

EA02-025

FORD 10/27/03

LETTER TO ODI

APPENDIX M

BOOK 14 OF 22

PART A-D

PART A

Apr 04 02 10:38a

Webb Mercantile State Farm (337)942-4457

p.1

DATE OF FIRE: 3/28/2002

TIME CALL RECEIVED: 19:10
TIME ARRIVED ON SCENE: 19:15

LOCATION: 581 Hicks Road, Washington, LA 70583 (Rosa Community)

CVL:m #
18-0675-108

TYPE OF FIRE:

HOUSE

OWNER: [REDACTED]

OCCUPANT: Same

PHONE & ADDRESS: [REDACTED] Washington, LA [REDACTED]
(Reported from [REDACTED])

INSURANCE COMPANY: State Farm of Oklahoma, LA, Webb Mercantile, Agent

ST. LANDRY PARISH 911 INCIDENT NO: 20020328001

OTHER DEPARTMENTS ON SCENE: Banks Fire Dept., Goudreaux Voluntas,
Fire Dept., St. Landry Sheriff's Dept. (2 units)

TIME DEPARTED FROM SCENE: 22:30

FIREFIGHTERS PRESENT: Peter Wright, Hale Board, Owen Rieser, Gary
Andrea, Jimmy Laemmle, Lewis Pooleman, Maynard Franks, Sr., Maynard Franks, Jr., Matthew
Eickert

COMMENTS: Arrived - house engulfed in flames. Owner advised that everyone was out of
structure (home). Owner was outside cooking dinner or grill. Went inside to eat and
heard a loud noise and looked out and observed a 1994 Mercury automobile in flames. Car
was last driven on 3/27/02; not used day of fire. Carport had upper room and fire spread
to remainder of home via the roof. Both vehicles (1994 Mercury, as well as pick-up truck)
were destroyed in the fire. Point of origin was determined to be the carport.

FOR FURTHER INFORMATION CALL: Chief Peter Wright [REDACTED] OFFICE
(MOBILE) [REDACTED] HOME

M. A. STRINGER & ASSOCIATES, INC.

2805 Division Street • Suite 101 • Metairie, Louisiana • 70002
(504) 454-0486 • FAX (504) 454-0458

June 13, 2002

Ms. Kyle Riemer, Claim Representative
State Farm Insurance Company
2435 West Congress
Lafayette, Louisiana 70506

REDACTED

RE: Fire Analysis Report

Insured: [REDACTED]

Address of Loss: [REDACTED]

Washington, Louisiana [REDACTED]

Date of Loss: 03-28-02

Claim Number: [REDACTED]

MASA Contract Number: [REDACTED]

Dear Ms. Riemer:

In response to the March 29, 2002 request of Mr. Kyle Riemer, Claim Representative, State Farm Insurance Company, Lafayette, Louisiana, M. A. Stringer and Associates, Inc. (MASA) has examined and analyzed the above captioned fire loss. The fire scene was carefully examined on April 1, 2002 by Marvin A. Stringer, MASA Chief Fire Specialist, at which time photographs were taken, some of which are included at the end of this report with the remainder being retained in the MASA file. Also at the time of this site visit, the remains of the speed control deactivation switch was removed from the debris in the left rear area of the engine compartment of the 1994 Mercury Grand Marquis vehicle that was parked in the left side of the garage at the time of the fire. It was at this vehicle that the insured, [REDACTED] reported that the fire originated. These remains are being maintained in the MASA North Shore evidence storage facility and will not be disposed of until we have been authorized to do so in writing.

It was reported to MASA that the fire at the the [REDACTED] and [REDACTED] residence occurred at approximately 7:00 p.m. and that the fire was initially seen under the 1994 ~~Mercury~~ Grand Marquis, which had not been driven on the day of the fire. It was also reported that they had experienced problems with the speed control system on this vehicle. It was additionally reported

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Autohome Claims

that there was also a 1996 C.C model 1500 pick up truck parked in the garage at the time of the fire. Additionally, the residence was reported to be totally electric. During our site visit [REDACTED] [REDACTED] reported that he is retired and that his wife teaches school in Morrow, Louisiana. He stated that he purchased the Mercury Grand Marquis new in 1994 and at the time of the fire the vehicle had over 120,000 miles on the odometer. He also reported that he never received any recalls on the vehicle and had experienced no major problems. Some minor repairs, such as the brake light switch and electric windows, had been performed on the vehicle. He also reported that the cruise control had quit operating and that he never had it repaired. [REDACTED] stated that he performed the routine oil changes. The other vehicle in the garage at the time of the fire was a 1996 GMC pick up truck that he had also purchased new. He stated that he has experienced no problems with the truck and that he drove the truck on the day of the fire. [REDACTED] also reported that the Mercury was last driven on the day prior to the fire, when his wife used it to drive to and from work.

In addition to the two (2) vehicles that were in the garage [REDACTED] reported that he also owns a Chevrolet S-10 pick up truck. This truck was parked outside of the garage, when the fire occurred. [REDACTED] reported that he and his wife are non smokers and that they were home alone on the day of the fire. He also reported that their grandson was coming to visit so [REDACTED] had cleaned up the apartment, that was located over the garage, on the day of the fire. The remainder of the residence was only one (1) story. [REDACTED] reported that the garage doors were wood and were operated by automatic garage door openers. [REDACTED] was the last person in the garage prior to the fire. She had passed through the garage approximately one (1) hour prior to the discovery of the fire, as she was coming from the second floor garage apartment. At the time of the fire the garage doors were down. Approximately thirty (30) minutes prior to the fire, [REDACTED] stated that he was in the foyer between the garage and the kitchen and he noticed nothing unusual. He reported that he passed through this foyer, that had doors connecting it to the back patio, garage and kitchen, while he was cooking on the grill that was on the back patio. According to [REDACTED], he and his wife were sitting in the dining room eating dinner at approximately 7:00 p.m. when they heard noises. They initially thought the noises were from the dog in the dog pen, in the back yard. However, they then heard a "boom". [REDACTED] reported that he then got up and opened the door from the kitchen to the garage foyer and found that this foyer was full of smoke. He then shut this door, grabbed the telephone and he and his wife exited through the residence's front door. The telephone was not working and [REDACTED] stated that the garage door behind the Mercury was open and he could see fire coming from underneath the Mercury. He stated there was no fire at the pick up truck and that there was no fire anywhere else in the garage. Because the telephone was not working they got into the S-10 pick up truck and drove to the neighbors to call the fire department. They then returned to the residence and [REDACTED] used a garden hose in his attempt to control the fire. He reported that he sprayed water behind the Mercury until the electricity went out, shutting off the pump and

Layton Auto Cleaning
California 78-75

water pressure to his hose. He [redacted] reported that the garage door behind the GMC pick up truck remained closed while he was fighting the fire. [redacted] reiterated that the only thing that was initially on fire was the Mercury vehicle and that he is certain of this. He also reported that other than the fuel in the vehicle's fuel tanks, there were no flammable liquids stored in the garage. After the electrical power went out, he and his wife went into the residence and he managed to retrieve some important financial records. When smoke began to get thick in the residence, they exited and did not return.

Figures 1, 2 and 3 are front views of the residence. Note in Figure 1 that the garage is located on the right side of the residence. As can be seen the roof and interior walls were mostly consumed by the fire. The greatest damage is at the right side of the residence, where the garage is located. Figure 4 is a view of the left side of the residence. The arrow points to the electric service, which is seen in Figure 5. Figures 6 through 9 are rear views of the residence and as can be seen the most severe overall fire damage appears to be in the garage area. Figures 9 and 10 are views of the right side of the residence, showing the garage and the remains of the vehicles that were in the garage at the time of the fire. Figure 12 is a view from in front of the garage. Note the water hose on the drive. This hose's nozzle and faucet are shown in Figures 13 and 14. This is the hose [redacted] used in his attempts to control the fire.

Figure 15 is a view of the garage, taken from in the front of the garage. Figure 16 shows the rear area of the garage. Note that the debris is primarily from the garage apartment that was located over the garage. Figures 17 and 18 show the driver's side and front of both of the vehicles that were in the garage at the time of the fire. Figure 19 shows the passenger side of the Mercury Grand Marquis. As can be seen, the hood, which was constructed of aluminum, was consumed by the fire. Figures 20, 21 and 22 are passenger, front and driver's side views of the engine compartment, respectively. As can be seen, the debris in the engine compartment is primarily from the second floor apartment above the garage. Figures 23, 24 and 25 show our attempt to uncover the Vehicle Identification Number (VIN) plate, by the windshield. As can be seen, this VIN plate was destroyed by the fire. Figures 26 and 27 show the area below the brake booster tank, where the speed control deactivation switch was mounted. The remains of the debris in this area, which included what appeared to be the remains of the speed control deactivation switch, were removed and retained, as shown in Figures 28 and 29. Figure 30 is a view of the foyer that was located between the kitchen and garage. Note that there is also a doorway leading from this foyer to the rear patio. Figure 31 is a view of the residence, as viewed from the kitchen. Figures 32 through 46 show the remaining areas of the residence. As can be seen, the damage is most severe toward the garage end of the residence. Also note that the electrical distribution panel is located in the left end of the residence, away from the garage. Examination of this panel, shown in Figures 40 through 44, revealed no evidence of any electrical activity.

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Figures 47, 48 and 49 show the driveway and front floor area of the garage, after removal of the floor debris. Examination of the debris in this area indicated that both garage doors were down, or came down, during the course of the fire. Figures 50 through 53 show the area around the Mercury Grand Marquis, after the removal of the floor debris. Figures 54 and 55 show the area around the Mercury Grand Marquis, viewed from the front passenger side and driver's side, respectively, after the removal of the remaining debris. Examination of the garage concrete floor revealed no evidence of any unusual patterns of spalling or discoloration. Figure 56 is a front view of the Mercury's engine compartment, after the debris was removed. Figures 57 and 58 show the remains of the air conditioning coil and radiator, which were mostly consumed by the fire. Figure 59 shows the passenger side of the engine compartment. Note the remains of the air conditioning coil that was found in the debris by the fire wall, pointed out with the arrow. Examination of this coil indicated that it was more severely damaged on the engine compartment side, as shown in Figures 60 and 61.

Figures 62 and 63 are passenger side views of the engine compartment. Figure 64 is a front view of the engine compartment and Figure 65 is a view from the driver's side. As can be seen, virtually all combustibles in the engine compartment were consumed. Figures 66 and 67 show the remains of electrical wiring by the driver's side fire wall. As can be seen, this wiring was mostly consumed by the fire. Figures 68 through 72 show the examination of the engine oil and transmission fluid dipsticks. As can be seen, these dipsticks did not register any remaining fluids. Examination of the fuel fill pipe, as shown in Figures 73, 74 and 75, revealed that it was still intact. However, the fire damage in this area would have allowed any fuel in the gasoline tank to be consumed, during the course of the fire. Figures 76 and 77 show the dashboard area and the electrical wiring that remained. As can be seen, the damage to the vehicle's electrical system was so severe that no meaningful examination could be conducted.

Subsequent to our examination of the fire scene we examined the electrical circuit diagrams for the 1994 Mercury Grand Marquis. This research revealed that the speed control deactivation switch on the 1994 model year Mercury Grand Marquis has 12 volts applied at all times. The 1992 and 1993 model year Mercury Grand Marquis has an active recall for this speed control deactivation switch, which also has 12 volts applied at all times. Further research revealed that the speed control deactivation switch in the 1994 model year is the same switch that is subject to the recall. This switch continued to be used through the 1997 model year. The only difference between the switch that is subject to the recall, model years 1992 and 1993, and the 1994 through 1997 model year switch, is that the 1992 and 1993 model year switch used a manual crimp process for the hydraulic and electrical interface metal band and the 1994 through 1997 model year switch was crimped with an automated process. We also learned that the National Highway Transportation Safety Administration (NHTSA), Office of Defects Investigation (ODI), has an active and ongoing investigation into possible defects in the 1994 through 1997 model years speed control deactivation switch. The investigation is currently in the pre-investigation phase.

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California Dept. of Motor Vehicles
Consumer Protection Division

control deactivation switch. UDI reports that "a Recall Quary is warranted to determine the appropriateness of the scope of Recall 99V-124", which is the recall for the model year 1992 and 1993 speed control deactivation switch.

As can be seen in a study of the figures, the damage gradients and burn patterns indicate that the fire originated on the right side of the residence, where the garage is located. This is consistent with the report of the insured, [REDACTED] who reported that the fire was initially under the Mercury Grand Marquis that was parked in the left side of the garage. Our examination of the scene revealed numerous contents and personal belongings were present in the residence at the time of the fire. Additionally, there were no indications that this fire was incendiary in origin. The fire was initially discovered to be confined to the area under the Mercury Grand Marquis. The speed control deactivation switch in this vehicle is constantly supplied with 12 volts and is virtually identical to the switch that was used in the 1992 and 1993 model years, that is the subject of an NHTSA recall. NHTSA presently has an active and ongoing investigation to determine if the recall, 99V-124, should be broadened to include model years 1994 through 1997. The facts, circumstances and physical evidence indicate that this fire originated in the engine compartment of the 1994 Mercury Grand Marquis and was probably caused by a defective speed control deactivation switch failure.

Based on the results of the investigation conducted by MASA, as set forth in this report, it is the opinion of M. A. Stringer and Associates, Inc. that the March 28, 2002 fire at the [REDACTED] and [REDACTED] residence, [REDACTED] Washington, Louisiana originated in the engine compartment of the 1994 Mercury Grand Marquis vehicle and was probably the result of a defective speed control deactivation switch failure.

MASA appreciates the opportunity to be of service to you and State Farm Insurance Company in this matter. If we can be of additional assistance in this or other matters, please do not hesitate to contact us.

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Lafayette Auto Claims

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Sincerely,

M. A. Stringer and Associates, Inc.



Marvin A. Stringer
Chief Fire Specialist



Ted K. Kaplan, P.E.
Consulting Engineer

MASAs

Original and One Copy

Ms. Kyle Riemer, Claim Representative
State Farm Insurance Company
2435 West Congress
Lafayette, Louisiana 70506



Report Copy

MASA File

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Lafayette City Clerk
JUN 19 2002

Unbounce Claims



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

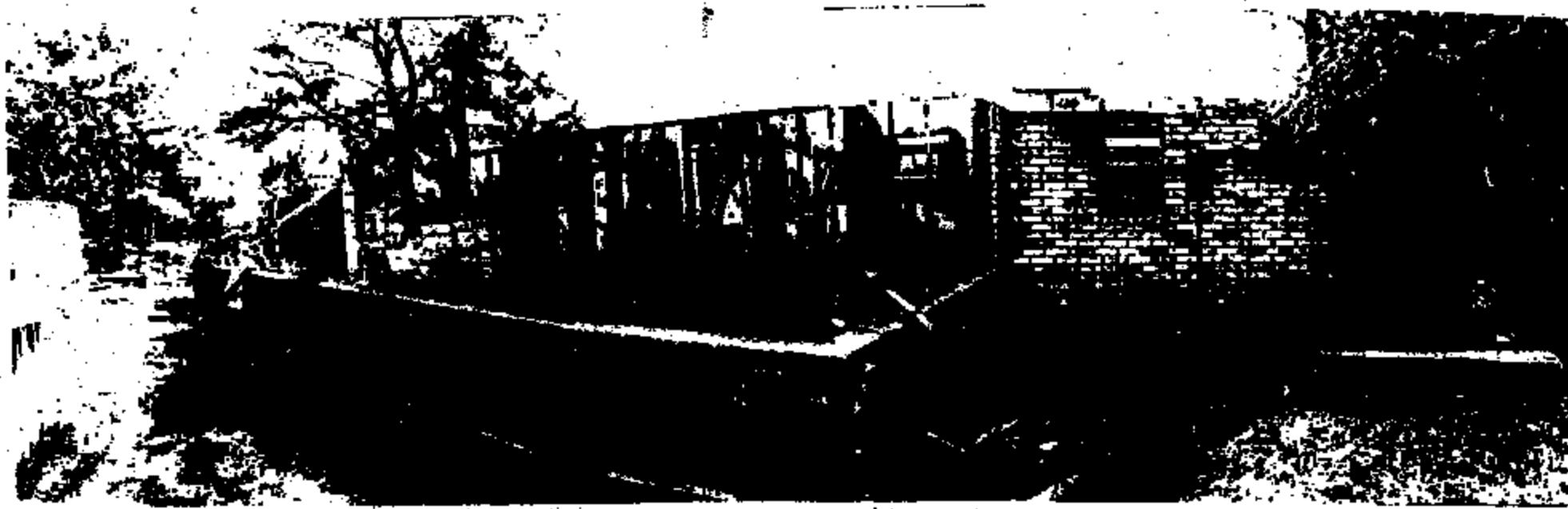


Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16



Figure 17



Figure 18



Figure 19



Figure 20

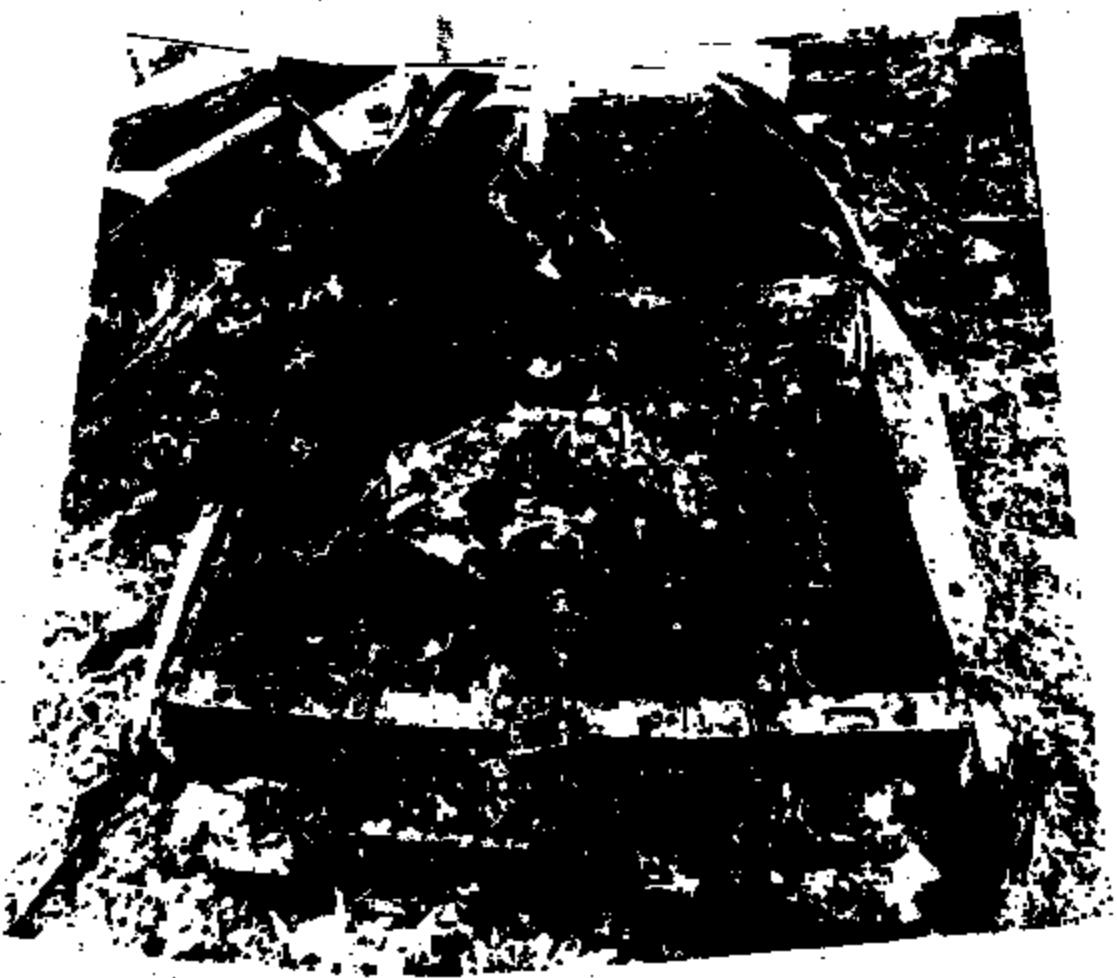


Figure 21



Figure 22

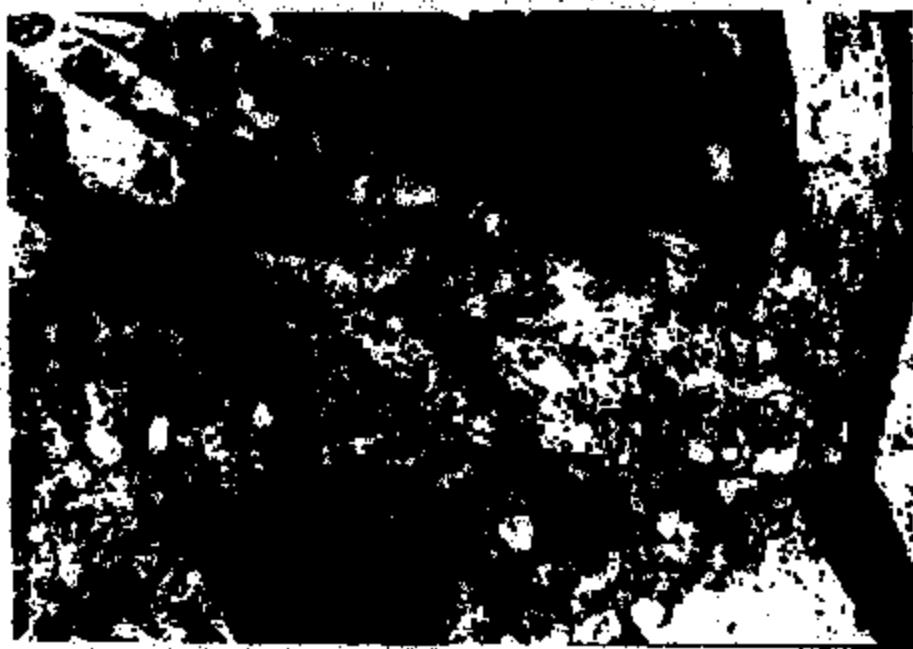


Figure 23



Figure 24

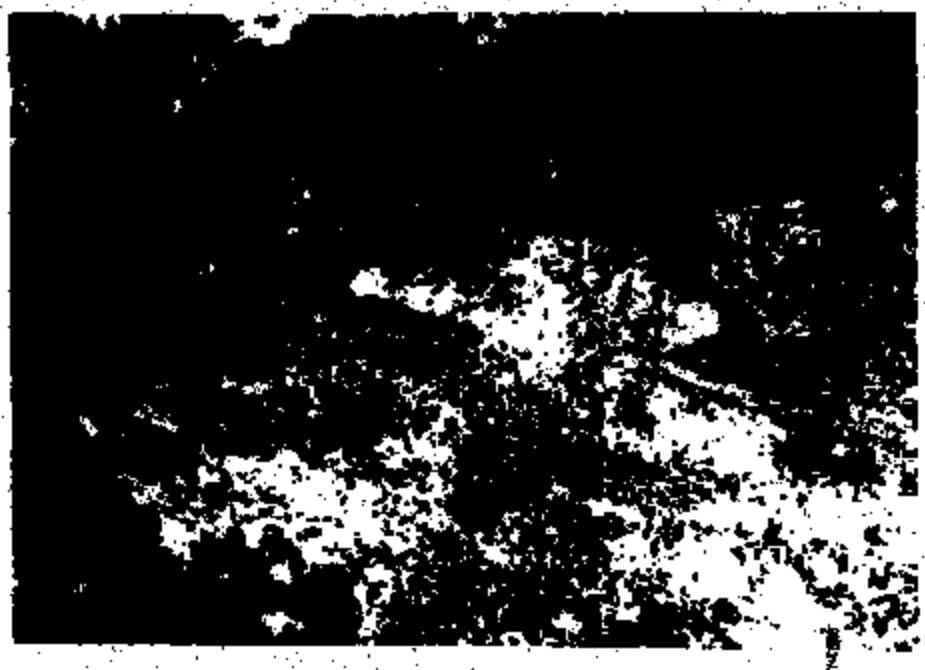


Figure 25

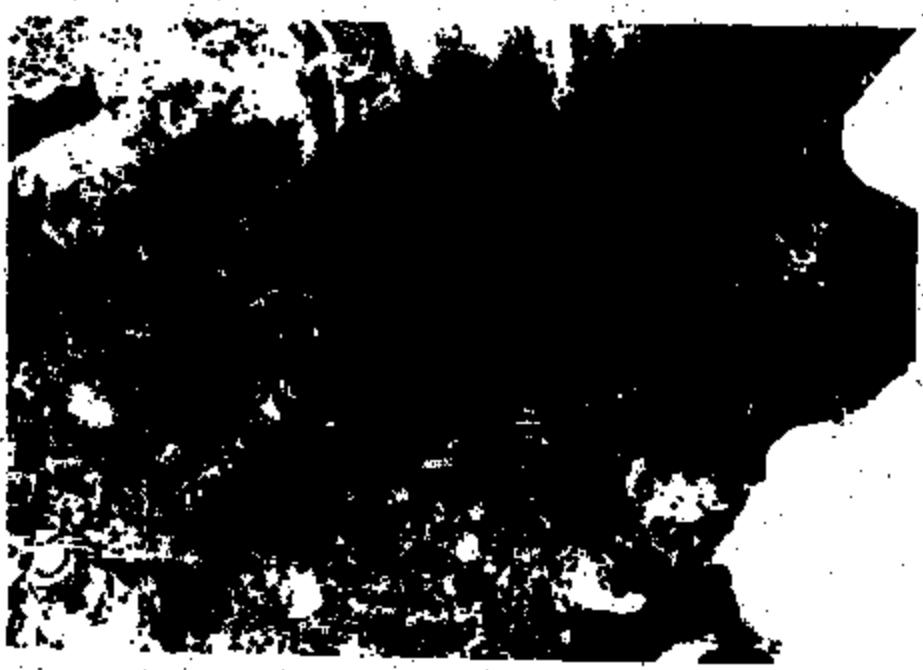


Figure 26

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Cajunning Farms

E202-025-B 10739



Figure 27



Figure 28



Figure 29



Figure 30

6022-025-3 18742



Figure 31



Figure 33



Figure 34



Figure 35

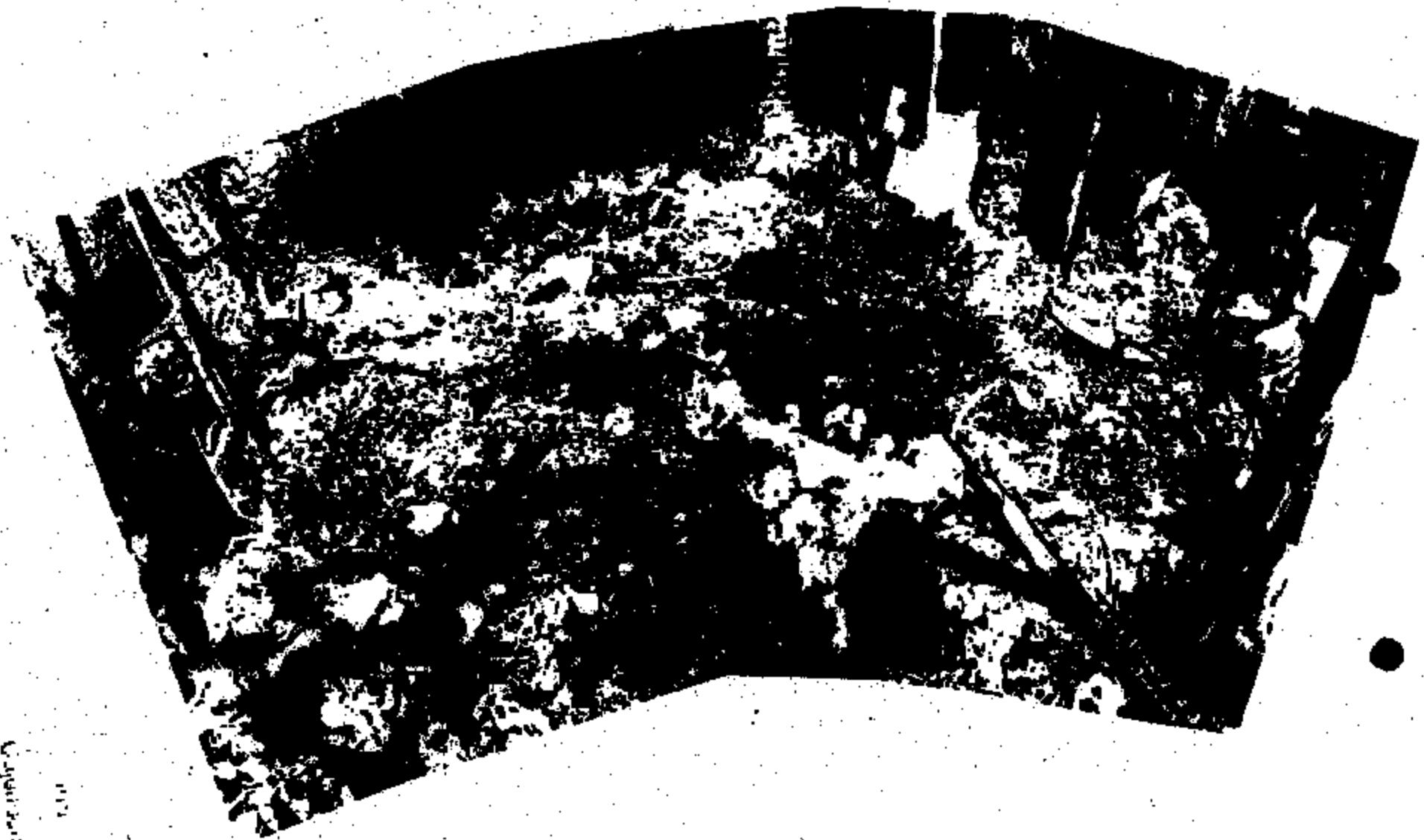


Figure 36



Figure 38





Figure 39



Figure 40



Figure 41



Figure 42



Figure 43



Figure 44



Figure 45



Figure 46



Figure 47



Figure 4B

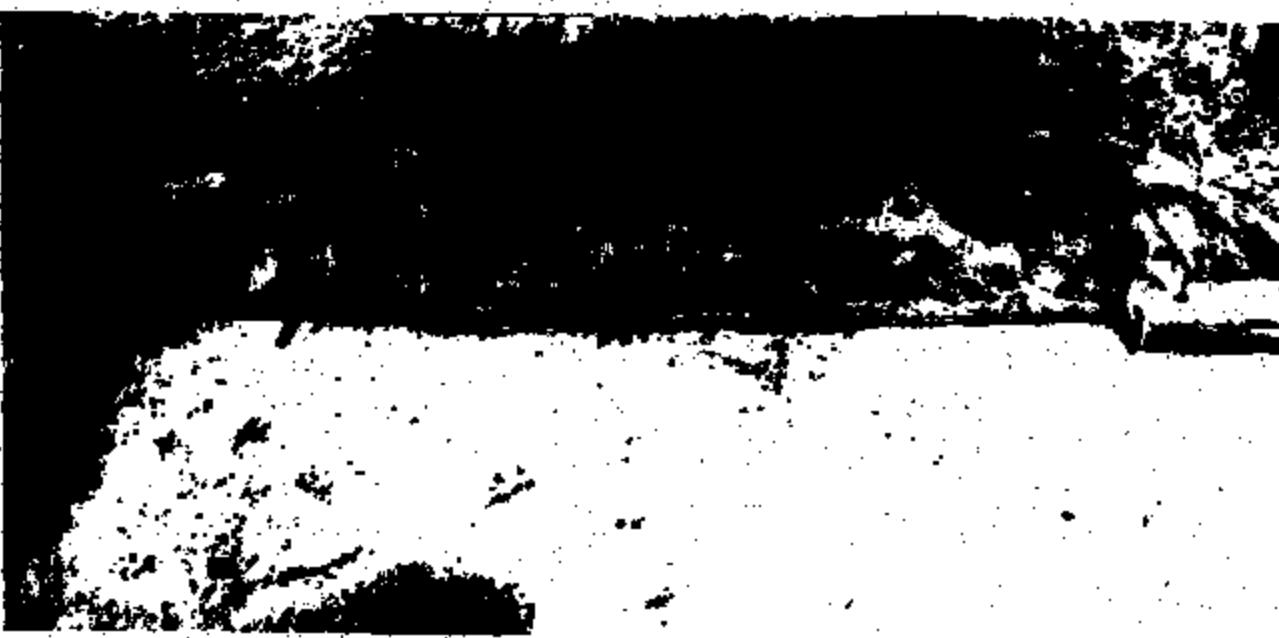


Figure 49

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CajunNet Systems



Figure 50

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Cajundome Claims

EM2-625-R 10788



Figure 51



Figure 52

E982-625-B 18759

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California Farms



Figure 53

TELETYPE 8-22-2002

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Figure 54



Figure 55

53.

552-623-2 19782

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Cajuniana Library

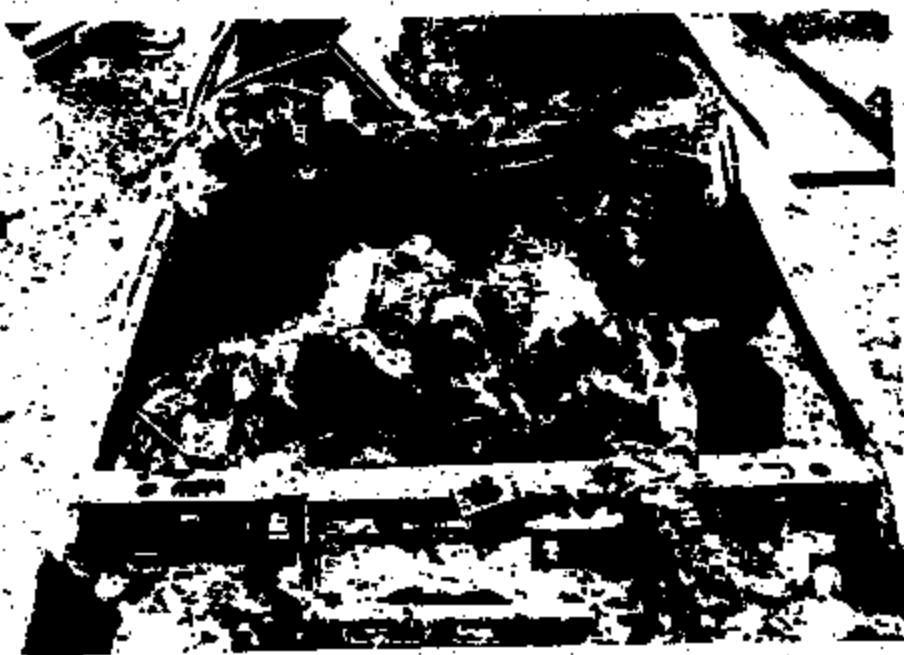


Figure 56



Figure 57



Figure 58

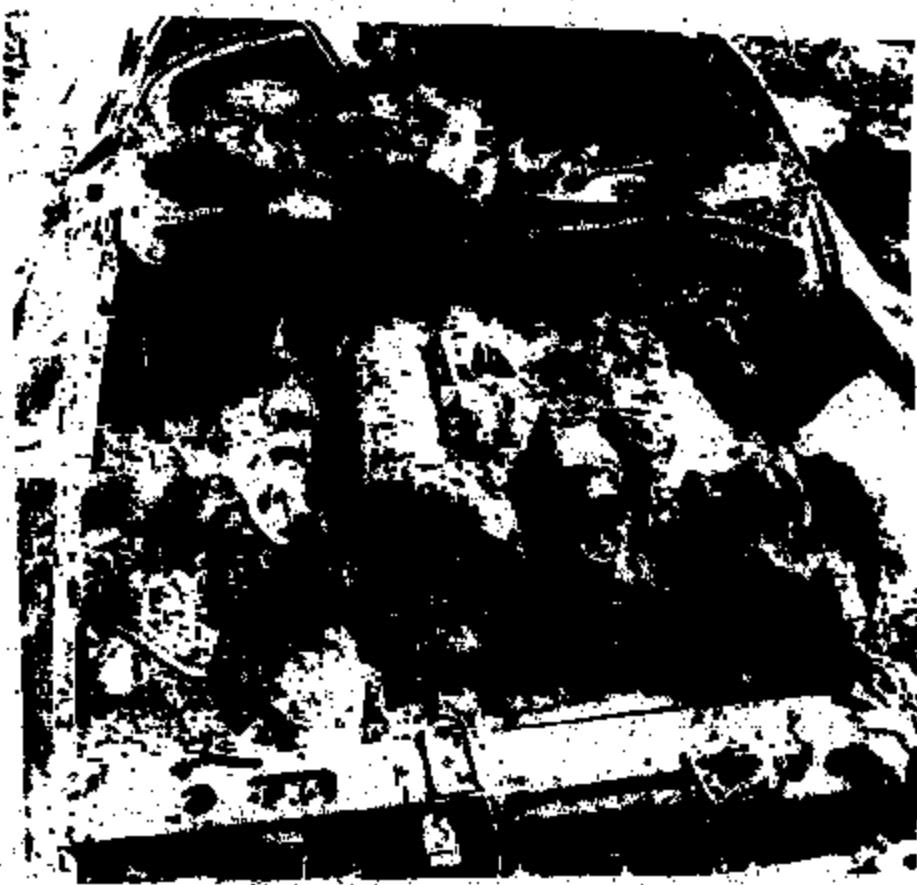


Figure 59



Figure 60



Figure 61

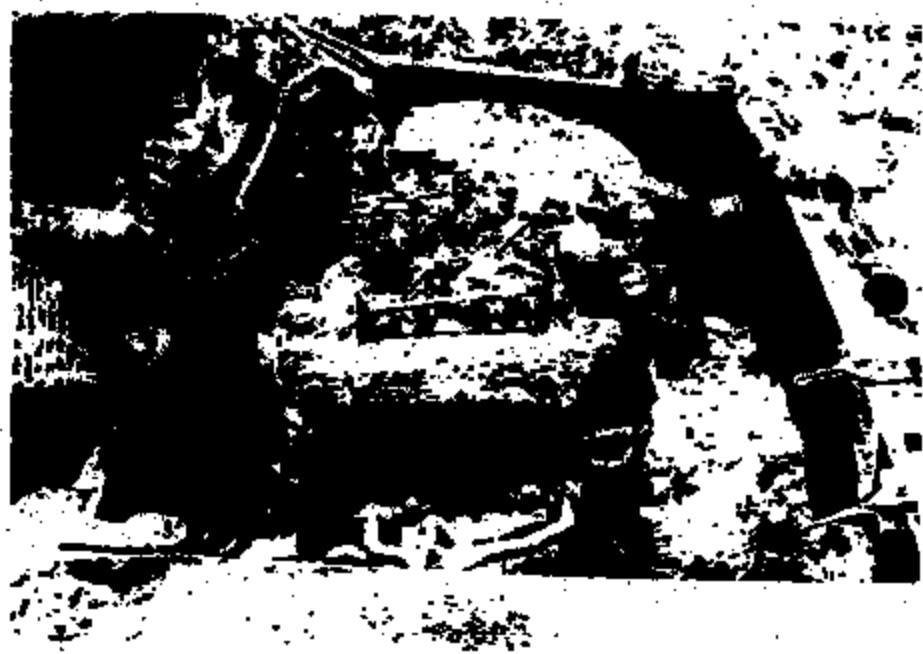


Figure 62



Figure 63

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Cajunhome Claims



Figure 64

6002-628-9 1970

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Arizona Game



Figure 65



Figure 66



Figure 67



Figure 68

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CajunCoastal Sciences

6882-823-8 15771

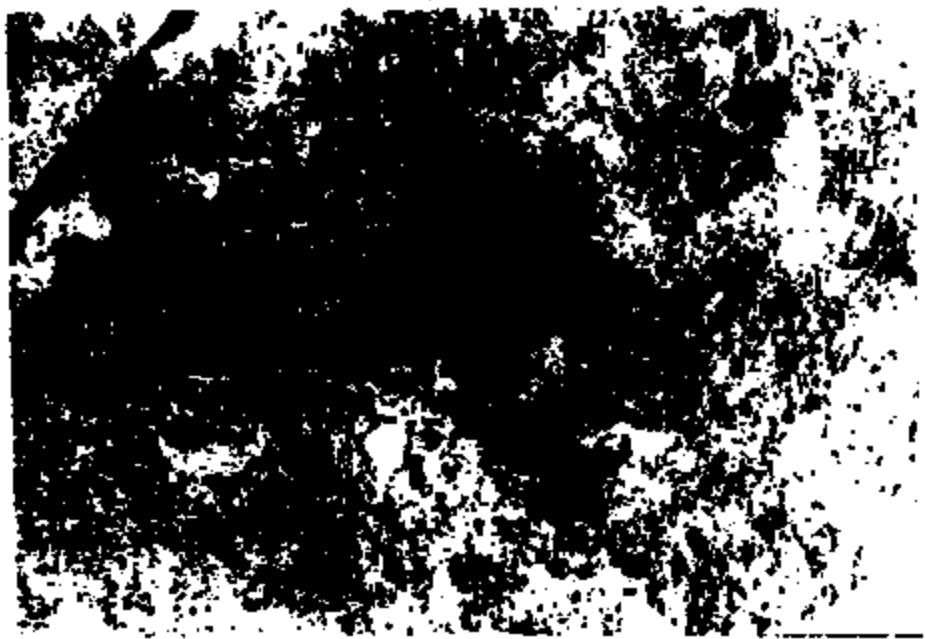


Figure 69



Figure 70



Figure 71



Figure 72

negative 6200

July 19, 2002

CCW



Figure 73



Figure 74



Figure 75



Figure 76



Figure 77

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Cajuncome Claims

[REDACTED] AND [REDACTED]

DOCKET NO. 03-C-0570
DIVISION "A"

VERSUS

FORD MOTOR COMPANY

PARISH OF ST. LANDRY

STATE OF LOUISIANA

PETITION FOR DAMAGES

NOW INTO COURT, through undersigned counsel, come [REDACTED] and [REDACTED], husband and wife, persons of full age and majority, and residents of the Washington, Parish of St. Landry, Louisiana, who respectfully represent that:

1.

That defendant herein is Ford Motor Company, a foreign corporation authorized to do and doing business in the State of Louisiana.

2.

The defendant, Ford Motor Company, is justly and truly indebted to [REDACTED] and [REDACTED] for the following reasons:

3.

At all times pertinent hereto, [REDACTED] and [REDACTED] owned a 1994 Mercury Grand Marquis, bearing VIN Number 2M3BLM75W4RJX679081 ("the Grand Marquis").

4.

At all times pertinent hereto, [REDACTED] and [REDACTED] owned a home located at [REDACTED] [REDACTED] Washington, Louisiana ("the Home").

5.

The Home was built by [REDACTED] and [REDACTED] in 1978, and was extensively remodeled by them in 2001.

6.

Since construction, the Home has continuously been the family residence where, among other things, [REDACTED] and [REDACTED] raised their children, entertained extended family, and hosted their grandchildren.

7.

On March 28, 2002, a fire completely and totally destroyed the Home, all of the fixtures, furniture and other contents in the home, all of the associated items and buildings located in and around the home, a 1996 GMC Pickup Truck, and the Grand Marquis.

8.

The fire originated in the engine compartment under the hood of the Grand Marquis which was parked in the Home's two-car garage.

9.

The fire was caused and started by defective and/or dangerous automobile parts manufactured by Ford Motor Company and/or utilized by Ford Motor Company in the Grand Marquis, specifically the failure of a defective speed control deactivation switch, the electrical system and/or other defects in the Grand Marquis.

10.

In May of 1999, after an investigation by the National Highway Transportation Safety Administration ("NHTSA"), Office of Defects Investigation ("ODI"), defendant, Ford Motor Company, issued "Recall 99815" (also identified by NHTSA recall 99V-124) of the speed control deactivation switch (hereinafter referred to as "switch") in the 1992 and 1993 model Lincoln Town Car, Mercury Grand Marquis, and Ford Crown Victoria. The recall was issued due to the risk of underhood fire, resulting from a failure of the switch.

11.

The switch involved in Recall 99815, is virtually identical to the speed control deactivation switch at issue in the McCoy vehicle. Furthermore, NHTSA has reported that it has an active and ongoing investigation into possible defects in the 1994 - 1997 model speed control deactivation switches, and that the scope of the recall may be expanded to include other model vehicles.

12.

At all times hereto, Ford Motor Company had actual and/or constructive knowledge that the speed control deactivation switch could develop a resistive short in the electrical circuit or otherwise fail, resulting in an underhood fire.

13.

As a result of the foregoing, Ford Motor Company is liable to [REDACTED] and [REDACTED] under the Louisiana Products Liability Act, La. R.S. 9:2800.51 et seq., for the resultant damages caused by the Grand Marquis and its component parts.

14.

Specifically, Ford Motor Company is liable for the following non-exhaustive reasons:

- (a) the manufacture and/or sale of a product which was unreasonably dangerous in construction or composition;
- (b) the manufacture and/or sale of a product which was unreasonably dangerous in design;
- (c) the manufacture and/or sale of an unreasonably dangerous product because Ford Motor Company failed to provide an adequate warning about the product;
- (d) the manufacture and/or sale of an unreasonably dangerous product because it did not conform to an express warranty of the manufacturer.

15.

As a result of the fire, [REDACTED] and [REDACTED] have been forced to find other living accommodations until their home is completed.

16.

As a result of the fire, [REDACTED] and [REDACTED] were forced to completely and totally rebuild the Home, replace its contents, replace their two automobiles, and rebuild surrounding structures and landscaping of the Home.

17.

As a result of the fire, [REDACTED] and [REDACTED] lost family photographs, sentimental items, memorabilia, and other nostalgic and/or sentimental items.

18.

Rita and Helen Peyton incurred the following itemized losses and/or damages as a result of the fire:

- a. property damage, including, but not limited to, complete loss of their Home, all of the fixtures, furniture and other contents in the Home, all of the associated items and buildings located in and around the house, a 1996 GMC Pickup Truck, and the Grand Marquis;
- b. loss of use of their Home;

- c. costs associated with procuring alternate living accommodation;
- d. inconvenience, past, present and future;
- e. mental anguish, past, present and future; and
- f. other damages to be shown at the trial hereof.

19.

Plaintiffs, [REDACTED] and [REDACTED], hereby request a trial by jury.

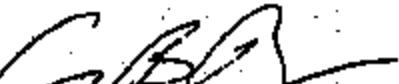
WHEREFORE, plaintiffs, [REDACTED] and [REDACTED], pray that after due proceedings are had herein, there be judgment in favor of plaintiff, [REDACTED] and [REDACTED], and against defendant, FORD MOTOR COMPANY, for the sum of all damages proven at trial, together with legal interest thereon from date of judicial demand until paid, and for all general and equitable relief such as law, equity, and the nature of the case permit.

FURTHER, plaintiffs, [REDACTED] and [REDACTED], pray that defendant, FORD MOTOR COMPANY, be cast with all costs of these proceedings.

FURTHER, plaintiffs, [REDACTED] and [REDACTED], pray for a trial by jury.

RESPECTFULLY SUBMITTED:

BRYSON LAW FIRM, L.L.C.


GARRY E. BRYSON (#20731)
ANGELA S. BRYSON (#20730)
217 West University Avenue
Lafayette, LA 70506
Phone: 337-233-4210
Fax: 337-233-4213
Attorneys for Ellis and Helen Peyton

PLEASE SERVE:
Ford Motor Company
Through its Registered Agent for service of Process:
CT Corporation Systems
8550 United Plaza Blvd.
Baton Rouge, LA 70809

St. Landry County Clerk's Office - Courtroom

Feb. 6th 03
S. Glenda H. Chesser
L.S. Glenda H. Chesser

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Glenda H. Chesser

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STATE FARM MUTUAL AUTOMOBILE
INSURANCE COMPANY and
STATE FARM FIRE AND CASUALTY
COMPANY

DOCKET NO. 03-C-0866
DIVISION C

27TH JUDICIAL DISTRICT COURT

VERSUS

PARISH OF ST. LANDRY

FORD MOTOR COMPANY

STATE OF LOUISIANA

PETITION

NOW INTO COURT, through undersigned counsel, come plaintiff, STATE FARM
MUTUAL AUTOMOBILE INSURANCE COMPANY and STATE FARM FIRE and CASUALTY
COMPANY, foreign insurers, authorized to do and doing business in the State of Louisiana, who,
with respect, represent the following:

1.

Named defendant herein is Ford Motor Company, a foreign company, authorized to do and
doing business in the State of Louisiana, who is indebted unto plaintiff, for the following, to wit:

2.

At all times pertinent herein, [REDACTED] and [REDACTED] were the owners of a certain residence,
located at [REDACTED] Washington, Louisiana, (hereinafter referred to as the [REDACTED]
residence") and a 1994 Mercury Grand Marquis, identified by Vehicle Identification Number
2M3BLM475W4RX679081 (hereinafter referred to as the [REDACTED] vehicle").

3.

On or about March 25, 2002, while the [REDACTED] vehicle was parked in the courtyard at the Peyton
residence, a fire occurred in the [REDACTED] vehicle causing substantial damage to the Mercury Grand
Marquis, the residence, and the [REDACTED] other vehicle - a GMC P1500 Truck.

4.

The fire originated in the engine compartment of a 1994 Mercury Grand Marquis owned by
the [REDACTED] and was caused by a defect in the speed control deactivation switch, the electrical
system, and/or other defects within the 1994 Mercury Grand Marquis.

5.

The 1994 Mercury Grand Marquis was designed, manufactured, assembled and sold by

TRUE COPY

John A. Clark

for February 26, 2003
John A. Clark

defendant, Ford Motor Company.

6.

In May of 1999, after an investigation by the National Highway Transportation Safety Administration ("NHTSA"), Office of Defects Investigation ("ODI"), defendant, Ford Motor Company, issued "Recall 99S15" (also identified by NHTSA recall 99V-124) of the speed control deactivation switch (hereinafter referred to as "switch") in the 1992 and 1993 model Lincoln Town Car, Mercury Grand Marquis, and Ford Crown Victoria. The recall was issued due to the risk of underhood fire, resulting from a failure of the switch. The switch involved in Recall 99S15, is virtually identical to the speed control deactivation switch at issue in the [REDACTED] vehicle. Furthermore, NHTSA has reported that it has an active and ongoing investigation into possible defects in the 1994 - 1997 model speed control deactivation switches, and that the scope of the recall may be expanded to include other model vehicles.

7.

At all times pertinent hereto, Ford Motor Company had actual and/or constructive knowledge that the speed control deactivation switch could develop a resistive short in the electrical circuit or otherwise fail, resulting in an underhood fire.

8.

Defendant, Ford Motor Company, is liable unto plaintiff for the following acts of negligence and/or fault:

- A. Manufacturing, assembling, marketing and/or selling a product which was unreasonably dangerous in construction or composition;
- B. Manufacturing, assembling, marketing and/or selling a product which is unreasonably dangerous in design;
- C. Manufacturing, assembling, marketing and/or selling a product which is unreasonably dangerous because no adequate warning about the product was not provided; and
- D. Failure to adequately warn users of the risks/tangents of the product subsequent to acquiring such knowledge.

9.

At all times pertinent hereto, State Farm Mutual Automobile Insurance Company insured the vehicles owned by [REDACTED] and [REDACTED], and provided coverage for the damages sustained thereto.

10.

Pursuant to the terms of its insurance policy and as a result of the fire, State Farm Mutual Automobile Insurance Company paid to or on behalf of its insureds, [REDACTED] and [REDACTED], the sum

of FOURTEEN THOUSAND FIVE HUNDRED SIXTY-SEVEN & 00/100 (\$14,567.00)
DOLLARS.

11

At all times pertinent hereto, State Farm Fire and Casualty Company insured the malfeasance owned by Eliza and Helen Peacock, and provided coverage for the damages sustained thereto.

12

Pursuant to the terms of its insurance policy and as a result of the fire, State Farm Fire and Casualty Company paid to or on behalf of its insured, [REDACTED] and [REDACTED], the sum of TWO HUNDRED THIRTY-EIGHT THOUSAND FOUR HUNDRED SIXTY-NINE & 84/100 (\$238,469.84).

13

Petitioners, State Farm Mutual Automobile Insurance Company and State Farm Fire and Casualty Company are subrogated, legally, conventionally, and by the terms of the policies, to the rights of [REDACTED] and [REDACTED] against defendant, Ford Motor Company, to the extent of payments made herein to, or on behalf of, the Petitioners.

14

Despite amicable demand, defendant has refused to reimburse plaintiffs for their losses.

WHEREFORE, plaintiff pray that after due proceedings are had herein, there be judgment in favor of plaintiffs, State Farm Mutual Automobile Insurance Company and State Farm Fire and Casualty Company, and against defendant, Ford Motor Company, for the sum of all damages proven at trial, together with legal interest from date of judicial demand until paid, and for all costs of these proceedings. Plaintiff further pray for all general and equitable relief to which they may be entitled.

By Attorney:

HANNAH, COLVIN & PIPES
2051 S University Drive, Suite 260
Baton Rouge, Louisiana 70808
Telephone: (225) 766-4240

30

W. R. Powers, P.C. (LA Bar #17748)
Kristanna L. Harper (LA Bar #27494)

PLEASE SERVE:
FORD MOTOR COMPANY
through its agent for service of process
CT Corporation System
8450 United Plaza Blvd.
Baton Rouge, LA 70809

Digitized by srujanika@gmail.com

St. Léonard
Sept 26
Gouvernement

Elmer J. Clegg

WNP510

NAVIS Vehicle Inquiry

02/18/03 17:02:56

CGDB432

NVP520

NAVIS Financial Screen

02/18/03 17:02:59

-->
Vehicle ID: 2MRX679081 (WWYF888888) Vin: 2MELN75W4RK679081 Div: 3 Status: 800
Financial Data - - - - -
Orig Totl Inv: 22325.00 A-Plan Price: 21390.00 Predel Invoic: .00
Cuzz Totl Inv: 22325.00 Total Adj: .00 Sched-A QST: .00
Base Vehicle: 19726.00 Base Adj: .00 FOC GST: .00
Options: 1530.00 Option Adj: .00 Price Protect: .00
Base Holdback: 647.00 Base Eb Adj: .00 Chargeback Amt: .00
Optn Holdback: 51.00 Option Eb Adj: .00 30-Day FP Amt: .00
Misc Charges: .50 Gas Amt: 14.50 Floor Plan: 72.09
Finance Chrges: 190.00 Sched-B Amt: 575.00 PAC Charge: 78.88
FIAF/LMDA: 289.00 Mktng Contrib: 231.00 Pre-Dlvry Amt: .00
X-Plan Price: .00

Financing Data - - - - -
Finance Source: 0000001 O-Warr Start: 092594 Release Date: 051994
Orig Int St-Sw: N Co Tag Number: Transmit Time: 11
Ret Draft Ind: Pre-del Date: Rls Plus Trans: 053094
Floor Pln Date: 062594 PdLvry S.Codes: Ramp Code: 22
Advt Comm Code: A Lease Code: Method Shipped: 7
Upfront PP Ind: Invoice In-Proc: Memo Cons Loc:

F1=Help F3=Exit F4=Primary Menu F6=Screen #1 F9=Screen #3

OGDB432

MVNP530

NAVIS Inquiry Screen #3

02/18/03 17:03:02

--> VEHICLE ID: 3MRX679081 (WWYPSBXXXX) Vin: 2MELM75W4RX679081 Div: 3 Status: 800

Ordering Name:
Secondary Name:
Ordering FIN:
Order-For FIN:
Orig Ordr Type: 2

Selling FIN:
Sold-To Fin:

Distr Status: P
Last NAVIS St: 092694
Distr Stat Dt: 052894
Last Activity: 092694
Serialsd Dte: 042094
Scheduled Dte: 050994
Mexico Status:

Component Data - - - - -

Dr Post/Calib: LDF Tire Brand: A4
Emis Cntl Lbl: KLA HSC:
Engine Tag Cd: EG806AA
Engine Serial:
Driver Airbag: 1PIB122H20155
Pssngr Airbag: 641182152 Axle: GY

F1=Help F3=Exit F4=Primary Menu F5=Financial Screen F6=Screen #1

OGDB432

2002-025-3 18786

DEALER 22B 408 | VIN 2MELM75W4BX679081

ADMITTED RETAIL PRICE AMOUNT

BATCH-ID 6137000493 D TC AA
 PRICE LEVEL 416030M75
 REQUESTOR: ENORTONI

CASE [REDACTED]

This invoice may not reflect the final cost of the vehicle in view of the possibility of future related allowances.
 This portion of the vehicle price will be forwarded to the appropriate department to be put in the dealer advertising.

PRINCIPAL MARKETING ACCOUNT	INVOICE TOTAL	AMT HOLDING FOR DEALER ACCOUNT	DEALER PURCHASE COST FOR DEALER ACCOUNT	AMT OF DEALER'S HOLD BACK & P.L. ALLOW.	A PLAN

SOLD TO Robinson Bros Inc 22B408 FURTHER TERMS
 9550 Interline Dr ON REVERSE
 Baton Rouge LA 70808 SHIP DATE
 05/19/94
 R523

SHIPPING OTHER THAN ABOVE 22408 05 13 94 HC 09
 SHIP THROUGH

VEHICLE IDENTIFICATION NUMBER: 2MELM75W4BX679081 BY: THOMAS FINAL COMPANY AND OR BANK
 BX679081 2M M75 20020812 940513 6137 D 416 22B408 Ford Motor Credit 000001
 THIS INVOICE TO BE USED FOR THE SELLING OF VEHICLE ONLY DEALER'S COPY 2 .00 KUI

ENR2-025-B 18767

CSCN140

VEHICLE DATA

02/18/03 17:03:46

==> ENTER VIN ==> 2MELM75W4RX679031
NAME ==> [REDACTED] ZIP ==> [REDACTED] MODEL YR ==>
OWNER NAME : [REDACTED]
STREET ADDR : [REDACTED]
CITY : LEBEAU ZIP/POSTAL CODE: [REDACTED] N/A YY-MM-DD 96-09-12
ST/PRV: LA CTRY: N/A SOURCE: P
MODEL YEAR : 94 PLANT: X SALE YY-MM-DD 94-09-26
BODY STYLE DESC: 4 DR SEDAN LS PRODUCTION YY-MM-DD 94-05-19
VEHICLE DESC : 1994 GRAND MARQUIS

DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	3	22	C	408	10
FACING	3	22	C	408	
RESPONSIBLE	3	22	C	408	

CA EMISSION : ENGINE TAG CODE : [REDACTED] CAMPAIGN COUNTS
NAVIS STATUS : 800 COMPANY CAR IND : [REDACTED] TOTAL CAMPAIGNS : 02
DSO DISTRICT : FLEET CODE : [REDACTED] OPEN : 00 CLOSED : 02
DSO NUMBER : FLEET STATUS : [REDACTED] ACTIVE: 02 HISTORY: 00

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

OGDB432

VEHICLE DETAIL

VIN: 2MELM75W4RX679081 Engine: R-M 4.6L SOHC EPI NA CRV G-NP
 Make: MERCURY Transmission: 4 SPD AUTO TRANS MAAC AODE A
 Model: GRAND MARQUIS Paint Code/Color: MID Currant Red C/C
 Year: 1994 Calibration: 418GR00A
 Pay Load:
 GVWR: 00000 Max Towing Weight:
 WheelBase: Y4 Axle Ratio:
 GCWR:
 PEP Code: 172A Warranty Start Date: 9/26/1994
 Vehicle Build Date: 5/19/1994

Selling Dealers Name: ROBINSON BROS INC
 Selling Dealer P & A Code: 12294 Selling Dealer Sales Code: L22408
 Selling Dealer Main Phone: 504-924-7068 Selling Dealer Service Phone: 000-000-0000

Vehicle Order Info

1 2 3 4 5 6 7 8 9 10 1 2 3 4 5 6 7 8 9 20 1 2 3 4 5 6 7 8 9 40 1 2 3 4 5 6 7 8 9 50
 MT5RX67908 1Y 44 J 2 09E2158 JD E P3 JSP
 1 2 3 4 5 6 7 8 9 60 1 2 3 4 5 6 7 8 9 70 1 2 3 4 5 6 7 8 9 80 1 2 3 4 5 6 7 8 9 90 1 2 3 4 5 6 7 8 9 100
 Q7 3 KHL SR MG 2 2 B408 1 EE HC3 H 3 2 W2
 1 2 3 4 5 6 7 8 9 110 1 2 3 4 5 6 7 8 9 120 1 2 3 4 5 6 7 8 9 130 1 2 3 4 5 6 7 8 9 140 1 2 3 4 5 6 7 8 9 150
 MEL4 6 2 172A 9 WP S
 1 2 3 4 5 6 7 8 9 160

CUSTOMER NAME/PHONE NUMBER
[REDACTED]

CUSTOMER LIST

ADDRESS
[REDACTED]

WASHINGTON LA [REDACTED]

STATUS
No Open Issues

Vehicle List

VIN	Year Model	Sales Type	Owner Status	Vehicle Info
1FTRX17202NB18837	2002 F-SERIES No Open Issues	INDIVIDUAL RTL	Original Owner	Oasis Warranty History
<input checked="" type="checkbox"/> 2MELM75W4R03579081	1994 GRAND MARQUIS No Open Issues	INDIVIDUAL RTL	Original Owner	Oasis Warranty History

ESP / Recall Information

VIN: 2MELM75W4RX679081

No ESP information for this VIN

Recall Information

Number	Type	Description	Campaign	Status	Status Date	Dealer Code
94SB9	S	ADAPTER PLT.		COMPLETE	1994-08-22	12294
96L12	L	PASS AIR BAG		FORCED COMPLETION	1998-01-22	AUTOC

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

VIN:	2MELM75W4BX679081	Vch Line:	C/P - GRAND MARQ (0053/00414) (92-03) BODY CODE:	Model Year:	1994	Market Derivat:	GM - L-M DIVISION DERIVATIVE	Trans Eng Serial No:	
Model Year:	1994	Market Derivat:	GM - L-M DIVISION DERIVATIVE	Trans Eng Serial No:		Trans Eng Serial No:		Trans Eng Serial No:	
Veh Type:	C	Drive Code:	CB - 2 WHEEL DRIVE	Engine:		Engine:	CVN - 8-M 4.6L SONIC ERINA CIVIC G-NP	Transmision:	
Inv. Dealer:	12294	Body Cab Style:	4 DOOR SEDAN-4 LITR	Transmision:		Transmision:	CDK - 4 SPD AUTO TRANS NA NO AODE	Transmision:	
Vehicle Status Codes:	000	Version/Serial:	CAJ - LS VERSION - CAR	Transmision:		Transmision:		Transmision:	
Trans Eng Serial No:		Trans Eng Serial No:		Trans Eng Serial No:		Trans Eng Serial No:		Trans Eng Serial No:	
	-2-----3-----4-----5-----6-----7-----8-----								

28

Trace Trans Serial No:

000

BUILD INFORMATION:

Region:	NA - USA/CA/MX	Plant:	AW - ST. THOMAS PLANT BUILD
Country:	CAN - USA/CA/MX	Prod Date:	19-MAY-1994

SALE INFORMATION:

Region:	NA - USA/CA/MX	Selling Dealer:	322403 - *
Country:	USA - USA/CA/MX	Selling Dir:	SafPrest LA
		Buyer SafPrest	LA

Vehicle Information Report

Page 2 of 3

Arrival Date	28-MAY-1994	Bad Carpet Lamps	*
Sale Date	26-SEP-1994	Paint/Rust/Cn. Lamp	E
Warranty Start Date	26-SEP-1994	In-Field Vehicle	* Vehicle Owner Flag
Orig Warranty Date	26-SEP-1994	Repossessed Vehicle	* Vehicle Export Flag; N

VOC/EOC:

H798267981X 46 02 04R2159 49 E 20032 07 2 000 00 00 000000 1 00 0000 1 00
M04 5 2 372A REV E 24

INSTALLED OPTION INFORMATION:

Air Conditioning	C9 - MANUAL AIR CONDITIONER	GVW Code:	
Alternator Amp Rating	*	GVW Class Code:	L
Audio Disc	*-[N/A]	Instrumentation	*-[N/A]
Axle Ratio	EQACC - 3.66 FINAL DRIVE RATIO	Mirror(Driver Side)	*-[N/A]
Axle Type	EQIAB - NON-LIMITED SLIP REAR AXLE	Mirror(Pass. Side)	*-[N/A]
Battery Amp Rating	HC	Park:	FHEAC - MID CURTAIN AND CIC
Brake Code:	*-[N/A]	Power Antenna:	AE - POWER TELESCOPIC RADIO ANTENNA
Brake Code(Service):	*-[N/A]	Radio:	AE - ELECTRONIC AM/FM STEROCASSETTE
Calibration Code:	418GR00A	Sound System:	*-[N/A]
Color(Accent):	*-[N/A]	Steering Tension Adjust:	
Color(Triple):	690KC -	Tire Manufacturer:	AJ -
Delivery Type:	O	Tire Brand:	
Drivetrain Code:	*	Tire Size:	DX2SF - P215/70R15 WSW
Frost Seats:	*-[N/A]	Traction Control:	AB - ANTI-SPIN TRACT BRAKES WWD FWD
Fuel Type:	*-[N/A]	Wheel Base:	

TIRE DOT INFORMATION:

LF:	* 301
LR:	* 301
RR:	* 301
RF:	* 301
SPARE:	* DOT Plant Manufacturer:

00000000000000000000000000000000

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	• Emissions Codes:	CB-CB
ESP Coverage(Miles):	• Emissions Cat Type:	F
ESI Coverage(Miles):	• Emissions Model Number:	KLA
ESP Plus Years:	• Engine Family:	TFM46VIGAEEA
ESP Signature Date:		

Any comments?

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 12-AUG-2002

Note: All Costs are in US Dollars

2MELMT5W4R0679081	PP	CFF	CM	CFA	CIA	CB	AW	CDE	CVN	19-03-94	26-09-94	322488	USA	0	Q18 6795 *	20124	*	\$01	V31	B13	12	
AWS Claim Key:	1688526	Dec'd:	089436	Tax Code:	1	Labor Hrs:	4	Labor Cost:					19.12	Material Cost:	0	Total Cost:			19.12			
Dir/Cd-Sub Cd:	12294-* Name:	ROBINSON BROTHERS, INC.	Ph:	215-5247068	St: LA	City Cd: USA		Reg Cd:	NA	Reg Date:	26-JUN-1994			DIST(Mile):	15							
2MELMT5W4R0679081	PP	CFF	CM	CFA	CIA	CB	AW	CDE	CVN	19-03-94	26-09-94	322488	USA	0	Q65 5784 *	CAMPION *		\$2X	V99	A99	82	
AWS Claim Key:	5171132	Dec'd:	016272	Tax Code:	94039	Labor Hrs:	1.5	Labor Cost:					71.69	Material Cost:	1.57	Total Cost:			73.26			
Dir/Cd-Sub Cd:	12294-* Name:	ROBINSON BROTHERS, INC.	Ph:	215-5247068	St: LA	City Cd: USA		Reg Cd:	NA	Reg Date:	23-AUG-1994			DIST(Mile):	4							
2MELMT5W4R0679081	PP	CFF	CM	CFA	CIA	CB	AW	CDE	CVN	19-03-94	26-09-94	322488	USA	0	Q65 5784 *	20124	*	\$10	V21	N17	08	
AWS Claim Key:	5171132	Dec'd:	118272	Tax Code:	1	Labor Hrs:	1.4	Labor Cost:					66.91	Material Cost:	0	Total Cost:			66.91			
Dir/Cd-Sub Cd:	12294-* Name:	ROBINSON BROTHERS, INC.	Ph:	215-5247068	St: LA	City Cd: USA		Reg Cd:	NA	Reg Date:	23-AUG-1994			DIST(Mile):	4							
2MELMT5W4R0679081	PP	CFF	CM	CFA	CIA	CB	AW	CDE	CVN	19-03-94	26-09-94	322488	USA	1	Q01 6A14 *	7020123	*	\$04	V33	N09	06	
AWS Claim Key:	5766331	Dec'd:	088562	Tax Code:	1	Labor Hrs:	2.6	Labor Cost:					124.25	Material Cost:	38.82	Total Cost:			163.07			
Dir/Cd-Sub Cd:	12294-* Name:	ROBINSON BROTHERS, INC.	Ph:	215-5247068	St: LA	City Cd: USA		Reg Cd:	NA	Reg Date:	27-SEP-1994			DIST(Mile):	22							
Cost Comments:	LEFT FRONT DOOR, PAINT CRACKING																					
Tech Comments:	REFINISHED DOOR.																					
2MELMT5W4R0679081	PP	CFF	CM	CFA	CIA	CB	AW	CDE	CVN	19-03-94	26-09-94	322488	USA	0	T16 3A07 *	4033	*	\$11	V44	136	D8	
AWS Claim Key:	2201537	Dec'd:	2216938	Tax Code:	884	Labor Hrs:	5	Labor Cost:					21.59	Material Cost:	10.78	Total Cost:			32.37			
Dir/Cd-Sub Cd:	06332-* Name:	BORDERON MOTORS, INC.	Ph:	337-9422686	St: LA	City Cd: USA		Reg Cd:	NA	Reg Date:	01-MAY-1995			DIST(Mile):	15411							
Cost Comments:	0.09 OIL LEAK->																					
Tech Comments:	CK AND REMOVE AND CLEANED SURFACE AND RESEAL DIFF COVER AND ADD FRESH OIL AND RECK->																					
2MELMT5W4R0679081	PP	CFF	CM	CFA	CIA	CB	AW	CDE	CVN	19-03-94	26-09-94	322488	USA	11	T05 3B03 P2AZ 9F715	A		\$11	V49	N11	06	
AWS Claim Key:	11055159	Dec'd:	0280901	Tax Code:	587	Labor Hrs:	1.3	Labor Cost:					30.05	Material Cost:	38.71	Total Cost:			68.76			
Dir/Cd-Sub Cd:	06332-* Name:	BORDERON MOTORS, INC.	Ph:	337-9422686	St: LA	City Cd: USA		Reg Cd:	NA	Reg Date:	03-AUG-1995			DIST(Mile):	23538							
Cost Comments:	ENG HEAVY WHILE DRIVING->																					
Tech Comments:	CK AND FOUND AIR BYPASS VALVE MAKING NOISE AND REAR AIR BYPASS VALVE AND TUBE ASY AND RECK->																					

2N6LM75W4X679081 FP C/P CM CPA CIAI CB AV CRK CVN 1945-94 24-45-94 322408 USA II Q1 4004 • 16612 • S03 V39 N59 12
 AWS Chase Keys 1M011111 Dec 9: 0629002 Trx Code: EHA Labor Hrs: 5 Labor Cost: 77.33 Material Cost: 0 Total Cost: 21.33
 Dr Cr-Sab Crs 96532- Name: BORDELEON MOTORS, INC. Pla: 337-M22586 Sta: LA City/Ct: USA Reg.Cn: NA Expr Date:03-AUG-1993 D25P(MH)23330
 Cost Comments: FT END SQUEAK WHEN DOING OVER BUMPER>
 Tech Comments: CK AND TIGHTEN FT BUMPER AND HOOD AND LIPPS BUSHING>

Any comments? You can contact

- webmaster

ANALYTICAL WARRANTY SYSTEM[Home](#) | [Contact Us](#) | [Submit a Claim](#) | [Help](#)**Claim Detail Report****Note:** All Costs are in US Dollars**Model Year = 1994; Claim Key = 1669956****Vehicle Information**

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/FA - 4 DOOR SEDAN-4 LITE

Version/Series: C/AJ-LS VERSION 2 MA

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

Vehicle Line: C/FP-GRAND MARQ (EN53/EN114) (92-03)

Warranty Start Date: 26-SEP-1993

Production Date: 19-MAY-1994

VIN: 2M1LM75W4RX679081

Dealer Information

Dealer Name ROBINSON BROTHERS, INC.

Dealer Code: 12244

Address: 9550 INTERLINE DR

City: BATON ROUGE

State: LA Zip Code: 70809

Country: US Region Code: NA

Phone: (225) 706-7068

Claim Information

Document Number: 089436

Repair Date: 06-JUN-1994

Distance: 16

TIS: 0

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 19.12

Misc. Expense Amount: 0

Part Markup Amount: 0

Material Cost: 0

Total Cost Gross: 19.12

Cust. Concern Code: B15 - BODY PANEL HARD TO CLOSE

Condition Code: 12 - IMPROPER ASSEMBLY

Technician Comment:

Customer Comment:

勞工操作碼 **勞工操作說明** **勞工操作費率**

20124AT DOOR-FRONT ALIGN 0

Cause	Full Part Number	Part	Part	Extended
Eng	PREF BASE SUFF	Description	CPSC	Quantity Amount
Y	*	20124	*	DOOR ASY-FRONT NANANA 0 0

Any comments?

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report****Note: All Costs are in US Dollars****Model Year = 1994; Claim Key = 5171122****Vehicle Information**

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/FA - 4 DOOR SEDAN-4 LITE

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

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

Vehicle Line: C/FP-GRAND MARQ (EN53/EN114) [92-03]

Warranty Start Date: 26-SEP-1994

Production Date: 19-MAY-1994

VIN: 2M1LM75W4RX670081

Dealer Information

Dealer Name ROBINSON BROTHERS, INC.

Dealer Code: 12294

Address: 9550 INTERLINE DR

City: BATON ROUGE

State: LA Zip Code: 70809

Country: USA Region Code: NA

Phone: (225)706-7068

Claim Information

Document Number: 010272

Repair Date: 22-AUG-1994

Distance: 4

TDS: 0

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 71.69

Misc. Expense Amount: 0

Part Markup Amount:

Material Cost: 1.57

Total Cost Gross: 73.26

Cust. Concern Code: A99 - ADMINISTRATIVE (PARTS RETURN/ETC.)

Condition Code: 02 - BENT/BUCKLED/KINKED

Technician Comment:

Customer Comment:

Labor Op Code Labor Op Description Labor Op Cost

Current Full Part Number	Part Description	Part CPSC	Extended Amount
ESTZ 2248 AR	BOLT RR BRK BACK PLA NANANA	1	1.57

Any comments?

10001 0-920-200

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report****Note: All Costs are in US Dollars****Model Year = 1994; Claim Key = 5171123****Vehicle Information**

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/P1 - 4 DOOR SEDAN-4 LITE

Version/Series: C/AJ-LS VERSION - CAR

Drive Type: C/B-2 W/L L/R REAR DRIVE

Vehicle Line: C/FP-GRAND MARQ (EN53/EN114) [92-03]

Warranty Start Date: 26-SEP-1994

Production Date: 19-MAY-1994

VIN: 2MELM75W4R1671081

Dealer Information

Dealer Name ROBINSON BROTHERS, INC.

Dealer Code: 1234

Address: 9550 INTERLINE DR

City: BIRMINGHAM

State: LA Zip Code: 70109

Country: USA Region Code: NA

Phone: (225)706-7068

Claim Information

Document Number: 110272

Repair Date: 22-AUG-1994

Distance: 4

TIS: 0

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 66.91

Misc. Expense Amount: 0

Part Markup Amount:

Material Cost: 0

Total Cost Gross: 66.91

Cust. Concern Code: N17 - BRAKES NOISY

Condition Code: 08 - OTHER/UNKNOWN(NO APPROPRIATE COND. CODE)

Technician Comment:

Customer Comment:

<u>Labor Op Code</u>	<u>Labor Op Description</u>	<u>Labor Op Cost</u>
2001AB	BRAKE SHOES / PAD ASSEMBLIES - HYDRAULIC REMOVE AND INSTALL OR REPLACE	0
2001A14BT	BRAKE ROTOR/DRUM SAND	0

<u>Causal Part Number</u>	<u>Part</u>	<u>Part Extended</u>		
<u>Flag</u>	<u>PREF BASE SUFF</u>	<u>Description</u>	<u>CPSC Quantity</u>	<u>Amount</u>
Y	*	2C026 * ROTOR-RR WHL DISC BK 060401	0	0

Any comments?

E9991 0-229-2007

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report****Note: All Costs are in US Dollars****Model Year = 1994; Claim Key = 5766433****Vehicle Information**

Model Year: 1994

Market Derived: C/M - L-M D/VISION DERIVATIVE

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

Version/Series: C/AJ-LS VERSION - CAR

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

Vehicle Line: C/FP-GRAND MARQ (EN53/EN114) [92-03]

Warranty Start Date: 26-SEP-1994

Production Date: 19-MAY-1994

VIN: 2MELM75W4RX679081

Dealer Information

Dealer Name ROBINSON BROTHERS, INC.

Dealer Code: 12294 - *

Address: 9550 INTERLINE DR

City: BATON ROUGE

State: LA Zip Code: 70809

Country: USA Region Code: NA

Phone: (225) 706-7068

Claim Information

Document Number: 089562

Repair Date: 27-SEP-1994

Distance: 22

TIS: 1

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 124.25

Misc. Expense Amount: 0

Part Markup Amount:

Material Cost: 38.82

Total Cost Gross: 163.07

Cust. Concern Code: F09 - OTHER EXTERIOR PAINT TROUBLES (EXCL TRIM/BUMPER)

Condition Code: 08 - OTHER/UNKNOWN(NO APPROPRIATE COND. CODE)

Technician Comment: REFINISHED DOOR.

Customer Comment: LEFT FRONT DOOR PAINT CRACKING

Labor Op Code	Labor Op Description	Labor Op Cost
P101P	BASIC PAINT OPERATION - ONE COLOR	0
P18P	FRONT DOOR - COMPLETE	0

Causal	Full Part Number	Part	Part	Extended
Flag	PREF BASE SUFF	Description	CPSC	Quantity Amount
Y	* 7020125 *	DOOR ASY-FRONT L010301	0	0
N	* MAT *	010301	1	0

Any comments?

F

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report**

Note: All Costs are in US Dollars

Model Year = 1994; Claim Key = 9201537

Vehicle Information

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/FA - 4 DOOR SEDAN-4 LITE

Version/Series: C/AJ-LS VERSION - CAR

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

Vehicle Line: C/FP-GRANT MARQ (ENS3/EN114) [92-03]

Warranty Start Date: 26-SEP-1994

Production Date: 19-MAY-1994

VIN: 2MELM75W4RX670061

Dealer Information

Dealer Name BORDEI ON MOTORS, INC.

Dealer Code: 01542

Address: 118 N.ORTH MAIN STREET

City: OPELOUSAS

State: LA Zip Code: 70570

Country: USA Region Code: NA

Phone: (337)265-2686

Claim Information

Document Number: 22169301

Repair Date: 01-MAY-1995

Distance: 15411

TIS: 8

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 21.59

Misc. Expense Amount: 0

Part Markup Amount:

Material Cost: 10.78

Total Cost Gross: 36.68

Cust. Concern Code: L86 - OTHER AXLE/TRANSFER CASE TROUBLES

Condition Code: D8 - FAILED GASKET/SEAL

Technician Comment: CK AND REMOVE AND CLEANED SURFACE AND RESEAL DIFF COVER AND ADD FRESH OIL AND
RECK

Customer Comment: DIFF OIL LEAK>

Labor Op Code	Labor Op Description		Labor Op Cost	
Cancel Fall Part Number	Part	Part	Extended	
Flag	PREF BASE SUFF	Description	CPSC	Quantity Amount
N	F4AZ 19562	B GASKET A/C COMPRESSOR NANANA	1	4.87
N	XY 90 QL	REAR AXLE OIL NANANA	3	5.91
Y	*	4033 * HOUSING COVER REAR A 050200	0	0

Any comments?

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report****Note: All Costs are in US Dollars****Model Year = 1994; Claim Key = 11055150****Vehicle Information**

Model Year: 1994

Market Derived: C/M - L-M DIVISION DERIVATIVE

Body/Cab Type: C/PA - 4 DOOR SEDAN-i LITE

Version/Series: C/AJ-LS VERSION - CAR

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

Vehicle Line: C/FP-GRAND MARQ (ENS3/EN114) [92-03]

Warranty Start Date: 26-SEP-1994

Production Date: 19-MAY-1994

VIN: 2MELM75W4RX679081

Dealer Information

Dealer Name BORDELON MOTORS, INC.

Dealer Code: 0653

Address: 119 NORTHL MAIN STREET

City: OPELOUSAS

State: LA Zip Code: 70570

Country: USA Region Code: NA

Phone: (337)261-2086

Claim Information

Document Number: 06290901

Repair Date: 03-AUG-1995

Distance: 23530

TIS: 11

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 58.06

Misc. Expense Amount: 0

Part Markup Amount:

Material Cost: 38.71

Total Cost Gross: 112.25

Cust. Concern Code: N11 - UNUSUAL ENGINE NOISE AT IDLE

Condition Code: 08 - OTHER/UNKNOWN(NO APPROPRIATE COND. CODE)

Technician Comment: OK AND FOUND AIR BYPASS VLAVE MAKING NOISE AND R&R AIR BYPASS VALVE AND TUBE ASSY AND QUICK TEST

Customer Comment: ENG MOAN WHILE DRIVING>

<u>Labor Op. Code</u>	<u>Labor Op. Description</u>	<u>Labor Op. Cost</u>
12650D	EBC - (QUICK TEST) DIAGNOSIS	17.86
12650DX1	EXTRA TIME TO REPEAT FINAL QUICK TEST	4.47
12650D45	PIN POINT TEST DIAGNOSIS	13.4
12650D3	VALVE ASSEMBLY (IDLE AIR CONTROL) - IAC REPLACE	13.4
942204B	REPLACE	8.93

<u>Causal Full Part Number</u>	<u>Part</u>	<u>Part Extended</u>			
<u>Flag</u>	<u>PREF BASIC SUFF</u>	<u>Description</u>	<u>CPSC</u>	<u>Quantity</u>	<u>Amount</u>
Y	F2AZ 9F715 A	VALVE-AIR BYPASS	030001	1	32.9
N	F5AZ 9H308 A	TUBE ASSY AIR VALVR	030001	1	5.22
N	B83Z 9F670 A	GSKT AIR B/PASS VLVE	0300XX	1	.59

Any comments?

2001-0-00000000000000000000000000000000

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

Condition Code: 12 - IMPROPER ASSEMBLY

Technician Comment: CK AND TIGHTEN FT BUMPER AND HOOD AND LUBE BUSHING >

Customer Comment: FT END SQUEAK WHEN GOING OVER BUMPS>

Labor Op Code	Labor Op Description	Labor Op Cost
16612A	HOOD ASSEMBLY / FRONT END ASSEMBLY ALIGN	13.4
17757B	BUMPFR-FRONT - ALIGN ALIGN	8.93

Causal Fall Part Number Part Part Extended

Flag PREP BASE SUFF Description CPSC Quantity Amount

Y * 16612 * HOOD 010205 0 0

Any comments?

E992-925-B 1991

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► VEHICLE DESCRIPTION
1994 GRAND MARQUIS

BODY STYLE
4 DR SEDAN LS

ENGINE
4.6L SOHC
(ROMEO)

ENGINE CALIBRATION
41BGR00A

► TRANSMISSION
4 SPD OD AODE

AXLE CODE
GY

► WARRANTY START DATE
09/26/1994

BUILD DATE
05/19/1994

SALE MILEAGE

► LESS THAN TWO DEALER APPROVED AWA REPAIR VISITS PAID TO DATE

► NO ESP INFORMATION AVAILABLE

► NO REPAIR HISTORY ON VEHICLE

END OF OASIS REPORT FOR 2MELM75W4RX679081

==> ENTER CAMPAIGN NUMBER--> 96L12 VIN--> 2MELM75W4RX679081 TYPE OF SEARCH: A
MODEL YEAR: 94 DEFECT: PASS AIR BAG BODY STYLE: 4 DR SEDAN LS

NEW STATUS CODE:

CAMP DIV : 6

REPAIR INFORMATION: TYPE CODE:

SUPP CODE :

REPAIR DATE: DEALER P/A: _____

KIT CODE : CB

MICRO REF: CLAIM NUM: _____

OASIS DATE :

DELETE REASON:

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW:

IND: MATCH CODE: 2

CURRENT: 3 22 408 ASSIGNED: 96-12-18 SOURCE: PX

EXTRACT DATE: 96-12-18

***** 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 97-02-10

H AWAITING MAILING 96-11-24

DELETE REASON:

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

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

X037=NO MORE DATA TO DISPLAY

000B432

CSCN130

NOTIFICATION RECIPIENT HISTORY

02/18/03 17:07:53

ENTER CAMPAIGN NBR --> 96L12 VIN --> 2MELM75W4RX679081
DEFECT : PASS AIR BAG. BODY STYLE DESC: 4 DR SEDAN LS
RESP DEALER : 322406 BEGINNING MAILED DATE: 97-03-04 YY-MM-DD
RELEASE DESC : NI PART KIT CODE ENDING MAILED DATE : 97-03-12 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS: E
STREET ADDR1 : ST/PRV: LA
ADDR2 :
CITY : LEBEAU

ZIP/POSTAL CODE: [REDACTED]

N-A SOURCE: P N-A EFF DATE: 96-09-12 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 :
CITY :
ZIP/POSTAL CODE:

ST/PRV:

CTRY:

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 OGDB432

CSCN150

CAMPAIGN VEHICLE INFORMATION

02/18/03 17:03:50

ENTER CAMPAIGN NUMBER--> 94S89 VIN--> 2MELM75W4RX679081 TYPE OF SEARCH: A
MODEL YEAR: 94 DEFECT: ADAPTER PLT. BODY STYLE: 4 DR 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 : 94-08-12

DELETE REASON:

VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW:

IND: MATCH CODE: 2

CURRENT: 3 22 408 ASSIGNED: 96-12-18 SOURCE: PX EXTRACT DATE: 96-12-18

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

CODE DESCRIPTION	DATE	TYPE	DATE	P/A	CLAIM#	MICRO#	CL SRC
C COMPLETE	94-08-30	B	94-08-22	12294	010272	ZJQ1245	AC
M RELEASED FOR MAILING	94-08-17						
R READY TO RELEASE	94-08-11						

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

OGDB432

CSCN130

NOTIFICATION RECIPIENT HISTORY

02/18/03 17:03:52

ENTER CAMPAIGN NR# --> 94689 VIN --> 2MELM75W4RX679091
DEFECT : ADAPTER PLT. BODY STYLE DESC: 4 DR SEDAN LS.
RESP DEALER : 338408 BEGINNING MAILED DATE: 94-09-09 YY-MM-DD
RELEASE DESC : NEW ISSUE TOTAL ENDING MAILED DATE : 94-09-09 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 : ST/PRV:
ADDR2 :
CITY :
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE: 00-00-00 YY-MM-DD

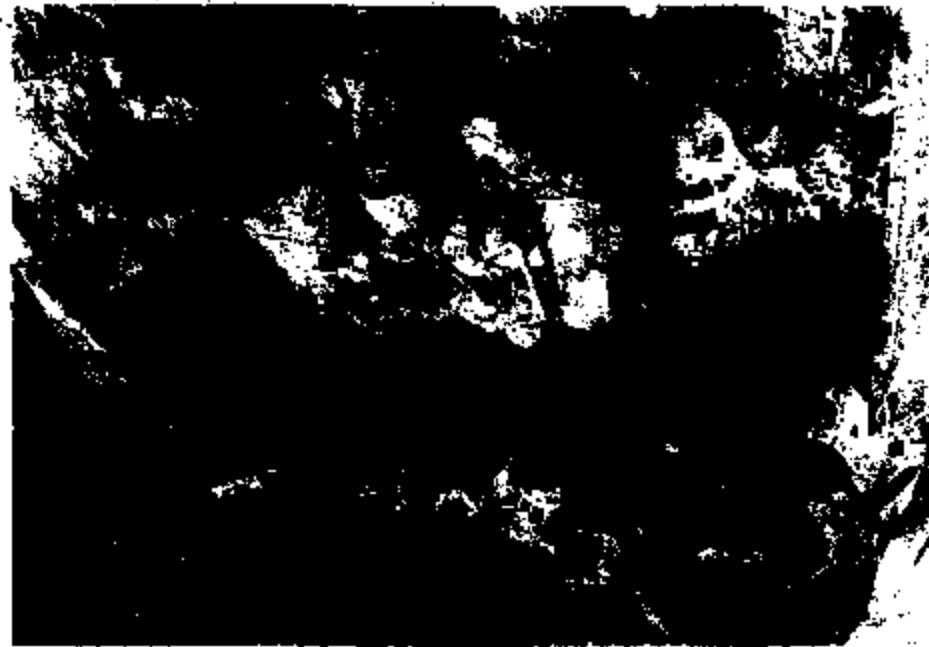
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LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV:
CITY :
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE: YY-MM-DD
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I048-LAST PAGE OGD0432



082-025-B 10017



ENR-625-B 15618

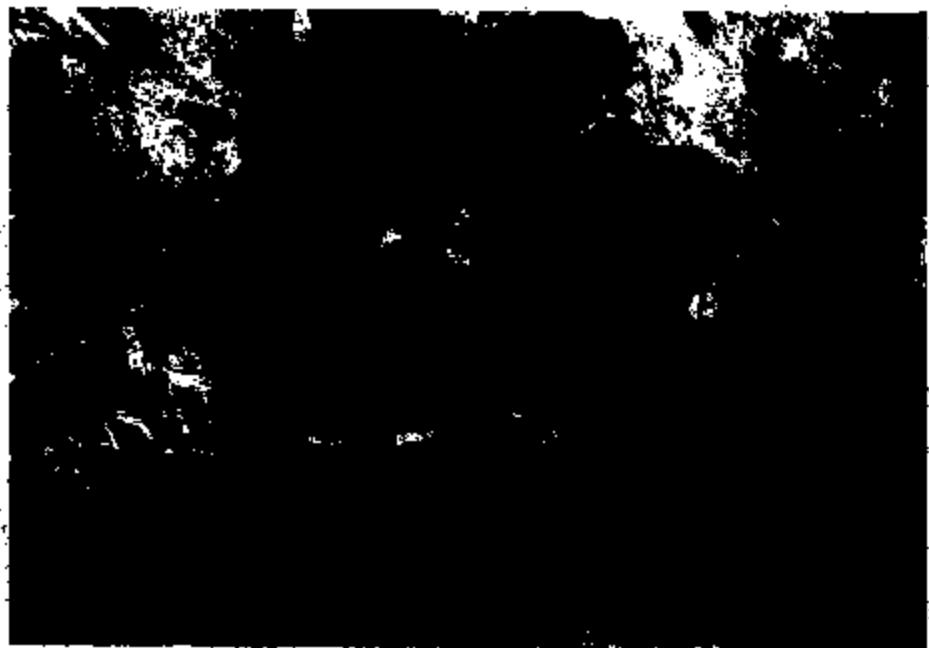
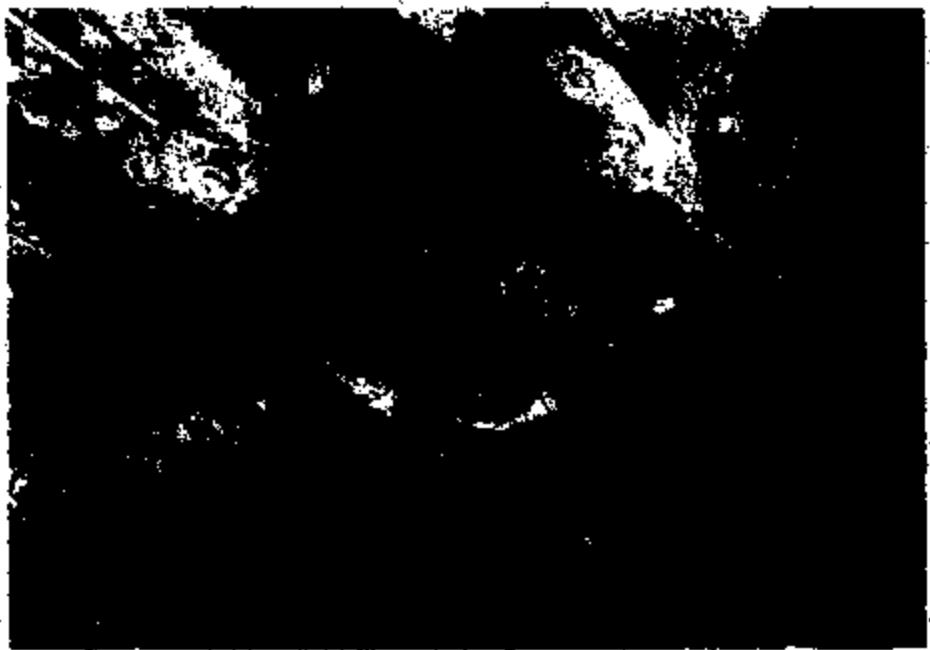


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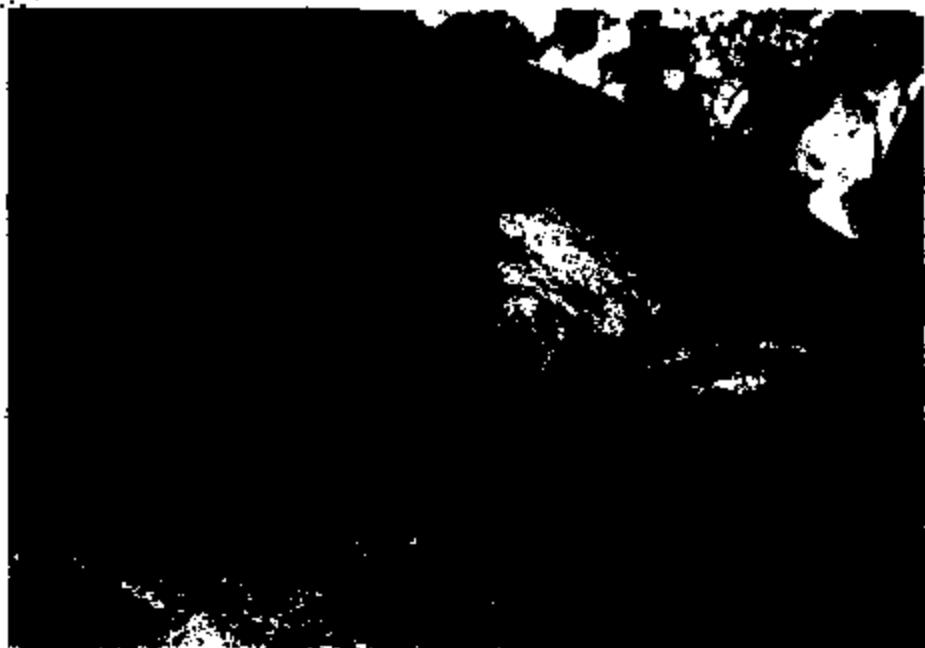


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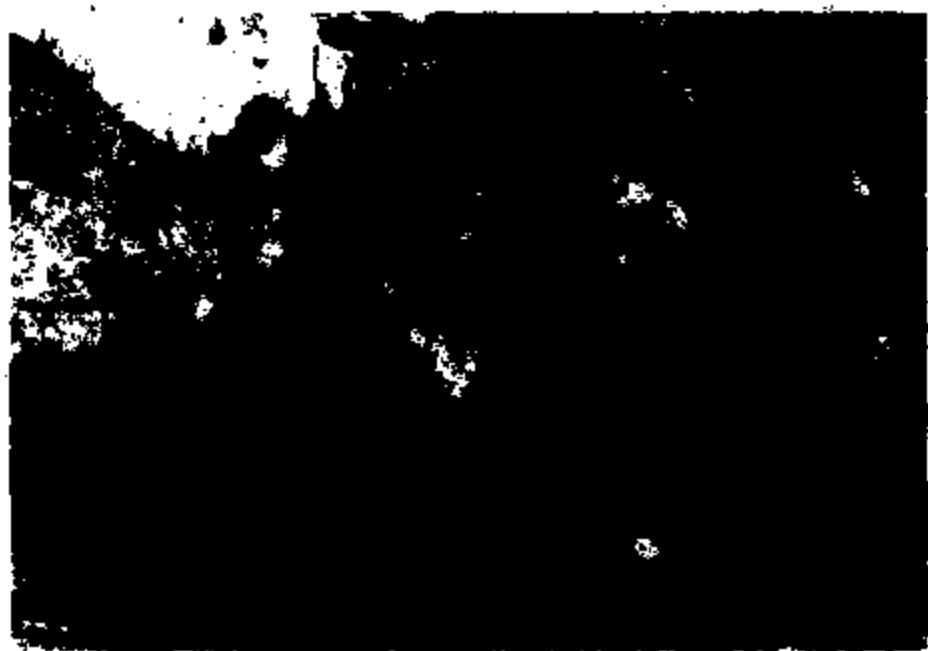


2002-025-5 18824





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2002-025-B 16620



5002-025-8 10430



E982-828-B 18631



1962-623-B 15632



E482-825-2 18833



2002-025-3 10034



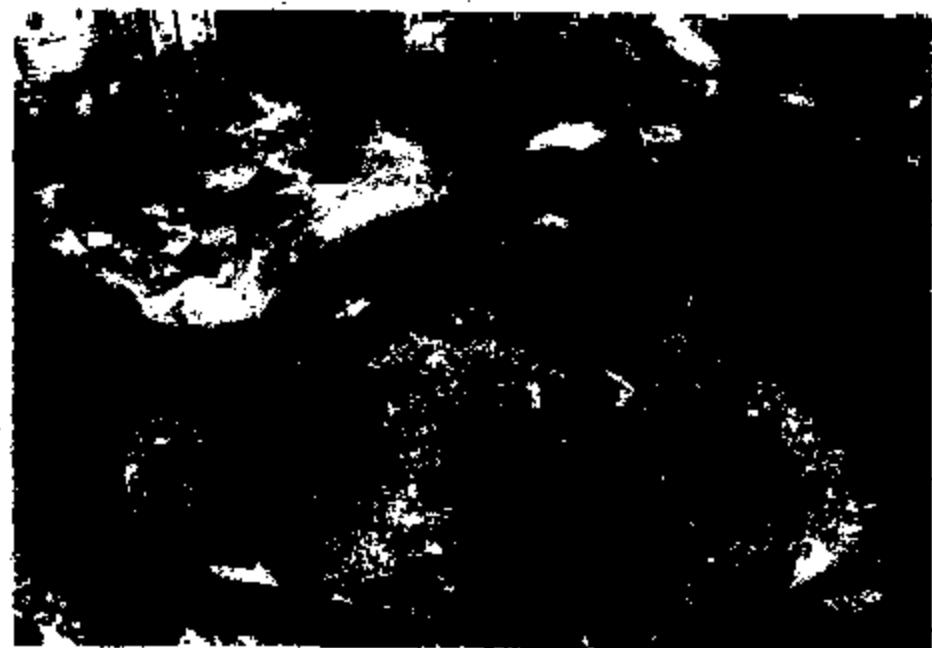
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5002-025-B 10030



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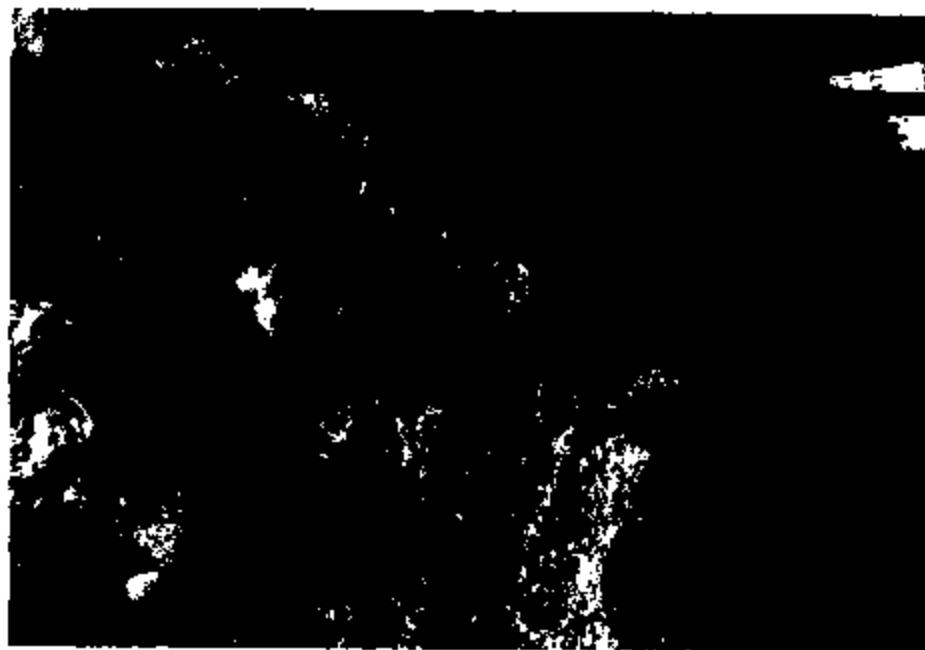
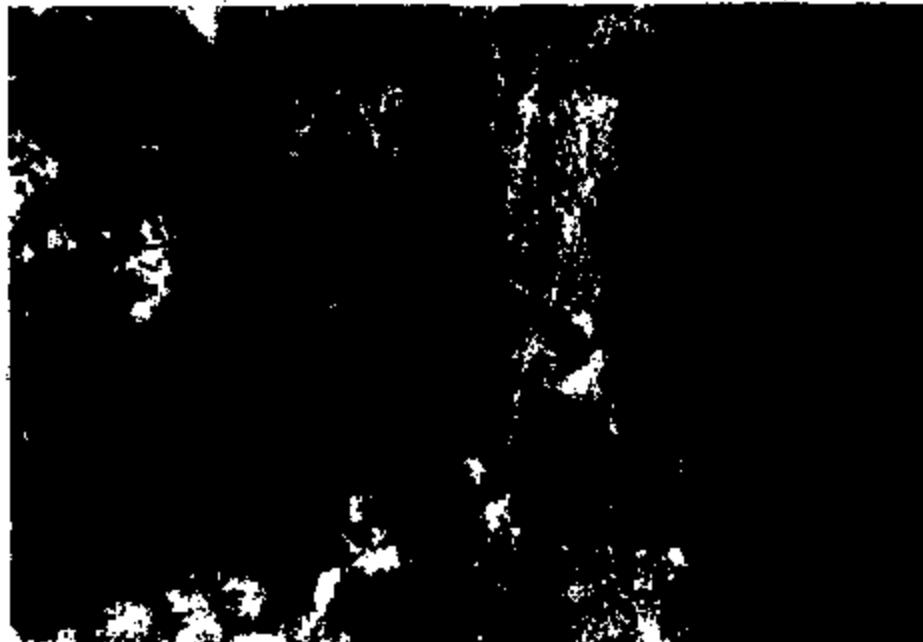
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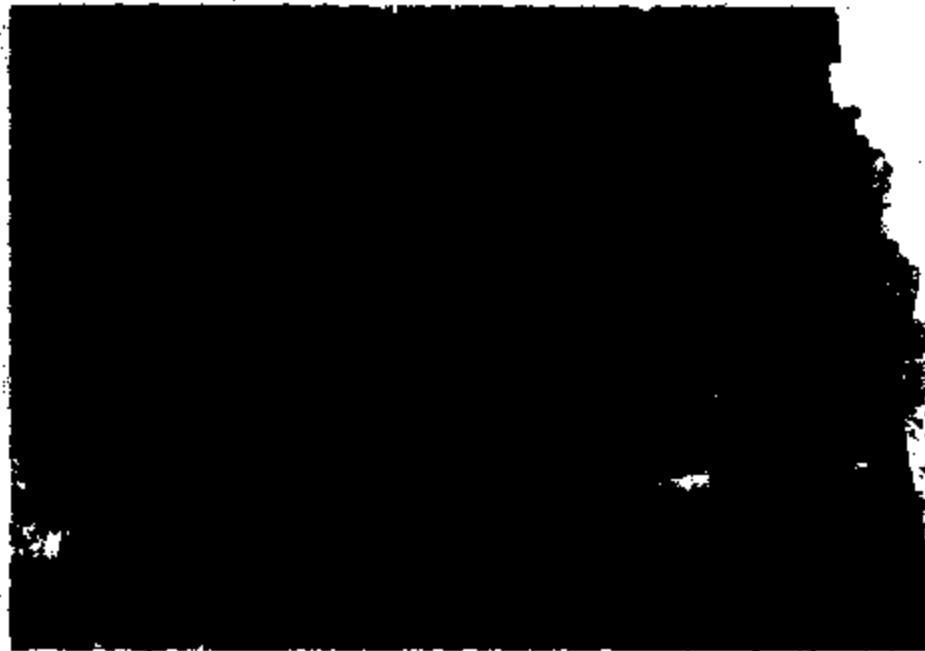
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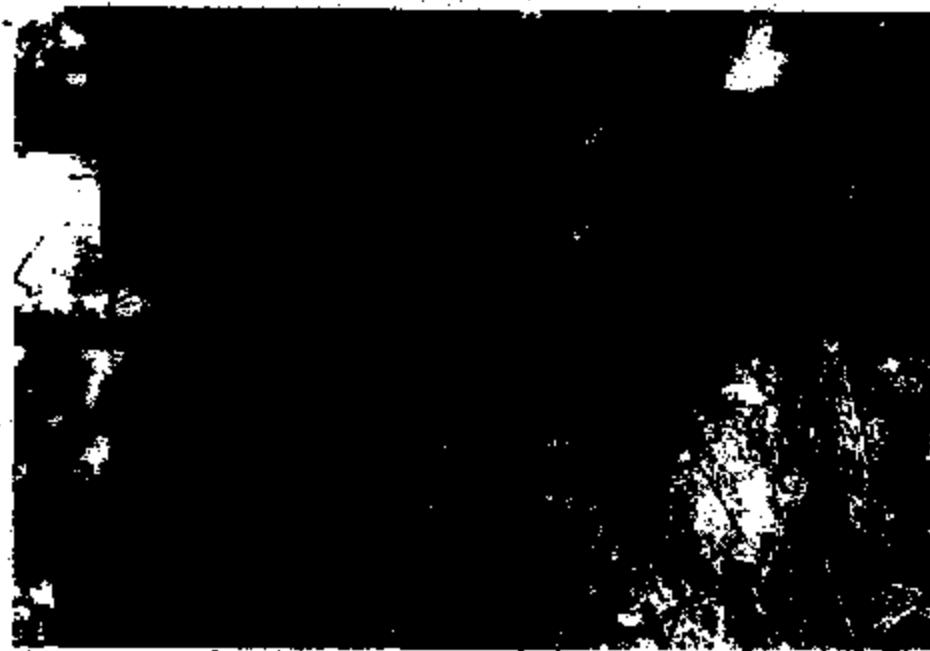
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2002-025-8 19848



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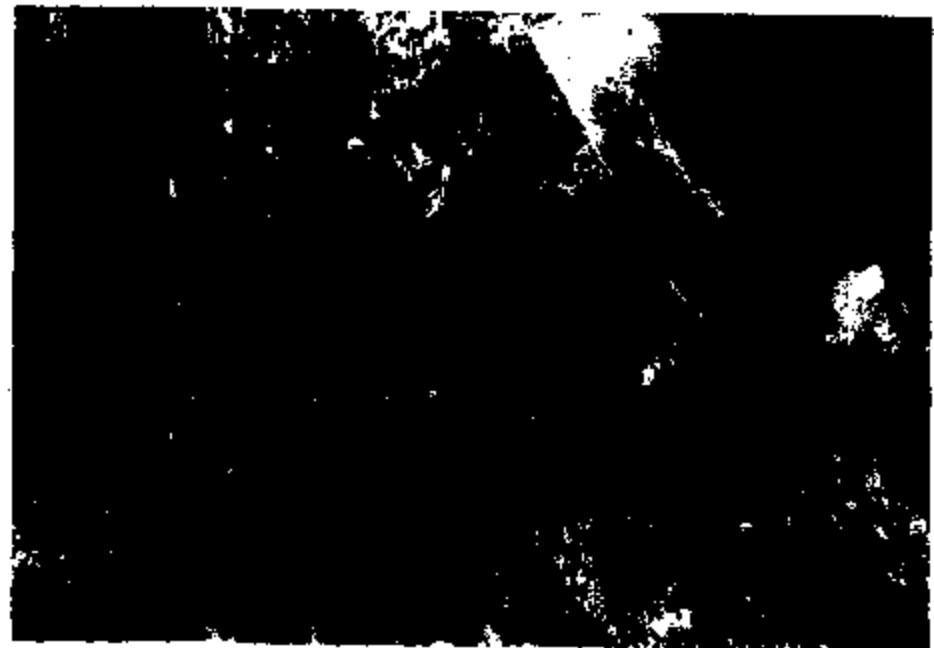
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0002-022-3 10002



ER62-625-3 18453



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2002-028-2 10462



2002-000-0 100



2002-025-3 10004



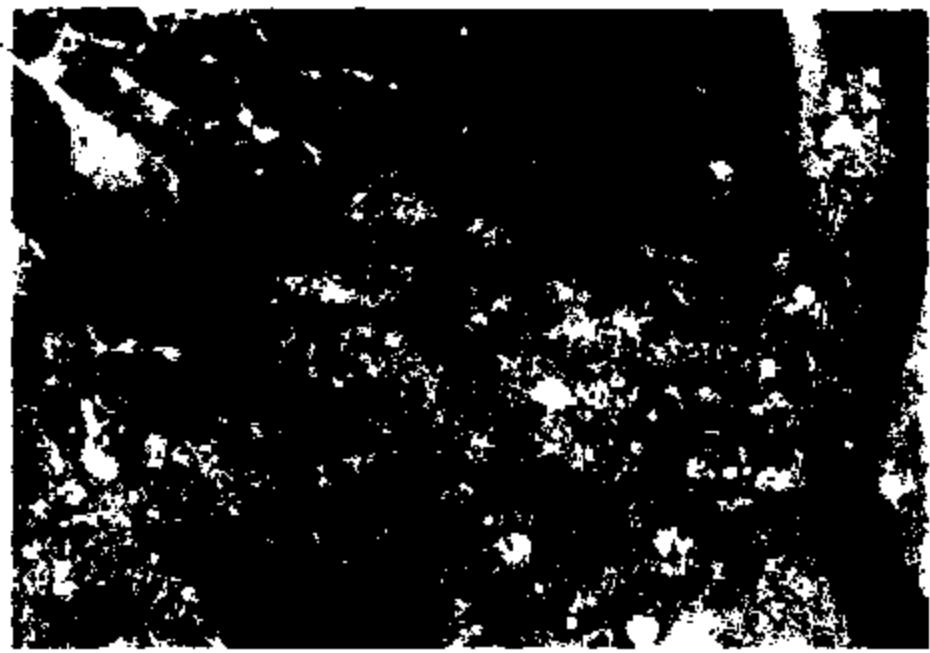
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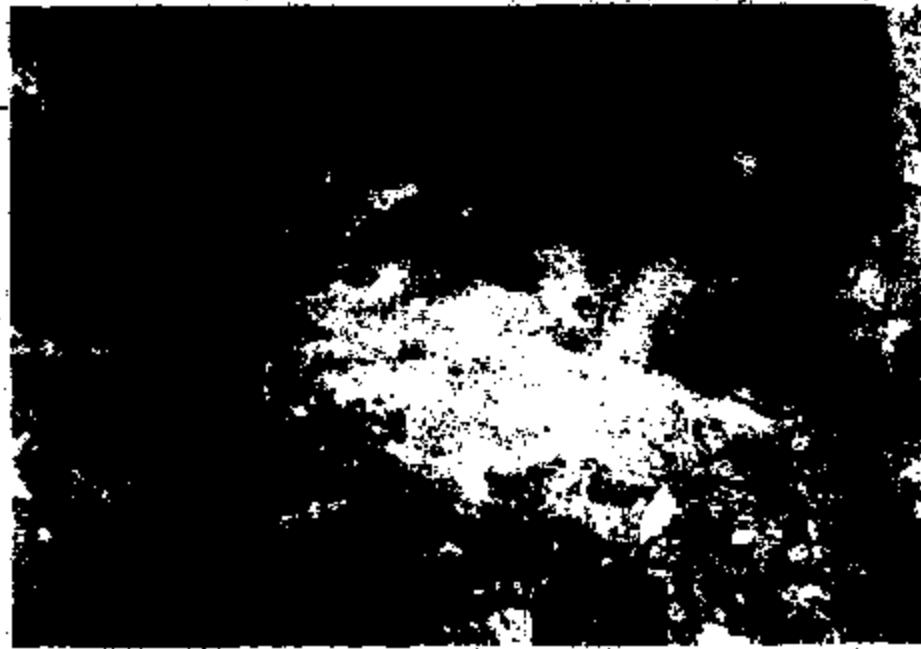
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