STATUS F11=REVISE

I037=NO MORE DATA TO DISPLAY

OGDE330

0902-525-3 3427

CSCN150

CAMPAIGN VEHICLE INFORMATION

97/09/05 14:16:03

ENTER CAMPAIGN NUMBER==> 96L12 VIN==> 2MELM75W4PX649981 TYPE OF SEARCH: A  
MODEL YEAR: 93 DEFECT: PASS AIR BAG BODY STYLE: 4 DOOR SEDAN LS

NEW STATUS CODE:

CAMP DIV : 6

REPAIR INFORMATION: TYPE CODE: -

SUPP CODE :

REPAIR DATE: \_\_\_\_\_

DEALER P/A: \_\_\_\_\_

KIT CODE : CA

MICRO REF: \_\_\_\_\_ CLAIM NUM: \_\_\_\_\_

OASIS DATE :

DELETE REASON: \_\_\_\_\_

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW: \_\_\_\_\_

IND: Y MATCH CODE:

CURRENT: 3 43 140 ASSIGNED: 96-11-22 SOURCE: NI

EXTRACT DATE: 96-11-22

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

CODE DESCRIPTION

DATE

TYPE

DATE

P/A

CLAIM#

MICRO#

CL

SRC

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=G=ADD STATUS F11=REVISE

I037=NO MORE DATA TO DISPLAY

OGDR330

0902-025-5 3025

CSCN130

NOTIFICATION RECIPIENT HISTORY

97/09/05 14:16:06

==>

ENTER CAMPAIGN NBR ==> 96L12 VIN ==> 2MELM75W4PX649981  
DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DOOR SEDAN LS  
RESP DEALER : 343140 BEGINNING MAILED DATE: 97-03-08  
RELEASE DESC : NI PART KIT CODE ENDING MAILED DATE : 97-03-21  
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:  
LAST NAME : RATZLAFF INITIALS: WF  
STREET ADDR1 : 1 2ND ST S # 302 APT B5  
ADDR2 : ST/PRV: ND  
CITY : FARGO CTRY:  
ZIP/POSTAL CODE: 58103 N-A SOURCE: R N-A EFF DATE: 95-10-06  
\*\*\*\*\*  
RESP DEALER : BEGINNING MAILED DATE:  
RELEASE DESC : ENDING MAILED DATE :  
CAMPAIGN DIV : FLEET CODE: FLEET MGMT LOC CODE:  
LAST NAME : INITIALS:  
STREET ADDR1 :  
ADDR2 : ST/PRV:  
CITY : CTRY:  
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE:  
F1=INQUIRY F3=EXIT F4=QUIT F5=G150 F7=FIRST PAGE F8=NEXT PAGE F9=G140  
E046-LAST PAGE OGDB330

CSCN150

CAMPAIGN VEHICLE INFORMATION

97/09/05 14:16:13

==> \_\_\_\_\_

ENTER CAMPAIGN NUMBER==> 96L12      VIN==> 2MELM75W4PK649981      TYPE OF SEARCH: A  
MODEL YEAR:      DEFECT:      BODY STYLE:

NEW STATUS CODE:

REPAIR INFORMATION:      TYPE CODE: -

CAMP DIV :

SUPP CODE :

REPAIR DATE:      DEALER P/A: -

KIT CODE :

MICRO REF:      CLAIM NUM: -

OASIS DATE :

DELETE REASON:

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION:      NEW: - - -

IND: MATCH CODE:

CURRENT:      ASSIGNED:      SOURCE:

EXTRACT DATE:

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

DELETE REASON:

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

F10=ADD STATUS F11=REVISE

M807-END OF CAMPAIGNS FOR VEHICLE - CURRENT AND HISTORY DATABASES

OGDB330

The image shows a large grid of binary code, likely representing a file or a sequence of data. The grid consists of numerous rows and columns of black and white squares, forming a repeating pattern of binary digits (0s and 1s). The pattern is organized into several distinct horizontal bands, each containing a different sequence of binary digits. The overall appearance is that of a binary matrix or a digital signal visualization.

The image shows a decorative border pattern. It consists of several horizontal rows of a repeating geometric motif. The motif is composed of small circles (dots) arranged in a grid-like pattern, with larger, stylized star or cross shapes placed at the intersections of the grid. The pattern is rendered in black on a white background.

\*\*\*\*\*  
\*  
\*  
\* GENERATED BY:  
\* NANCY CARPENTER  
\*  
\* PHONE: 594-3720  
\*  
\* JOB: OGDB3301  
\*  
\* JOBDATE: 09/06/97  
\*  
\* TIME: 2:46:53  
\*  
\*\*\*\*\*

PRODUCTION VERSION · 2 · T

#### VEHICLE HISTORY (SB-113 TYPE)

\* MODEL YEAR = 93  
\* CUT-OFF DATE = 12AUG97  
\* REPORT TITLE = PARK EAST PARTNERSHIP  
\* VEHICLE TYPE = CARS  
  
\* REPORT CLAIM TYPE = ALL CLAIMS  
  
\* REPORT SORT SEQUENCE = PLANT CODE \ SERIAL N  
  
\* PAGE ON PRIMARY SORT? =  
  
\* PARETO MIS VALUE =  
  
\* PLANT/SERIAL NUMBERS = X649981

06SEP97  
PAGE 2.01

1993 SE-II PARTS BY CONDITION CODE SUMMARY (12AUG97 C/O)  
DATA ORDERED BY DESCENDING PART NO. FREQUENCY  
PARK EAST PARTNERSHIP NANCY CARPENTER

PART NO	CD	COUNT
6701	77	1
731458	33	1
740110	36	1

06SEP97  
PAGE 3.01

1993 SR-II PARTS BY CUSTOMER CONCERN CODE SUMMARY (12AUG97 C/O)  
DATA ORDERED BY DESCENDING PART NO. FREQUENCY  
PARK EAST PARTNERSHIP NANCY CARPENTER

PART NO	CCC	COUNT
6701	L65	1
731458	B43	1
740110	H02	1

06SEP97  
PAGE 4.01

1993 SE-II PART/CONCERN CODE DESCRIPTION SUMMARY (12AD397 C/O)

DATA ORDERED BY DESCENDING REPAIR COUNT  
PARK EAST PARTNERSHIP MANCY CARPENTER

NUMBER	PART DESCRIPTION	COUNT	CD-DESCRIPTION	COUNT	CUSTOMER CONCERN CODE DESCRIPTION (CCC)		COUNT
					COUNT	CD-DESCRIPTION	
6701	CRANKSHAFT REAR SHA	1	MISSING CODE	1	MISSING CODE		1
731458	COVER ASSIST HNDL RT	1	33-LOOSE	1	B02-ALIGNMENT/FIT IMPROPER (BODY PANELS)		1
740110	DOOR ASY-LUGGAGE	1	36	1	B43-LOOSE/POOR FIT/WARPED/WRINKLED-DOOR		1
		1	77	1	L65-ENGINE OIL LEAK		1

12AD397 C/O-022-022-022

XXXXXXXXX XXXXXXXX XXXXXXXX XXXXXXXX  
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\* CLAIMS LISTING FOR 1993 MODEL PARK EAST PARTNERSHIP  
 \* SORTED BY: PLATCODE SERIALNO MILESH2

REQUESTED BY: NANCY CARPENTER 12AUG97 C/O\*  
 DATA SOURCE: PGMS SE-III

SUMMARY												
TOTALS					RATIOS							
CLAIMS	CLAIMS	MATERIAL	TOTAL	CLAIMS	CLAIMS	CLAIMS	MATERIAL	TOTAL	PCT CLMS			
W/COMNTS	IN TIS	VEHICLES	COST	PER VERC	PER DELR	TOTL/SAMP	COST/REF	COST/REP	W/COMNTS			
4	3	4	1	1	\$13.78	\$222.89	4.00	4.00	0.00	\$3.45	\$55.72	75%

CLAIMS LISTING TITLE ABBREVIATIONS																									
SERIAL	CAR	B/S	ETB	PLT	PROD	MARR	SELL	CLAIM	MICRO	C	WCC	PART	CC	CCC	CD	REPR	T	TACT	MILES	MATL.	TOTL	LBR	REPR	ST	
NUMBER	LNE					DATE	DATE	DEALR	NUMBER	NUMBER		NUMBER				DATE	IS	CODE							
123456	ESC	3GT	SMN	MAY	07NOV92	04FEB93	11111	123456	JHP34001	7P04	17A553	46	C05	46	23SEP93	R*	S06	10189	11.25	122	0.1	12345	MI		
CARD SEQUENCE NO. ->												CONCERN CODE (OLD CONDITION CODE) ->													
<- SAMPLE INDICATOR (YES, NO)												CUSTOMER CONCERN CODE ->													
<- CONDITION CODE ->												TIME IN SERVICE ->													
<- TRANSMISSION CODES ->												<- ACTUAL ODOMETER READING													
<- ENGINE CODES ->												<- TRANSACTION CODE-PRE PAYMNT EDIT													
A	-	2.0EPI-DOHC	-	4.6EPI-DOHC	-	A	=	AK00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
B	-	2.5EPI-DOHC	-	4.6EPI-DOHC	-	B	=	ATX (AMATAVIA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
D	-	5.0EPI-SHP COBRA	X	-	2.3HEC	-	D	=	MTX (5 SPEED)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
E	-	5.0EPI-HO	Y	-	3.0EPI-SHO	-	E	=	ATX (4 SPD-4 SAT)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
H	-	1.3EPI-FESTIVA	Z	-	1.6EPI-CAPRI	-	L	=	A4LD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
J	-	1.9EPI	1	-	3.0EPI-FLEX FUEL	-	W	=	ATX (3 SPD FESTIVA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
M	-	2.0EPI-TWIN-PLUG	3	-	3.0EPI-FWD	-	F	=	AODE (ELECTRONIC)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
P	-	3.2EPI-DOHC SHO	4	-	3.0EPI-SMD	-	T	=	AQD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R	-	3.0EPI-SUPERCHARGED	6	-	1.6EPI-TURB-CAPRI	-	W	=	MTX (5 SPEED)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T	-	5.0EPI-HO LO-PRO	8	-	1.8EPI-DOHC	-	X	=	ATX 4SP(AUTO-CAPRI)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
O	-	3.0EPI					2	=	5 SPEED(T-MUSTANG)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
							4	=	4R70W (MARK VIII)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
							5	=	5 SPEED(T-BIRD S.C.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
										6	=	MTX 4 (5 SPEED)	-	-	-	-	-	-	-	-	-	-	-	-	-
										7	=	MTX (5 SPD PES/CAP)	-	-	-	-	-	-	-	-	-	-	-	-	-

<- IF THIS ASTERISK APPEARS THEN  
 CLAIM IS NOT USED IN TIS MATRIX.  
 ('CLAIMS IN TIS' TOTAL (IN SUMMARY ABOVE) EQUALS  
 TOTAL CLAIM COUNT MINUS ASTERISK TIS CLAIMS)

\*\*\*\*\* 1993 MODEL YEAR PASSENGER CAR BODY DESCRIPTIONS \*\*\*\*\*

VEHICLE	BODY DESCRIPTION	VEHICLE	BODY DESCRIPTION
MUSTANG (MUS)	2LX 2 DOOR STANDARD LX 2CG 2 DOOR CONVT GT 2CL 2 DOOR, CONVT LX	3LX 3 DOOR LX 3GT 3 DOOR GT 3GC 3 DOOR GT-COBRA	
PROBE (PRB)	3-B 3 DOOR BASE 3GT 3 DOOR GT	CAPRI (CAP)	2-B 2 DOOR CONVT BASE 2XR 2 DOOR CONVT XR2
ESCOOT (ESC)	3-B 3 DOOR BASE 3GT 3 DOOR GT WLX STATION WAGON LX 3LM 3 DOOR LX 4LX 4 DOOR LX 4LE 4 DOOR LX-E 5LX 5 DOOR LX	TRACER (TRA)	4-B 4 DOOR BASE 4LT 4 DOOR LTS W-B 4 DOOR BASE FESTIVA (FES)
TEMPO (TEM)	2GL 2 DOOR GL 4GL 4 DOOR GL 4LX 4 DOOR LX	TOPAZ (TOP)	2GS 2 DOOR GS 4GS 4 DOOR GS
TAURUS (TAR)	4-P 4 DOOR POLIC 4PL 4 DOOR ALOCK POLIC 4SH 4 DOOR ALOCK SHO 4-G 4 DOOR GL 4LX 4 DOOR ALOCK LX 4GL 4 DOOR ALOCK GL 4LL 4 DOOR ALOCK LX W-G STATION WAGON GL WLX STATION WAGON LX WEL ST WAGN ALOCK BASE WGL ST WAGN ALOCK GL WLL ST WAGN ALOCK LX	SABLE (SAB)	4GS 4 DOOR GS 4LG 4 DOOR LS 4LL 4 DOOR ALOCK GS WGS STATION WAGON GS WLS STATION WAGON LS WLL ST WAGN ALOCK GS WLL ST WAGN ALOCK LS
T-BIRD (TBD)	2-B 2 DOOR BASE 2LX 2 DOOR LX 2SC 2 DOOR ALOCK SC 2BL 2 DOOR ALOCK BASE 2LL 2 DOOR ALOCK LX	COUGAR (CGR)	2XR 2 DOOR XR7 2XL 2 DOOR ALOCK XR7 ALOCK - EQUIPPED WITH 4-WHEEL ANTI-LOCK DISC BRAKES.
FORD CROWN VICTORIA (PVED)	4-F 4 DOOR FLEET 4-L 4 DOOR BASE 4LX 4 DOOR LX 4PL 4 DOOR ALOCK FLEET 4BL 4 DOOR ALOCK BASE 4LL 4 DOOR ALOCK LX 4-P 4 DOOR POLICE	MERCURY (MRC)	4PL 4 DOOR ALOCK POLIC 4GS 4 DOOR GS 4LG 4 DOOR LS 4GL 4 DOOR ALOCK GS 4LL 4 DOOR ALOCK LS 4LX 4 DOOR ALOCK (MRC)
LINCOLN TOWN CAR (LNC)	4-L 4 DOOR EXECUTIVE 4-S 4 DOOR SIGNATURE 4DC 4 DOOR CARTIER	MARK VIII 2SC (CON)	2 DOOR LSC 4-L 4 DOOR EXECUTIVE 4-S 4 DOOR SIGNATURE

\*\*\*\*\* 1993 LIGHT TRUCK BODY DESCRIPTIONS \*\*\*\*\*

VEHICLE	BODY DESCRIPTION	VEHICLE	BODY DESCRIPTION
F-SERIES	15F 150 L.DUTY CONV. 4X2(FS2) 25F 250 L.DUTY CONV. 4X4(FS4) 2HF 250 H.DUTY CONV. 35F 350 H.DUTY CONV.		35S 350 H.DUTY SUPR 35C 350 H.DUTY CREW 452 450 H.DUTY CONV
	15G 150 L.DUTY SUPER 25G 250 L.DUTY SUPER 2HS 250 H.DUTY SUPER	BRONCO (BRO)	B-L BASE 4X4 BLT XLT 4X4 BED EDDIE BAUER 4X4
RANGER	CON CONV CAB	SUP SUPER CAB	(RA2)-4X2 (RA4)-4X4
EXPLORER	2-B 2 DR BASE 2XL 2 DR XL 2XS 2 DR XLSFT 2EE 2 DR BAUER	4-B 4 DR BASE 4XL 4 DR XL 4LT 4 DR XLT 4EE 4 DR BAUER	(EX2)-4X2 (EX4)-4X4
VILLAGE WAGON (VIL)	VGS GS WAGON VLS LS WAGON VAN BASE VAN		

VEHICLE	BODY DESCRIPT	BODY DESCRIPT	DRIVE CODES
AEROSTAR	<-- REGULAR BODY -->	<-- EXTENDED BODY -->	
4X2(AR2)	RNL WINDOW WAGON BASE	RNL WINDOW WAGON BASE	
4X4(AR4)	RWM WINDOW WAGON XL RWH WINDOW WAGON XLT RWE EDDIE BAUER WAGON RCL CARGO VAN BASE RCM CARGO VAN XL RVL WINDOW VAN BASE RVM WINDOW VAN XL	RWM WINDOW WAGON XL RWH WINDOW WAGON XLT RWE EDDIE BAUER WAGON SCL CARGO VAN BASE SCM CARGO VAN XL SVL WINDOW VAN BASE SVM WINDOW VAN XL	

\*\*\*\*\* 1993 ECONOLINE/CLUB WAGON \*\*\*\*\*

VEHICLE	BODY DESCRIPTION	BODY DESCRIPTION
(ECON)	<-- ECONOLINE -->	<-- CLUB WAGON -->
1H3 150 HINGED DOOR BASE	1HM 150 HINGED DOOR CUST	
1HX 150 HINGED DOOR XL	1HH 150 HINGED DOOR XLT	
2HB 250 HINGED DOOR BASE	1HP 150 HINGED DOOR CHAT	
2HK 250 HINGED DOOR XL	3HM 350 HINGED DOOR CUST	
25B 250 HNGD DR SUPR BASE	3HH 350 HINGED DOOR XLT	
25X 250 HNGD DR SUPR XL	3HD 350 HINGED DOOR CHAT	
3HB 350 HINGED DOOR BASE	SHL 350 HNGD DR SUPR XL	
3HX 350 HINGED DOOR XL	SHM 350 HNGD DR SUPR CUST	
35B 350 HNGD DR SUPR BASE	SHH 350 HNGD DR SUPR XLT	
35X 350 HNGD DR SUPR XL	SHP 350 HNGD DR SUPR CHAT	
3SB 150 SLIDING DOOR BASE	1SM 150 SLIDING DOOR CUST	
1SB 150 SLIDING DOOR BASE	1SH 150 SLIDING DOOR XLT	
1SX 150 SLIDING DOOR XL	1SP 150 SLIDING DOOR CHAT	
2BB 250 SLIDING DOOR BASE	3SM 250 SLIDING DOOR CUST	
2BX 250 SLIDING DOOR XL	3SH 350 SLIDING DOOR XLT	
3BX 250 SLIDING DOOR XL	3SP 350 SLIDING DOOR CHAT	
3CL 350 CUTAWAY BASE		
3CM 350 CUTAWAY XL		
2ST 250 STRIPPED CHASSIS		
3ST 350 STRIPPED CHASSIS		

06SEP93 CLAIMS LISTING FOR 1993 MODEL PARK EAST PARTNERSHIP  
PAGE 1 REPORTED BY PLATCODE SERIALNO MIL8682

12AUG97 C/O REQUESTED BY:  
DATA SOURCE: PDSM SE-II X53400

VEHICLE INFORMATION

NOTE: IF TIS VALUES HAS (\*) THEN CLAIM NOT USED IN TIS MATRIX

SERIAL CAR #/S	ITS PLT	PROD	WARR	SELL	CLAIM	MICRO C	WCC	PART	CC CCC CD	REPR	T	TACT	MILES	MATL.	TOTL LBR	REPR	ST	COST	COST HRS	DEALR
NUMBER	INC	CCJ NAM	DATE	DATE	DEALR	NUMBER	NUMBER	S	NUMBER	NUMBER	IS	CODE	DATE	IS	CODE	ST	COST	COST	HRS	DEALR
649981	MRC 4LL WPN STH	24FEB93	23AUG93	11057	385671	VBV16011	6P05	740110	36	B02	36	09MAY94	9	1	5207	0.00	14	0.3	11057	ND
** COMMENTS-CLAIM #1		CCOM-TRUNK CORNER IS UP HIGH TECH-ADJUST HINGERS AND LID TO FIT																		
649981	MRC 4LL WPN STH	24FEB93	23AUG93	11057	163036	DV6HD580	1D01	6701	165	77	01MAY95	21	E84	24725	11.84	183	3.6	11057	ND	
** COMMENTS-CLAIM #2		CCOM-LEAKING FROM FRT AND REAR OF ENGINE TECH-DYN TEST ENGINE OIL AND REPLACE REAR MAIN SEAL THAT WAS LEAKING																		
649981	MRC 4LL WPN STH	24FEB93	23AUG93	11057	174784	LY4G15JD	6C06	731458	843	33	25SEP95	26	E84	21579	1.94	12	0.2	11057	ND	
** COMMENTS-CLAIM #3		CCOM-CLIPS FOR OVERHEAD GEAR HANDLE MISSING TECH-INSPECT AND REPLACE MISSING GEAR HANDLE SCREW COVER																		
649981	MRC 4LL WPN STH	24FEB93	23AUG93	11057	179272	NN4BJSLO					21NOV95	28	95B6	23558	0.00	14	0.3	11057	ND	

+ THIS LISTING CONTAINED 4 TOTAL CLAIMS .

0000-000-0000

0000 - CCCC BBBB BB BB 3 3 3 3 0 0 0 IIIII  
0000 000000 DD DD BB BB 3 3 3 3 0 0 0 IIIII  
00 00 CC CC DD DD BBBB BB 3 3 3 3 0 0 0 II  
0000 000000 DD DD BB BB 3 3 3 3 0 0 0 IIIII  
0000 CCCC BBBB BB BB 3 3 3 3 0 0 0 IIIII

\* END V.P. 8 B6.1 BTG: MTVPB KED

JOB/PRINTER ID		CPP-PRINTER	VPS PRINT STATISTICS
JOBNAME:	0GDB3301	DATE: 97.249	ELAPSED PRINT TIME: 00.00.02.87
JOSID:	JOB16121	09/06/97	NUMBER LINES PRINTED: 200
PRINTER NAME:	RVP011E0	SAT	AVG COMP LINE LENGTH (Q): 60
VPSLIB MEMBER:	RVP011E0	TIME: 03.25.54.50	AVG COMP LINE LENGTH (V): 112
SEPIINFO:			NUMBER PAGES PRINTED: 7
GROUP NAME:			NUMBER VTPM SENDS: 34
			NUMBER D/S PRINTED: 1
			NUMBER STAGING I/O'S: 0

[REDACTED]

436488

[REDACTED]

LA

0751



02-217831-30  
4-12 WG-11-2

Office of the General Counsel

Ford Motor Company  
Parklane Towers West  
Suite 300  
Three Parklane Boulevard  
Dearborn, Michigan 48126-2000

May 1, 2000

State Farm Insurance  
PO Box 11880  
Monroe, LO 71211

ATTENTION: Lisa Chain

RE: Claimant: [REDACTED]  
Vehicle: 1993 Lincoln Town Car

Dear Ms. Chain:

Following a review of the facts and circumstances surrounding this event, Ford Motor Company finds no evidence of a manufacturing, design or recall defect, therefore, we must deny liability for 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.

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

Sincerely,

Shawn Norton  
Claims Analyst

2002-025 22315

Office of the General Counsel

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

December 21, 2000

State Farm Insurance Company  
Lisa Chain  
P.O. Box 11980  
Monroe, LO 71211

**ATTENTION:** Lisa Chain

**RE:** Claimant: [REDACTED]  
Vehicle: 1993 Lincoln Town Car

Dear Ms. Chain:

Following a review of the facts and circumstances surrounding this event, Ford Motor Company finds no evidence of a manufacturing, design or recall defect, therefore, we must deny liability for 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.

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

Sincerely,

Shawn Norton  
Claims Analyst

5962-025 22316

# State Farm Insurance Companies



November 30, 2000

Ford Motor Company  
Manager Product Claims Dept.  
Mr. Howard E Keys  
Parklane Tower West  
3 Parklane Blvd, Suite 400  
Dearborn, MI 48126

FORD MOTOR COMPANY  
**RECEIVED**  
CLAIMS UNIT  
DEC 06 2000  
**OFFICE OF THE  
GENERAL COUNSEL**

Auto Subrogation Unit  
P.O. Box 11830  
Metairie, Louisiana 70111-1830  
602-448-6470  
Fax: 1-813-410-7322

RE: Claim Number: [REDACTED]  
Date of Loss: September 12, 2000  
Our Insured: [REDACTED]

Dear Mr. Keys:

This State Farm insured's vehicle, 1993 Lincoln Town Car VIN 1TNNM81W1PY755720, was involved in a loss due to fire. We settled a claim with our insured in the amount of \$8,656.38, which includes our insured's deductible.

Our investigation revealed the cause of the loss was due to the following: faulty cruise control .

Enclosed is the documentation of State Farm's claim. We are holding the vehicle until we have concluded our claim with your company. You may contact me at the phone number below to make arrangements to inspect the vehicle.

Please consider this letter as our demand to Ford Motor Company for reimbursement of \$8,656.38.

Sincerely,

Lisa Chain  
Claim Specialist  
(800) 448-4525

State Farm Mutual Automobile Insurance Company

REDACTED

**EFI**  
Engineering and Fire  
Investigations

4721 Utica Street  
Metairie, LA  
70006  
T: 504-883-5000  
F: 504-883-5005

### PRELIMINARY EXAMINATION REPORT

Prepared for: State Farm Insurance Company      Date of Report: October 9, 2000  
Post Office Box 4233      Date of Notification: September 12, 2000  
Houma, Louisiana 70361      Date of Investigation: September 21, 2000

Attention: Mr. Greg Bollinger and  
Ms. Tosya Thiel

Insured: [REDACTED]      EFI File Number: 98330-00196  
[REDACTED]  
Charleston, Louisiana [REDACTED]

Loss Location: 1993 Lincoln Town Car (VIN: 1LNLM8121PY733720). Loss reportedly occurred at  
Wanda Perro's place of employment.

Date of Loss: September 12, 2000 Policy Number: [REDACTED] Claim Number: [REDACTED]

Attachments: Vehicle Examination Report  Photographs  Other  NHTSA Information

Alterations to the scene prior to EFI's Examination? Yes  No

Did alterations affect the Determination of Origin and Cause? Yes  No

Did alterations affect documentation of the extent of damages? Yes  No

Comments: Vehicle had been moved from fire location prior to EFI exam. Examination of incident location by EFI personnel was not requested by State Farm Insurance Company.

### VEHICLE EXAMINATION

On September 21, 2000, EFI personnel visited Marie's Auto & Truck Salvage facilities in Houma, Louisiana (Telephone: 504-851-1300). The purpose of this visit was to conduct an origin and cause investigation into the subject vehicle fire. Authorization to conduct this examination was granted by [REDACTED] Tosya Thiel, State Farm Insurance Company.

### EXTERIOR EXAMINATION

Exterior burn damage pattern analysis indicated fire progression from within the left-rear portion of the engine compartment. Heat damage and soot staining on the windshield and the hole burned through the hood evidenced this. The portion of the undercarriage beneath the left-rear portion of the engine compartment was the most severely fire damaged portion of the undercarriage. The left-front wheel assembly exhibited directional burn damage progressing from inboard to outboard.

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

EPB2-625 22318

## INTERIOR EXAMINATION

There was no fire damage within the vehicle's cargo compartment (i.e., trunk). There was no fire damage within the vehicle's passenger compartment.

Burn damage within the engine compartment indicated fire progression from the left rear portion, as evidenced by the most severe fire damages having occurred in that area. Burn damage severity to vehicular components diminished progressing away from the left-rear portion of the engine compartment. There were deposits of dry chemical extinguishing agent on engine components.

## AREA OF FIRE ORIGIN

The wiring harness along the upper portion of the firewall and the inboard portion of the left-front fender evidenced directional burn damage patterns emanating from an area in the lower left-rear portion of the engine compartment. The power brake vacuum booster was oxidized and the fire had destroyed the brake fluid reservoir above the master cylinder. The EEC module evidence external fire damage. The cruise control servo evidenced external fire damage. Burn damage pattern analysis indicated fire progression from the area surrounding the speed control deactivation switch and associated connector shell. The speed control deactivation switch was mounted to the upper-forward portion of the brake system component mounted to the upper section of the left frame rail that was beneath the master cylinder.

## CAUSE OF FIRE

The most probable cause of this fire was a malfunction of the speed control deactivation switch. This switch receives electrical power from the vehicle's battery whether or not the vehicle is being operated. The most probable source of ignition was the electrical components of the speed control deactivation switch. The most probable first fuel that was ignited was brake fluid, combustible components of the subject switch, and/or wiring insulation/looming material. Further investigative efforts would be required to form a more definitive conclusion.

			Discounted as Potential Causes	
	Yes	No	Yes	No
Smoking Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Adverse Weather Conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Incendiary Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Type: _____	Location: _____
Ignitable Liquid Storage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describes Vehicle's Fluid reservoirs:	_____
Evidence Ignitable Liquid Employed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Describes:	_____
Ignitable Liquid Contributed to Fire Propagation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Describes: Brake fluid released due to compromised fluid reservoir.	_____

**COMMENTS:** Additional witness information would be required to discount the possibility that adverse weather conditions (i.e., lightning) were contributory to this fire's cause. There was no observed evidence that would have indicated that this was incendiary in nature.

Were debris samples taken?  Yes  No

Evidence removed: Transmission Fluid Sample

Note: If evidence collected, it was transported to Engineering and Fire Investigations' Metairie, Louisiana facility, where it will be stored until written authorization for its disposition is received.

### PRELIMINARY FINDINGS

It is the conclusion of Engineering and Fire Investigations, Inc. that the fire originated from within the lower, left-rear portion of the engine compartment from the area surrounding the speed control deactivation switch. The most probable cause for this fire was a component malfunction that resulted in the ignition of combustibles by the heat generated during electrical activity. The precise combustible ignited and the precise malfunction was not determined at the time of EFI's September 21, 2000 examination of the vehicle. Further investigative efforts would be required to ascertain the specific failure mode.

As per EFT's September 21, 2000 meeting with Ms. Touya Thiel, State Farm Insurance Company, further investigative efforts were suspended pending notification of potential parties of interest.

Research of National Highway Traffic Safety Administration - NHTSA information has revealed a recall that may have a bearing on the subject fire's cause. (See attached, NHTSA Campaign ID No. 99V124000)

### RECOMMENDATIONS

It is the recommendation of Engineering and Fire Investigations, Inc. that further investigative efforts be conducted to determine the precise cause of the component malfunction.

It is recommended that the vehicle's manufacturer, Ford Motor Company (Telephone: 800-392-3673), and the Speed Control Deactivation Switch's reported manufacturer, Texas Instruments, be notified of the subject fire loss and be afforded that opportunity to evaluate/inspect/examine the insured vehicle prior to further investigative efforts. Further investigative efforts should be conducted jointly with the parties of interest, which have been identified by the time of any subsequent investigation/examination.

It is recommended that, subsequent to the evaluation of the subject vehicle by all identified parties of interest, pertinent physical evidence be collected by EFT personnel for preservation, storage, and future examination/testing if needed. Any future testing/examination of collected evidence should be conducted jointly with the identified parties of interest.

### REPORTING INSTRUCTIONS

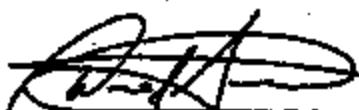
In accordance with our verbal reports on September 21, 2000 and October 6, 2000:

- No further report will be prepared unless requested. The findings are preliminary and may be insufficient for courtroom presentation.
- An addendum report will follow pending receipt of authorization for further investigative efforts and the completion of further investigation, examination and testing.

Engineering and Fire Investigations has discontinued further investigative efforts with regard to this fire. Should you require additional assistance with this loss investigation, please call.

Engineering and Fire Investigations operates as an independent contractor. The opinions expressed are based upon the information, which was available at the time this report was drafted, and draws upon the background, training and experience of the personnel involved in the investigation.

Respectfully submitted,  
Engineering and Fire Investigations, Inc.



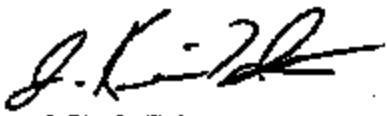
---

Dennis J. Scardino

Reviewed by,



Mark S. Hook



J. Kevin Telano

Enclosures



Engineering and  
Investigation

4721 Uluda Street  
Metairie, LA  
70006  
T: 504-883-5000  
F: 504-883-5005

## VEHICLE EXAMINATION REPORT

Owner	SFI File Number		
Manufacture	Year	Model	Body Style
Ford Motor Company	1993	Lincoln Town Car	4-Door Sedan
State Inspection (Date)	Date	Odometer: Not Verifiable	
Louisiana 08-0615350	06/01	~ 172,340 (approx oil change)	
Tire Number Displayed on Vehicle	Year	State	VIN:
None	Unk	Louisiana	1LNLMB12UPY7925720
Driver	Location		
	New Iberia, Louisiana (Telephone: [REDACTED])		
Gross Vehicle Weight	Gross Axle Weight Front		Gross Axle Weight Rear
Unknown	Unknown		Unknown
Engine	Type of Fuel	Type of Transmission	
4.6 Liter, V-8	Gasoline	Automatic	
Vehicle Examination Date	Location		
September 21, 2000	Marie's Auto & Truck Salvage 634 W. Park (LA 24 N), Houma		

Damaged Areas     Exterior     Interior     Engine Compartment     Note

### Exterior Examination

Body	Front	Distorted/Bent	Deformed	Collapse Damage	Panel Dent
Front Bumper/Grill	<input type="checkbox"/>				
Hood	<input type="checkbox"/>				
Left Front	<input type="checkbox"/>				
Central Left	<input type="checkbox"/>				
Left Rear	<input type="checkbox"/>				
Trunk Lid	<input type="checkbox"/>				
Rear Bumper Arms	<input type="checkbox"/>				
Right Rear	<input type="checkbox"/>				
Central Right	<input type="checkbox"/>				
Right Front	<input type="checkbox"/>				
Roof	<input type="checkbox"/>				
Undercarriage	<input type="checkbox"/>				
Left Front Door	<input type="checkbox"/>				
Left Rear Door	<input type="checkbox"/>				
Right Front Door	<input type="checkbox"/>				
Right Rear Door	<input type="checkbox"/>				
Rear Doors/Hatch	<input type="checkbox"/>				
Not applicable					

**COMMENTS:** Rear bumper area damage to lower welding stud due to towing. Undercarriage: Burn damage reported 140° rear portion of engine compartment. Hood: hole burned through left-rear portion of hood. Burn damage pattern analysis indicated fire progression from within left rear portion of engine compartment.

Glass	Fronted	Crossed/Chipped	Distorted/Melted	Waves	Undamaged
Windshield	<input type="checkbox"/>				
Left Front Door	<input type="checkbox"/>				
Left Rear Door	<input type="checkbox"/>				
Left Side	<input type="checkbox"/>				
Right Door/Hatch	<input type="checkbox"/>				
Right Front Door	<input type="checkbox"/>				
Right Rear Door	<input type="checkbox"/>				
Right Side	<input type="checkbox"/>				

**COMMENTS:** Fire damage to windshield progressed from exterior. Burn damage pattern analysis indicated fire progression from left rear portion of engine compartment.

Tires	Manufacturer/Style Pirelli PT MC	Size/Type	Condition Prior To Incident
			Serviceable Unserviceable Tread Wear
Left Front	P215/70R15 97H M+S	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Left Rear	P215/70R15 97H M+S	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear	P215/70R15 97H M+S	<input type="checkbox"/>	<input type="checkbox"/>
Right Front	P215/70R15 97H M+S	<input type="checkbox"/>	<input type="checkbox"/>
Spare	Michelin Tux (compact)	<input type="checkbox"/>	<input type="checkbox"/>

The indicated sign of recent removal/replacement?  No      Wheels/wheel covers indicated recent removal/replacement?  No

COMMENTS: Left front tire removed from hub/axle progressive exhaust.  
 Tread Depth: LF: 1/2", LR: 1/2", RR: 1/2", RF: 1/2". Pressure: LF: Flat, LR: 30 psi, RR: 30 psi, RF: 30 psi  
 Load Rating: 1020 lbs. at 41 psi, Temperature Rating: B, Treadwear Rating: 400, Traction Rating: A

Engine Compartment Exam					
	Yes	No		Yes	No
Blood open at time of event	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Master Cylinder/Hydraulic Reservoir Damaged	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Radiator damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Brake Fluid below lowest permissible level	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upper radiator hose damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Valve Cover(s) damaged	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lower radiator hose damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water jacket or cracks in engine block	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Coolant level below lowest level	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Engine mounts damaged	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Drive belt(s) damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Engine oil/oil pan leakage	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other hoses damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Oil level below lowest mark on dipstick	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fuel and thermal damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Power Steering Pump/Reservoir Damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lower fenders damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Power Steering Fluid below lowest level	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Heating/Cooling system damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Transmission Case damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Compressor damaged	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Transmission has adequate lubrication	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Was engine running at time of incident?  Yes       No       Unknown

COMMENTS: Upper radiator hose been damaged from left rear. Fuel hoses fire damaged. Heating/Cooling system heat exchanger on top. Left side inner fender fire damaged. Left valve cover damaged. Brake Fluid and Power steering reservoir damaged by fire. Fire damage to engine compartment vent covers in left rear portion. Driver/rear passenger indicated fire progressed from left rear portion engine compartment.

Electrical					
	Missing	Normal	Shorted/Burned	Shorted/Burned	Unburned
Battery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Battery Connection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Battery Cables	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Meter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Start/Stop Solenoid	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Alternator/Generator	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Distributor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ignition Wires	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Plug	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Power Relay Block	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wiring Harness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Injector Wiring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cooler control module	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Engine control module	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AM/FM control module	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Battery connected at time of incident?  Yes       No       Unknown  
 Electrical system involved in issue?  Yes       No       Unknown  
 Tripped/Blown Overcurrent Protection?  Yes       No       Unknown  
 Overcurrent device position altered?  Yes       No       Unknown

Typical/Brown Circuit(s): 412 - 15 A, ESC - 30 A, Fuel Pump - 26 A

COMMENTS: Battery disconnected prior to UVI issue. Fire damage to electrical component vent covers in left rear portion of engine compartment. Fire progression from area of Speed Control Demodulator Switch

**Fuel and Emission Systems**

	Missing	Destroyed/Damaged	Damaged/Unfilled	Undamaged
Filler Cap	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Filler Assembly	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Tank Assembly	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Lines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Pump(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Filter(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Common Injectors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Cleaner Assembly	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Filter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel vapor canister	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ethanol Gas Recovery Valve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ethanol Module	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Exhaust Pipe(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Catalytic Converter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any loose fuel connection?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
Fuel caps present?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
Any evidence of tampering?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
Fuel Tank Level	<input type="checkbox"/> Empty	<input type="checkbox"/> 1/4	<input type="checkbox"/> 1/2	<input type="checkbox"/> Full
				<input type="checkbox"/> Unknown

**COMMENT/RE:** Vehicle reportedly parked for extended period prior to fire; therefore hot engine components discontinued as potential ignition source for fire. Possible portion of fuel lines in engine compartment damaged by fire.

**Interior**

**Passenger Compartment**

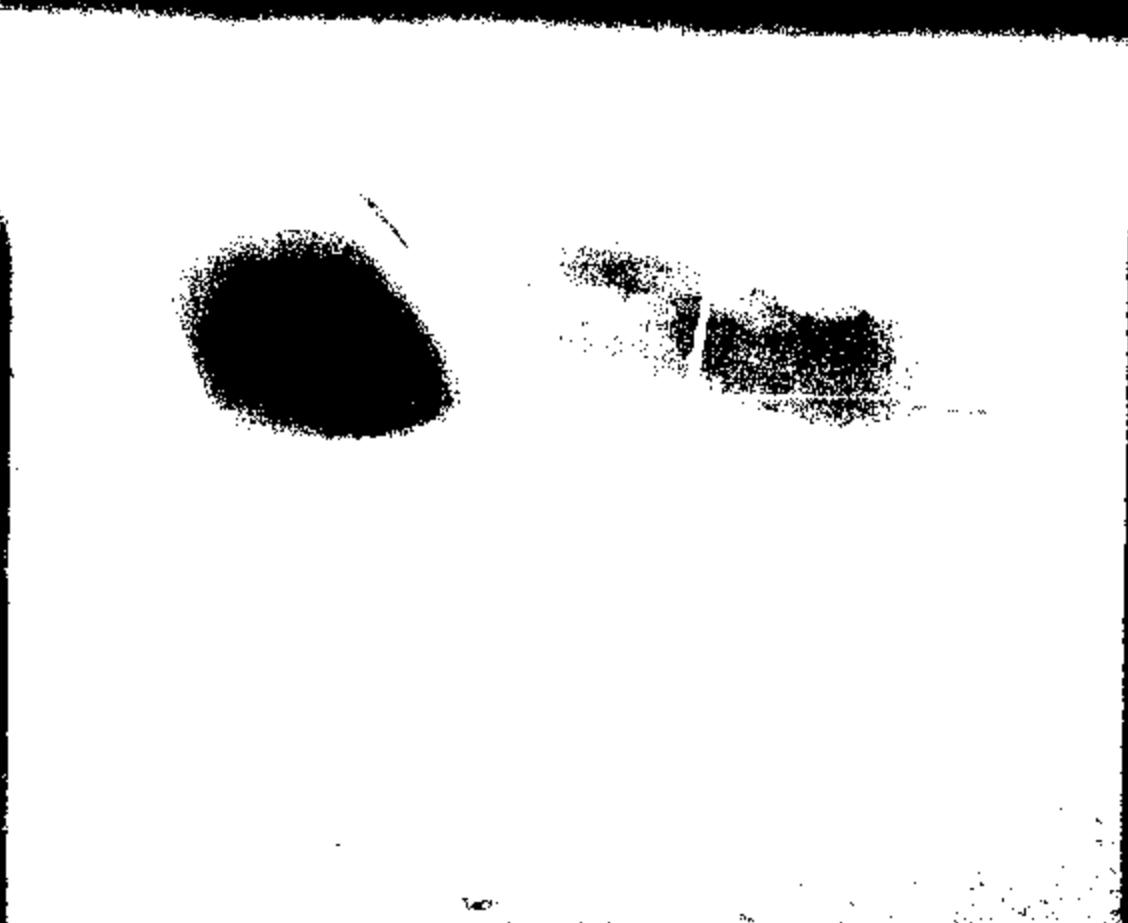
	Damaged	Destroyed	Damaged/Unfilled	Undamaged
Dash	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Instrument Cluster	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Center Console	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Glove Compartment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HVAC System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steering Column	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Front Seat Assembly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Front Floorboard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Front Door	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front Seat Assembly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front Floorboard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front Door	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Front Storage Compartment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear Seat Arm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear Floorboard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear Door	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear Seat Arm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear Floorboard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear Door	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rear Glass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**COMMENT/RE:** Fire did not originate in passenger compartment.

Left Front Door Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
Right Front Door Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
Right Rear Door Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
Left Rear Door Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
Left Front Window Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
Right Front Window Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
Right Rear Window Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
Left Rear Window Open During Incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown

**COMMENT/RE:** Insufficient evidence existing to verify door and window positions at time of fire without witness information.

Was key in ignition?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Was ignition lock assembly damaged?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Mechanical Damage to Steering Column?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Have any accessories been removed?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
If no, describe:	None		
Any unusual burn patterns?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Any shattered windows?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Any unusual objects in vehicle?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
If no, describe:	None		
<b>COMMENTS:</b> Key in ignition at time of EPF's arrival. Insufficient root staining to verify door and window positions at time of fire, witness information would be required to confirm. Since vehicle parked it is suspected that doors and windows were closed. No smoking materials present in passenger compartment.			
<b>Cargo Compartment:</b>			
Was cargo bed open during fire?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
Any unusual objects in truck?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Any unusual burn patterns?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Any shattered windows?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Were wheel assembly present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Tire changing tools present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Have any accessories been removed?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Unknown
If no, describe:	Tire fluid, interior and exterior, driver side.		
<b>COMMENTS:</b> Tire did not originate in passenger compartment or cargo compartment.			
<b>Measurements:</b>			
Evidence of any explosion?	<input type="checkbox"/>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Fire debris sample(s) taken?	<input type="checkbox"/>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Other evidence collected?	<input type="checkbox"/>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>COMMENTS:</b> Physical evidence left in vehicle pending notification of Ford Motor Company			
Investigator	Dwight J. Steffens-L. Kevin Tilman		Date September 21, 2000



11. Left-side portion of vehicle.



12. Left-front portion of vehicle.

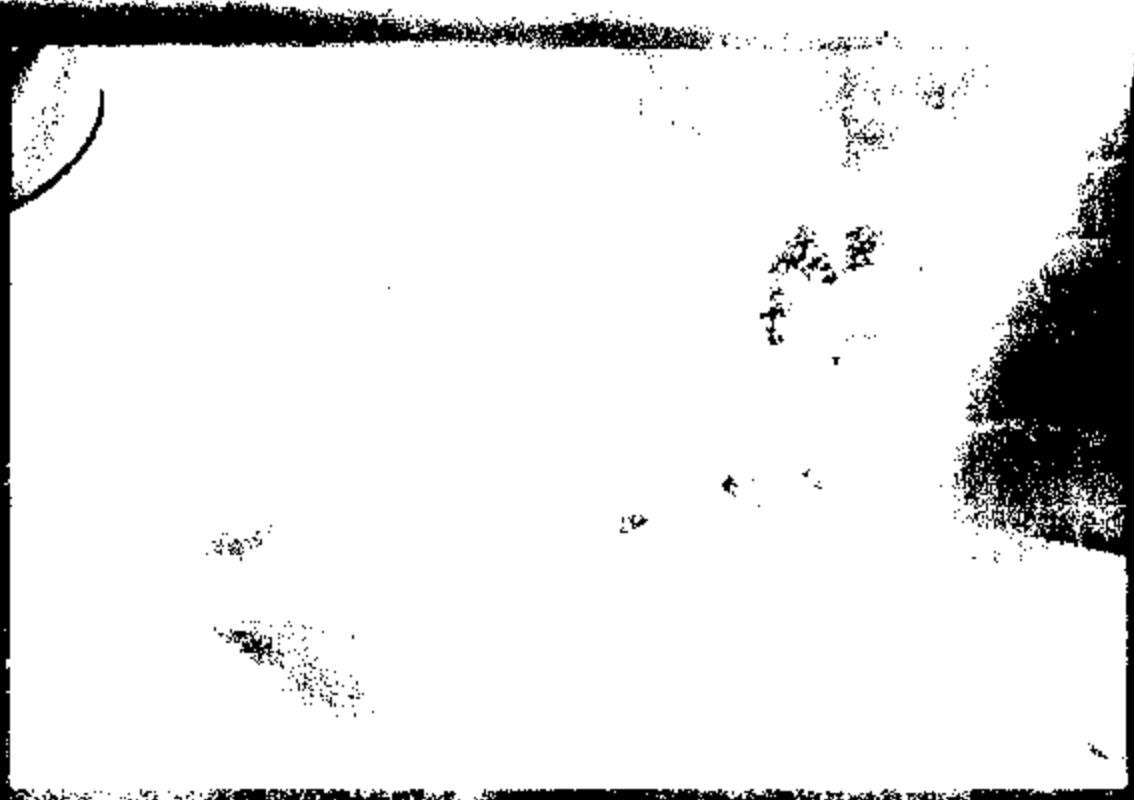


15. Left-front portion of undercarriage.



16. Rear portion of undercarriage.

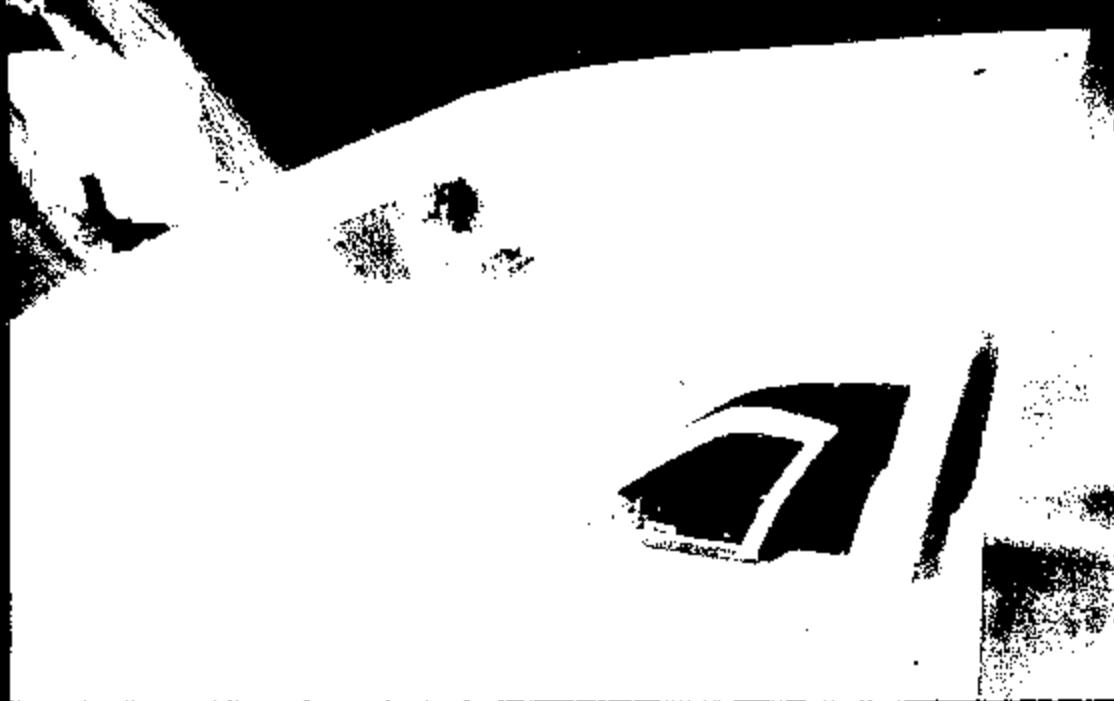
5002-525 22025



23. Detail showing how the debris was placed on the floor board in the left-side portion of the passenger compartment.



24. The exterior of the windshield.



25. Interior of windshield and ceiling liner above left-front portion of passenger compartment.



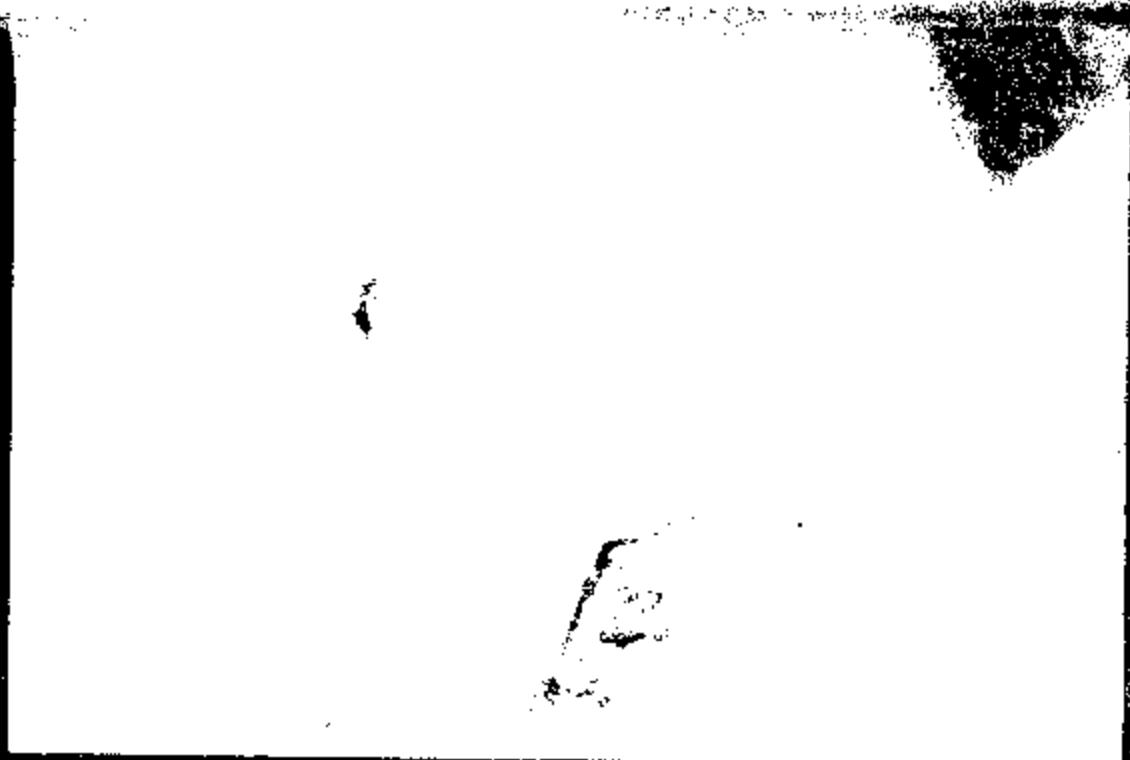
26. Central portion of interior surface of windshield.



30. Exterior of hood as viewed from left side of vehicle.



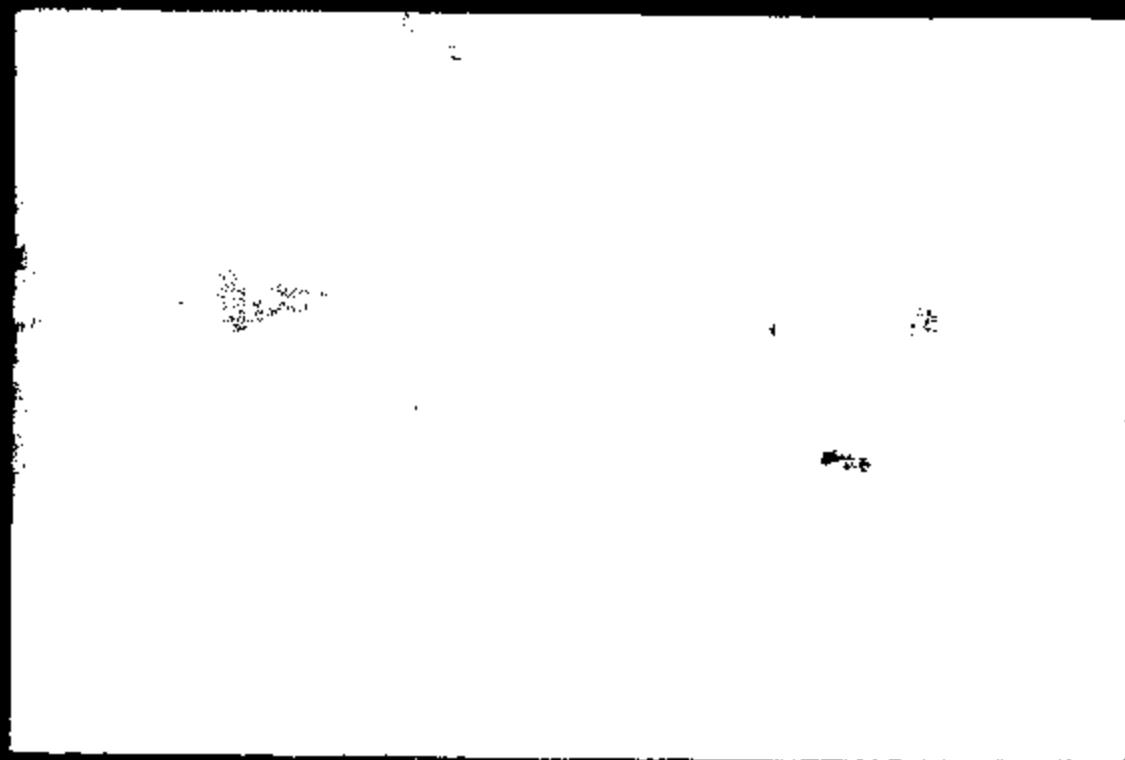
31. Lower surface of hood.



33. Right-front portion of engine compartment. Note that battery had been disconnected prior to EFT's examination.



34. Right-rear portion of engine compartment.



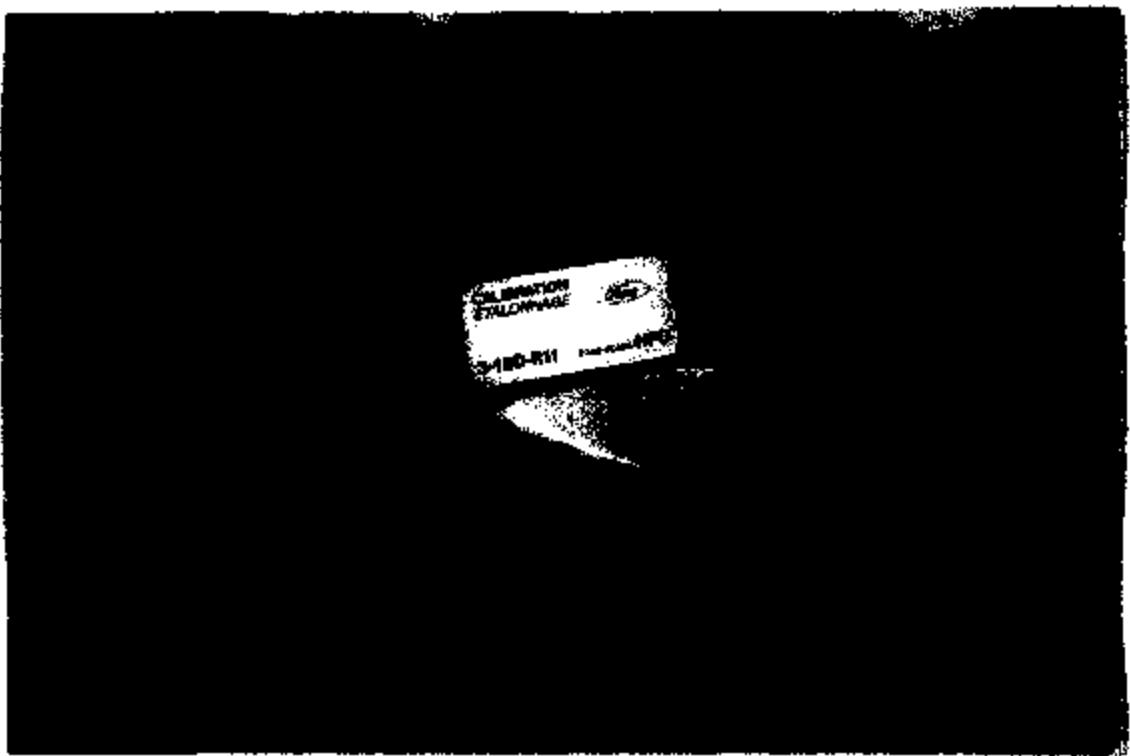
35. Hood above right-over portion of engine compartment.



36. Inboard portion of right side of engine compartment.



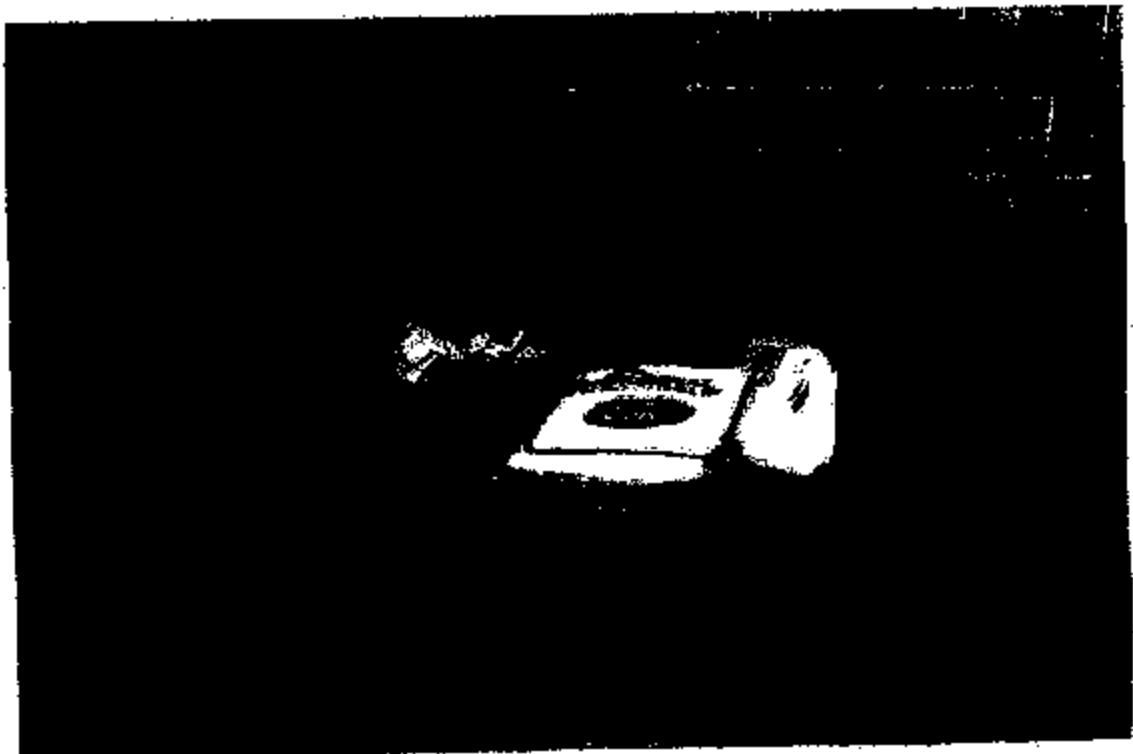
2202-025 22334



2202-025 22335



2002-025 22336



5902-025 22237



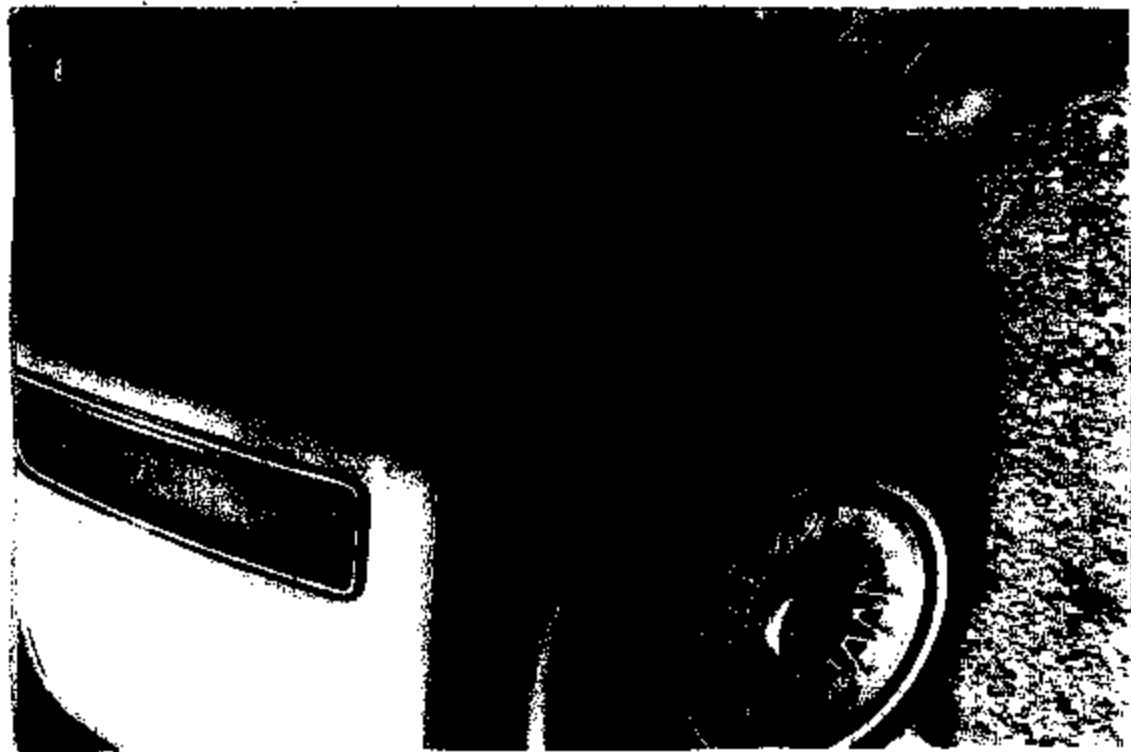
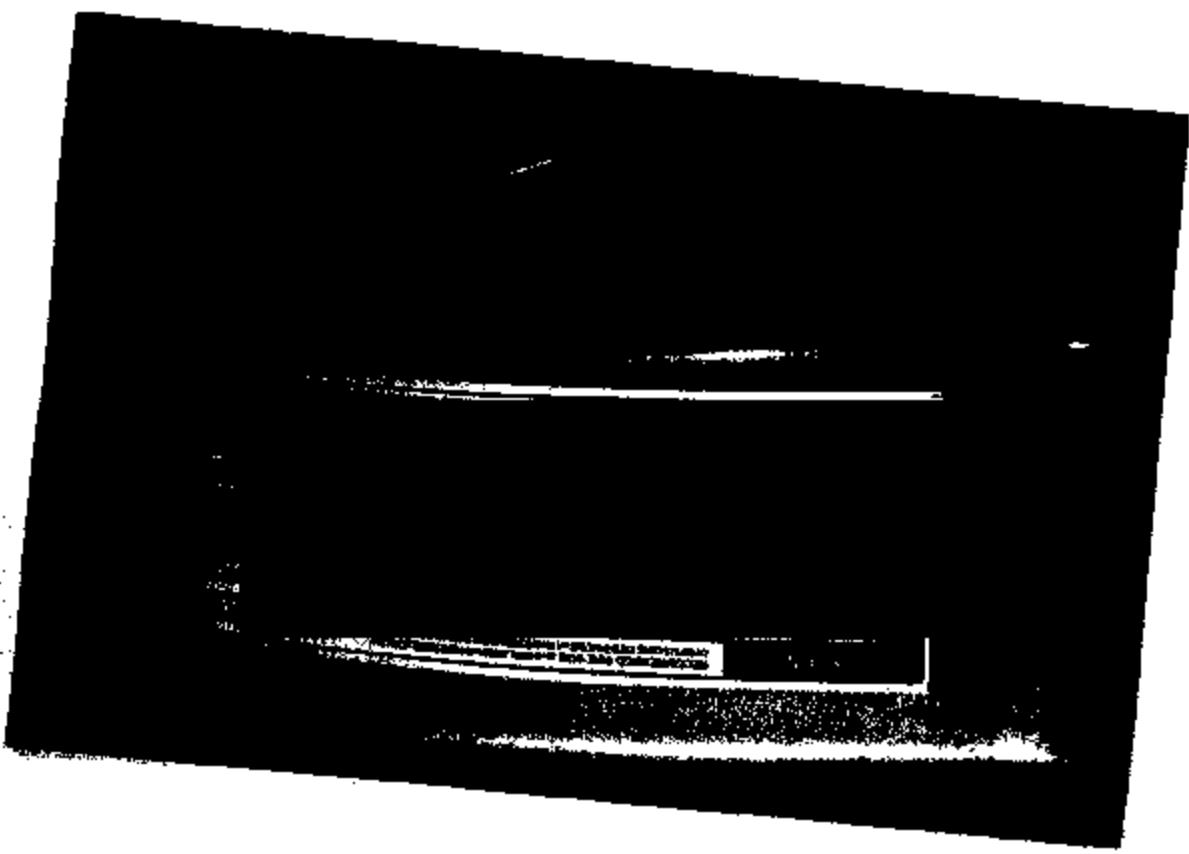
ER02-025 22330



0202-025 22339



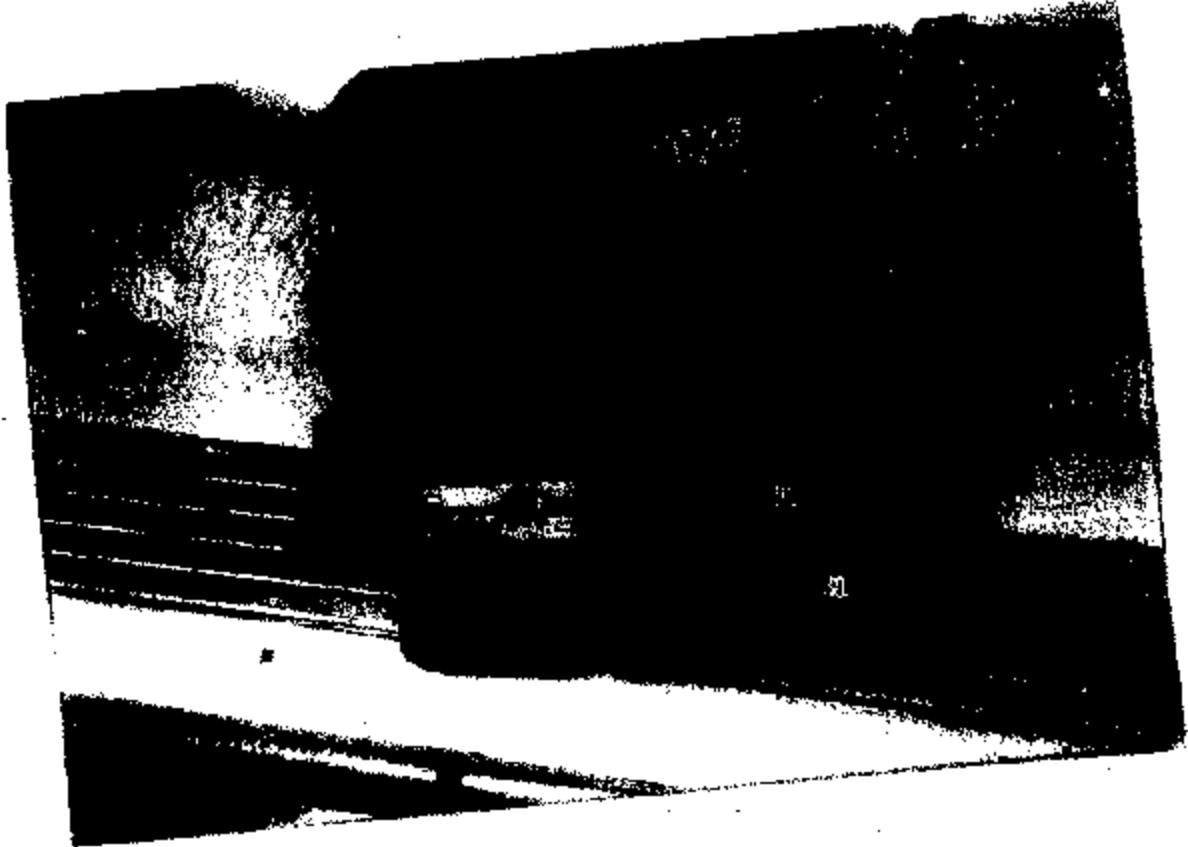
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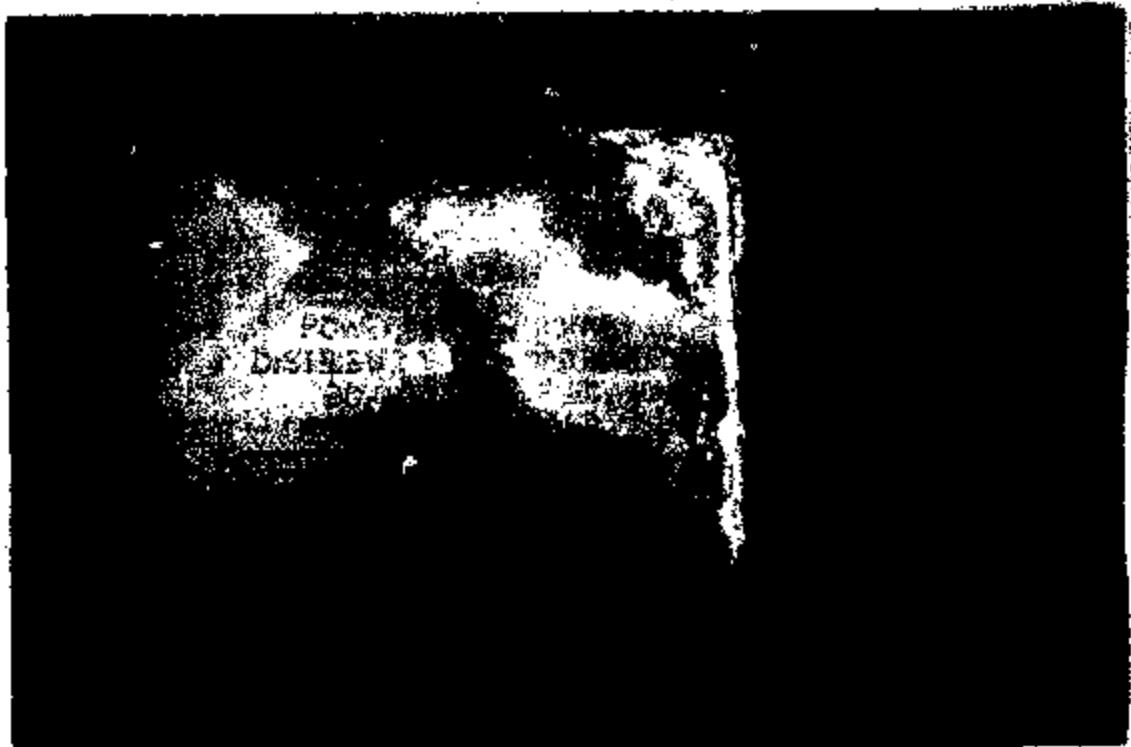
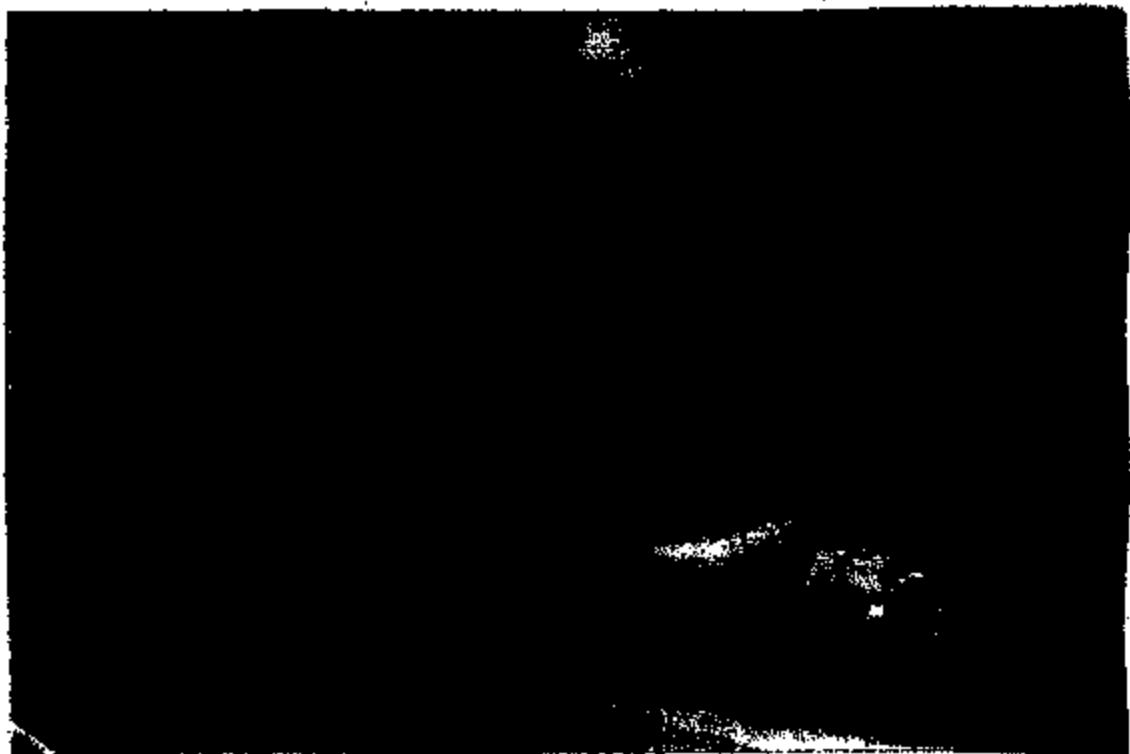
2002-025 22341



ER62-625 22242



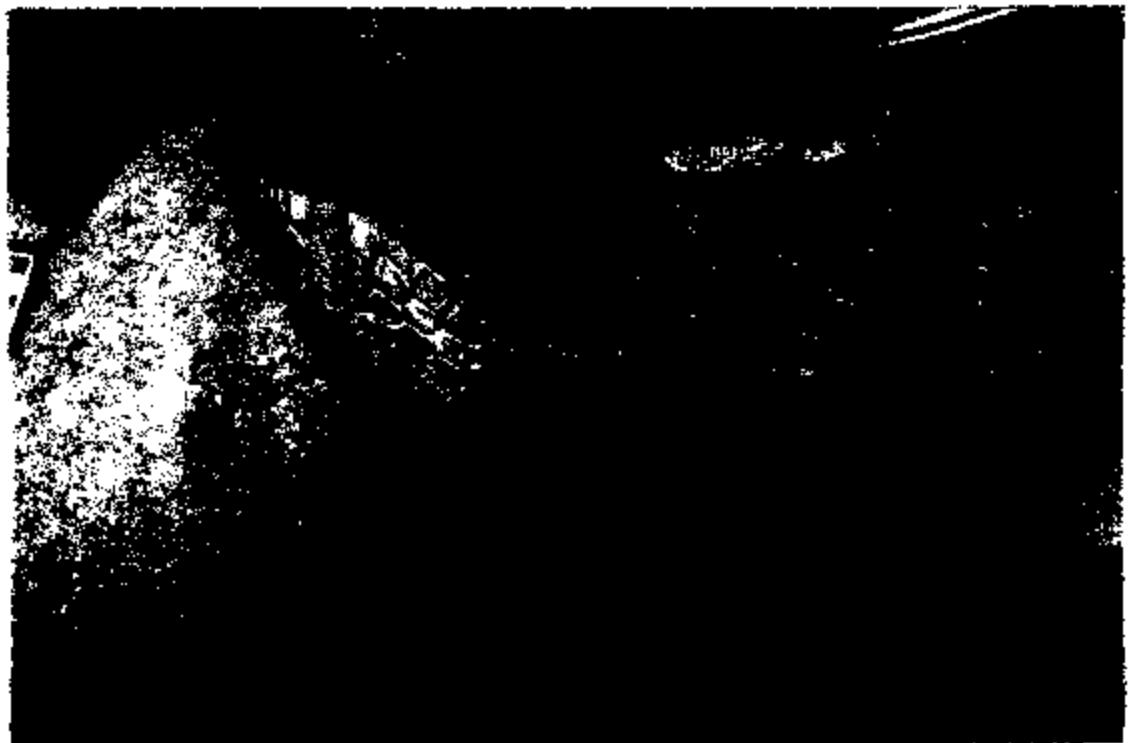
2025 RELEASE UNDER E.O. 14176



0002-020 22344



888-625 2235



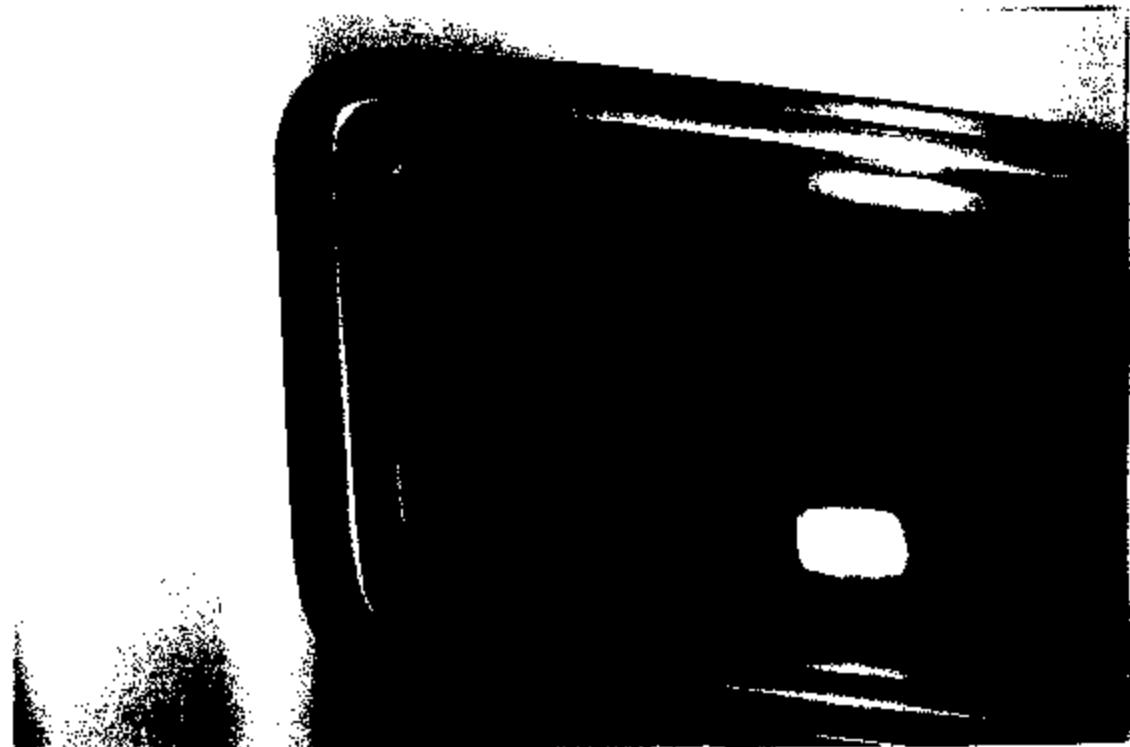
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5982-025 22247



5902-525 22346



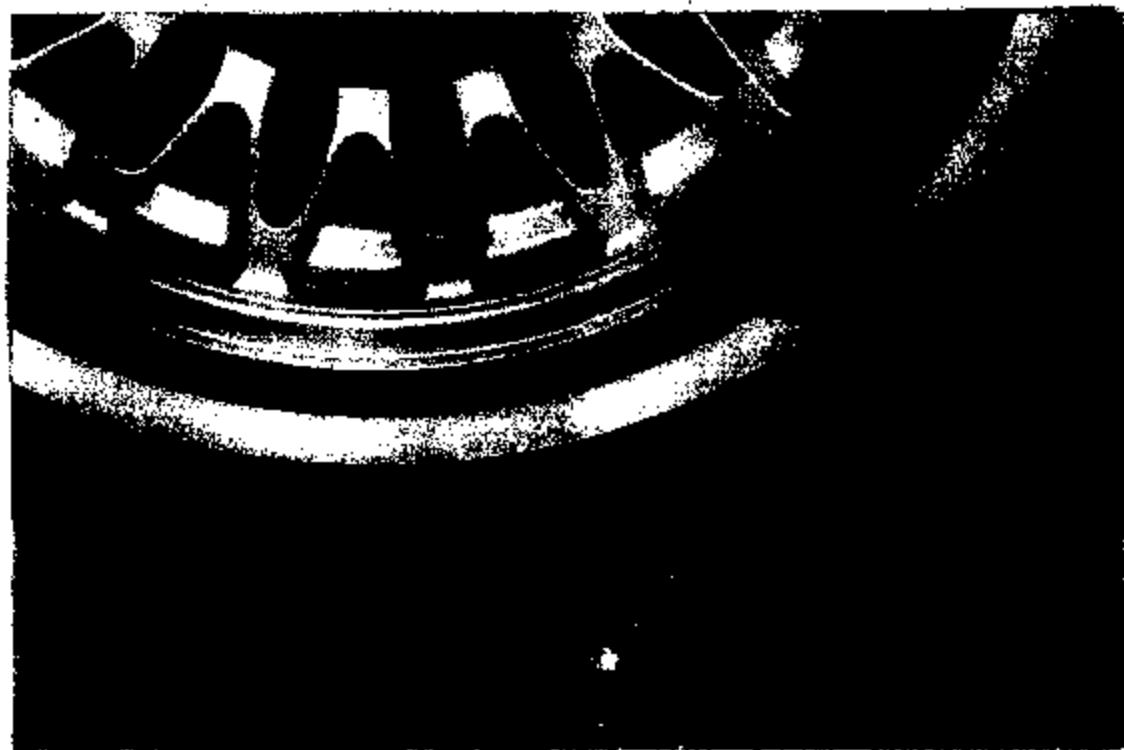
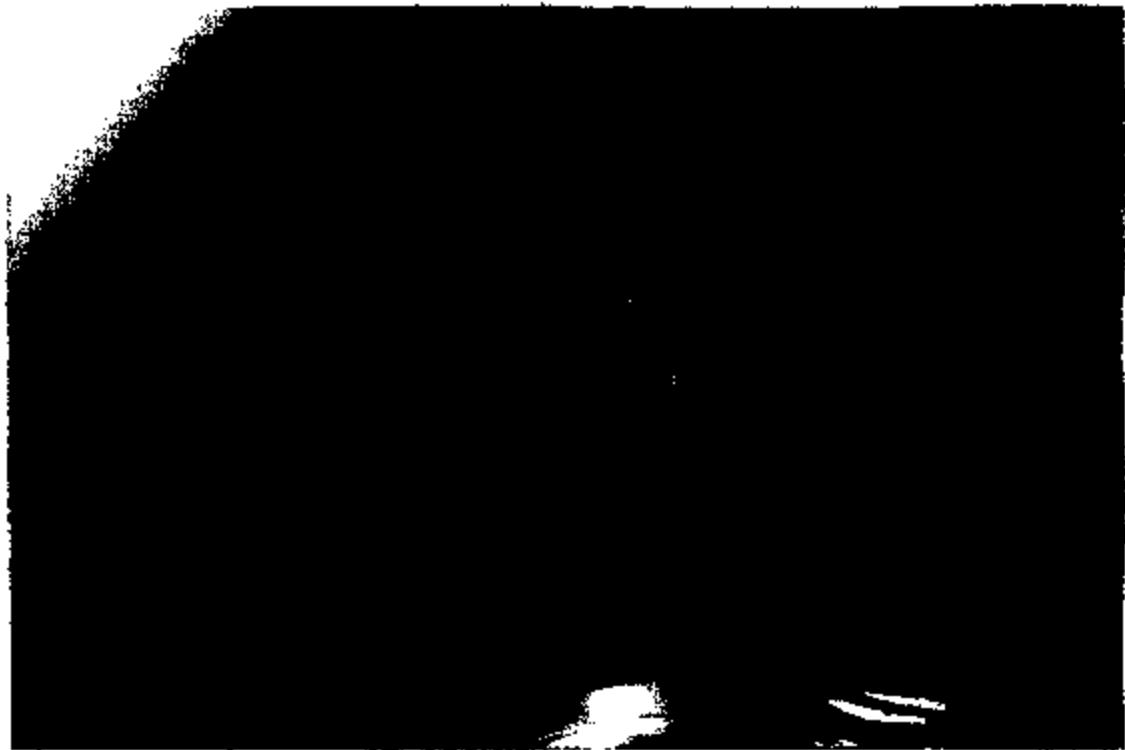
E982-025 22340



0002-025 22000



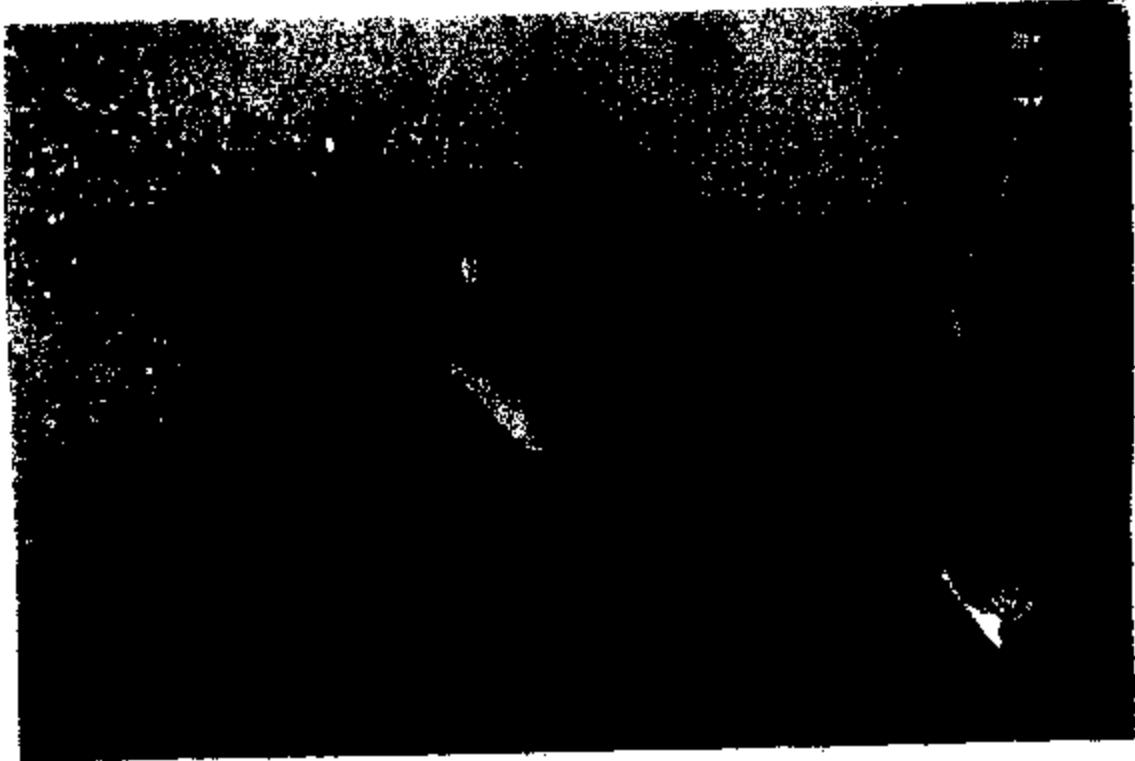
ER02-025 22361



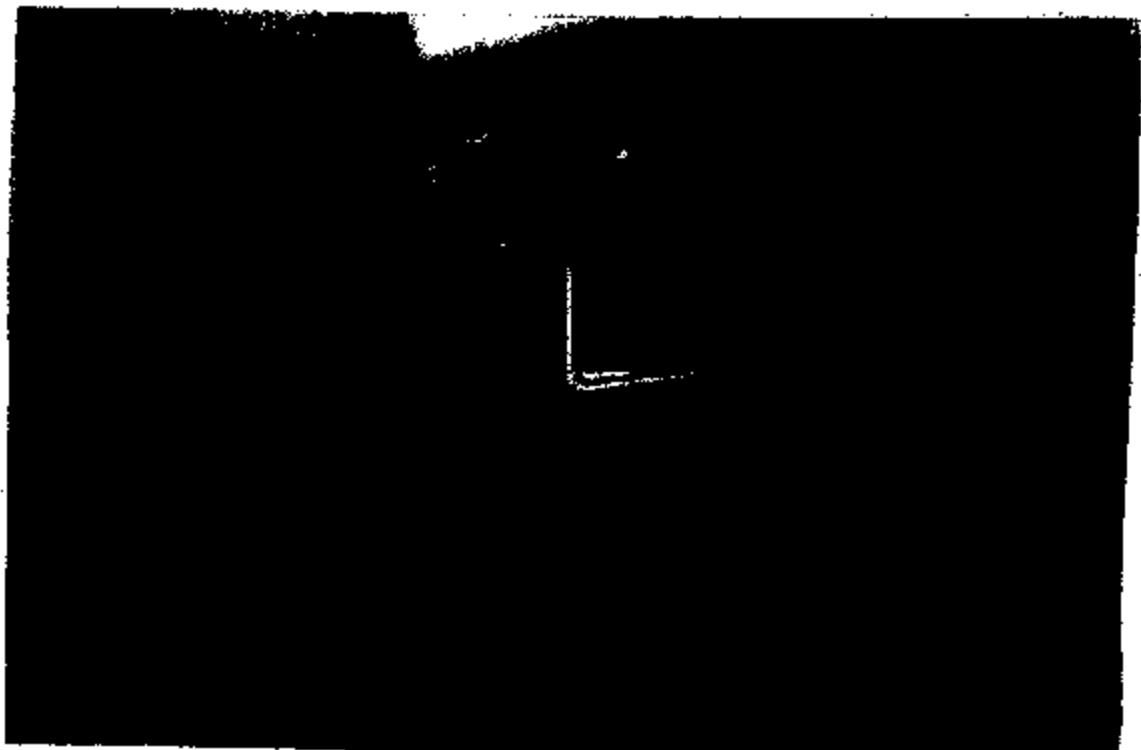
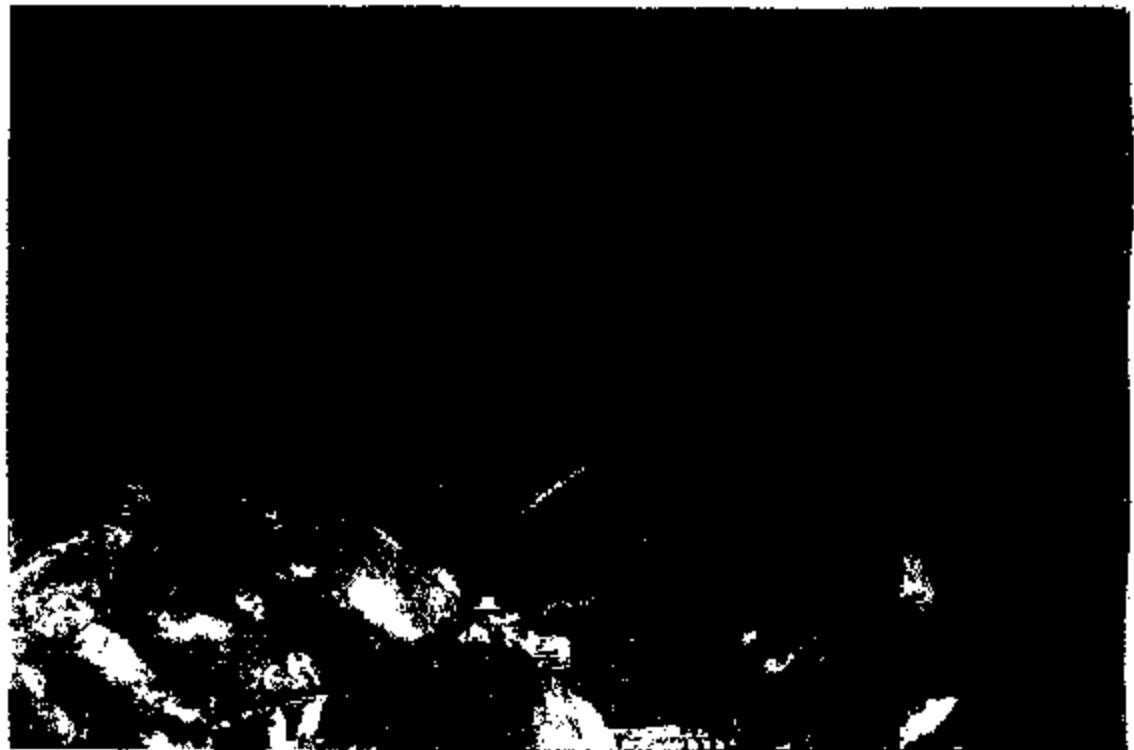
0002-025 22352



E982-925 22353



ER02-025 22354



2002-026 22355



ENR2-020 22355

**ST. MARY SHERIFF'S OFFICE**  
**INCIDENT NUMBER: 2000009831**

Received Dispatched Arrive Under Control Completed	Date 9/12/00 9/12/00 9/12/00 / / 9/12/00	Time 9:30 9:30 10:01 0:00 10:14	Incident Address Information  [REDACTED]  AMELIA ST. MARY
Signal Reference Signal Actual Signal	62F 62F 62F	Incident Reported From: Telephone: (504) 385-3366 911 OFFICE OPERATOR	
Citations Issued	<input type="checkbox"/> Weapons Involved		How Received:E
<b>DISPOSITIONS</b> <input type="checkbox"/> H.S.O. <input type="checkbox"/> ARREST <input type="checkbox"/> U.T.L. <input type="checkbox"/> REFERRED <input type="checkbox"/> R.O.F. <input checked="" type="checkbox"/> TURN OVER <input type="checkbox"/> UNFOUNDED <input type="checkbox"/> NO ACTION <input type="checkbox"/> ALL SECURE <input type="checkbox"/> CANCELLED		<b>NOTIFIED</b> <input type="checkbox"/> KEY HOLDER <input type="checkbox"/> DETECTIVE <input type="checkbox"/> ACADIAN <input type="checkbox"/> CORONER <input type="checkbox"/> SUPERVISOR <input checked="" type="checkbox"/> FIRE DEPT.	

Note:

**ADVISED OF A VEHICLE ON FIRE.**

**DISPO: TURN OVER**

TURN OVER TO AMELIA FIRE DEPT.

VEHICLE #1: DQR376 DRIVER [REDACTED] AMELIA FIRE DEPT

EXTINGUISHED THE VEHICLE FIRE. NO INJURIES.

Name: Last	First & Middle	ID Number	Party Arrived	Completed
JOHNSON	CHORNESK	109910000074 R		
MITCHELL	BERNARD	109910000761 A	9/12/2000 10:14	9/12/2000 10:14
JOHNSON	CHORNESK	109910000074 D		

RECEIVED

SEP 22 2000

CLAYBROOK POLICE DEPARTMENT

092-625-22257

II 18-0420-146 SS

INCIDENT REPORT WORKSHEET  
AMELIA VOLUNTEER FIRE DEPARTMENT  
P.O. BOX 308 AMELIA, LOUISIANA 70340  
BU4-831-2889



DATE Sept. 12, 2000

TIME OUT:

#1 9:37  
#2 \_\_\_\_\_  
#3 \_\_\_\_\_

ARRIVE AT SCENE:

#1 9:37  
#2 \_\_\_\_\_  
#3 \_\_\_\_\_

RETURN TO STATION:

#1 10:10  
#2 \_\_\_\_\_  
#3 \_\_\_\_\_

PHYSICAL ADDRESS:

OCUPANT:

D.O.B.

MAILING ADDRESS:

PHONE

OWNER:

D.O.B.

MAILING ADDRESS:

PHONE

SITUATION UPON ARRIVAL: CHARBONTEL, LA.

FIRE UNDER HOOD

PLACE OF ORIGIN: UNDER HOOD - DRIVER SIDE

PROBABLE CAUSE: UNDETERMINED

MATERIAL IGNITED

FORM OF IGNITION: UNDETERMINED

FORM OF MATERIAL IGNITED

AMOUNT SUSPECTED YES: 3 HRS. INVESTIGATION REQUESTED YES: 1 HRS.

MONILE PROPERTY

MAKE: HINO

Model: Tourer C.R

YEAR: 93

SERIAL NUMBER: 1KAKM81W1PY755722 LICENSE NUMBER:

EQUIPMENT IF INVOLVED IN IGNITION: SERIAL NUMBER:

MAKE:

Model:

YEAR:

EQUIPMENT USED: HHO LINE:  H2LINE:  OXYLINE:  SUPPLY LINE:

HYDRANTS:  PORTABLE PUMP:  FOAM:  SMOKE EXTRACTOR:  MONITOR:

INSURANCE COMPANY: STATE FARM

PHONE: 317-276-6727

AMOUNT OF INSURANCE: STRUCTURE:

CONTENTS:

ESTIMATED VALUE: STRUCTURE:

CONTENTS:

ESTIMATED LOSS:

INJURIES: FIRE:

OTHER:

PATIENTS: FIRE:

OTHER:

OFFICER IN CHARGE:

RANK:

(SIGN ON BACK)

BU4-831-2889

CSCM140

## VEHICLE DATA

12/14/00 08:20:42

OWNER VTR ==&gt; 1LNLM81W1PY755720

NAME ==&gt; [REDACTED]

ZIP ==&gt; [REDACTED]

MODEL YR ==&gt;

OWNER NAME : [REDACTED]

STREET ADDR : [REDACTED]

CITY : CHARENTON

N/A YY-MM-DD 95-03-03

ST/PRV: LA CTRY:

ZIP/POSTAL CODE: 70523

N/A SOURCE: P

MODEL YEAR : 93 PLANT: Y

SALE YY-MM-DD 93-06-16

BODY STYLE DESC: 4 DOOR SEDAN

PRODUCTION YY-MM-DD 93-06-01

VEHICLE DESC : 1993 TOWN CAR

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	PCSD REGION
SHIP-TO	3	26	B	060	45	21
FACING	3	25	C	732		
RESPONSIBLE	3	22	C	679		

	ENGINE TAG CODE	CAMPAIGN COUNTS
CA EMISSION :	[REDACTED]	
NAVIS STATUS :	800	COMPANY CAR IND :
DSO DISTRICT :		FLEET CODE :
DSO NUMBER :		FLEET STATUS :

TOTAL CAMPAIGNS	OPEN	CLOSED	ACTIVE	HISTORY
: 01	: 00	: 01	: 01	: 00

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

OGDB166

8900-625 22259

CSCN150

## CAMPAIGN VEHICLE INFORMATION

12/14/00 08:20:45

ENTER CAMPAIGN NUMBER=> 96L12      VIN=> 1LNLM81W1PY755720      TYPE OF SEARCH: A  
MODEL YEAR: 93 DEFECT: PASS AIR BAG BODY STYLE: 4 DOOR SEDAN

NEW STATUS CODE:

CAMP DIV : 6

REPAIR INFORMATION:

SUPP CODE :

REPAIR DATE: \_\_\_\_\_ DEALER P/A: \_\_\_\_\_

KIT CODE : CI

MICRO REF: \_\_\_\_\_ CLAIM NUM: \_\_\_\_\_

OASIS DATE :

DELETE REASON:

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW: \_\_\_\_\_

IND: MATCH CODE: 4

CURRENT: 3 22 679 ASSIGNED: 96-12-19 SOURCE: FX

EXTRACT DATE: 96-12-19

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

## CODE DESCRIPTION

DATE

TYPE

DATE

P/A

CLAIM#

MICRO#

CL SRC

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

OL

M RELEASED FOR MAILING 97-02-25

H AWAITING MAILING 96-11-22

OGDB166

DELETE REASON:

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

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

Z037=NO MORE DATA TO DISPLAY

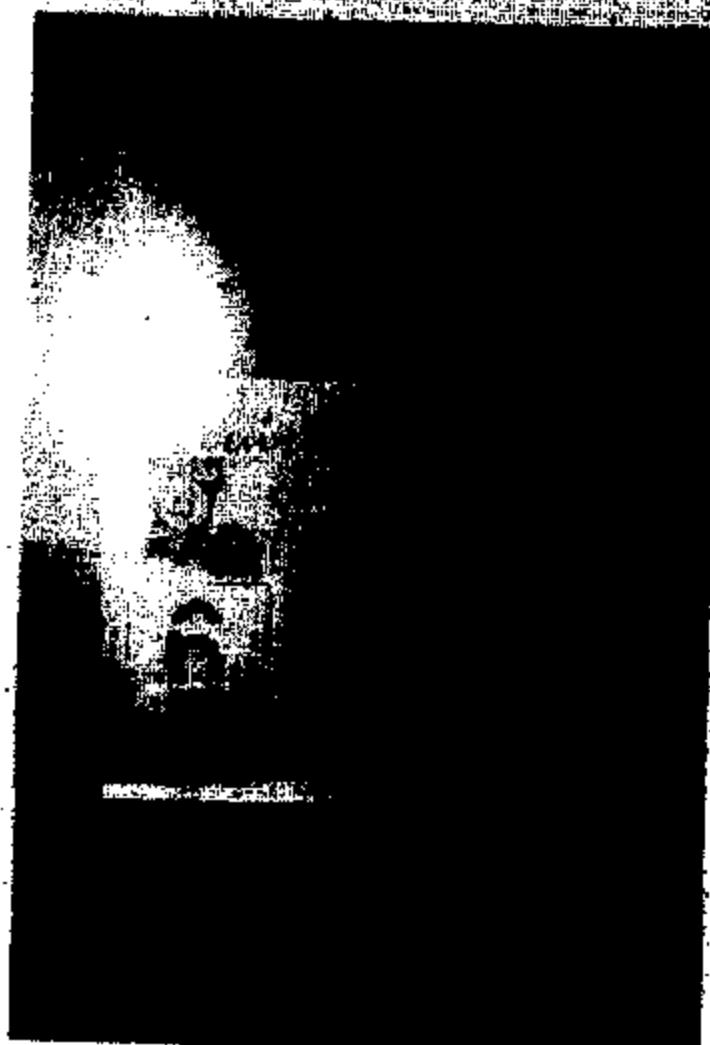
CSCN130

NOTIFICATION RECIPIENT HISTORY

12/14/00 08:20:47

\*\*\*\*\*  
NOTIFICATION CAMPAIGN NBR ==> 96L12 VIM ==> 1LNLM81W1PY755720  
DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DOOR SEDAN  
RESP DEALER : 322679 BEGINNING MAILED DATE: 97-03-08 YY-MM-DD  
RELEASE DESC : NI PART KIT CODE ENDING MAILED DATE : 97-03-21 YY-MM-DD  
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:  
LAST NAME : INITIALS: O  
STREET ADDR1 :  
ADDR2 : ST/PRV: LA  
CITY : CHARENTON CTRY:  
ZIP/POSTAL CODE: \*\*\*\*\* N-A SOURCE: P N-A EFF DATE: 95-03-03 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  
X048-LAST PAGE OGDB166

0002-026 22261



0000-025 22502

2. Louisiana Inspection Certificate on lower left interior surface of windshield.

**EFI**

**Emergency and Fire  
Investigations**

**Photo Sheet**

**EFI No. 98220-00196**

**Insured:** [REDACTED]



**3. Front of vehicle prior to lifting by Marie Towing personnel.**



**4. Front of vehicle.**

**ERB-625 22263**

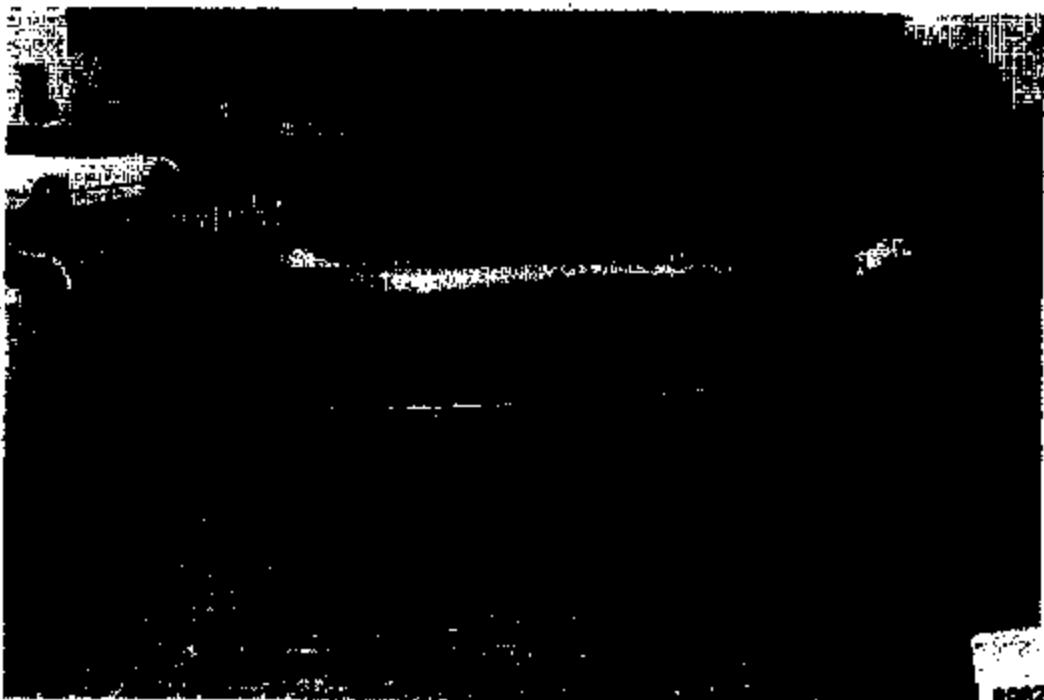
**Photo Sheet**

EFI No. 983-0000000000000000

Insured: [REDACTED]



5. Right side of vehicle.



0002-000 22224

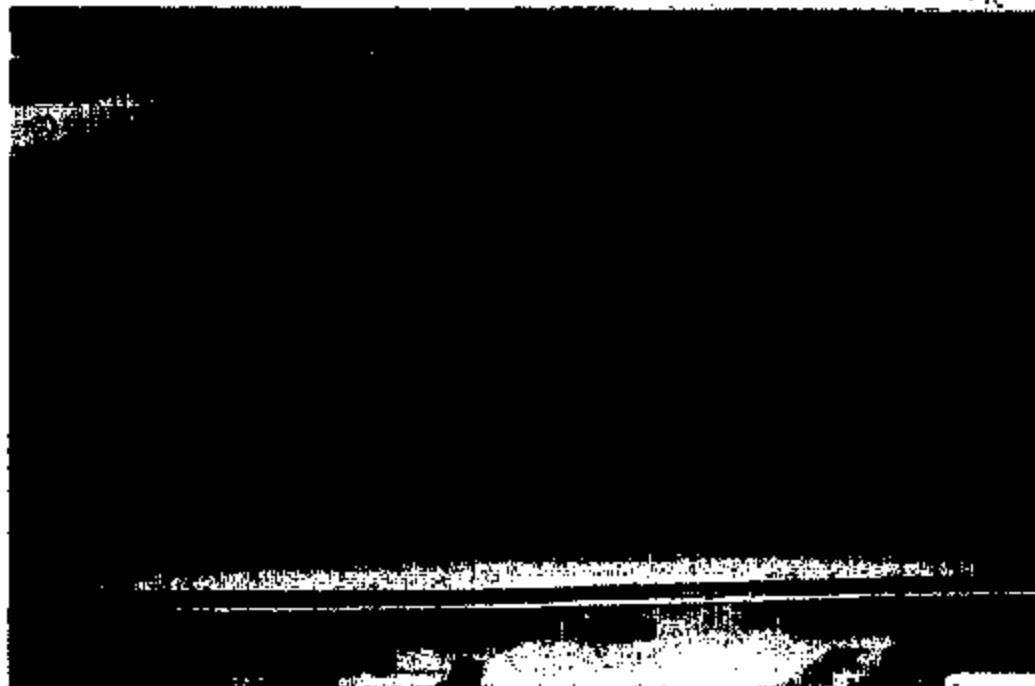
**Photo Sheet**

**EPI No. 98330-00186**

**Insured:** [REDACTED]



**7. Left side of vehicle.**



**8. Roof of vehicle, as viewed from rear looking forward.**

**9832-025 22386**

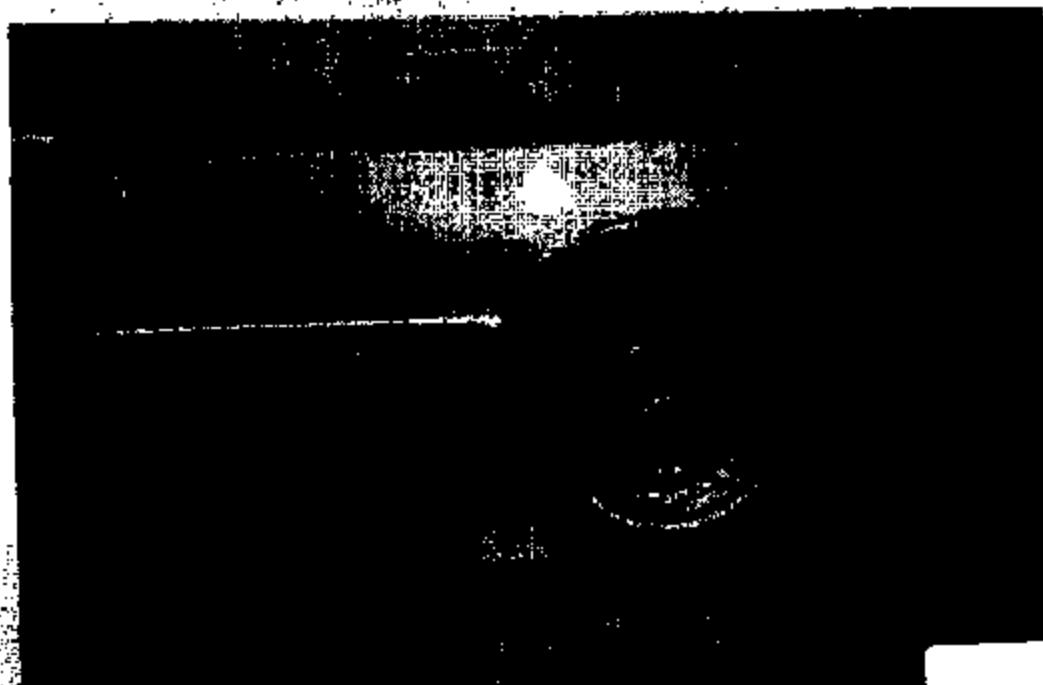
**Photo Sheet**

EPI No. 98330-00198

Insured: [REDACTED]



9. Right-front portion of vehicle.



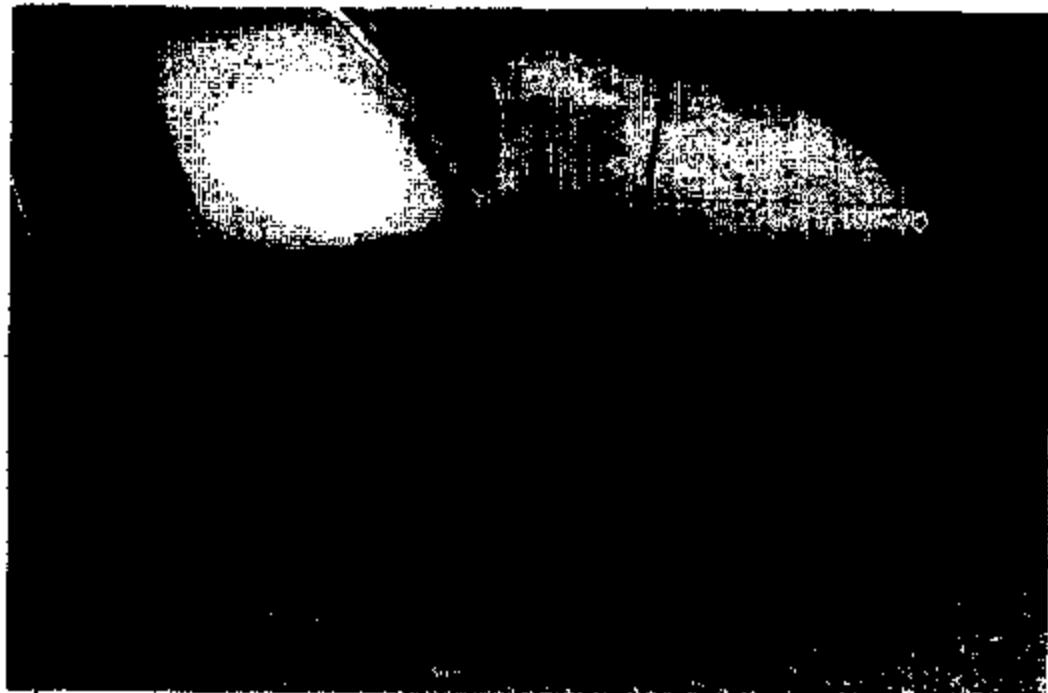
10. Right-rear portion of vehicle.

8862-626 22386

**Photo Sheet**

EFI No. 98330-00196

Insured: [REDACTED]



11. Left-rear portion of vehicle.



12. Left-front portion of vehicle.

98330-001 22307

**EFI**

Engineering and Fire  
Investigations

**Photo Sheet**

**EFI No. 98330-00196**

**Insured:** [REDACTED]



**13. Fuel fill cap.**



**14. Right-front portion of undercarriage.**

**98330-001 22288**

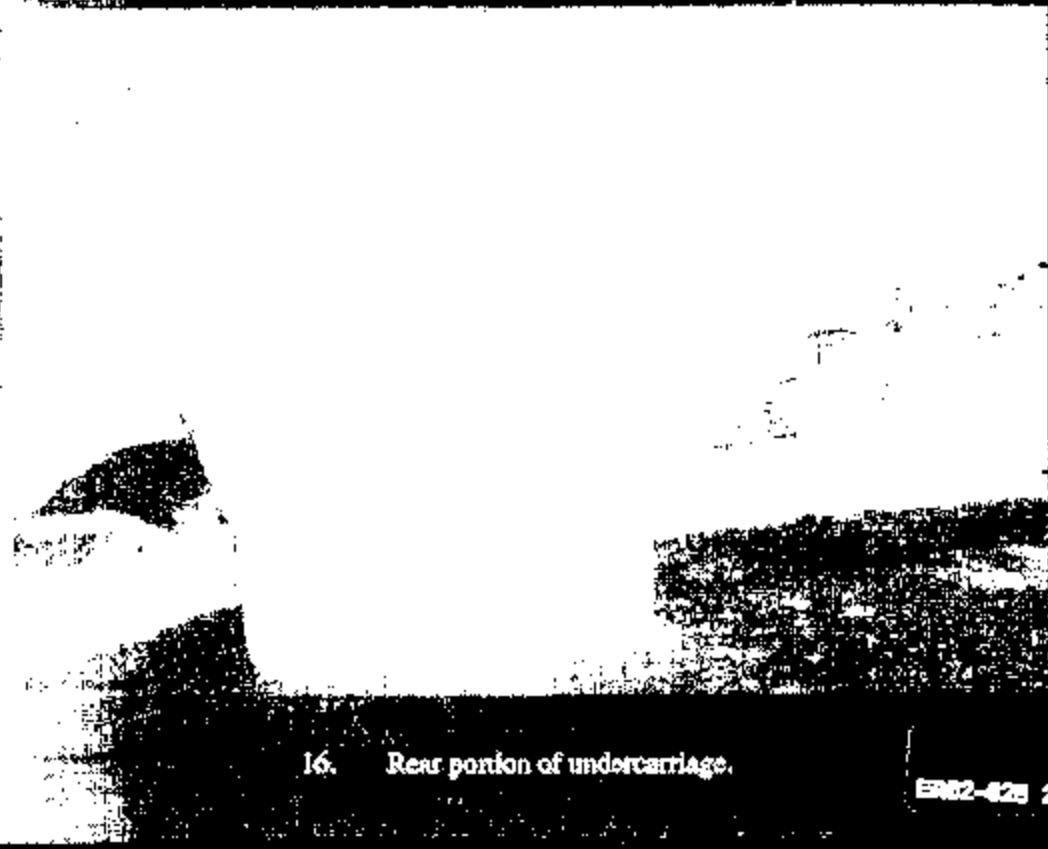
Photo Sheet

EFI No. 98380-00196

Insured: [REDACTED]



15. Left-front portion of undercarriage.



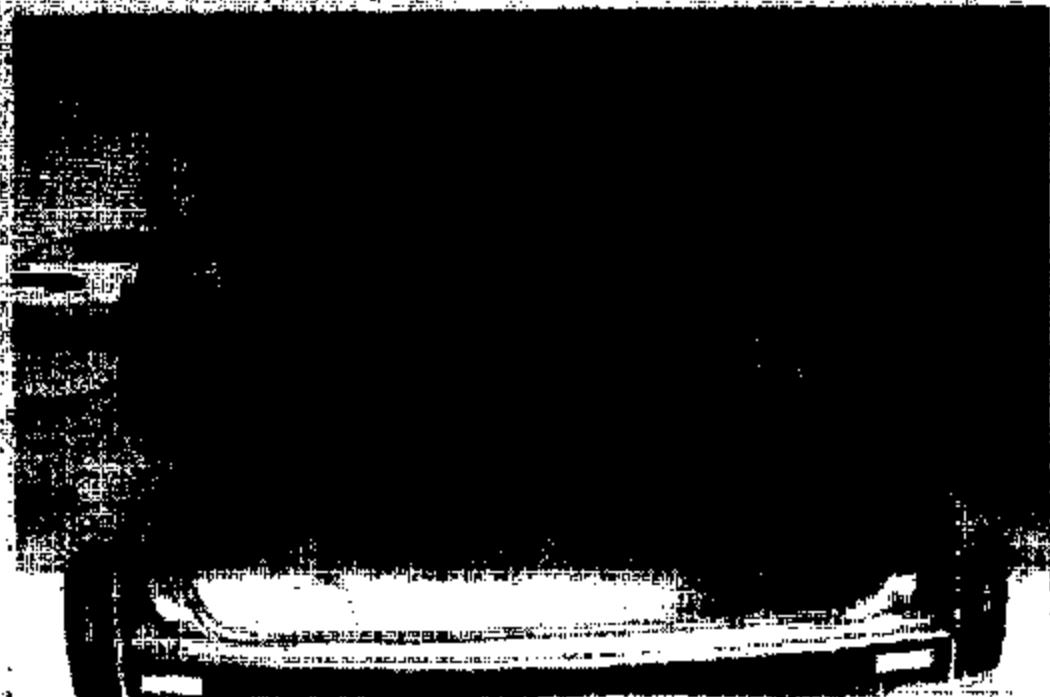
16. Rear portion of undercarriage.

8002-425-2239

**Photo Sheet**

EFI No. 98330-00196

Insured: [REDACTED]



17. Interior of cargo compartment.



18. Storage within cargo compartment.

2062-626 22378

**EFI®**  
Automotive and Fire  
Investigations

**Photo Sheet**

**EFI No. 98330-00196**

**Insured:** [REDACTED]



**19. Left-front portion of passenger compartment.**



**20. Right-front portion of passenger compartment.**

**800-525-2271**

**EFI\***

Exposure and Processing

**Photo Sheet**

**EFI No. 98330-00198**

**Insured:** [REDACTED]



**21. Right-rear portion of passenger compartment.**



**22. Left-rear portion of passenger compartment.**

**E982-625 22372**



## Photo Sheet

EFI No. 98330-00196

Insured [REDACTED]



23. Debris collected from fire scene and placed on the floorboard in the left-rear portion of the passenger compartment.



24. The exterior of the windshield.

ENR2-025 22373

**EFI®**  
Engineering and Fire  
Investigations

**Photo Sheet**

**EFI No. 98390-00196**

**Insured:** [REDACTED]



**25. Interior of windshield and ceiling liner above left-front portion of passenger compartment.**



**26. Central portion of interior surface of windshield.**

**902-625-2274**



Photo Sheet

EFI No. 96330-00196

Insured: [REDACTED]



27. Interior fuse block beneath left side of dash.

96330-026 22378

**EFI®**

Engineering and Fire  
Investigations

**Photo Sheet**

**EFI No. 98330-00196**

**Insured:** [REDACTED]



**28. Right side of steering column.**



**29. Exterior of hood as viewed from front of vehicle.**

5982-825 22378

**EFI\***

Engineering and Fire  
Investigations

**Photo Sheet**

**EFI No. 98330-00196**

**Insured:** [REDACTED]



30. Exterior of hood as viewed from left side of vehicle.



31. Lower surface of hood.

98330-00196-22077



## Photo Sheet

EFI No. 08330-00196

Insured: [REDACTED]



32. Right side of engine compartment.

ENR-425 22378

**EFI\***  
Engineering and Fire  
Investigations

**Photo Sheet**

**EFI No. 96330-00196**

**Insured:** [REDACTED]



33. Right-front portion of engine compartment. Note that battery had been disconnected prior to EFI's examination.



34. Right-rear portion of engine compartment.

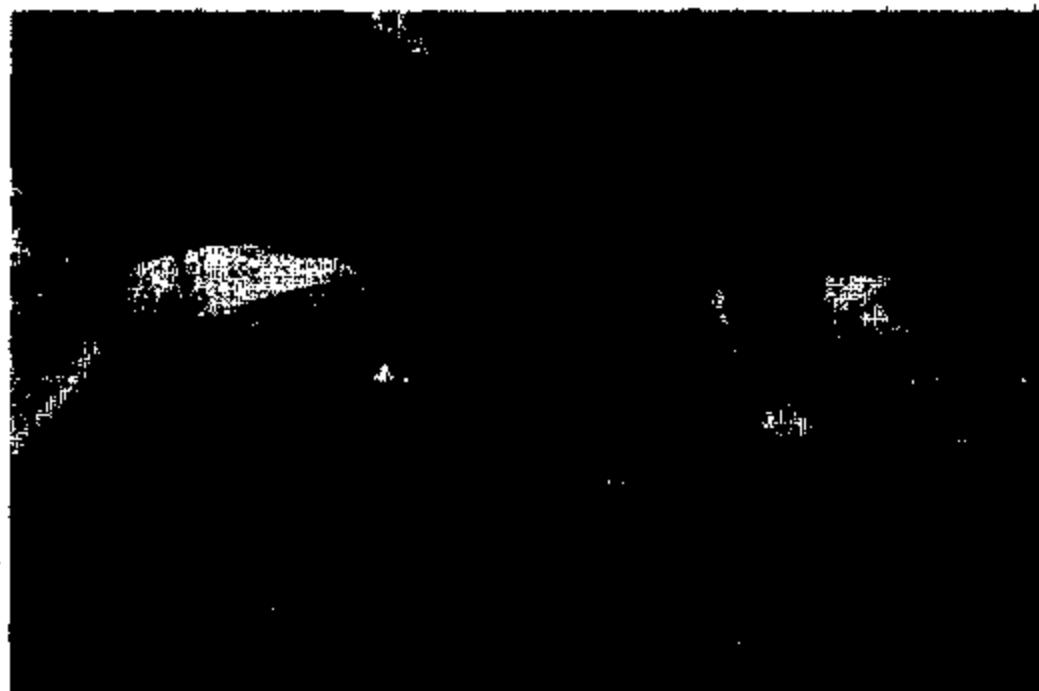
ENR2-428 22379



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



35. Hood above right-rear portion of engine compartment.



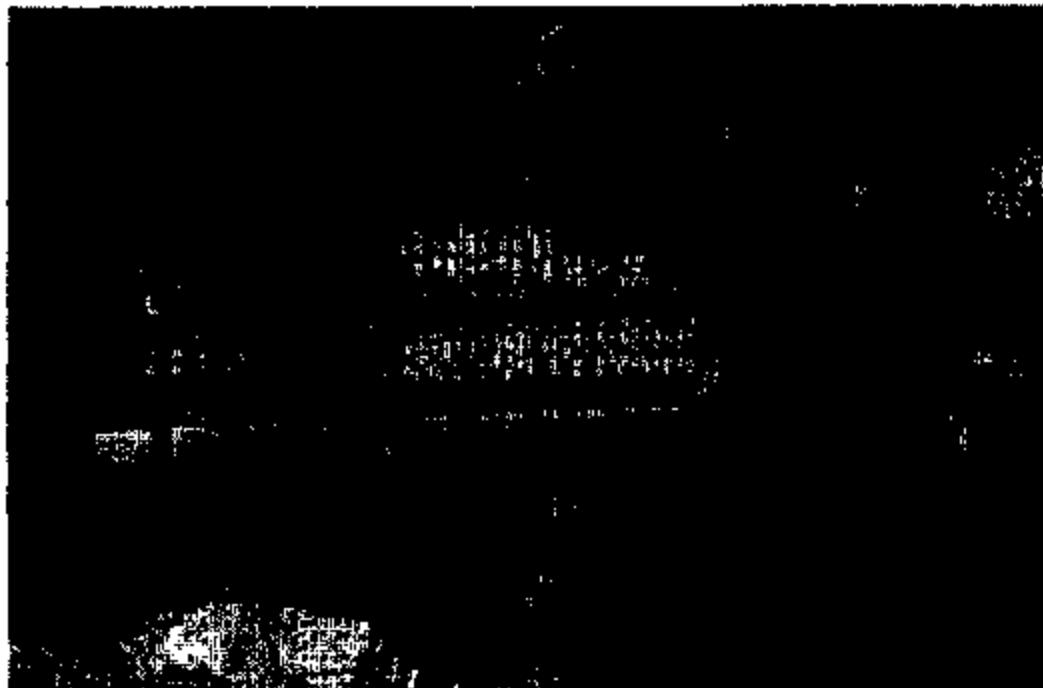
36. Inboard portion of right side of engine compartment. ~~9832-022-22388~~



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



37. Fuse/Relay block in right-front portion of engine compartment.

0802-020 2241



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



38. Central portion of engine compartment.

609-625 22382



## Photo Sheet

EFI No. 98330-00106

Insured: [REDACTED]



39. Central-front portion of engine compartment.



40. Central-front portion of engine.

800-625-2233



Photo Sheet

EFI No. 95330-00196

Insured: [REDACTED]



4L. Central-rear portion of engine compartment.

95330-025 22384



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



42. Left side of engine compartment.

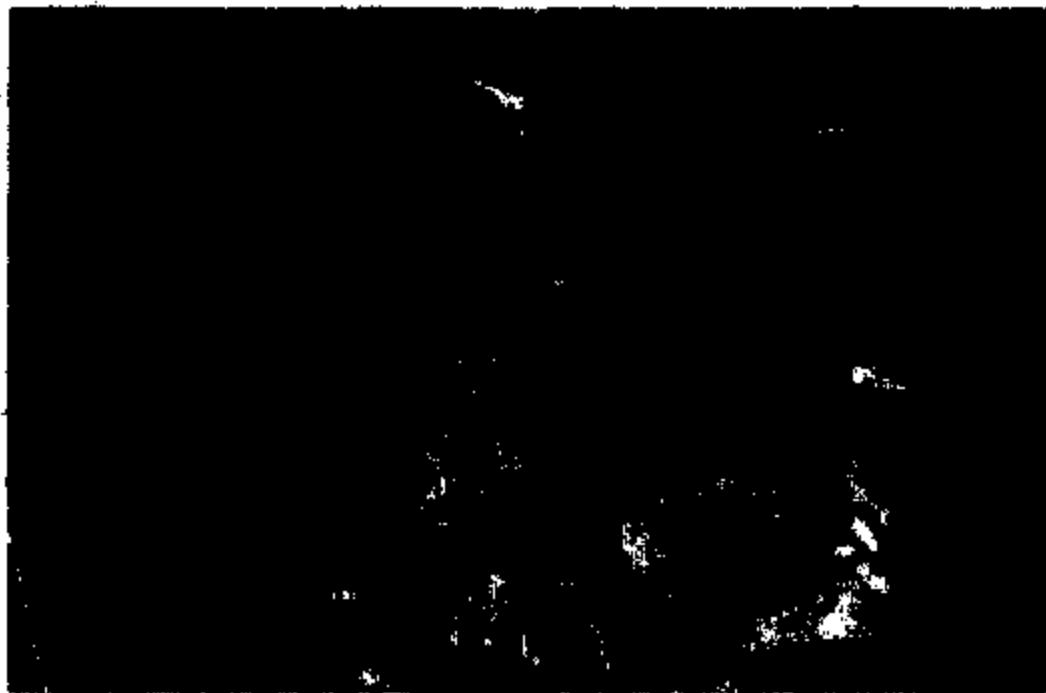
1-800-525-2225



Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



43. Left-front portion of engine compartment.



44. Inboard portion of left side of engine compartment.

ENR2-825 22386

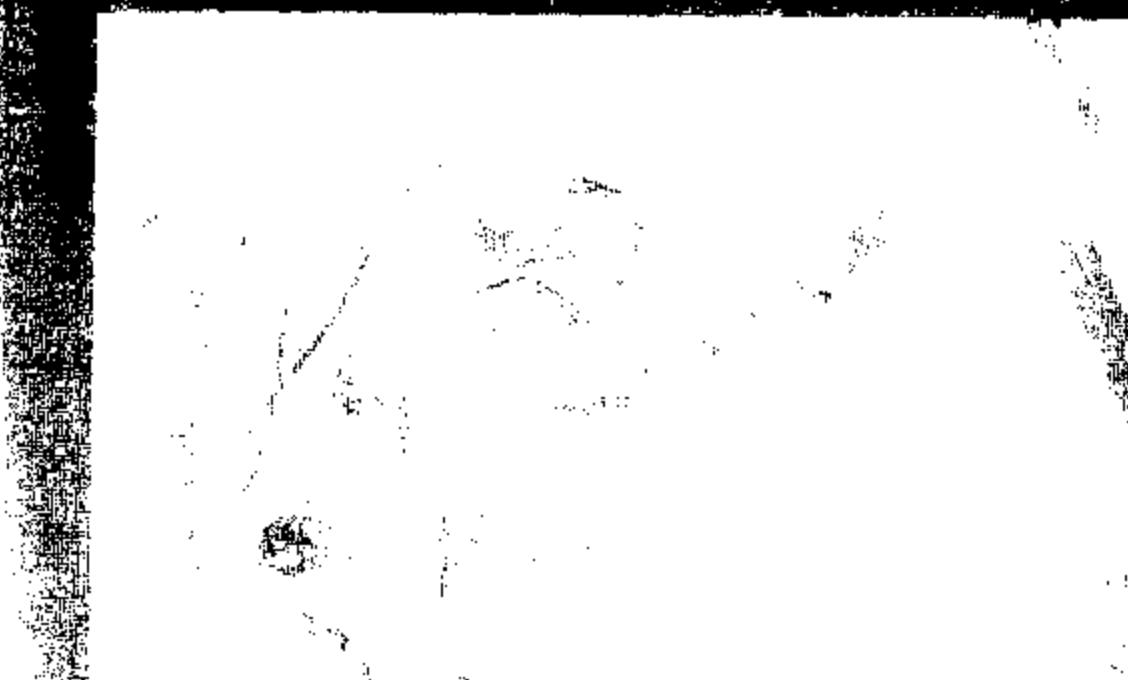
EFI®

Emergency Photo

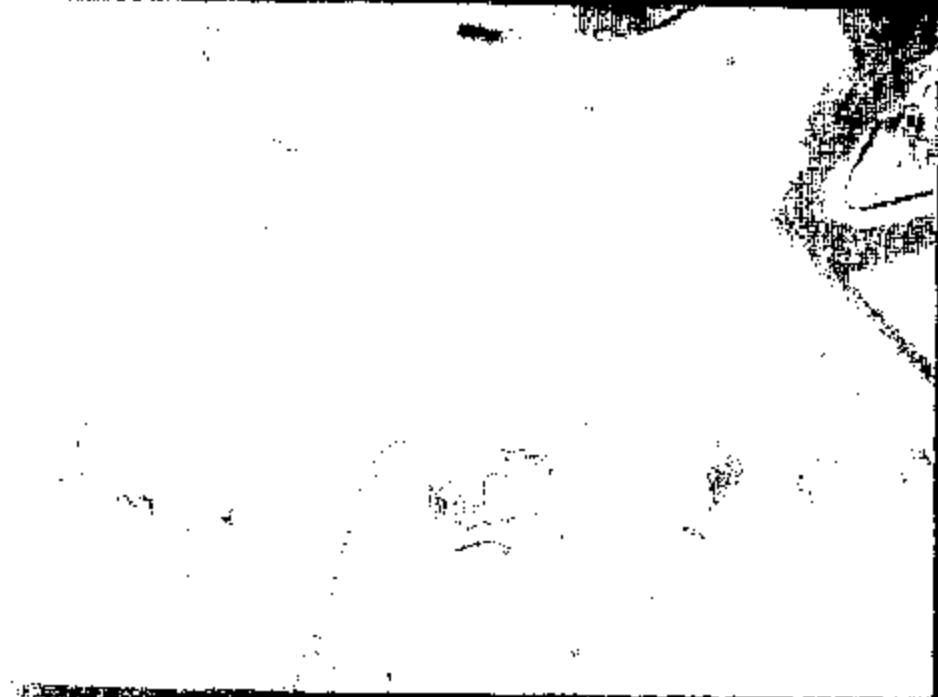
Photo Sheet

EPI No. 98330-00106

Insured: [REDACTED]



45. Left-rear portion of engine compartment.



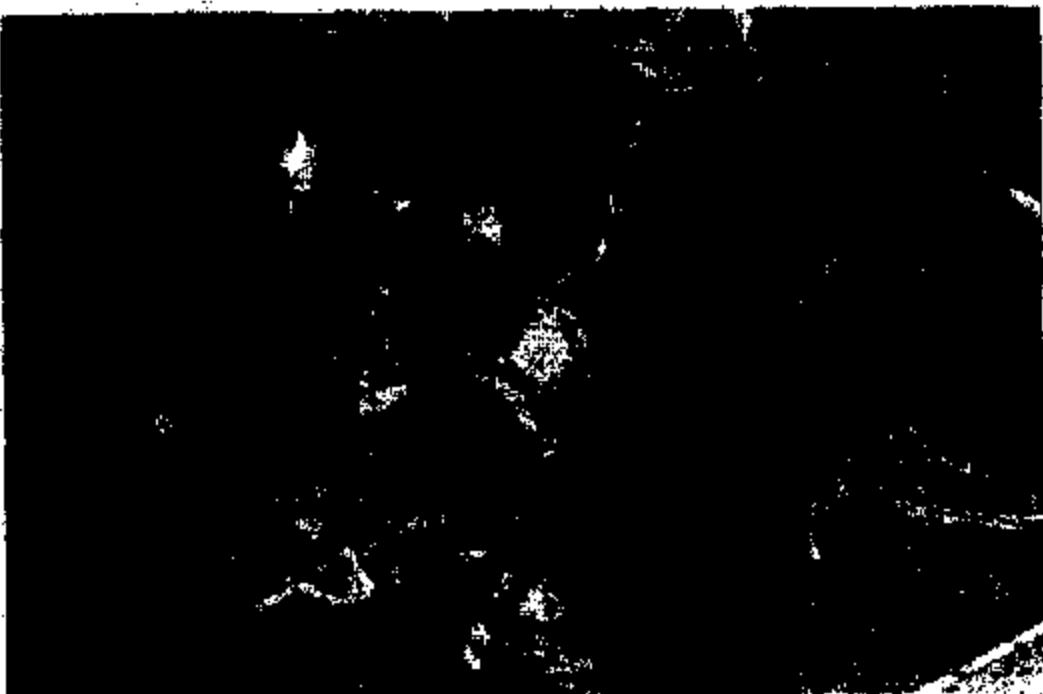
46. Upper left-rear portion of engine compartment.

294-426 22367

Insured: [REDACTED]



47. Left-rear portion of engine compartment, as viewed from outboard and below.



48. Remains of mass air flow sensor.



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



49. Couplers for fuel supply and return ports for engine's fuel injector rails.



50. Metal fuel lines in left-rear portion of engine compartment.

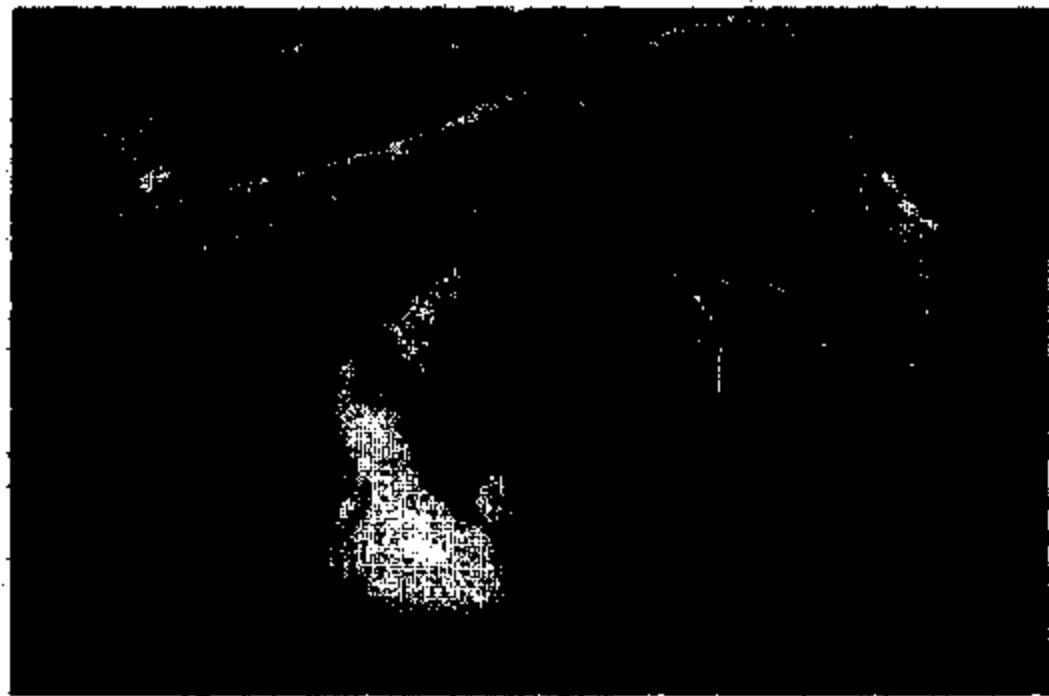
800-525-2230



## Photo Sheet

EFI No. 98980-00196

Insured: [REDACTED]



51. Remains of EBC Module.



52. Remains of EBC module.

800-825-2222



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



33. Possible partial remains of cruise control servo.



34. Possible partial remains of cruise control servo.

98330-001 22381



Photo Sheet

EFI No. 98330-00196

Insured:



55. Left-rear portion of engine compartment after reconstruction.

0902-025 22382

EFI®

Emergency Fire  
Investigation

Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



36. The left-front wheel well.



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



57. The undercarriage beneath the left-front portion of the engine compartment.

5002-025 22394



## Photo Sheet

EFI No. 88380-00196

Injured: [REDACTED]



58. The undercarriage beneath the left-rear portion of the engine compartment.

5002-025 22306



## Photo Sheet

EPI No. 98330-00196

Insured: [REDACTED]



59. Vibration dampening material between frame and body adjacent to left-rear portion of engine compartment.



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



60. Remains of Speed Control Deactivation Switch assembly, as viewed from forward.

ENR2-025 22287



## Photo Sheet

EFI No. 98830-00196

Insured: [REDACTED]



988-025 2236

61. Remains of Speed Control Deactivation Switch assembly, as viewed from left side.



## Photo Sheet

EFI No. 98330-00196

Insured: [REDACTED]



62. Remains of Connector Shell for Speed Control Deactivation Switch. EME2-025 22389



**Photo Sheet**

**EFI No. 98330-00196**

**Insured:** [REDACTED]



**63. Remains of Connector Shell for Speed Control Deactivation Switch.**



**64. Remains of Connector Shell for Speed Control Deactivation Switch. E002-025 22466**



## Photo Sheet

EPI No. 98330-00196

Insured: [REDACTED]



65. Coloration of conductors attached to Connector Shell for Speed Control Deactivation Switch.



66. Wiring harnesses in left-rear portion of engine compartment.

EMR2-525 22481



## Photo Sheet

EFI No. 88330-00196

Insured: [REDACTED]



67. Remains of connector in let rear portion of engine compartment.



68. Oil level indicated on dipstick.

88330-00196-22402



## Photo Sheet

EFI No. 58388-00196

Insured: [REDACTED]



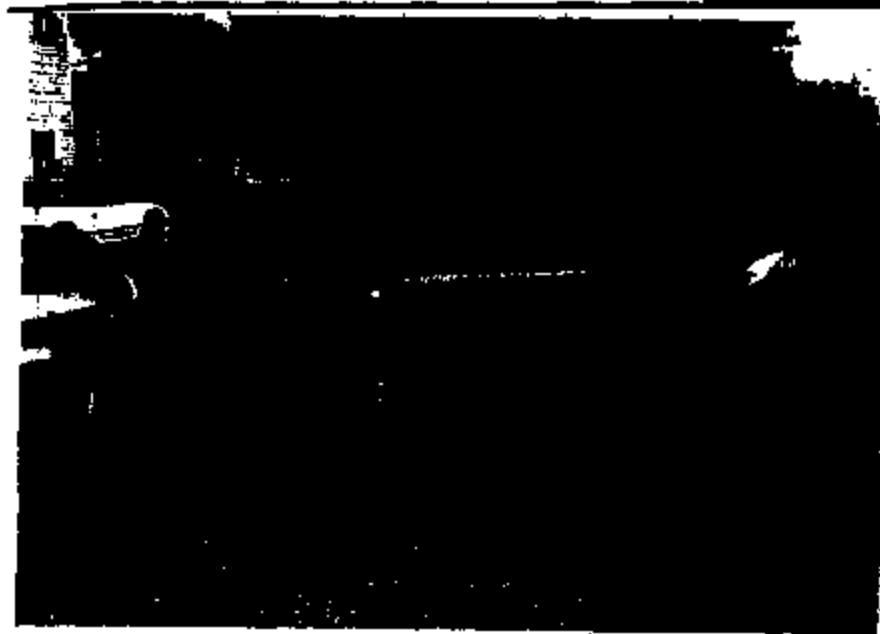
69. Transmission fluid sample.



70. Electrical components observed located and intact in the left rear portion of the engine compartment at the time of EFI's examination.

E982-825 22483

CLAIM PHOTO TRANSMITTAL - 4 X 6 (35mm)



CLAIM NO.: 9

Photo No.:

Photo

Taken By:

*Donya Shiu*

Date Taken:

Time:

Location:

Comments:

Marie's Photo

Wm. S. Frame

View:

Rear View

Information

*No photo*

Photo No.:

Photo

Taken By:

Date Taken:

Time:

Location:

View:

Additional Information

CLAIM PHOTO TRANSMITTAL - 4 X 6 (35mm)



Promo CLAIM NO:

Photo No. 7  
Photo  
Taken by [Signature]

Date Taken:

Time: 10:00am

Location: Mario's Auto Parts  
10 Main St, Houska

View: At top hood,  
burning under  
hood)

Photo No. 8  
Photo  
Taken by [Signature]

Date Taken:

Time: 10:00am

Location: Mario's Auto Parts  
10 Main St, Houska

View: Burning under  
hood, driver's side  
area

Show Information

CLAIM PHOTO TRANSMITTAL - 4 X 6 (35mm)

Dina

CLAIM NO.



Additional Information:



Additional Information:

Photo No.: 5  
Photo Taken By: Dina

Date Taken: \_\_\_\_\_  
Time: 10:00 am

Location: Marie's Auto  
11 Main St. New

View: Lt Art side  
Front, turn fr. into  
windshield, fr. end  
Lt Art tire

Photo No.: 6  
Photo Taken By: Dina

Date Taken: \_\_\_\_\_  
Time: 10:00 am  
Location: Marie's Auto  
11 Main St. New

View: Lt top of hood  
Blowing fr. side  
windshield, fr. view

**CLAIM PHOTO TRANSMITTAL - 4 X 6 (35mm)**

CLAIM NO.: \_\_\_\_\_

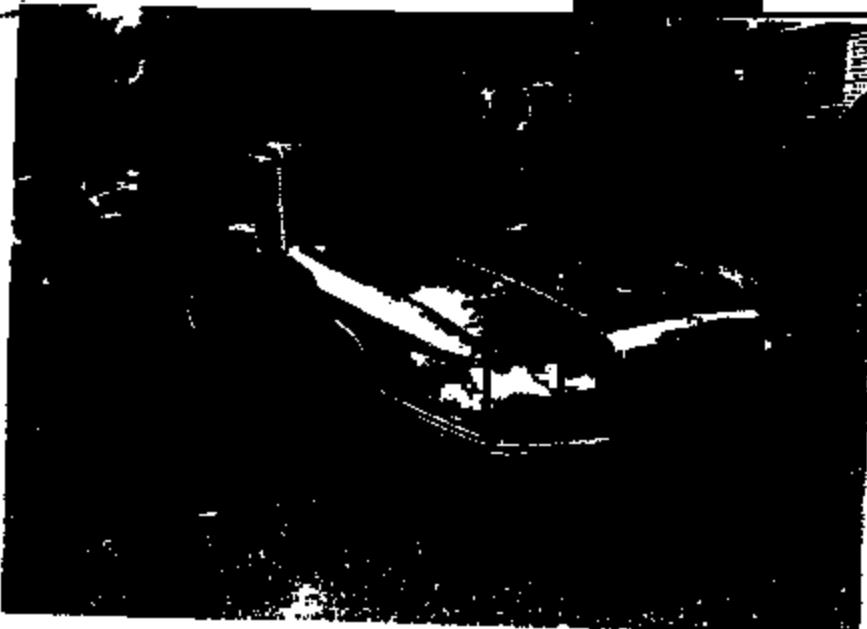


Photo No.: 3  
Photo Taken By: Amyothid

Date Taken: \_\_\_\_\_

Time: 10:00 am

Location: Mario's Auto  
11 Main St. Hinsdale

View RT Art view:

Information



Photo No.: 4  
Photo Taken By: Amyothid

Date Taken: \_\_\_\_\_

Time: 10:00 am

Location: Mario's Auto  
11 Main St. Hinsdale

View RT Art view:  
top of hood

Additional Information

CLAIM PHOTO TRANSMITTAL - 4 X 6 (35mm)

CLAIM NO.: \_\_\_\_\_



Information:

Photo No.: 1

Photo Taken By: Tonya Hid

Date Taken: \_\_\_\_\_

Time: 10:00 am

Location: Marie's Auto  
Parts, W main St.  
Hawaii

View: Front view  
burn on hood



Second Information:

Photo No.: 2

Photo Taken By: Tonya Hid

Date Taken: \_\_\_\_\_

Time: 10:00 am  
Location: Marie's Auto  
Parts, W main St. Hawaii

View: Hood, burn to  
left top

RBLAA491  
date: 09-13-00  
time: 01:01 PM

page: 1

STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY  
ESTIMATOR FACT SHEET

Policy number [REDACTED]

car no. [REDACTED]

date of loss  
**09-12-00**

Assigned to Estimator \_\_\_\_\_ Date/Time Assigned \_\_\_\_\_ Date/Time Completed \_\_\_\_\_

named insured: PHERO, ORDIE

primary claim rep: *Shawn Champ*

phone: 337-261-2100 primary unit: owning office: LAFAYETTE

**ASSIGNMENT INSTRUCTIONS:**

Referred to HOUMA Mid-So 22-125

Referral Type Vehicle inspection

Please see I/V at GENE'S TOWING IN BALDWIN 337-923-7758 TOTAL FIRE LOSS

**ESTIMATOR'S COMMENTS:**

Appears to be a a possible bud. The fire looks like it started around the master cylinder. cloth can be notified and send you a list of ~~possible~~ Possible Problems. Vehicle is a Total loss. 0 miles  
Mileage is an estimate, unable to get Exact Mileage. There has been a problem with Cruise Control disengage switch. That is located

**SUPERVISOR'S COMMENTS:**

primary claim rep: phone:		primary unit: st & apt: 18-1639	owning office: Lafayett		
Reporting agent: DESORMEAUX JR phone: 337-276-6027					
Insured name: [REDACTED] street: [REDACTED] city: CHARENTON state/prov: LA zip/postal: [REDACTED] phone: home: [REDACTED] contact: WANDA PERRO					
Insured vehicle OJ	year: 1993	make: LINCOLN model: TOWN CAR	body style: 4DR		
vehicle identification number: 1LNLM81W1PY755720	license number: [REDACTED]	prior damage: [REDACTED]	drivable: N		
Principle damage: UNDER THE HOOD - DRIVER'S SIDE ETC. - TOTAL LOSS Vehicle location: GENE'S TOWING IN BALDWIN 337-923-7758					
<b>POLICY INFORMATION</b>					
Vehicle: 1993 LINCOLN	Year: 1993	Model: TOWN CAR	Body Style: 4DR		
Vehicle identification number: 1LNLM81W1PY755720	License number: [REDACTED]	Prior damage: [REDACTED]	Policy source: PMR		
Coverage in force: A 10/20/25, D50, H, U 10/20/10, U1					
Lender/holder or leasing company: BANK ONE LA					
Claim history					
claim number: 18-1746-16B	date: 02-17-95	type: S	claim number: 18-0022-89B	date: 08-26-91	type: 3
<b>FACTS</b>					
Reported by Insured-Insured's vehicle caught on fire while it was parked in the school parking lot, which is where she works.					
Date and time of loss: [REDACTED]	Location of loss: US ACCOIN ELEMENTARY	City: AMELIA	State/prov: LA	Zip/postal: [REDACTED]	

Photo for: 1 20-146



EBB-202-2013

Photo for: 420-146



420-146-2213

9-10 Aug

Photo for 0429-146

