

**EA02-025**

**FORD 10/27/03**

**LETTER TO ODI**

**APPENDIX M**

**BOOK 15 OF 22**

**PART A-D**

**PART A**

87 QUINBY WELDING SUPPL.  
OR VB

3192

93-506155-45  
#10015

4150

OFFICE of Con- struction	1997 10-12-11
IC-10 Statement by:	
RETAIL Record Copy (Red Stamp) Unit:	
Schedule Number:	

Red Stamp
Schedule Number

REDACTED

894870

American States Insurance Co.

Portland, OR

RE: 0053 175 072624-2  
FORD MOTOR COMPANY

D. EVERT 08/30/91

2002-025 47874

Rex V. Millard, Jr.  
Fire Investigation Services  
PO Box 82234  
Portland OR 97282  
(503) 775-7942

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**AMERICAN STATES INSURANCE COMPANY**

Fire Loss Claim: #285-0060-365

[REDACTED]  
1992 Ford Crown Victoria  
VIN #2FACP74W6NX127687  
Oregon License [REDACTED] Expiration Date: June 1993

Date of Loss: August 30, 1991 at 12:25 PM

Loss Location: I-84 Westbound at the Coliseum Exit

**Property Owner/Policy Holder:**

Portland OR

**Names & Identification:**

Driver of Auto:

Dealer Representative,

Lessor: Leasing Associates/AllState

Homa Office: 3101 Smith Street

Houston TX 77006

Portland Office: 10700 SW Beaverton-Hillsdale Hwy.

Beaverton OR 97005

(503) 644-3333

Leasing Associates Representatives: JIM WICKERD and DOROTHY MITCHELL

Portland Fire Bureau Fire Investigator WILLIAM E. KENDRIX

55 SW Ash Street

Portland OR 97204

(503) 823-3791

Coliseum Ford NE 1st & Broadway Sts.

Portland OR

(503) 288-5211

Service Manager: DAN BLUE

American States Insurance Company

PO Box 2100

6 SW Centerpoints Drive

Lake Oswego OR 97035

(503) 684-4200

Claims Adjustor DON BLOMDAHL

**Summary:**

This fire originated in the engine compartment of a 1992 Ford Crown Victoria automobile as the result of a fuel leak in the fuel system supply line. The source of ignition was heat from the exhaust manifold.

The vehicle was driven by [REDACTED] dealer representative for [REDACTED]. Shortly after entering the I-84 freeway westbound, at approximately 33rd & NE Sandy Blvd., there was a puff of smoke from the engine compartment and the engine quit. The power steering and the power brakes also quit working. The electronic instruments continued to function normally as the driver could still read the instrument panel.

Another car pulled along side and the occupant yelled that the car was on fire.

coasted to a stop at the Coliseum exit of I-84 westbound. Upon raising the hood he found a small fire with flames coming up from between the engine frame and engine, in front of the driver's side of the fire wall. This is the location of the nylon-hypalon fuel hoses. He attempted to beat out the fire with a towel, but the fire increased in intensity, eventually fully involving the engine compartment.

The Fire Department responded and extinguished the fire when they arrived.

**Vehicle Description:**

This is a 1992 Ford Crown Victoria 4 door sedan, VIN #2FACP74W6NX127687, Oregon License [REDACTED] expires in June 1993. The mileage on the odometer was approximately 6,500-6,700 miles, according to [REDACTED]

The following information was on the vehicle data plate:

M.F.D. by Ford Motor Co. of Canada, Ltd.

Date: 04/91 G.V.W. 5,200 lb/2,358 kg

Front: G.A.W.R. 2,610 lb/1,183 kg

Rear: G.A.W.R. 2,660 lb/1,206 kg

This vehicle conforms to all applicable federal motor vehicle safety, bumper, and theft prevention standards.

In effect on the date of manufacture shown above.

VIN #2FACP74W6NX127687 F0098

Type--Passenger. R0079

Made in Canada. POEB 58204 A10--BB.

The vehicle is black in color and has a light gray velvet interior.

**Fire Scene Examination:**

The fire occurred on August 30, 1991 at approximately 12:25 PM. The car was on the I-84 freeway and came to a stop on the westbound I-84 Coliseum exit ramp. This is where the fire was extinguished by the Portland Fire Bureau. Subsequently the vehicle was towed to the [REDACTED] Company's secured parking lot at [REDACTED] behind the [REDACTED]

I examined the vehicle on September 5, 1991 at the [REDACTED] secured lot.

Vehicle examination shows that the fire originated in, and heavily damaged, the engine compartment of the vehicle. Fire extended into the passenger compartment through holes in the compartment fire wall and through the broken, fire damaged windshield. The interior damage to the vehicle was minimal in relation to the damage in the engine compartment.

The entire front of the vehicle, from the fire wall forward, was severely damaged by the fire. Most of the combustible components were consumed in the fire in the engine compartment. Some of the low melting point metals melted on the engine and on the

ground under the vehicle. Most of the insulation on the electrical wiring in the engine compartment was consumed.

The left front driver's side tire was mostly burned away, with some melting of the inside portion of the wheel rim. The right front passenger side tire was heavily burned more on the inside of the tire toward the engine than on the outside. The right front wheel rim was not melted.

All the hoses for the engine coolant and hydraulic systems in the engine compartment were consumed. The flexible fuel line supplying fuel to the engine fuel rails and the return lines were burned completely away. The metal portions of the fuel system remained intact.

The valve covers for the fuel injected engine appeared to have been made of some composite material, including fiberglass. The valve cover on the driver's side of the engine block was heavily damaged by the fire which consumed the binders, leaving the residue of the fiberglass components in place. Some engine components at the front of the engine on the driver's side showed evidence of the metal sagging from the intense heat. The upper portions of the fuel injectors were heavily damaged by the fire. This damage was heavier on the driver's side of the engine block than on the passenger's side.

The engine compartment on the passenger's side of the vehicle was less damaged than on the driver's side. The valve cover on the passenger's side was heat damaged, but significantly less than on the driver's side. The upper portion of the fuel injectors on the passenger's side were heat damaged, but significantly less than the damage on the driver's side of the block.

All the flexible hoses of the air conditioning system, as well as the plastic case of the battery, were consumed in the fire. It appears that some of the hood insulating material melted on top of the engine block and formed a hard, crusty, solidified mass.

The engine exhaust manifold system showed signs of heat damage back to and including the catalytic converters, with greater damage on the driver's side of the engine than on the passenger's side. There was what appeared to be a heat shield attached to the exhaust manifold between the engine block and the catalytic converters. The heat shield on the passenger's side of the vehicle was still bright and shiny, while the heat shield on the driver's side showed signs of discoloration and heating.

The wiring harnesses passing through the fire wall between the passenger and engine compartments on the driver's side showed that all the insulation on those wiring harnesses had been burned completely away. Some of the wiring harness on the passenger side still had some insulation on some of the conductors on the engine side of the fire wall, showing that there was less fire and less heat damage on the passenger side than on the driver's side.

The engine compartment fuse block, as well as the engine compartment computer analysis connection blocks, were completely consumed in the fire. I examined the passenger compartment fuse block located under the dashboard on the driver's side of the vehicle. Fuses were numbered 1-18, and only #2, the windshield wiper motor and wiper controller circuit breaker showed any signs of heating. Fuses #1 and #3-18 were all intact and undamaged, with the exception of #14 which was not used. Circuit #2, for the wiper motor and controller, had a discolored case, which may have been an indication of internal heating.

While examining the vehicle I found the remains of a wiring harness which ran between the engine compartment and trunk of the vehicle. The wiring harness portion that passed into the engine compartment forward of the fire wall had all the insulation burned off the conductors. The portion of the harness running behind the fire wall toward the rear of the vehicle was intact and undamaged. There was no melting of the insulation on the harness from the firewall back to the trunk location.

In examining the wiring throughout the engine compartment and under the vehicle, I found no evidence of shorting, fusing or bonding of the electrical conductors. I did not find any locations where a metal to metal transfer took place. In tracing the conductors I found no bonding between conductors.

The heat intensity within the engine compartment damaged some of the electrical conductors so they were very brittle. Some conductors broke while they were being examined. Some were already broken and found among the fire debris which was swept when the vehicle was moved to the [REDACTED] parking lot.

When I examined the wiring harnesses I did not recognize the harness running between the engine compartment and trunk location. When I inquired about this harness, I was told that a trunk mounted arc welder had been installed in the trunk of the vehicle. The arc welder is identified as a USA Power-Arc PA-150-VM vehicle mount, DC welder. (See the enclosed owner's manual and advertising sheet.)

At the time of my examination the welder unit components which had been in the trunk of the vehicle had been removed by the [REDACTED] employees. The controller wiring harness had been cut on the underside of the vehicle when the components were removed from the trunk.

The wiring harness at the rear of the vehicle did not show any signs of heating or melting of the conductor insulation.

The fuel system lines between the gas tank and the engine compartment were intact and undamaged underneath the vehicle. All the hoses and fittings were in place and showed no signs of fire damage at the rear of the vehicle. The metallic fuel lines from under the vehicle ran across the frame, and are inclined above the body frame in the engine compartment. Flexible nylon tubing, or hypalon high temperature hose, extends from the fuel lines attached to the frame to the fuel rails of the fuel injector fuel supply system.



One of the lines is the high pressure line from the fuel pump in the fuel tank at the rear of the vehicle. This normally operates at approximately 39 pounds per square inch. The fuel pump is capable of an output of 15.9 gallons per hour, according to the service manual. The maximum pressure of the electric fuel pump outlet was specified as 123 pounds per square inch.

The nylon-hypalon flexible fuel line between the frame mounted fuel lines and the engine fuel rail were completely consumed in the fire. The fuel lines spring locked couplings and retaining clip appear to be still intact where they attach to the fuel rail. I found no evidence of any type of retaining device for the fuel hoses on the fuel line adjacent to the driver's side body frame.

The greatest fire damage within the engine compartment appears to be at the location of the fuel lines on the driver's side. This is located by the greater damage to the valve covers, fuel injectors, the tire damage, and the melted wheel rim on the driver's side of the engine compartment as opposed to the lesser damage on the passenger side of the engine compartment.

There is a limited amount of combustible material in this area. The primary source of fuel would be from the fuel supply system.

The sources of ignition are from the exhaust system or the electrical system.

The fire did not extend to the underside of the passenger compartment.

Interviews:

I talked to [redacted] driver of the vehicle, who provided the following information: On the day of the fire, August 30th, he was in the Hollywood District of NE Portland. He was returning to the [redacted] offices in NW Portland when he entered the I-84 westbound freeway at approximately 33rd Avenue. He accelerated and merged into the traffic pattern on I-84, and at approximately 28th Street there was a puff of smoke from the engine compartment. When this occurred, the engine quit, the power steering and power brakes quit functioning. He was unable to brake the vehicle to slow it down, and the steering was difficult.

[redacted] stated that as he was coasting on the freeway and attempting to slow down, he even tried to shift the vehicle which did not cause any change. The instrument panel of the dash board continued to function as he could see the transmission gear selections and the speedometer.

A car pulled alongside and the passenger yelled that his car was on fire.

He started to exit the freeway at the Lloyd Center off-ramp at approximately 18th Avenue and I-84. A vehicle had gone on the wrong exit and was backing out onto the freeway, blocking the exit to the Lloyd Center. [redacted] turned back into the I-84 westbound traffic and continued to coast until he reached the I-84 Coliseum exit. He turned onto this exit and as he was coasting on the exit ramp, the

vehicle slowed until it came to a stop at a dip, or low point, on the ramp.

After the vehicle came to a stop [redacted] got out and raised the hood and noted a small fire burning with flames coming up in the vicinity of the power brake reservoir and the engine block. This is the location of the fuel lines where they extend from the frame of the vehicle to the fuel rails of the fuel manifold system.

At that time the fire was small. [redacted] got a towel out of the car and attempted to beat the fire out with the towel. The fire continued to increase in intensity until the engine compartment was fully involved with fire.

According to [redacted] the power arc trunk welder in the vehicle had not been used that day.

I asked [redacted] if the vehicle had ever been serviced. He stated that it had not because the vehicle had been driven between 6,500-6,700 miles and was not due for its first service until 7,500 miles.

I subsequently learned from the Coliseum Ford service manager, DAN BLUE, that the vehicle had been brought into Coliseum Ford approximately one month prior to the fire for an adjustment to the idle speed of the engine. When Mr. BLUE examined the vehicle, he noted that the alternator had been changed and that there was an additional wiring harness in the engine compartment. When he inquired what it was for, he was told that there was an electric arc welder mounted in the trunk. At that point Mr. BLUE refused to service the vehicle or make any adjustments because of the non-stock installation. He stated that the installation violated the vehicle warranty.

When I talked to [redacted] about this, he stated that he went to Coliseum Ford and since they would not adjust the idle speed, he chose to drive the vehicle until it was due for its regular service.

When [redacted] described the first indication of something wrong, he described a puff of smoke and then the engine quit. This caused the loss of power steering and power brakes. There was no other warning and he did not see that the vehicle was on fire until after it came to a stop.

I contacted DAN BLUE at the Coliseum Ford service center, and when I interviewed Mr. BLUE he described the occurrence of [redacted] bringing the vehicle in for the idle adjustment. When Mr. BLUE discovered the addition of the arc welder, he informed [redacted] that the warranty had been violated and that they would not service the vehicle. [redacted] then left and had not returned. Mr. BLUE stated that the modification could cause problems with the electronic fuel injection and electronic engine compartment controls. There was no way to tell what effect the addition might have.

Mr. BLUE allowed me to look at two of the service manuals for the vehicle where I found the information about the passenger compartment fuse block and the components that were operated from the circuit breaker #2. I also read the

information regarding the fuel injection electronic systems for the 4.6 liter V 8 engine.

I contacted WILLIAM E. KENDRIX, fire investigator for the Portland Fire Bureau who was the investigator called to the fire location on August 30, 1991. Mr. KENDRIX had obtained information from [REDACTED] describing his driving onto the freeway at approximately NE 33rd & Sandy Blvd. After entering the flow of traffic, he observed a puff of smoke come from the engine compartment and the engine quit. The power steering and power brakes also quit working. He described coasting to the location where the vehicle stopped on the Coliseum exit from I-84. He had described looking in the engine compartment and trying to beat the fire out with a towel. The fire continued to increase in intensity until the Fire Department arrived and extinguished the fire.

Investigator KENDRIX stated that [REDACTED] described the fire as being under the fuel line. His description was that the vehicle's engine just quit, which lost all the power accessories to the engine. Investigator KENDRIX's examination determined that the fire originated at the fuel lines when fuel leaked onto the exhaust system from a loose fuel line connection.

Investigator KENDRIX took 8 photographs at the fire scene, which were available for purchase. I ordered copies of all 8 photos, which will be included with this report. I also obtained a copy of his Oregon State Fire Marshal's Report, #91-35167, which will also be included with this report.

**Conclusions:**

Based upon the information provided by [REDACTED] driver of the vehicle, information from Fire Investigator KENDRIX, and my vehicle examination, the fire originated in the engine compartment from a fuel leak in the vicinity of the nylon-hypon fuel lines supplying fuel to the fuel rail system.

The source of ignition would have been heat from the exhaust manifold, which ran directly under this location. The loss of the fuel supply would account for the engine suddenly quitting. The electrical system continued to function.

Examination of the wiring harnesses did not disclose any evidence of a fault or failure within the electrical system. There is a very small quantity of combustible components in the engine compartment in the vicinity of this fuel supply system. The physical remains clearly show that the area of greatest burning and most intense burning was in the vicinity of this fuel supply.

I have contacted the Ford Customer Service Department in Detroit Michigan, 1-800-392-3673, and left the information regarding this fire incident with DENISE SIMPSON, who was going to forward the information and I would be recontacted by someone from Ford Motor Company. I was eventually contacted by ROSE BURNELL, claims representative for Cigna Eals, Inc., a Cigna Company, 27777 Franklin Road, PO Box 5056, Southfield Missouri, 48086-5056, (313) 353-2300. ROSE BURNELL's number is (313) 355-7864. This has been assigned a File No :0053175072624-2, Client: Ford Motor Company, Claimant: Quimby Welding Supply, D/Event: 8-30-91, Y/File No:

100351182. A copy of the correspondence from Cigna will be enclosed with this report.

This concludes this report.

*Rex V. Millard Jr*

Rex V. Millard, Jr.  
Fire Investigation Services

RVM/mlm


Enclosures: State of Oregon Fire Report, Portland Fire Bureau #91-35167  
Power Arc Advertising Brochure (2 pages)  
Power Arc Owner's Manual, Operating Instructions, Service Instructions  
and Warranty (13 pages)  
Correspondence from Cigna Company (3 pages)  
Letter from Ford Motor Company to Lease Associates (1 page)  
Letter from Lease Associates to [redacted] (page)  
Ford Motor Company Owner's Manual (Pages 246-257)  
Motor Vehicle Diagram  
Photographs and Photo Log  
Videotape

DO NOT WRITE IN THIS SPACE				STATE OF OREGON FIRE REPORT				FIRE DEPT. 91-35167			
CONTROL NO.				STATE FIRE MARSHAL				ALARM NO.			
District of Incident: <u>Portland</u>				County: <u>Multnomah</u>				Dept. Responding: <u>Portland</u>			
MO	DAY	YEAR	DAY OF WEEK	<input type="checkbox"/> Sun	<input type="checkbox"/> Tue	<input type="checkbox"/> Thu	<input type="checkbox"/> Sat	ALARM TIME	ARRIVAL TIME	TIME BACK IN	
08	30	91		<input type="checkbox"/> Mon	<input type="checkbox"/> Wed	<input checked="" type="checkbox"/> Fri		1225	1229	1256	
INCIDENT ADDRESS								SIP	CHIEF/TRACT	NO CLASS	
1-84 W. @ Coliseum Exit								97242	23.02	2	
OCCUPANT NAME (Last, First, MI)								DOB (month/year)		TEL. (number)	
[REDACTED]								[REDACTED]		[REDACTED]	
BUSINESS OWNER NAME (Last, First, MI)								DOB (month/year)		TELEPHONE	
Quincy Welding								[REDACTED]		[REDACTED]	
OWNER NAME (Last, First, MI)								DOB (month/year)		TEL. (number)	
Schwaner, Wm								[REDACTED]		[REDACTED]	
FIRE REPORTED BY (Last, First, MI)								DOB (month/year)		TELEPHONE	
SAME								SAME		SAME	
METHOD OF ALARM				<input type="checkbox"/> Telephone Direct				<input type="checkbox"/> Radio			
<input type="checkbox"/> Manned Alarm System				<input type="checkbox"/> Voice				<input checked="" type="checkbox"/> B13 (Tie Line)			
<input type="checkbox"/> Private Alarm System				<input type="checkbox"/> No Alarm Served				<input type="checkbox"/> Value Signal Alarm			
								<input type="checkbox"/> Not Classified Above			
								<input type="checkbox"/> Manual Aid (testing/alt. or incorrect only)			
								<input type="checkbox"/> Required <input type="checkbox"/> Given <input type="checkbox"/> N/A			
# OF FIRE SERVICE PERSONNEL RESPONDED			# OF ENGINES RESPONDED			# OF AERIAL APPARATUS RESPONDED			# OTHER VEHICLES RESPONDED (do not include FA's)		
4			1								
TYPE OF SITUATION FOUND				TYPE OF ACTION TAKEN							
<input type="checkbox"/> Suspense Fire				<input checked="" type="checkbox"/> Vehicle Fire				<input type="checkbox"/> Removal/Isolated			
<input type="checkbox"/> Other Prop. w/vehicle				<input type="checkbox"/> Quar. (List)				<input type="checkbox"/> Burned By			
<input type="checkbox"/> House, Comm. Lanes				<input type="checkbox"/> Rectangular				<input type="checkbox"/> Salvage			
<input type="checkbox"/> Truck, Railroad				<input type="checkbox"/> Irregular				<input type="checkbox"/> Not Classified			
METHOD OF EXTINQUISHMENT				PROPERTY COMPLEX (if applicable)				VEHICLE PROPERTY (Complete line 10)			
<input type="checkbox"/> Self-Extinguished				<input type="checkbox"/> Automatic Ext. System				<input type="checkbox"/> Hand-held beam/hydrant, standpipe			
<input type="checkbox"/> Make-shift aid				<input checked="" type="checkbox"/> Pre-arranged hose/truck only				<input type="checkbox"/> Master Stream Device			
<input type="checkbox"/> Portable Extinguisher				<input type="checkbox"/> Pre-arranged hand/hydrant, standpipe				<input type="checkbox"/> Not Classified Above			
FIXED PROPERTY USE				YEAR				MAKE			
Freeway				92				Ford			
MOBILE PROPERTY				MODEL				SERIAL #			
				Crown V8 4 Dr.				E73-46616			
ROOM/AREA OF FIRE ORIGIN				EQUIPMENT INVOLVED IN IGNITION (Complete line 10)							
Engine Compartment											
EQUIPMENT INVOLVED IN IGNITION				YEAR				MAKE			
IGNITION FACTOR				MATERIAL FIRST NOTICED WAS MADE OF				FIRE FIRST IDENTIFIED			
Fire Probably caused when Fuel leak on exhaust. From Loose Fuel Line Connector				Radiant Heatbar conduction				Probably Fuel Line Connection - Engine			
FORM OF SEAT OF ORIGIN				LEVEL OF FIRE ORIGIN				VALVE			
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To Santzen Beech from 39th on I-84 west bound.  
Says that he observed smoke coming from hood  
about 25th Avenue on I-84 west, and lost  
his brakes and all power to vehicle.

Says he was looking for a place to pull off  
Freeway and came to a stop on exit ramp  
To Oregon Convention Center. He pulled inside  
hood latch raised the hood and observed a  
small fire in area on engine under Fuel line.  
He left hood open and the fire intensified.  
Prior to the fire he says there was no sputtering  
or stalling of the engine.

Vehicle is insured by American States Ins Co.  
Through Agency Durham; Bates 330 S.W. 6th AV.



PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #X-1

This is an overall view of the fire vehicle where it came to rest on the Coliseum Exit ramp. This shows the rear of the vehicle, with [REDACTED] talking to the firemen.



PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #K-2

This is another view of the rear of the vehicle and its location where it came to rest, with [REDACTED] talking to the fireman.





PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #EX-3

This is a view from the front of the vehicle, showing the fire damage to the engine compartment, fire wall, windshield, and components. Note the portion of the hood which melted, with a portion of the hood remaining on the passenger side of the vehicle, indicating heavier fire damage on the driver's side.



PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #X-4

This is a similar view as in Photo X-3, showing a bit more detail of the front of the vehicle and the remains of the melted hood on the passenger's side.



PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #X-5

This photo has a view of the interior of the passenger compartment looking at the dashboard, showing the steering wheel and dashboard components.



PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #X-6

This is a view of the driver's side front seat, showing the materials which were on the seat at the time the photo was taken.



PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #X-7

This is a view of the engine compartment and components, looking from the passenger's side toward the driver's side.



PORTLAND FIRE BUREAU PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #X-8

This is a view of the engine compartment fire damage, looking from the driver's side toward the passenger's side across the engine compartment.



**PHOTOGRAPH FILE**

**FILE #285-0060-365**

**PHOTO #A-00 (Upper) & A-2 (Lower)**

**Photo A-00 is a view of the rear of the automobile, showing the identification as a Crown Victoria LX, Oregon license RXY-908.**

**Photo A-2 is a diagonal view of the front and driver's side of the vehicle, showing the overall fire damage in the engine compartment and front of the passenger compartment in the vicinity of the windshield.**



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #A-3 (Upper) & B-35 (Lower)

Photo A-3 is a diagonal view of the front and passenger side of the vehicle, showing the burn demarcation lines at approximately the fire wall location on the passenger side.

Photo B-35 is a view of the left front, or driver's, side front fender and wheel, showing the demarcation lines at approximately the location of the fire wall.





**PHOTOGRAPH FILE**

**FILE #285-0060-365**

**PHOTO #B-6 (Upper) & A-4 (Lower)**

**Photo B-6 is a view of the passenger compartment fuse box, with the fuses in place.**

**Photo A-4 is a view of the VIN plate located on the driver's side dashboard windshield area.**



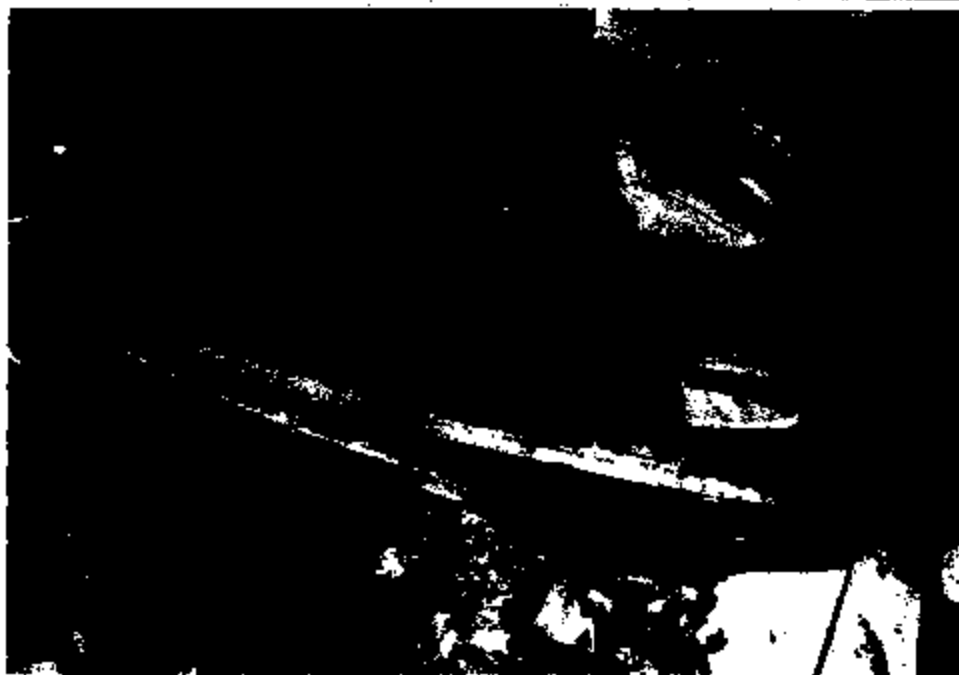
PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #A-8 (Upper) & A-9 (Lower)

Photo A-8 is a view of the windshield area on the passenger's side looking into the passenger compartment from the vehicle exterior.

Photo A-9 is a view of the driver's side of the dashboard looking into the passenger compartment from the exterior.



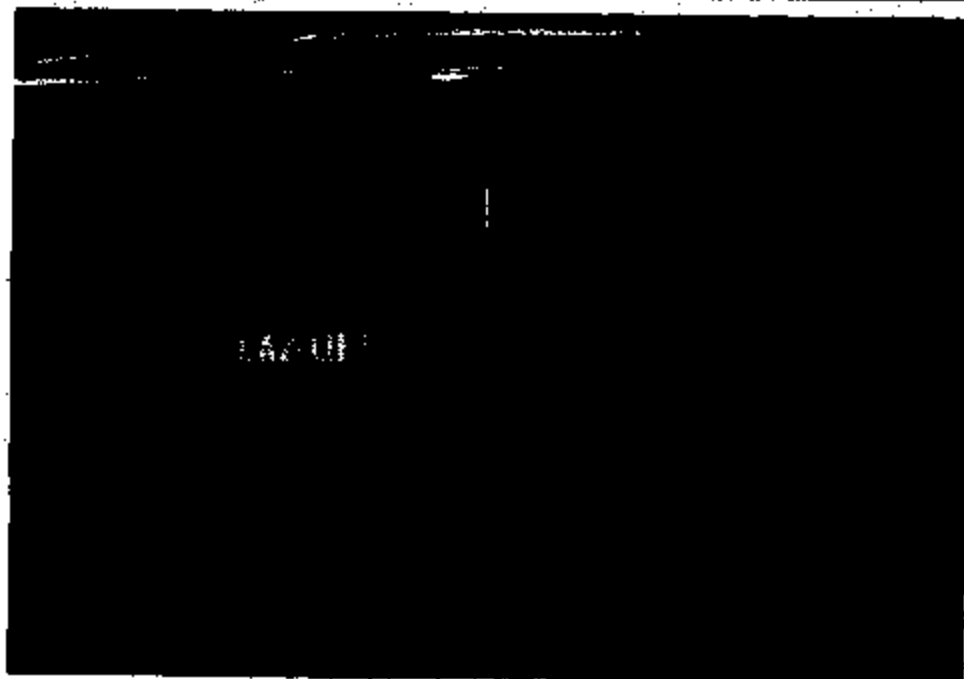
PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #B-0 (Upper) & B-10 (Lower)

Photo B-0 is a view of the front end of the vehicle, showing the extensive fire damage to the vehicle's front end.

Photo B-10 is a view of the rear of the vehicle, showing the license plate number and the presence of the Raz-Lift trailer hitch.



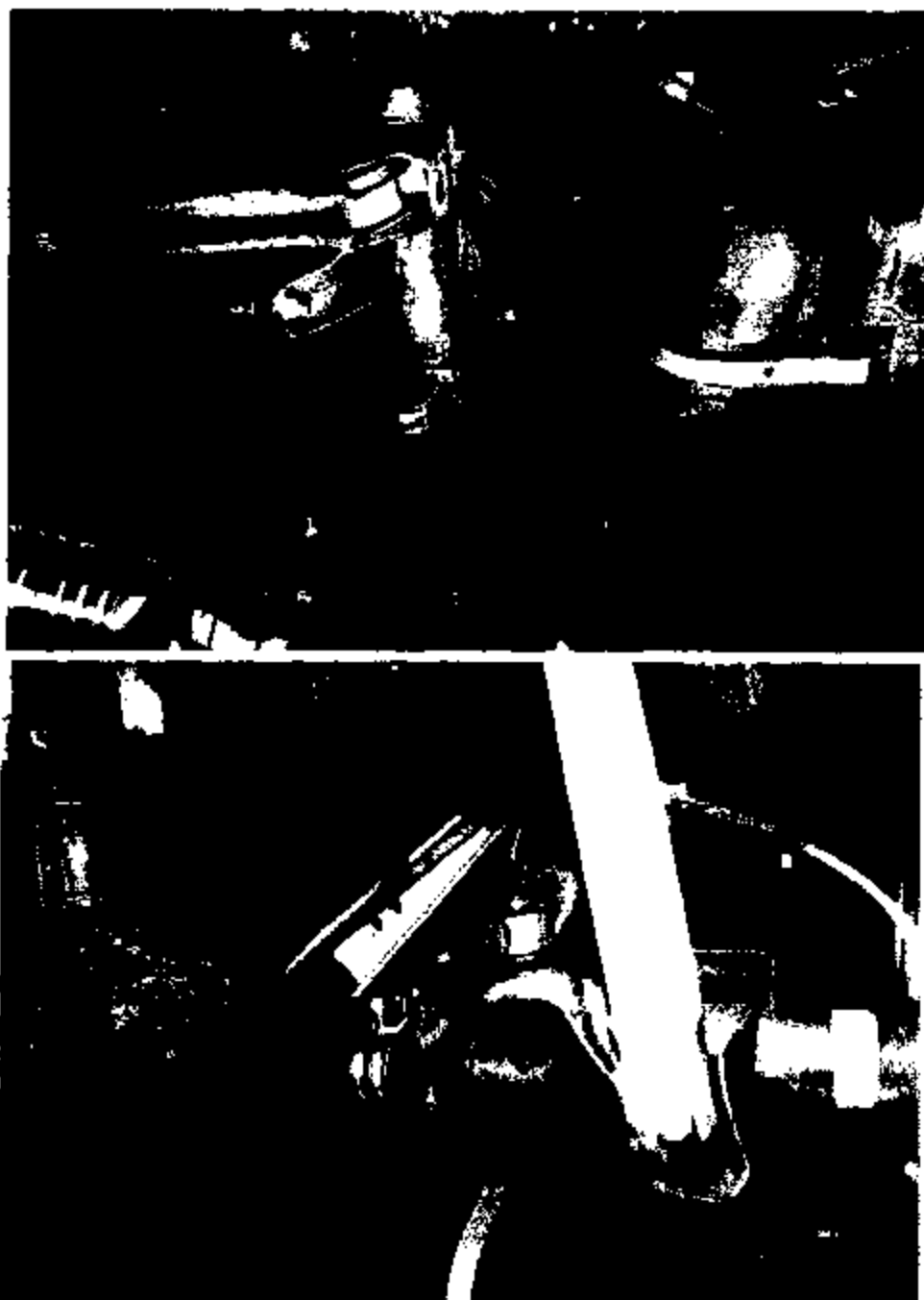
PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #B-18 (Upper) & B-19 (Lower)

Photo B-18 is a view of the fuel tank and fuel lines on the underside of the vehicle. This area is unburned and in its original condition.

Photo B-19 is another view of the underside of the vehicle, of the fuel tank and fuel lines, showing the unburned, original condition.



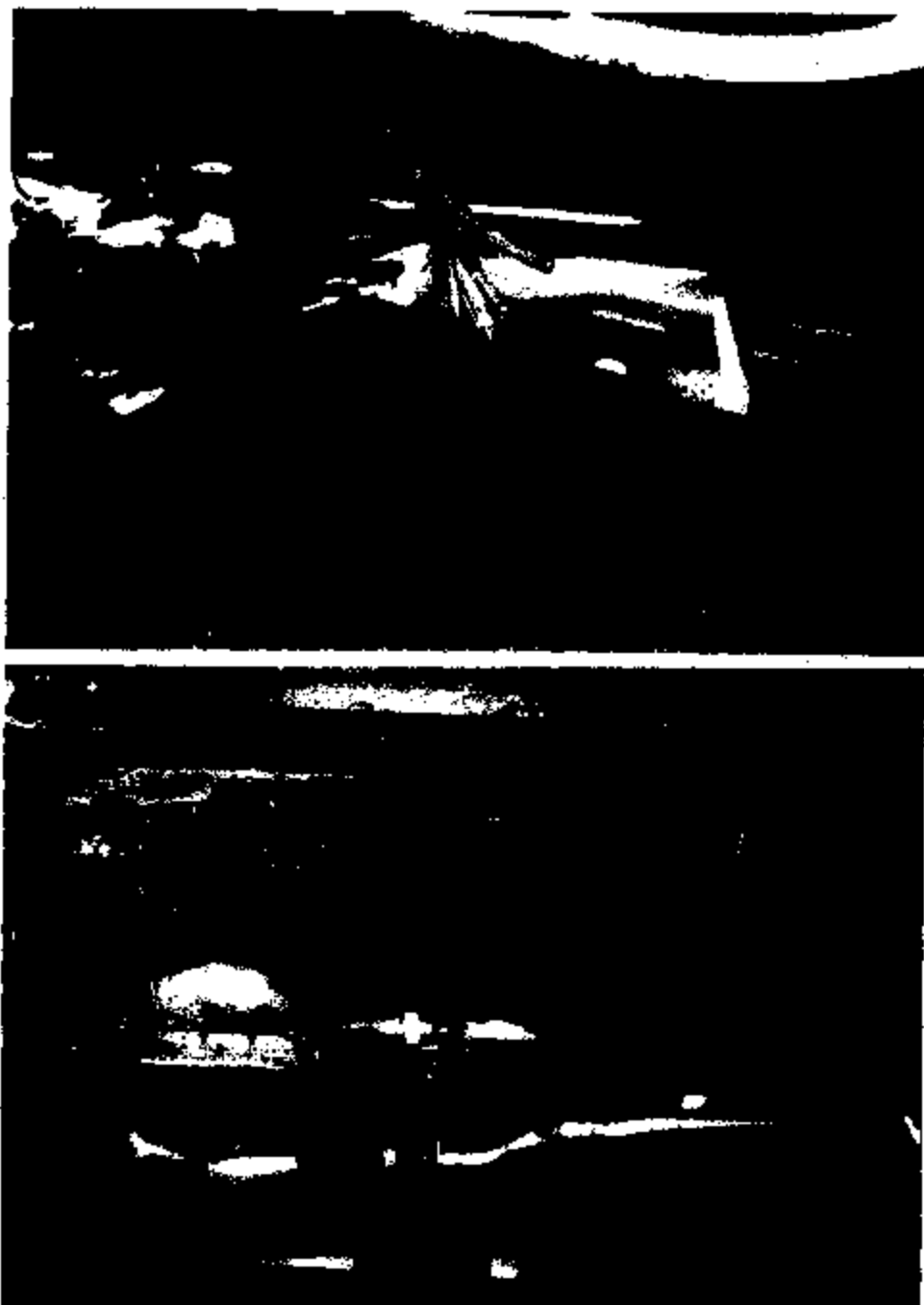
PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #C-6 (Upper) & B-13 (Lower)

Photo C-6 is a view of the cut ends of the cable supplying power to the trunk welder. There is no indication of heating within the conductors or the insulation on the conductors.

Photo B-13 is a view of the welder wiring harness and the underside of the vehicle, showing the catalytic converter and the welder power supply wiring harness, routed up the side of the frame and across the frame members into the engine compartment.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #C-5 (Upper) & B-14 (Lower)

Photo C-5 is a close-up view of the welder wiring harness where it passes from the underside of the vehicle into the vicinity of the engine compartment. Note the heat damage to the body frame and exhaust system.

Photo B-14 is another view of the above area, showing both the exhaust lines from the engine and their catalytic converters. Notice the greater damage on the driver's side of the vehicle.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #C-4 (Upper) & C-7 (Lower)

Photo C-4 is a close-up view of the driver's side body frame heat damage, with the exhaust system and the welder wiring harness.

Photo C-7 is a close-up view of the welder wiring harness at the point where the wire damage diminishes to the unburned, undamaged portion of the harness.



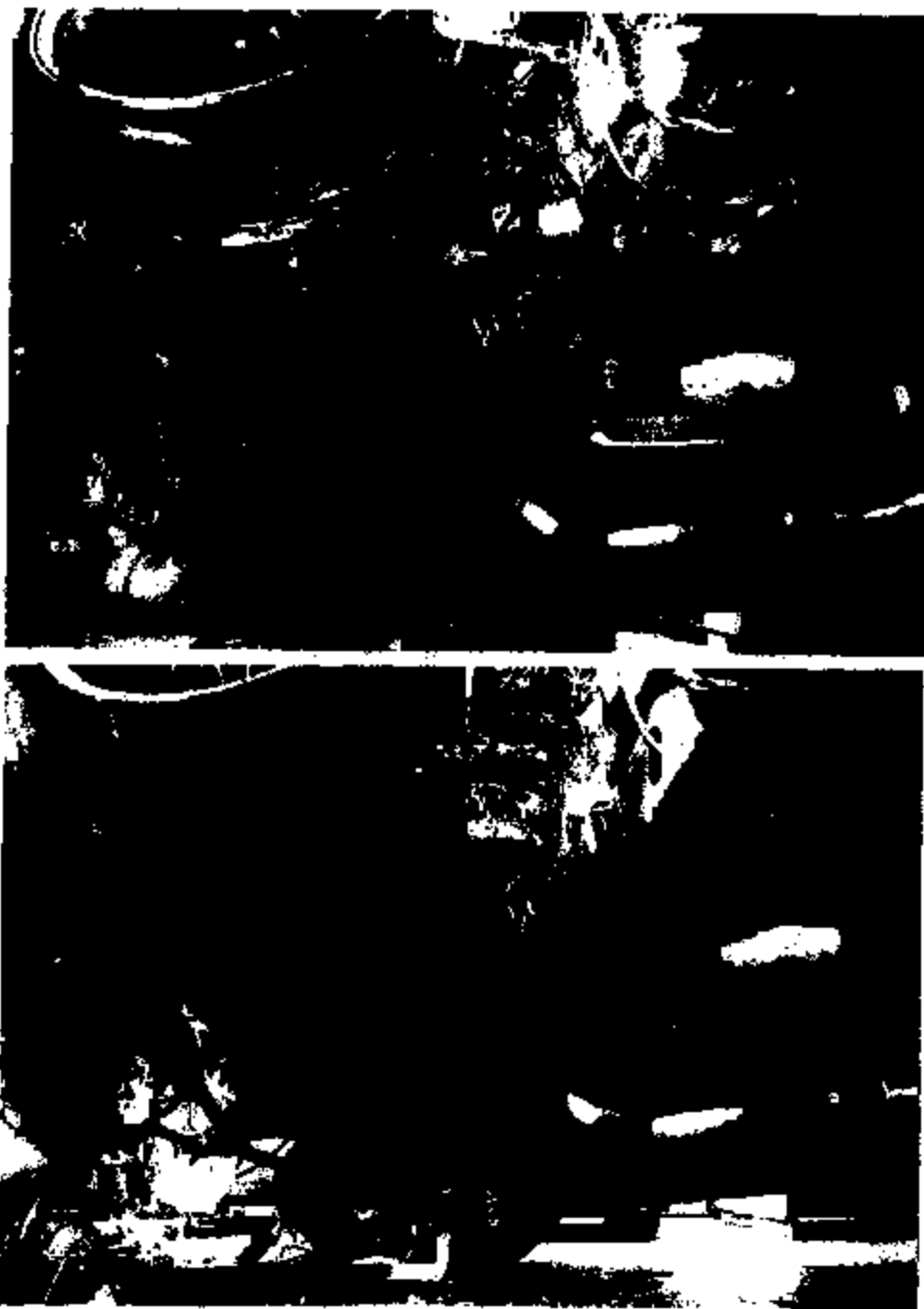
**PHOTOGRAPH FILE**

**FILE #285-0060-365**

**PHOTO #B-25 (Upper) & B-24 (Lower)**

**Photo B-25 is a view of the underside of the engine compartment, showing the fire damage in this area.**

**Photo B-24 is a similar view as above, with the natural light without the addition of a strobe light.**





PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #A-6 (Upper) & A-21 (Lower)

Photo A-6 is a front view of the engine compartment, showing the front of the engine and the fire damage to the interior of the engine compartment. Notice the greater damage to the wheel and tire on the driver's side as opposed to the passenger's side.

Photo A-21 is a closer view of the front and top of the engine, showing the fire damage in this area. Note the sagging of some of the engine block under the valve cover on the right hand, driver's side of the engine.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #A-7 (Upper) & A-18 (Lower)

Photo A-7 is an overall view of the engine compartment from the passenger's side looking toward the driver's side. This shows a major portion of the fire wall, engine, and front frame of the vehicle.

Photo A-18 is a view of the wheel well on the inside of the engine compartment on the passenger's side. Note the tire is burned more on the inside sidewall than the outside sidewall, indicating heat direction coming from the driver's side of the engine compartment.



**PHOTOGRAPH FILE**

**FILE #285-0060-365**

**PHOTO #D-6 (Upper) & D-7 (Lower)**

**Photo D-6 is a view of the passenger's side front of the engine block and valve covers, which shows the passenger's side fuel rail and fire damage.**

**Photo D-7 is a complete side view of the passenger's side of the engine block, showing the valve covers, ejectors, fuel rail and wiring harnesses.**



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #D-14 (Upper) & D-15 (Lower)

Photo D-14 is a close-up view of the passenger side of the fuel system air intake, linkage and connectors. This also shows the passenger's side rear portion of the fuel rail.

Photo D-15 is another view of the upper rear portion of the passenger side of the engine, showing the rear fuel rail, and damage to the fuel injectors and valve cover.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #D-0 (Upper) & A-5 (Lower)

Photo D-0 is a closer view of the engine block and components, looking from the driver's side, showing the fire damage to the engine and engine compartment.

Photo A-5 is an overall side view from the driver's side looking toward the passenger side across the engine compartment, showing the fire damaged components.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #B-30 (Left) & B-31 (Right)

Photo B-30 is a view of the passenger's side fire wall area, showing some of the wiring harness going into the passenger compartment. Some of the conductors on the harness still have the insulation intact on the electrical conductors.

Photo B-31 is a closer view of the same photo, showing the color identification of some of the conductors on this wiring harness, and insulation still on the conductors several inches into the engine compartment.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #A-11 (Upper) & A-10 (Lower)

Photo A-11 is a view of the engine compartment, driver's side, showing the driver's side fuel rail and the fuel lines coming up from the body frame.

Photo A-10 is a side view of the driver's side fuel rail, showing the rail fittings and connections.



BR62-025 47710

PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #A-12 (Upper) & A-13 (Lower)

Photo A-12 is a view looking directly down into the engine compartment on the driver's side, showing the fire damage and melting of the driver's side front wheel and tire.

Photo A-13 is a close-up view of the fuel line fittings coming up from the body frame near the location where the flexible hoses routed the fuel to the fuel rail.





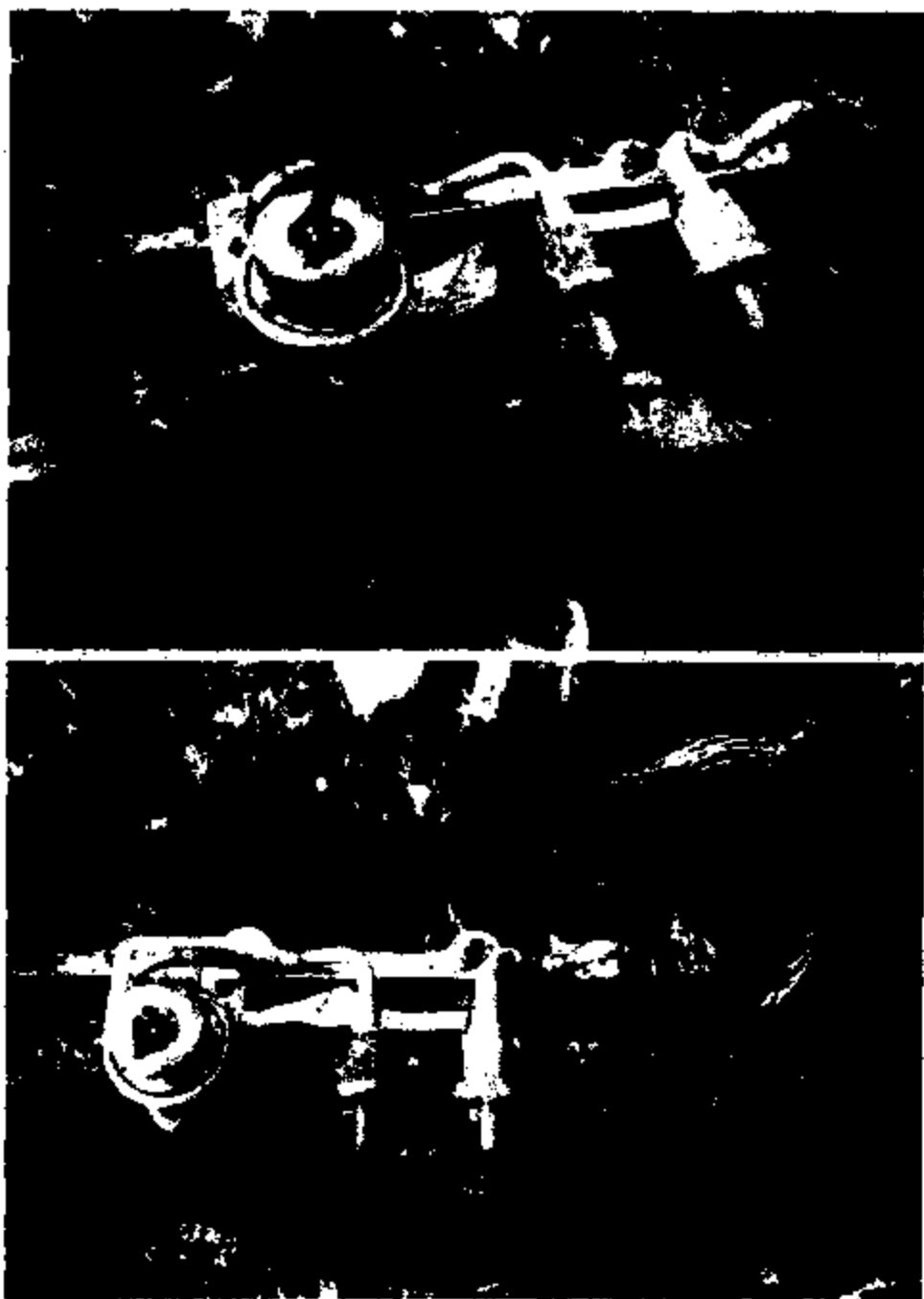
**PHOTOGRAPH FILE**

**FILE #285-0060-365**

**PHOTO #A-14 (Upper) & A-15 (Lower)**

**Photo A-14 is a close-up view of the fuel rail on the driver's side, showing the rail and its fittings.**

**Photo A-15 is another view of the driver's side fuel rail, showing the rail and its fittings.**



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #B-27 (Upper) & B-32 (Lower)

Photo B-27 is a close-up view of the driver's side engine fuel rail, showing the components remaining after the fire.

Photo B-32 is a close-up view of the driver's side valve cover, showing the heavy heat damage to the lower side of the valve cover and the components in that area.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #B-33 (Upper) & D-13 (Lower)

Photo B-33 is a view of the upper rear portion of the engine block, showing the fuel air inlet and fire damaged components in this area.

Photo D-13 is a close-up view from the driver's side looking at the fuel air inlet components.



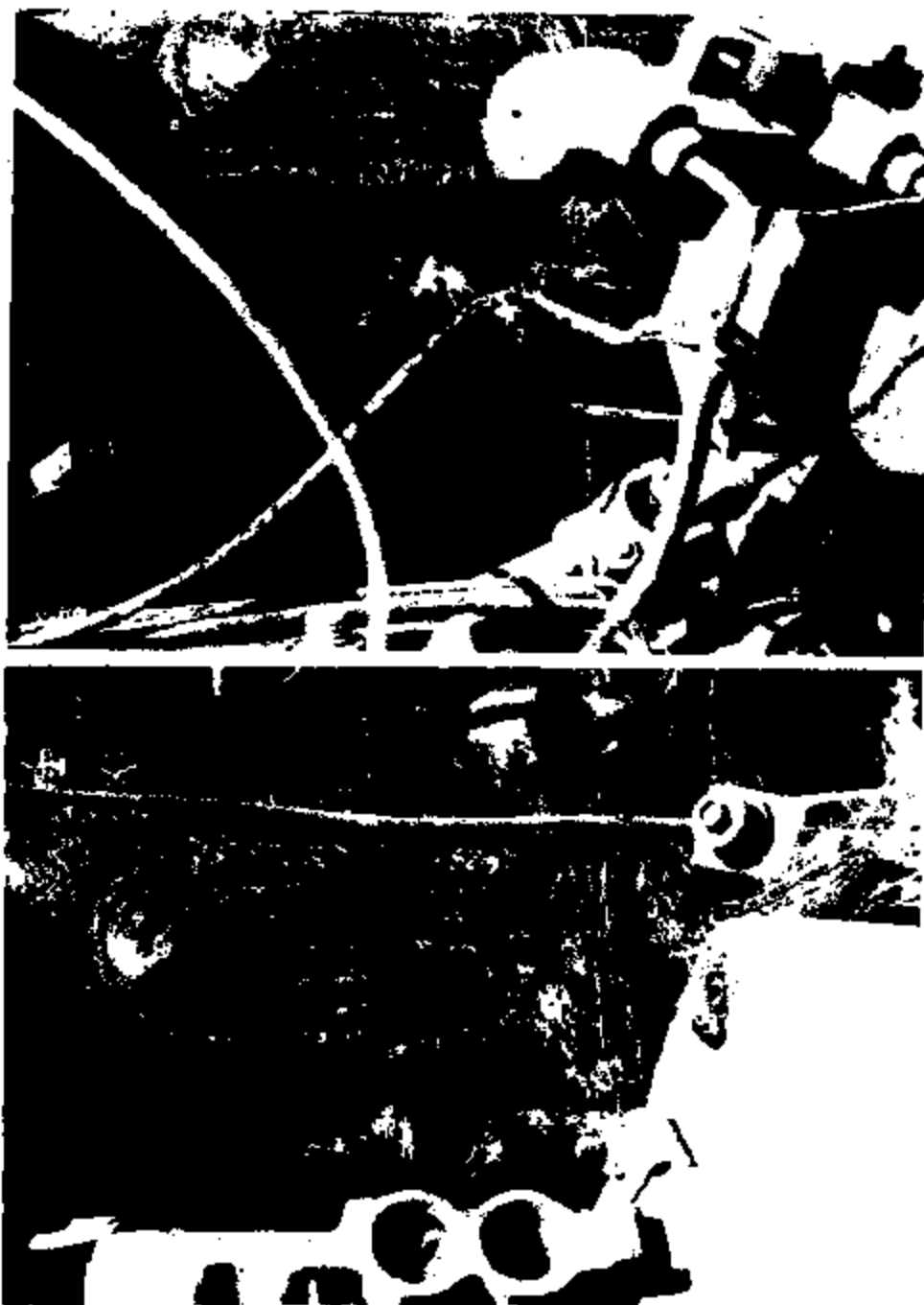
PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #D-3 (Upper) & D-4 (Lower)

Photo D-3 is a close-up view of the driver's side valve cover, showing the fire damage to the lower side of the valve cover and the fuel lines from the frame upward into the engine compartment.

Photo D-4 is a view of the rear portion of the driver's side valve cover, showing the exposure of the fiberglass and heat destruction to this valve cover.



PHOTOGRAPH FILE

FILE #285-0060-365

PHOTO #D-18 (Upper) & D-19 (Lower)

Photo D-18 is a close-up view of the driver's side fuel rail inlets and connections.

Photo D-19 is a view of the front end of the driver's side fuel rail, showing the rail and its fuel line connections.



PHOTOGRAPH FILE

FILE #285-0060-965

PHOTO #C-8 (Upper) & D-12 (Lower)

Photo C-8 is another view of the welder wiring harness and the melting of the driver's side front wheel.

Photo D-12 is a close-up view looking down at the melted section of the driver's side front wheel. The disc brake components are visible through the melted out section.



MFD. BY FORD MOTOR CO. OF CANADA LTD.

DATE: 04/92

GVWR:

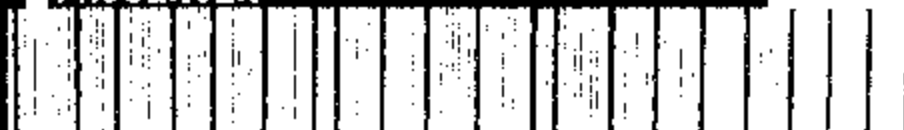
FRONT GAWR: 2663LB 1207KG

REAR GAWR: 2877LB 1304KG

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR  
VEHICLE SAFETY, BUMPER, AND THEFT PREVENTION STANDARDS  
IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

VIN: 2FALP74W1NX215160

TYPE: PASSENGER

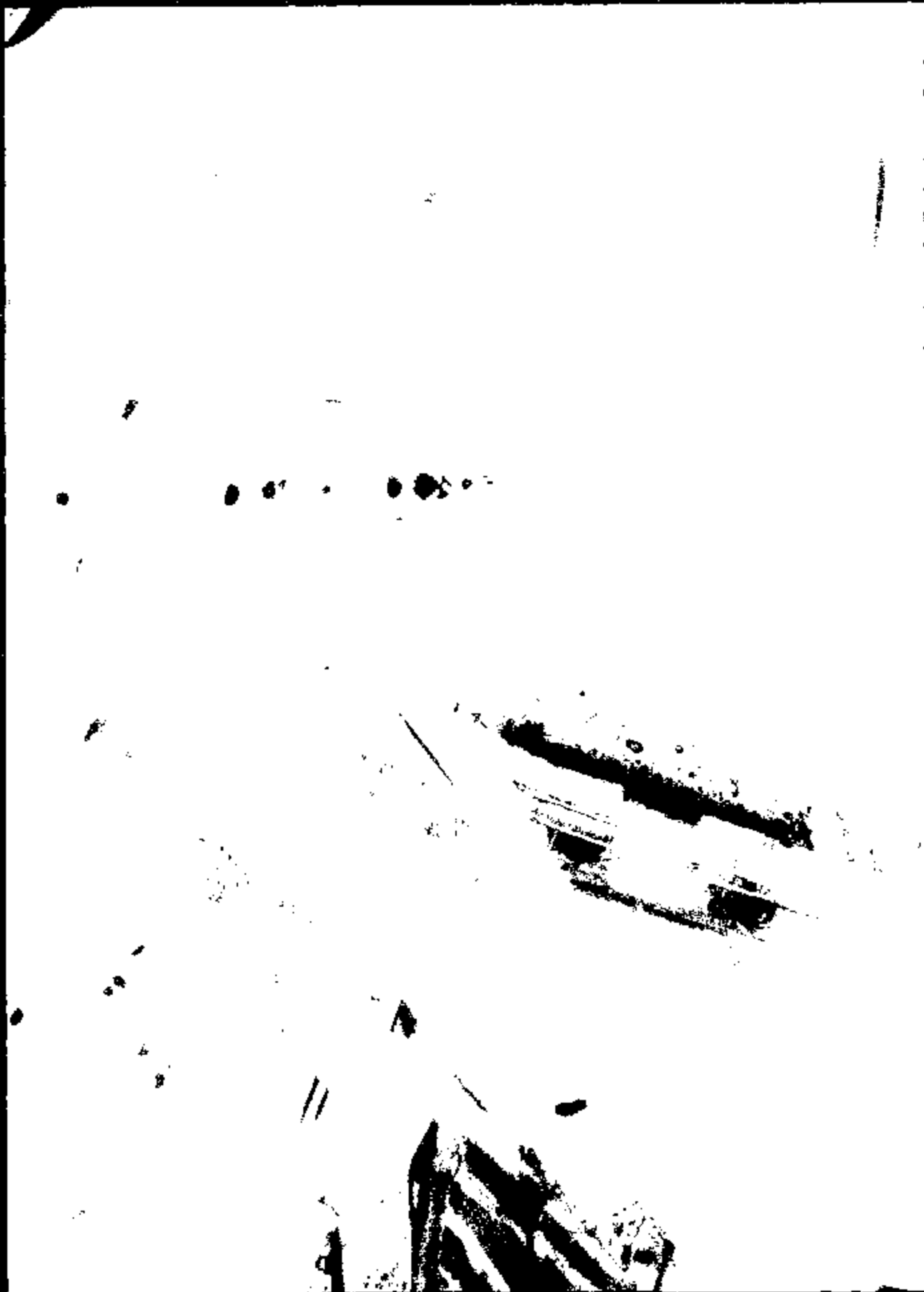


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EXTERIOR PAINT COLORS

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LT		J		CT		6		5	PRICK

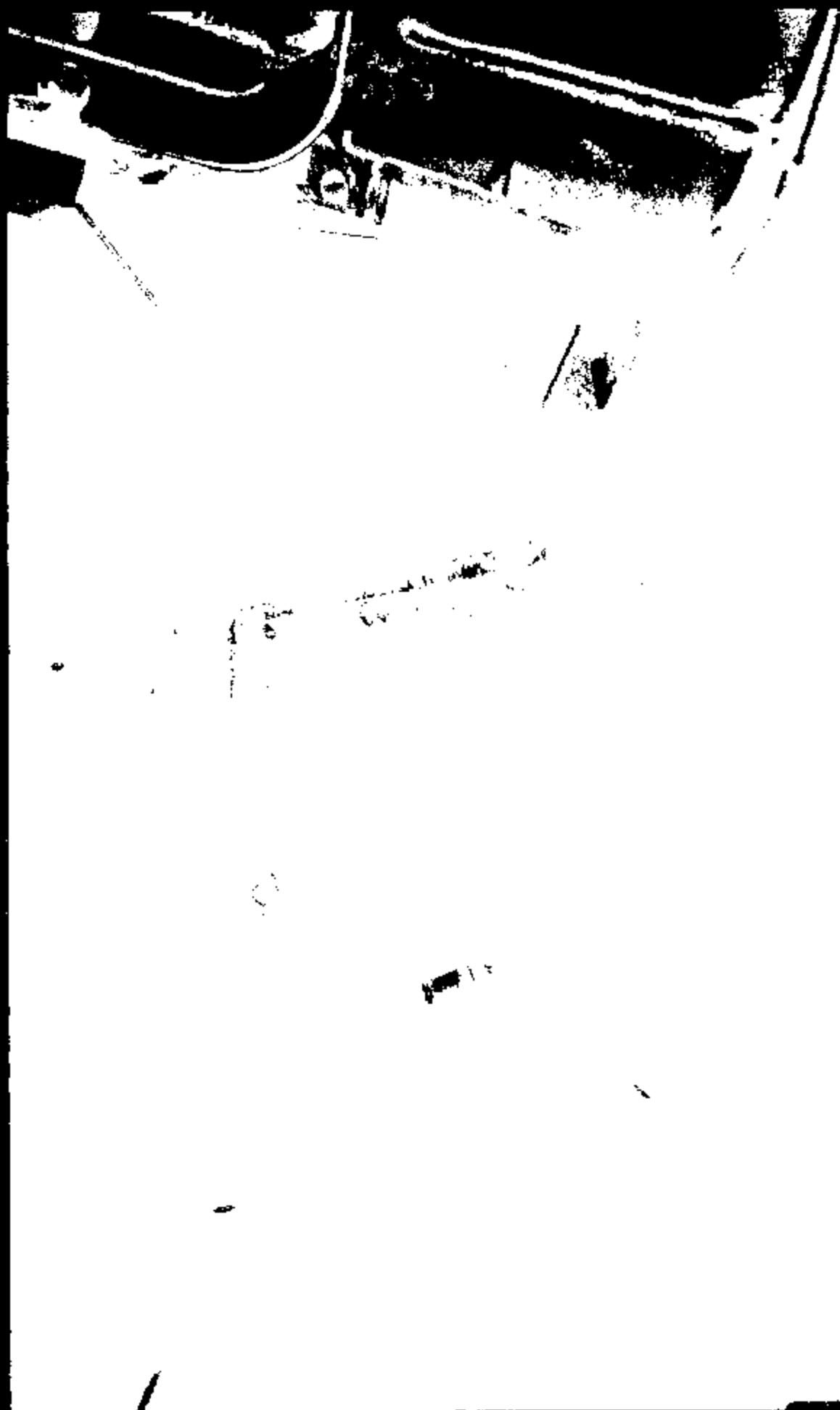
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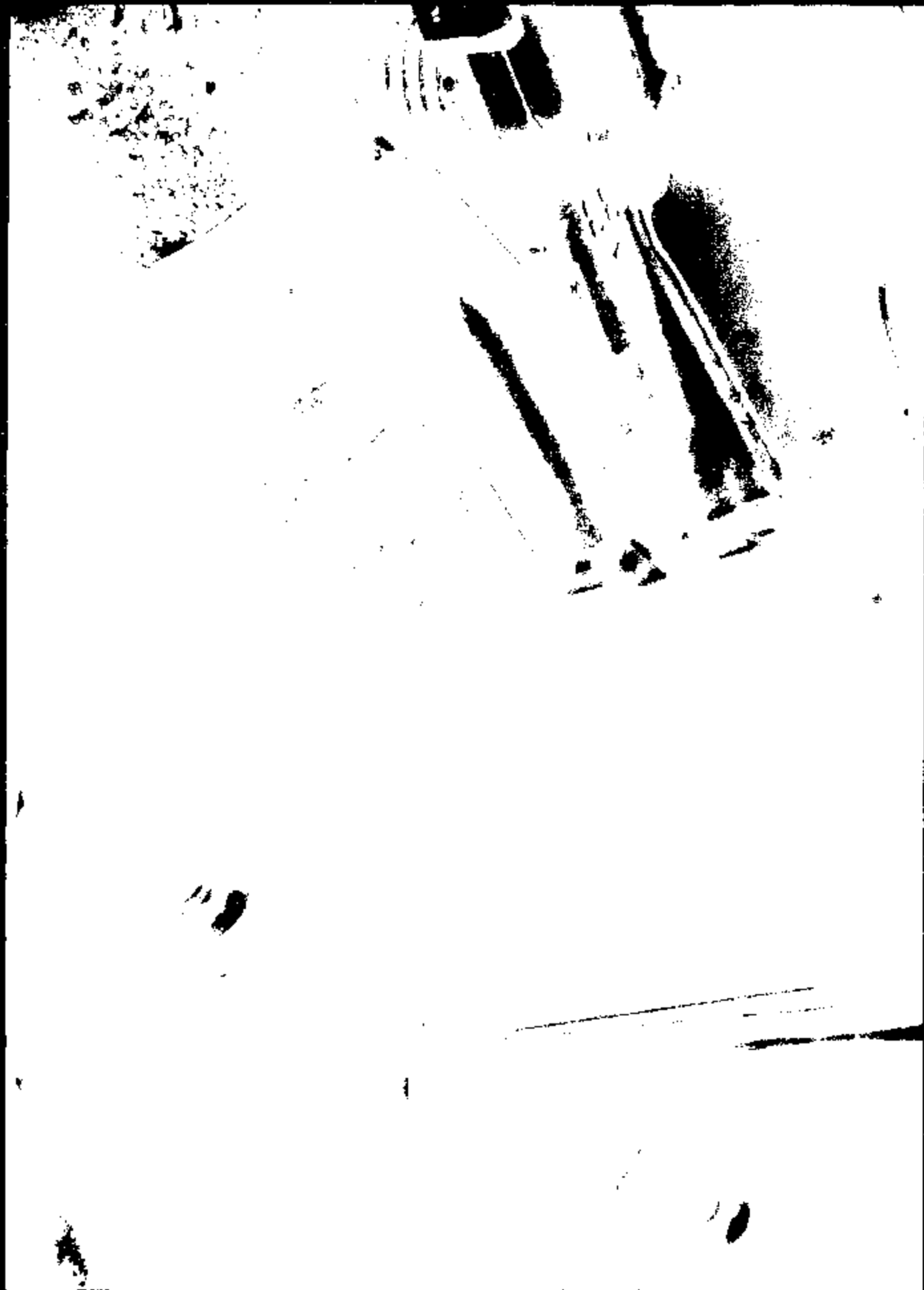


FILE





EX-102 47723



0002-025 47724

Fire Insurance Services  
4212 S.E. Rural St.  
Portland, OR 97206  
Attn - Rex Hillard

CSOR0010 NORS II Contact Comments 09/11/1991 19:02:49  
Last Name: [REDACTED] VIN: 2FACP74W6NX127687  
Dealer: [REDACTED] Dist/Reg: 99  
CONTACT NO: [REDACTED] Date: 09/11/1991 Analyst Code: 923308  
File Type: INFO Time: 19:02:49 Analyst Name: STIMPSON  
Comm Type: P PHONE Micro: Letter Code:  
Comments: More?: N  
INSURANCE COMPANY CONTACT AMERICAN STATES/ STATES 8/30/91 VEHICLE CAUGHT  
FIRE AND WAS DESTROYED FROM FIRE WALL FORWARD/FIRE DEPARTMENT REPORT BY  
PORTLAND OR FIRE BUREAU [REDACTED] NO INJURIES/ WHILE DRIVING DOWN EXPRESSWAY  
STOPPED/QUIT/NO POWER/ELECTRICAL/ PULLED OVER TO THE SIDE SMALL FIRE OCCURRED  
SPREAD WITHIN ENGINE COMPARTMENT/ CONTACT PERSON REX HILLARD 503/775-7942.  
INSURANCE INVESTIGATOR.

F1=HELP F9=EXIT F5=ADD F7=PREV F8=NEXT F12=BASIC INFO  
1057 COMMENTS SUCCESSFULLY ADDED

LPIM4611

'91 SEP 12 10:13

MEDIATION AND  
LITIGATION  
SECTION

CSOR0019 MORE INFORMATION CONTACT 09/11/1991 19:03:00  
GENERAL OFFICE 99 ZR/TRI CONTACT NBR: 100351182 Opened: 09/11/1991  
VIN: 2FACP74W6NX127687 Closed: 09/11/1991  
Last Name: [REDACTED] Status: CLOSED  
Title: [REDACTED] First Name: MEI  
Address: [REDACTED]  
City: PORTLAND BT/PV: OR Zip/PC: [REDACTED]  
Home Phone: [REDACTED] Business Phone: [REDACTED] Ext: [REDACTED]  
Year: 92 Model: CROWN VICTORIA  
Mileage/Km: 6500 WSD: 05/23/1991  
Dealer Name: [REDACTED] Sales Code: [REDACTED] PAA: [REDACTED]  
Causal Code: 020 Symptoms: 704100  
Origin: 60  
Serv Sales: 1 (1 of 2)  
Build Date: 04/30/1991 Calibration: 218AR00  
ESP Info: NO ESP FOR VEHICLE Owner Notif: N/A  
Open Recall: N/A  
F1=HELP F3=EXIT F4=COMMENTS F5=ADD F10=CLR UPB F11=DIST UPB F12=FORMS  
1047 CONTACT SUCCESSFULLY ADDED LPIM4611

DATE REC'D

SEP 24 1991

REDACTED

91-3706

NY

WALSH, RACHEL

VB

9/92

93-207768-35  
4-105C-61-74

406

DISPOSE of Copies (Black Stamped) by:	PP8
RETAIN Record Copy (Red Stamped) Until:	
Schedule Number: 10-8 (14)	

REDACTED



**WILLIAM A. CROWLEY**  
**DAMAGE APPRAISERS INC.**  
84-18 62nd AVENUE - ELMHURST, N.Y. 11373  
(718) 672-7490 (516) 365-8655

# Memo

LETTER

Date 10-10-91

to \_\_\_\_\_

Subject J.J. Maintenance

We inspected this vehicle (1992 Ford Grand Marquis, VIN #2N80TWM6XK604625 for a probable cause of the fire as per your request of 10-3-91. Due to the intense heat melting and disfiguring of many of the mechanical and/or electrical systems in the vehicle, it is impossible to determine an exact cause. We can state, that in our opinion, a fire of this magnitude is rarely caused by an electrical malfunction. We do not know of any recalls currently on the books at this time but we can inform you that the Ford Crown Victoria shares almost all components with this vehicle and a recall for that vehicle would reasonably include the Grand Marquis model. In the event future assistance is needed we are at your service.



☐ Please reply

☐ No reply

*[Signature]*  
R. Schuman 74366

**WILLIAM A. CROWLEY  
DAMAGE APPRAISERS INC.****MATERIAL DAMAGE APPRAISAL SERVICE****APPRAISAL PHOTOGRAPH RECORD**

Vehicle Owner: \_\_\_\_\_ File Number: 1068  
Insured: \_\_\_\_\_ Photo Date: 10-4-81  
Claim/Policy Number: 114 Appraiser: 703661  
Comments: \_\_\_\_\_

PHOTO NO. 1



PHOTO NO. 2



PHOTO NO. 3

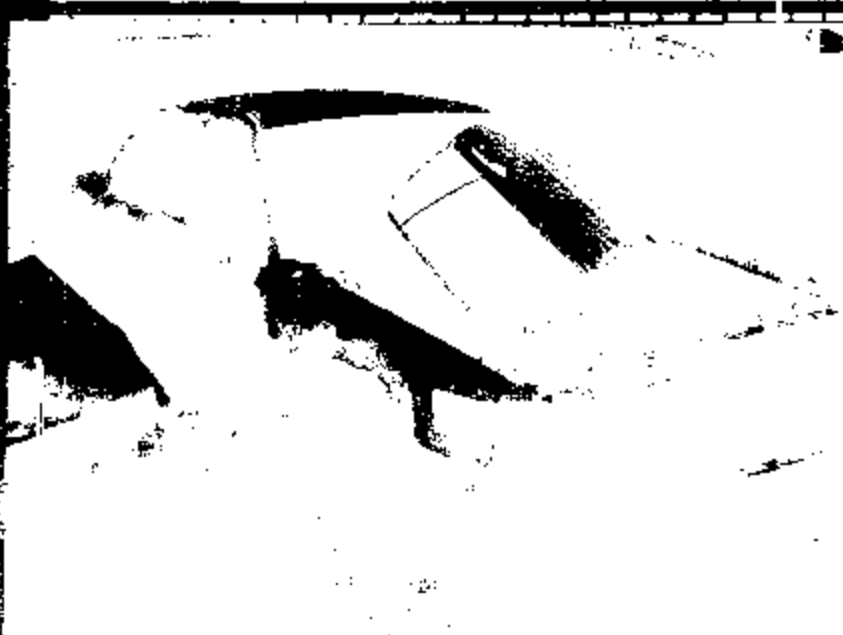


PHOTO NO. 4



**WILLIAM A. CROWLEY  
DAMAGE APPRAISERS INC.**

**MATERIAL DAMAGE APPRAISAL SERVICE**

**APPRAISAL PHOTOGRAPH RECORD**

Vehicle Owner: \_\_\_\_\_ File Number: 10-68  
 Insured: \_\_\_\_\_ Photo Date: 10-4-91  
 Claim/Policy Number: H.A. Appraiser: 705668  
 Comments: \_\_\_\_\_

PHOTO NO. 1

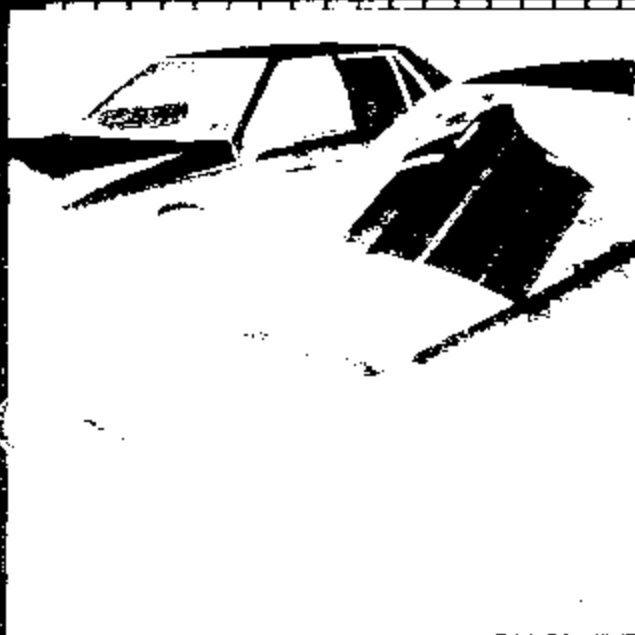


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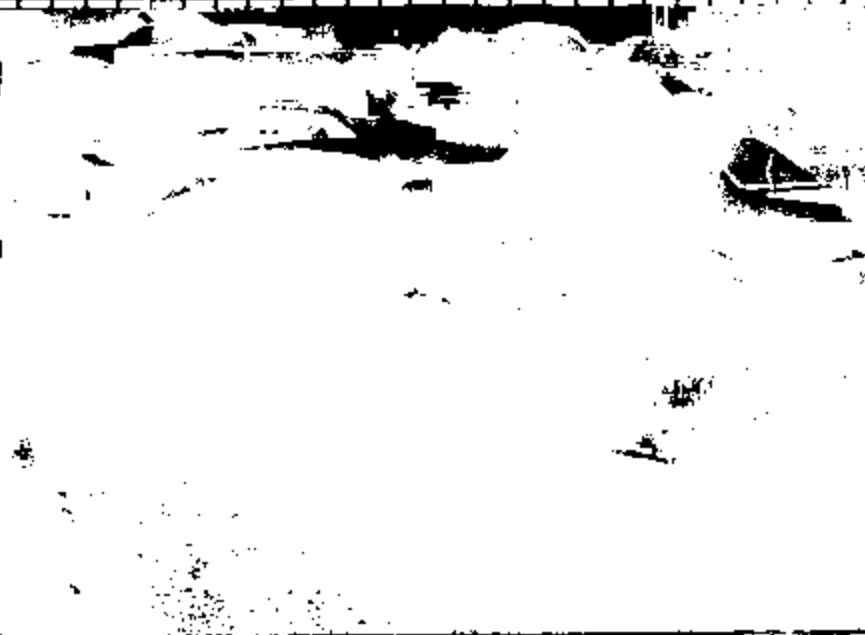


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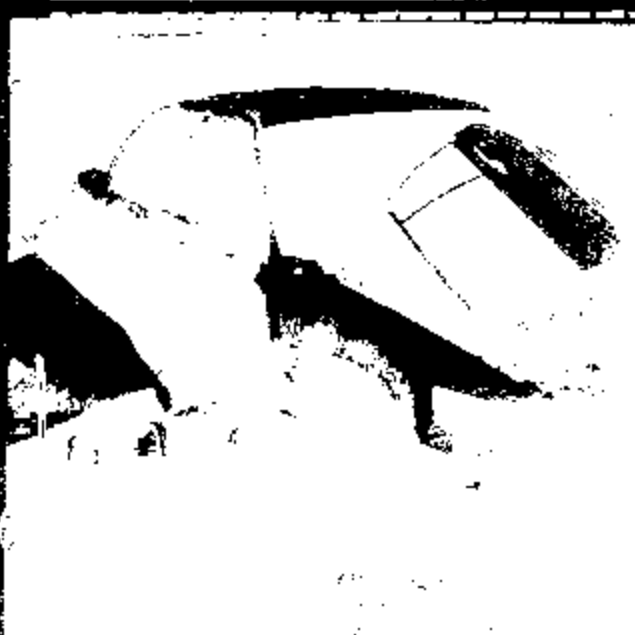


PHOTO NO. 4



**WILLIAM A. CROWLEY**  
**DAMAGE APPRAISERS INC.**

**MATERIAL DAMAGE APPRAISAL SERVICE**

**APPRAISAL PHOTOGRAPH RECORD**

Vehicle Owner: \_\_\_\_\_ File Number: \_\_\_\_\_  
 Insured: ESSA M. H. H. H. Photo Date: \_\_\_\_\_  
 Claim/Policy Number: \_\_\_\_\_ Appraiser: W. A. Crowley  
 Comments: \_\_\_\_\_

PHOTO NO. 1

PHOTO NO. 2



MOUNT PHOTOS  
 INSIDE DOTTED LINES  
 FOR FOLDING

PHOTO NO. 3

PHOTO NO. 4



MOUNT PHOTOS  
 INSIDE DOTTED LINES  
 FOR FOLDING



AETNA LIFE & CASUALTY CO.  
1981 MARCUS AVE.  
LAKE SUCCESS, NY 11042

COMPANY NAME

DATE 10/24/91	NAME OF CLAIMANT [REDACTED]	DATE OF LOSS 12-9-91	CLAIM NO. OF INSURED [REDACTED]
YOUR FILE NO.		YOUR INSURED/CLAIMANT NAME Lincoln Mercury Motors	
		ACCIDENT LOCATION Roseton, NY	

Mr. Donald Tychmalik  
3 Park Lane Blvd.  
Park Lane Tower West  
Suite 300  
Dearborn, Michigan 48126  
Re: Vehicle Fire Loss

FROM: AETNA  
INSURANCE CLAIM OFFICE  
(56)

TELEPHONE NO. 212 3237  
BY Della Hickey

In reference to the above captioned claim, please submit/find:

- ☐ Enclosed is \$ \_\_\_\_\_ in payment of your claim.
- ☐ Please send us your driver's version of the accident.
- ☐ Please send us copies of the repair estimate or bill on which you based your claim.
- ☐ Please forward medical reports and medical bills.
- ☐ Please forward verification of wage loss.
- ☐ Please send us detailed signed statement of your claim.
- ☒ Enclosed please find our supporting papers.
- ☐ We are unable to identify our insured; please send us any other identifying information available (name and address of owner, of driver, of our agent, description of our car, etc.)
- ☐ Our investigation is incomplete; when it is concluded we will advise you.
- ☐ We do not feel our insured is legally liable to your insured and therefore cannot honor your claim (see Remarks below).
- ☐ We do not feel we can honor your claim in its entirety (see the Remarks below), and offer \$ \_\_\_\_\_ as compromise.

FI

My insured's car was damaged by fire while parked in an auto manufactured by Ford and owned by my insured. The car was a Mercury and was parked in a garage. The car was a 1987 Mercury, 625 miles, parked, with engine off and insured. The car was damaged by fire while parked in a garage.

Cost of Damages \$ 6,528.45

Ded \$ 250.00

Total Claim \$ 6,778.45

Please provide my papers & consider for settlement. Thank you

NY 10/28

PLEASE FILL BLANKS WITH AS MUCH FACTUAL INFORMATION AS POSSIBLE  
AND SIGN SUBROGATION STATEMENT

NAME [REDACTED] POLICY NUMBER [REDACTED]

ADDRESS [REDACTED] Massena N.Y. [REDACTED]

REG. STATE [REDACTED] REG. STATE [REDACTED]

TYPE OF CLAIM: FIRE ( ☒ ) OTHER DAMAGE ( )  
OTHER ( )

DATE OF LOSS: 8/1/80 TIME OF LOSS: 4:25 AM

AT THE LOSS LOCATION ARE YOU CONSIDERING:  
THE OWNER ( ☒ ) A RENTER ( ) A CO-OP SHAREHOLDER ( )

IF THERE IS A MORTGAGE, NAME & ADDRESS OF MORTGAGE  
COMPANY: GREENPOINT SAVINGS BANK

Flushing N.Y.

IF RESIDENCE IS NOT OWNED, NAME AND ADDRESS OF MORTGAGE COMPANY: \_\_\_\_\_

IF NOT A PRIVATE HOME, NAME, ADDRESS & PHONE NUMBER OF MANAGING AGENT: \_\_\_\_\_

HOW DID LOSS OCCUR? FIRE IN BACK OF CAR

IF LOSS WAS FIRE RELATED, WHERE DID THE FIRE ORIGINATE?

CAR ON FIRE IN BACK OF CAR

IF PROPERTY DAMAGE WAS CAUSED BY A NEIGHBOR, VENDOR, SERVICE MAN, CONTRACTOR  
OR ANY OTHER, IDENTIFY. PROVIDE THEIR ADDRESS AND INSURANCE INFORMATION (IF  
AVAILABLE)

AUTO MOBILE - LOANED

FROM LEO LOAN

Jamaica Ave. Flushing N.Y.

1992 Mercury Grand Marquis. Plate # BD9-138

Mileage on Vehicle prior to loss Approx 625 miles

DID THE FIRE DEPARTMENT RESPOND YES

IF YES, WHICH COMPANY? [REDACTED]

DID THE POLICE DEPARTMENT RESPOND? YES

IF YES, WHICH DEPARTMENT? [REDACTED]

COMPLAINT NUMBER [REDACTED]

IF THE LOSS ORIGINATED DUE TO ANY TYPE OF APPLIANCE, WAS THERE A SERVICE CONTRACT IN EFFECT? [REDACTED] IF YES, PLEASE PROVIDE A COPY.

AGE OF APPLIANCE [REDACTED]

WHEN WAS THE APPLIANCE LAST SERVICED? [REDACTED]

THE SERVICER'S NAME & ADDRESS [REDACTED]

SIGNATURE [REDACTED]

DATE: 9/6/91



Tried N  
1981 Marcus Avenue  
Lake Success, NY 11042  
516-358-9080

09/30/1991

LINCOLN MERCURY MOTOR DIVISION  
300 RENAISSANCE CENTER  
DETROIT MICHIGAN, NY 43001-43520

212 446-4450

OUR INSURED: [REDACTED]  
OUR CLAIM#: [REDACTED]  
DATE OF LOSS: 08-21-91  
TYPE OF LOSS: FIRE DAMAGE TO PERS PROP.  
LOCATION OF LOSS: [REDACTED], MASPETH, NY

Dear SIR:

We are the insurance carrier for the above named insured who sustained a loss as indicated above.

This letter is being sent to you in duplicate. Please jot down the name, address, and policy number of your insurance carrier in the appropriate spaces below and return one copy to us in the return envelope. It is suggested that you send the copy directly to your insurance company.

Upon receipt of your insurance information, we will discuss this matter with your insurance carrier and will determine percentage of liability under the applicable State law.

In the event you are not insured, please contact us.

Very truly yours,

DELLA HICKEY/BRB  
Subrogation Department  
(516) 358-3237

NAME OF INSURANCE COMPANY: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

POLICY NUMBER: \_\_\_\_\_

81



45-6270



STATE  
FORM

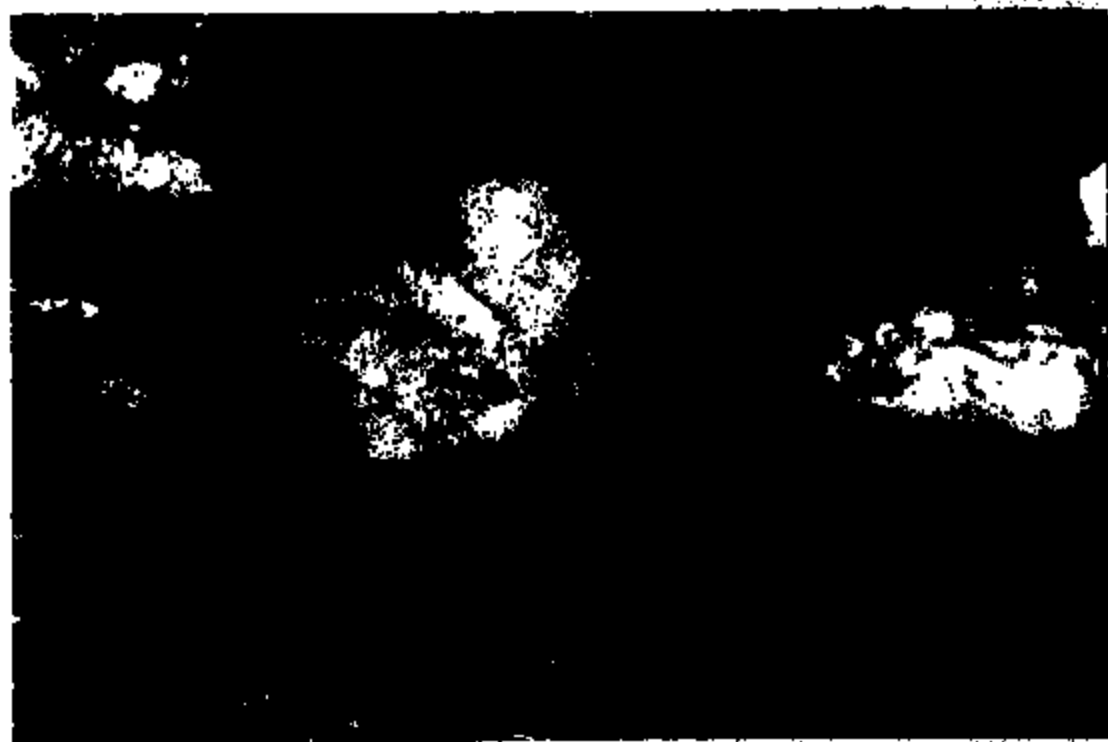
ALBERTA  
8PS

VINTON COUNTY, OHIO

'93TC



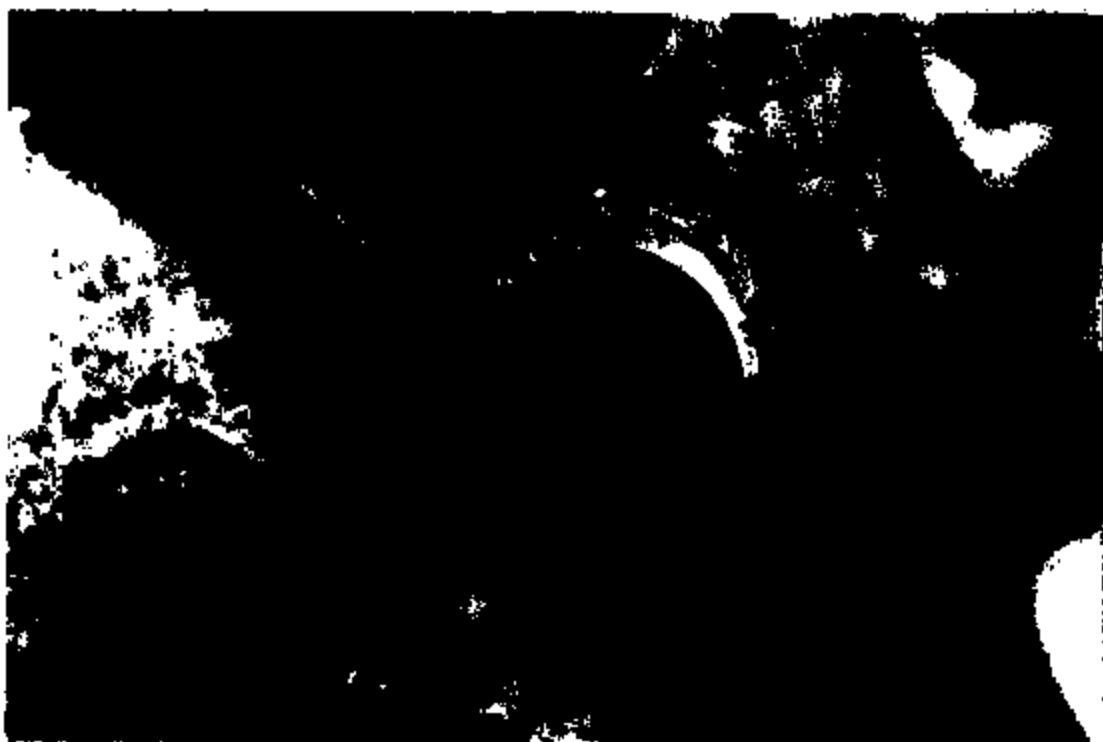






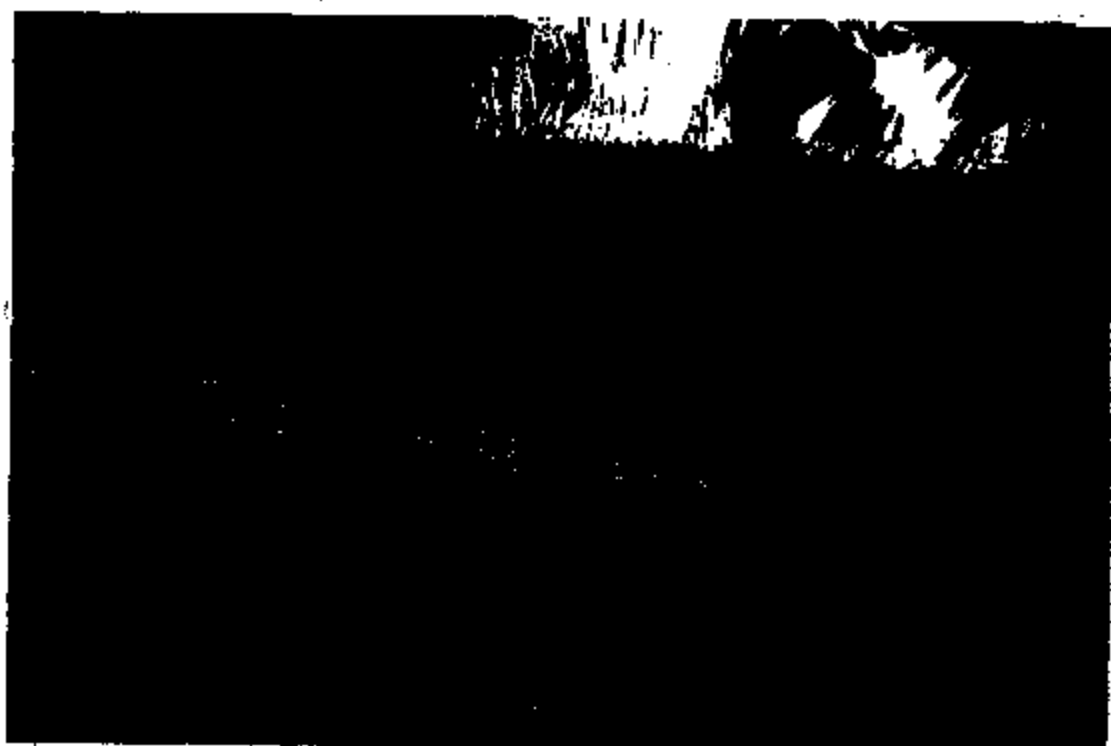
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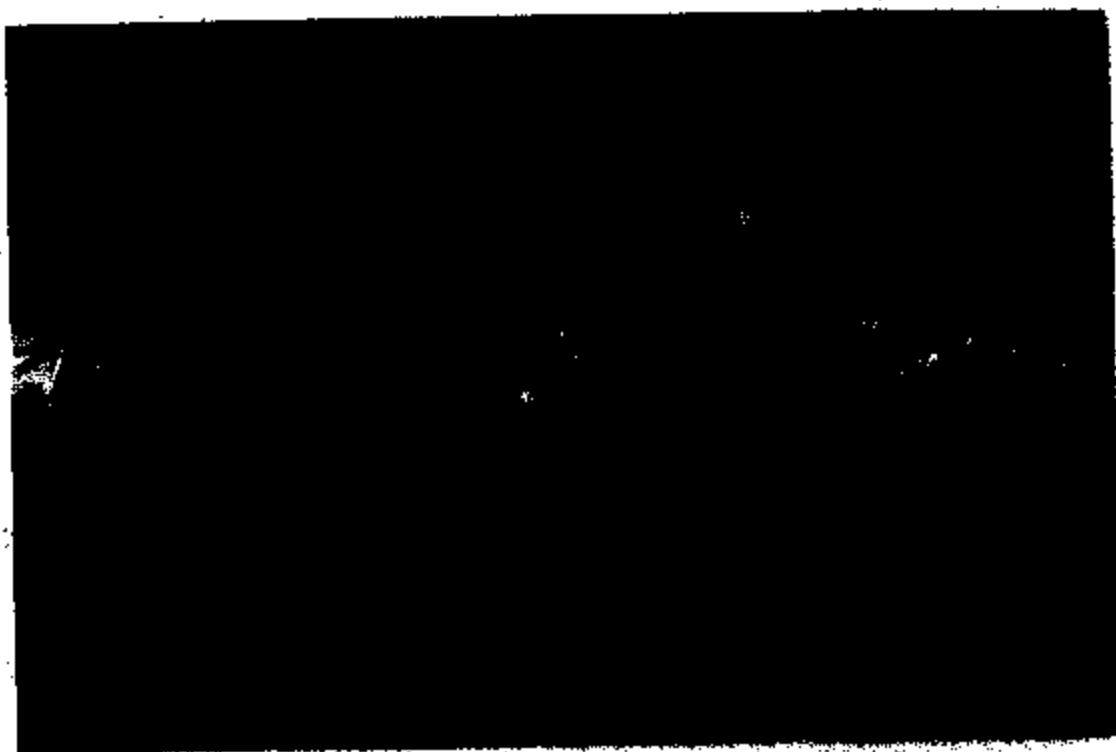




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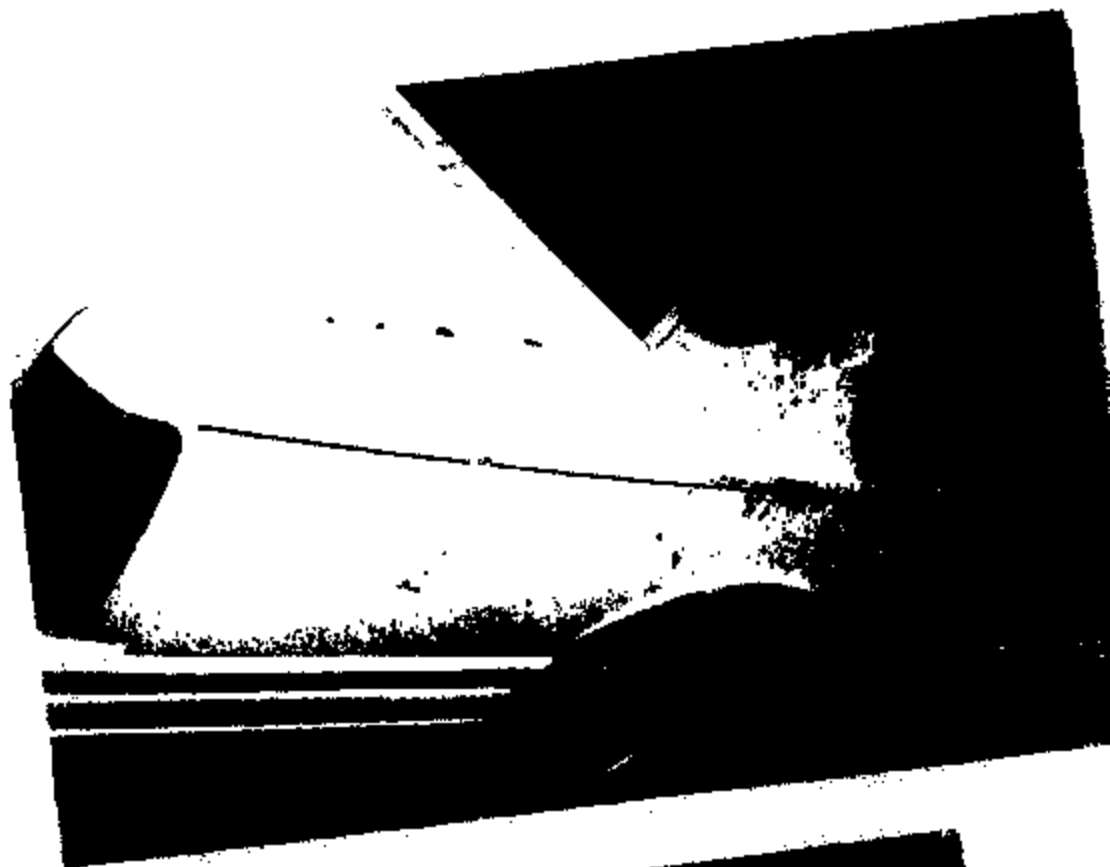




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ENG-625 38108









ER02-025 30183

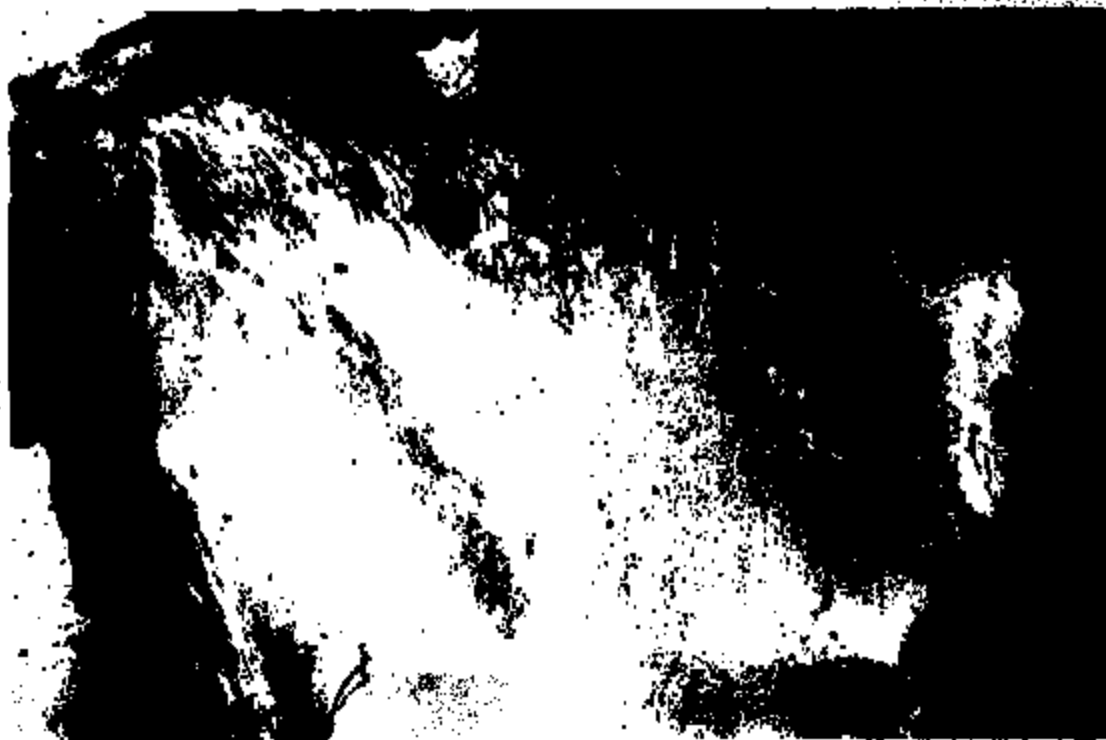




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SP2-625 36185



ENC-025 30107



ENC-825 38100



ENR-825 38189

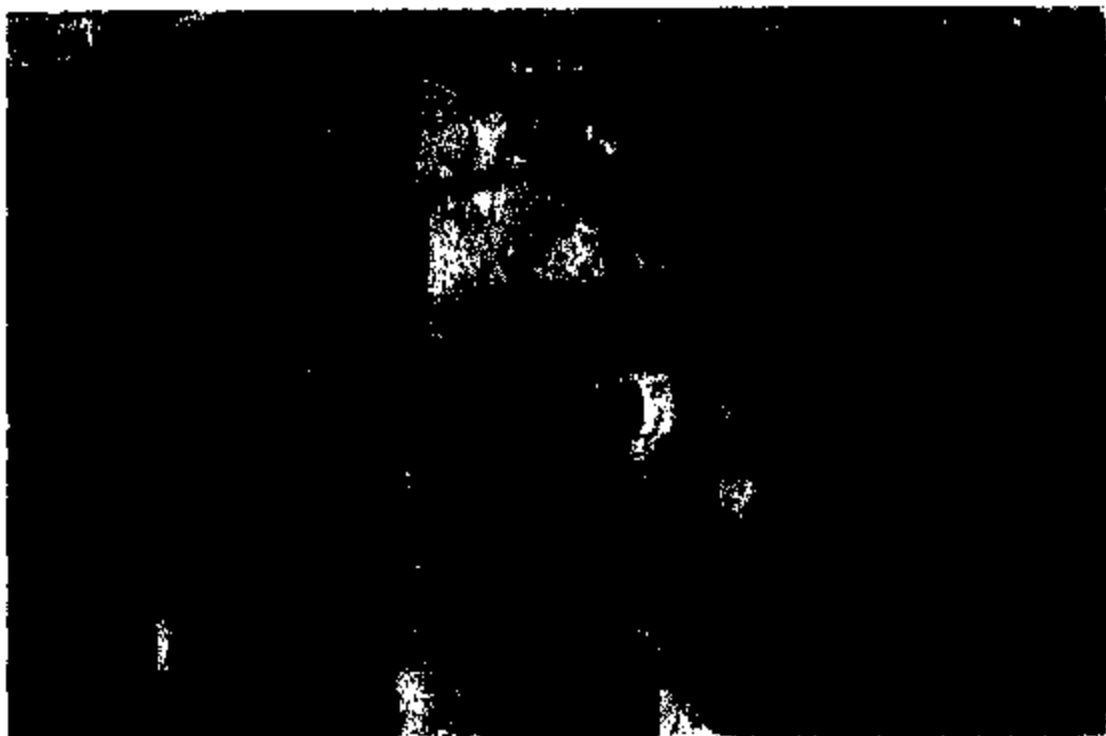




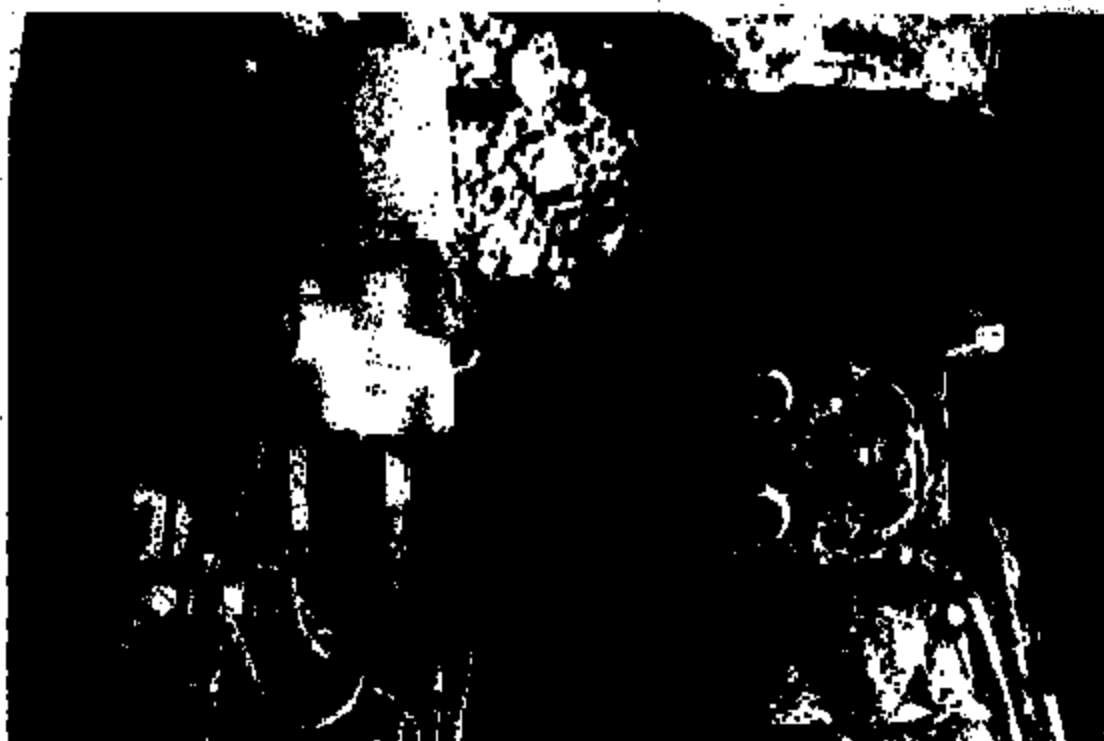
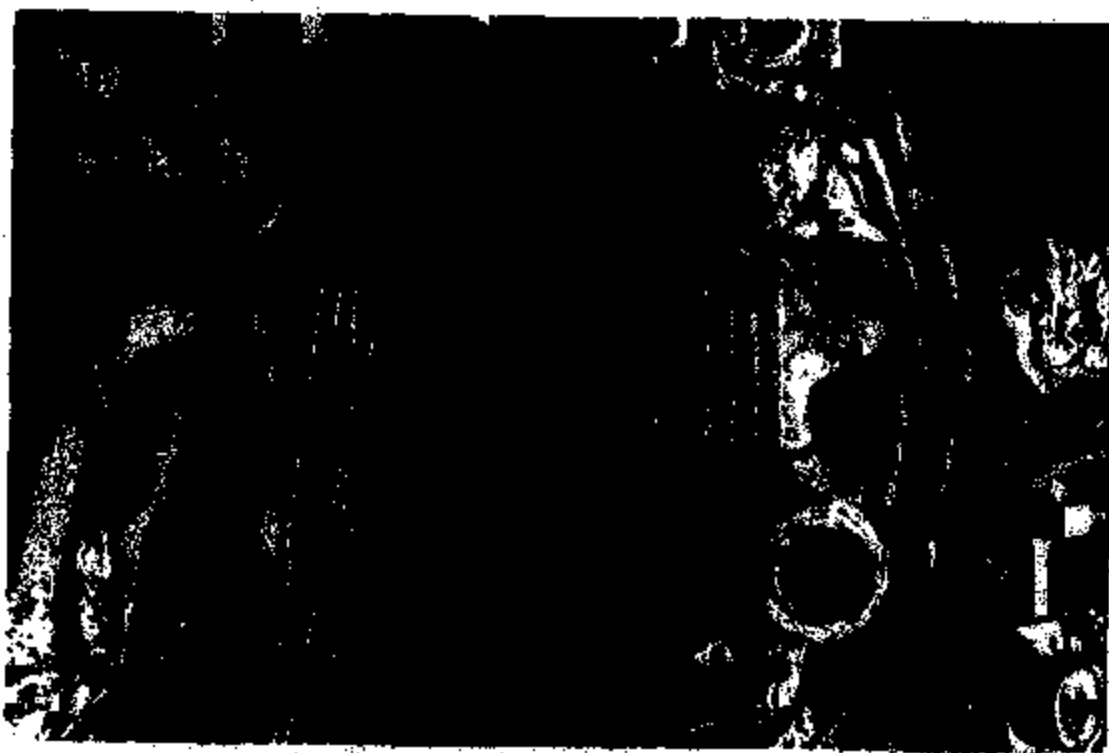


ENCLOSURE 38111





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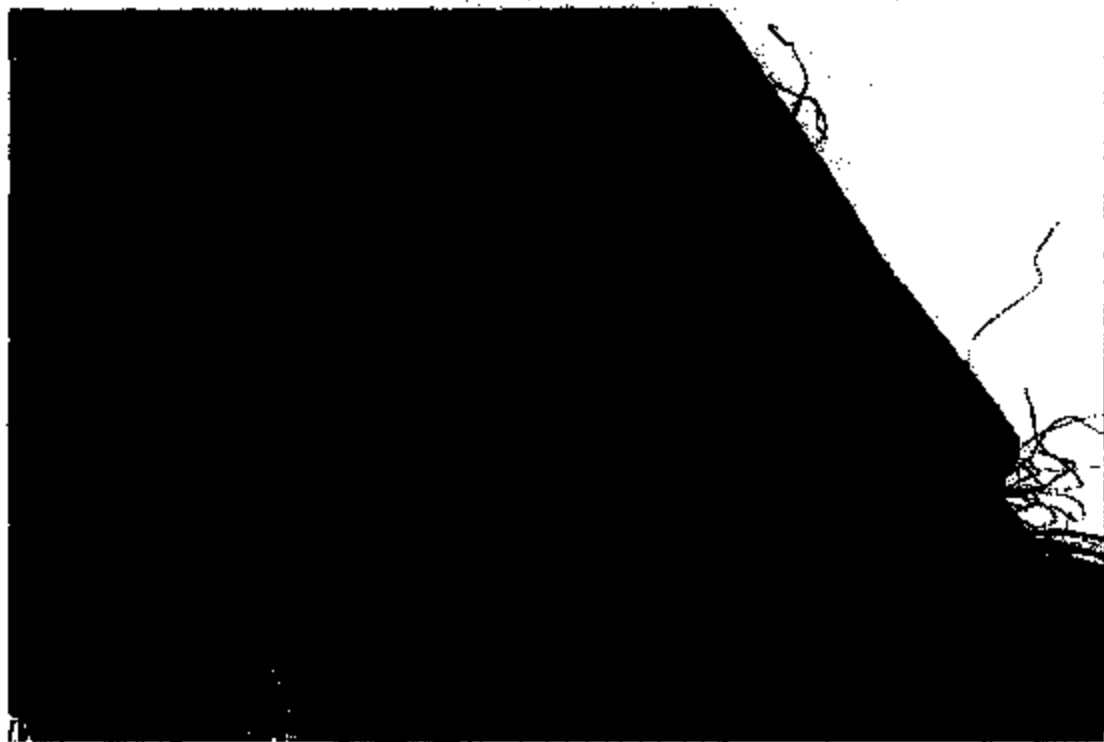


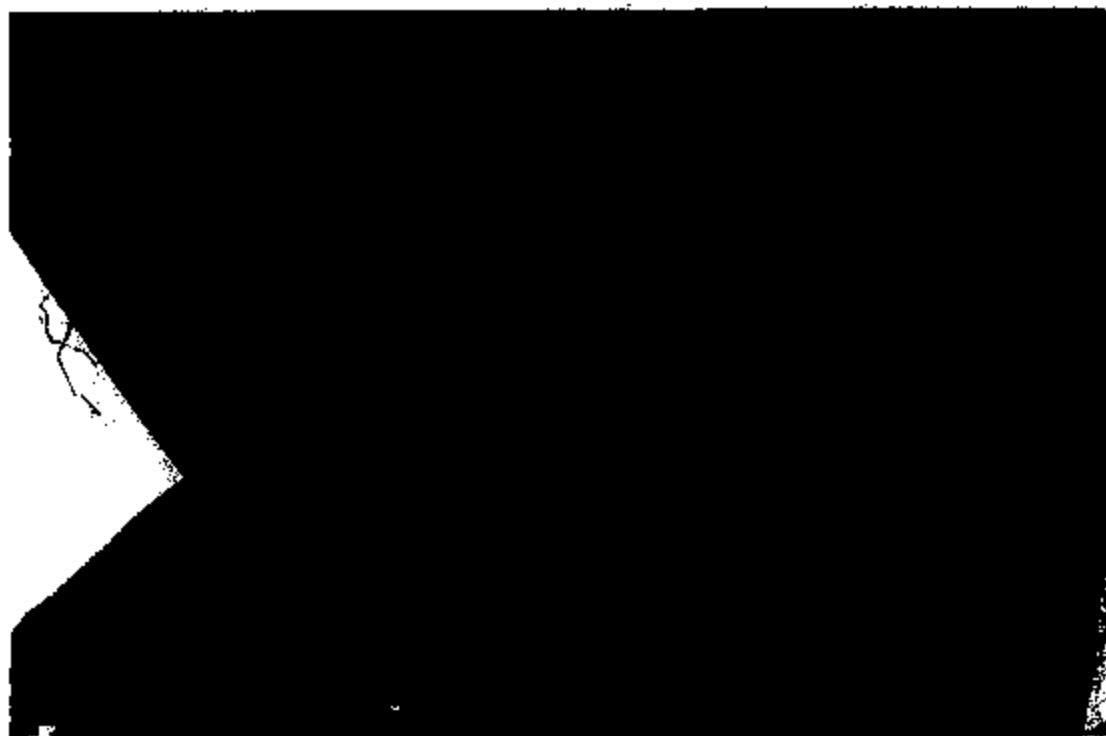




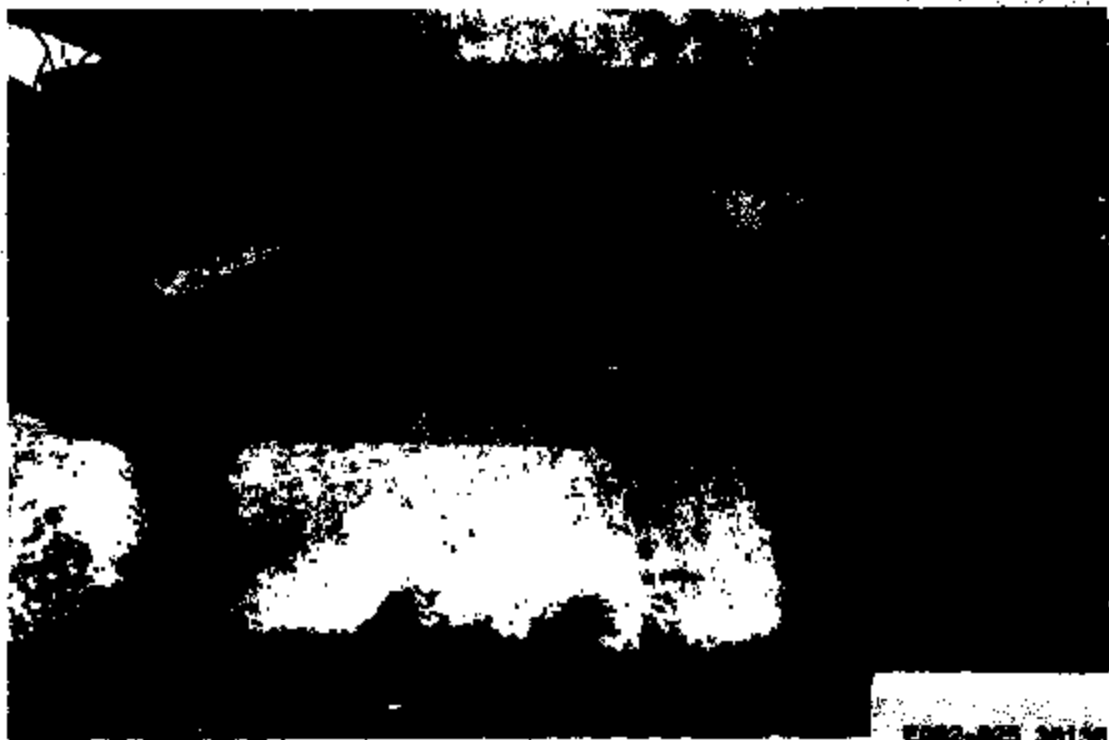
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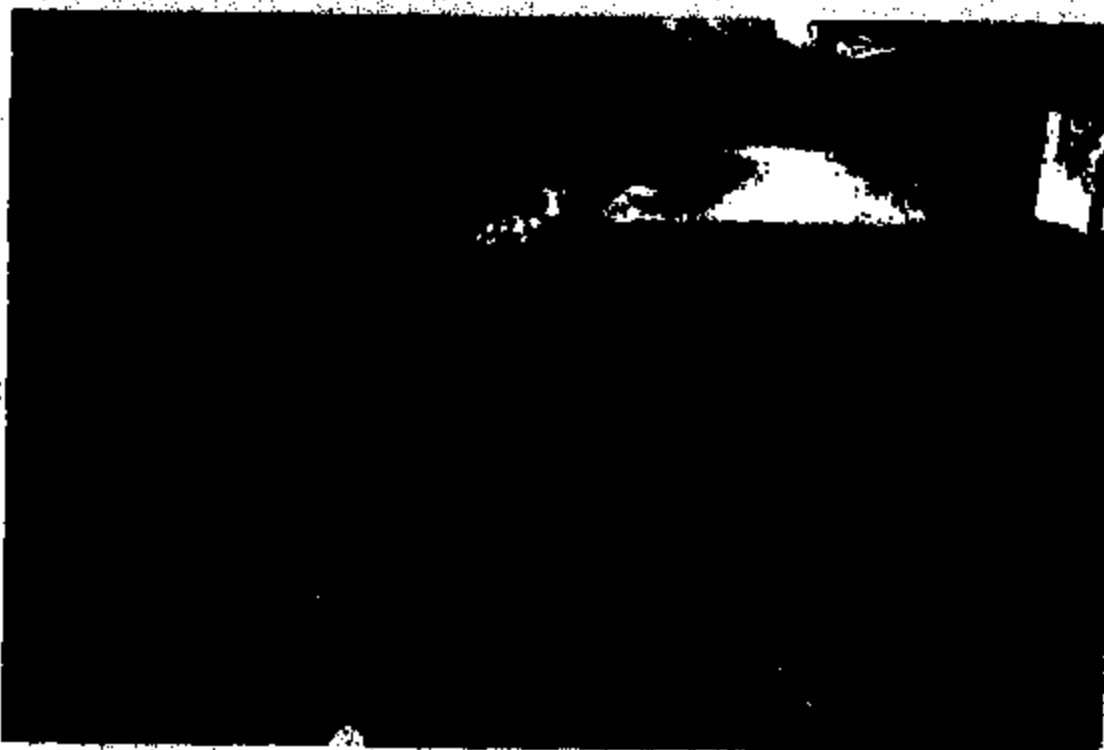


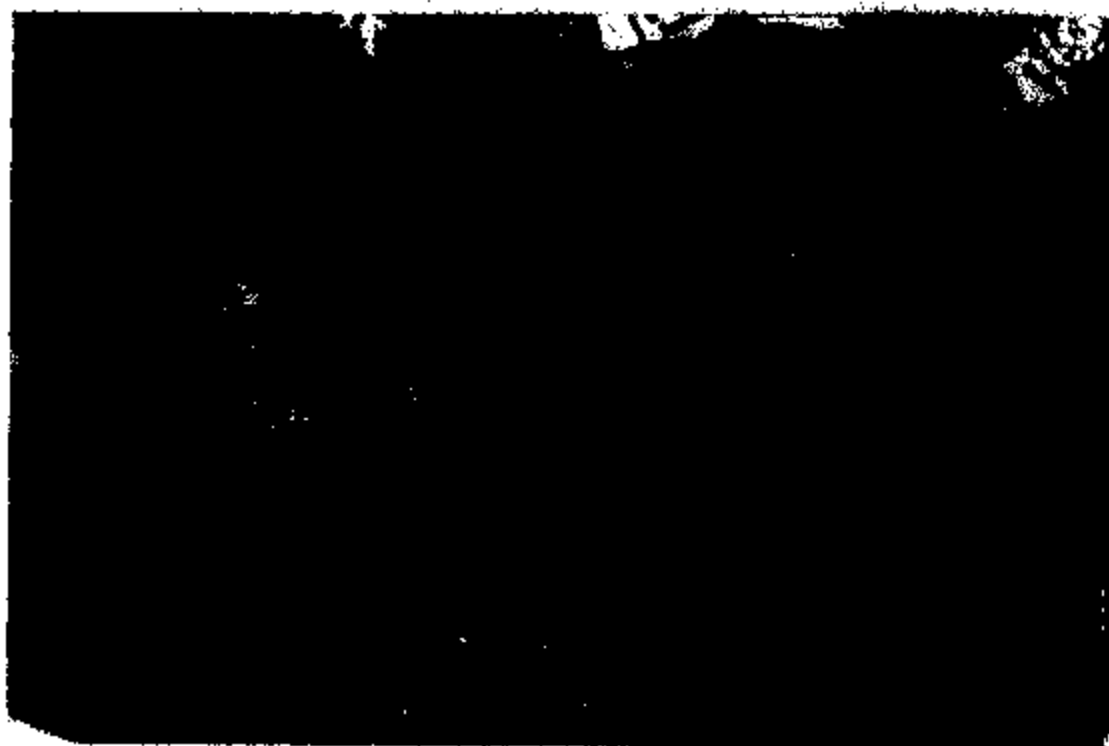
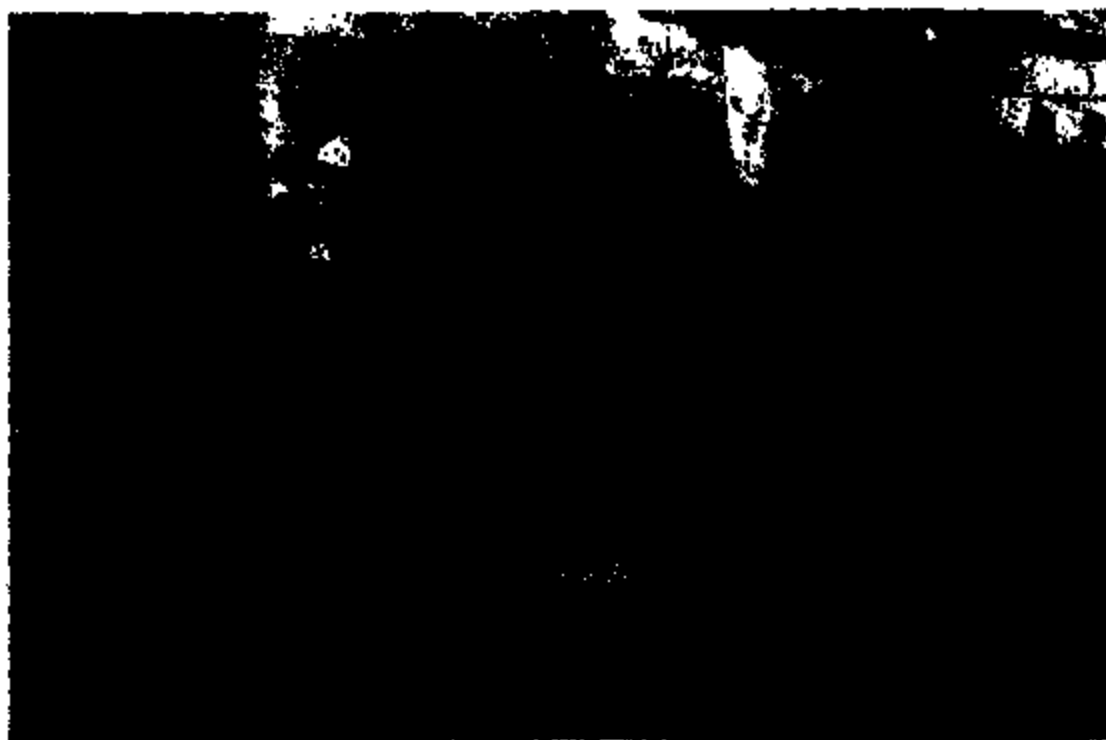


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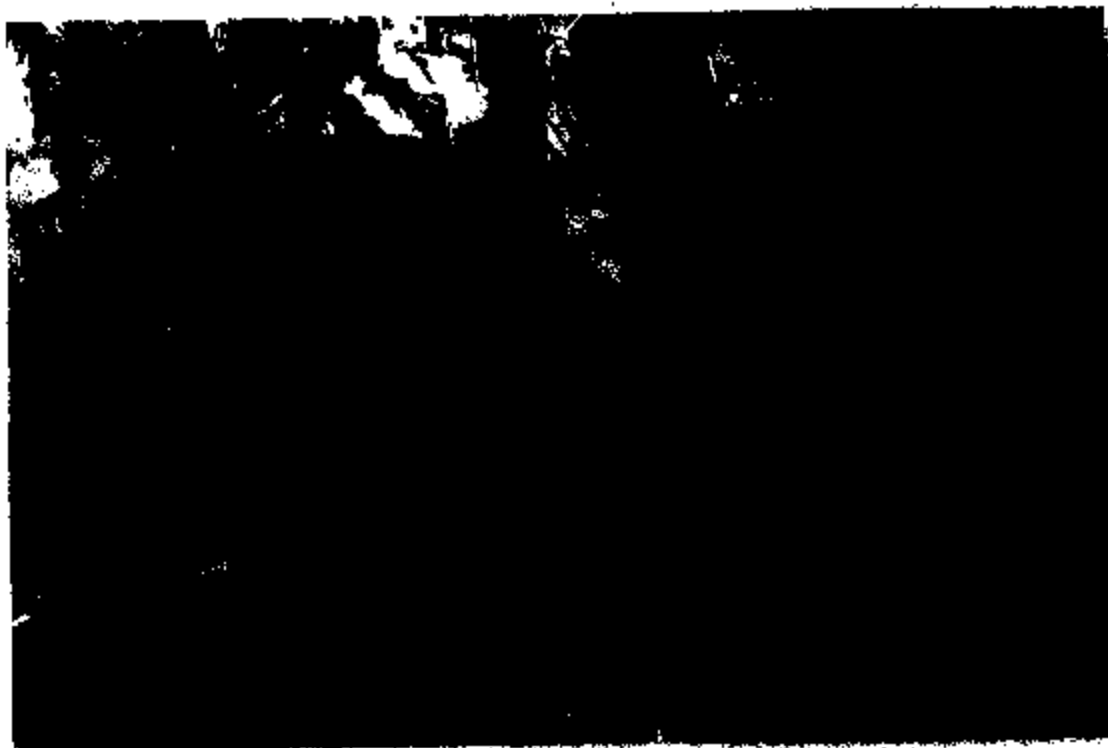


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2023-025 30130



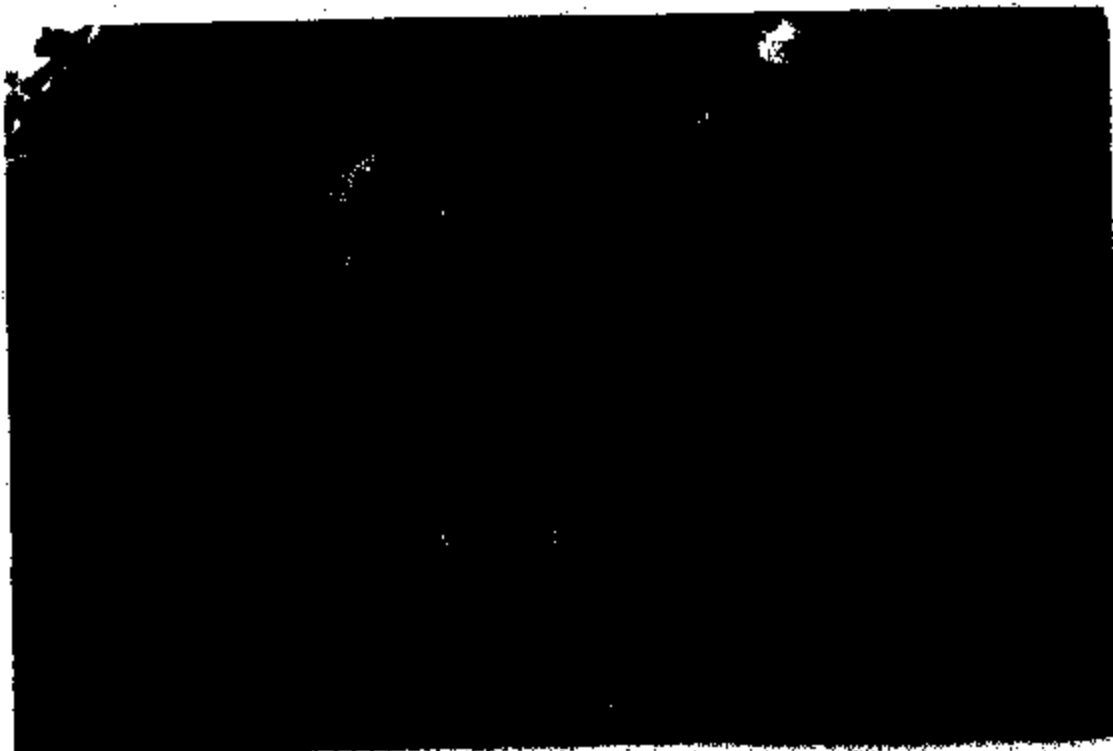


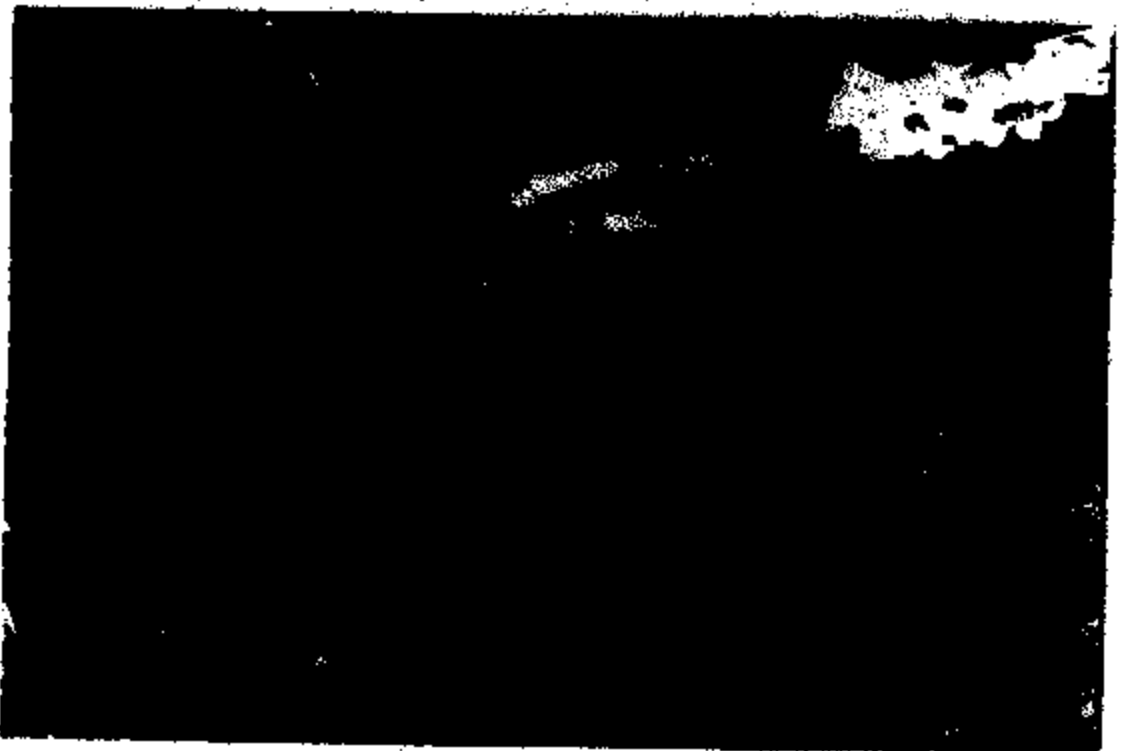


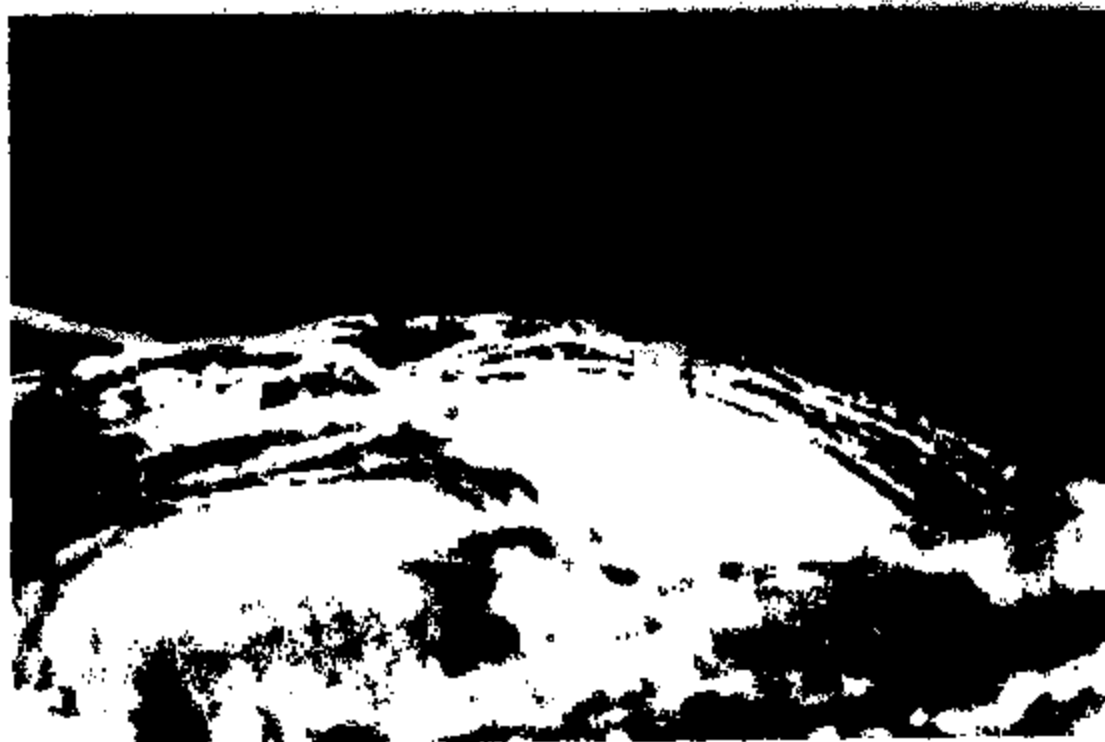










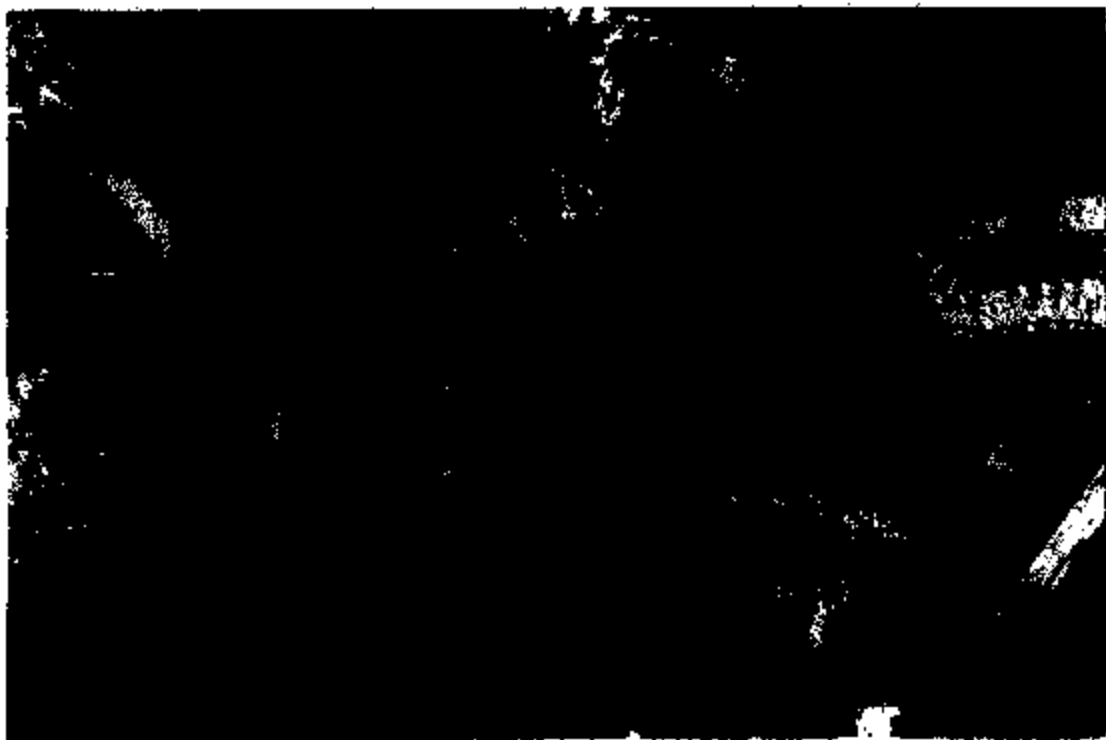


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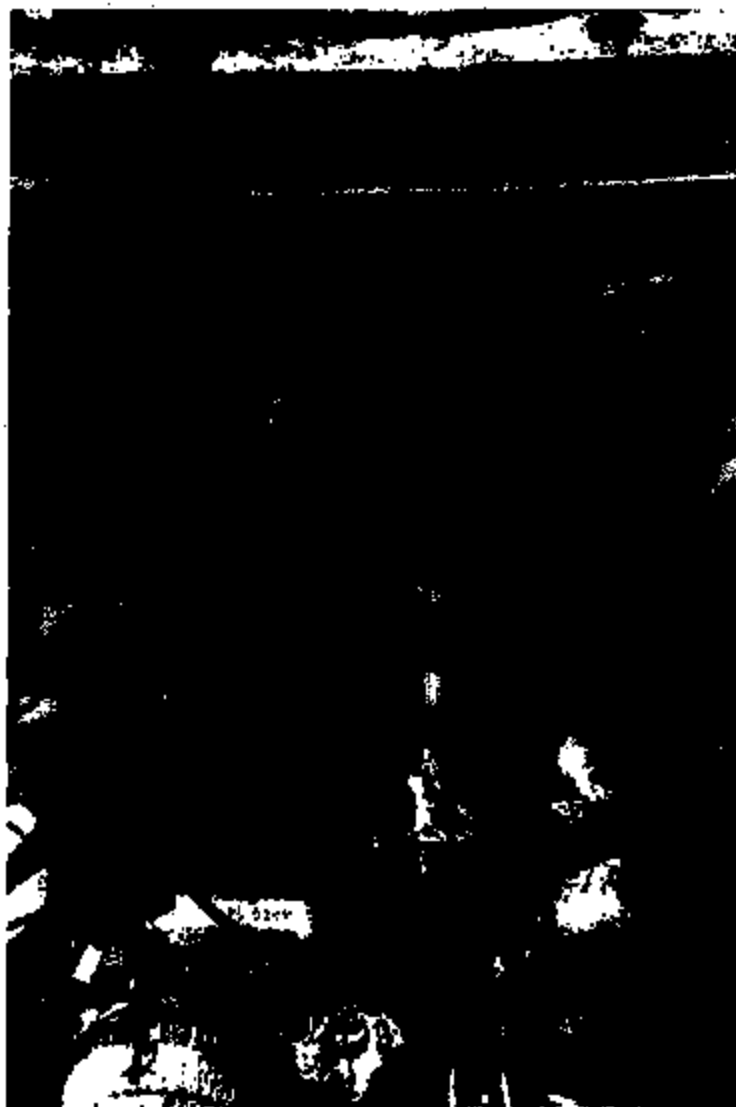




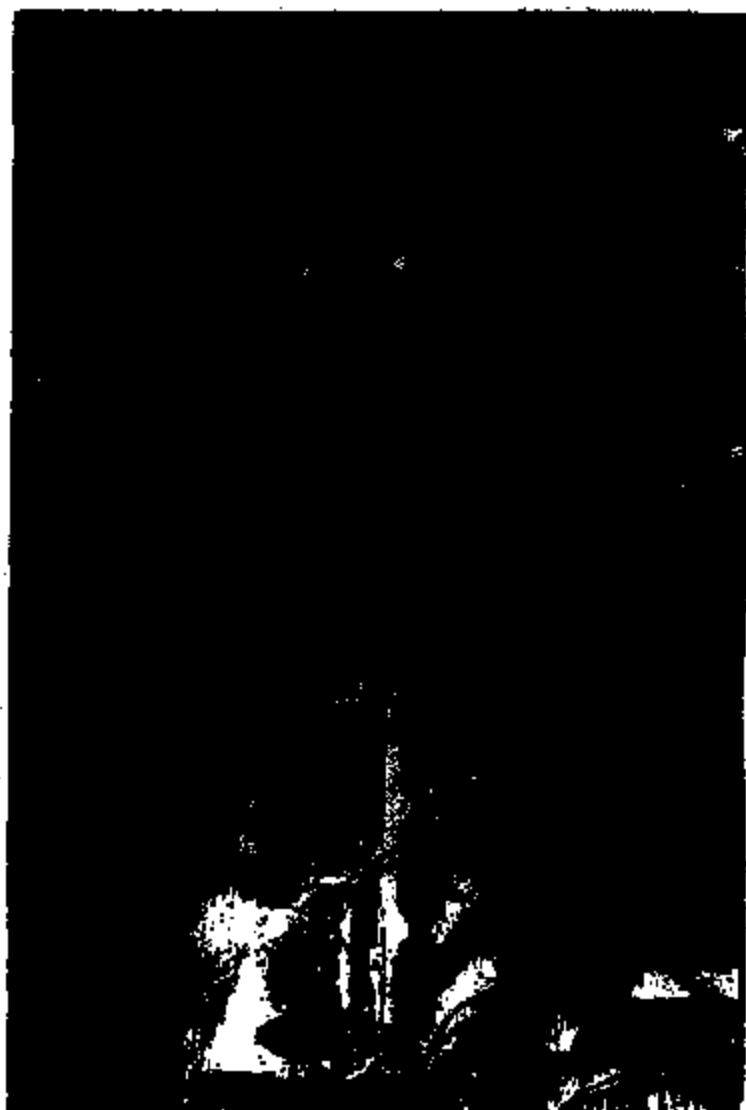




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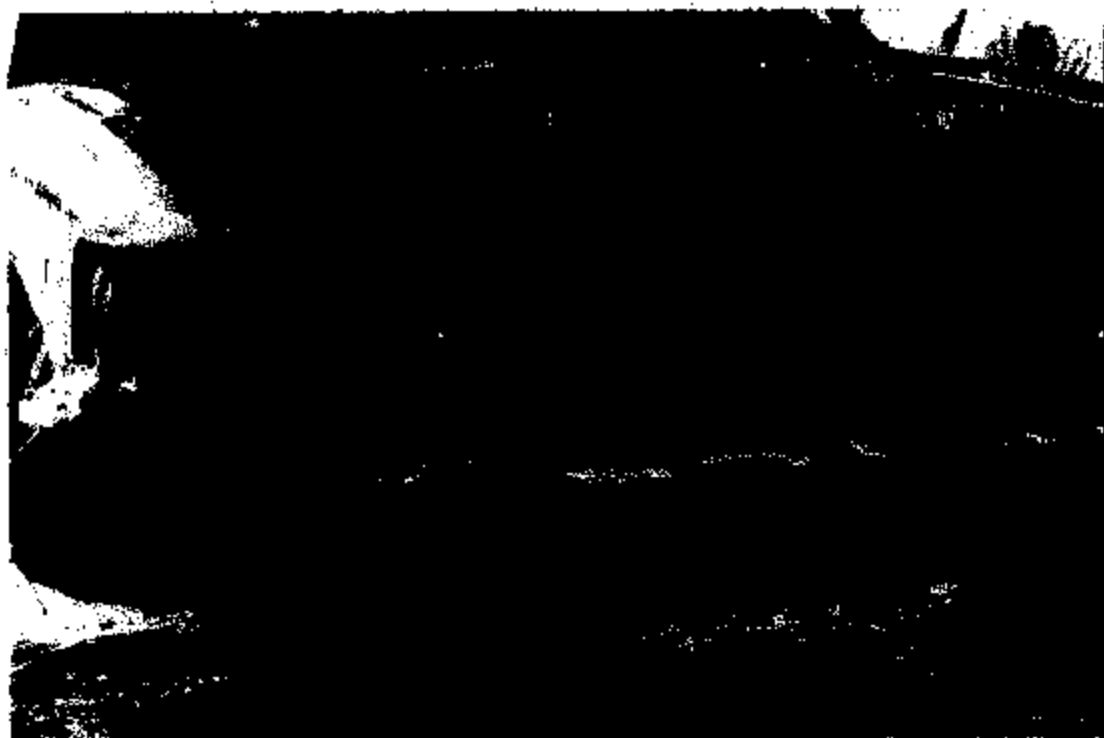




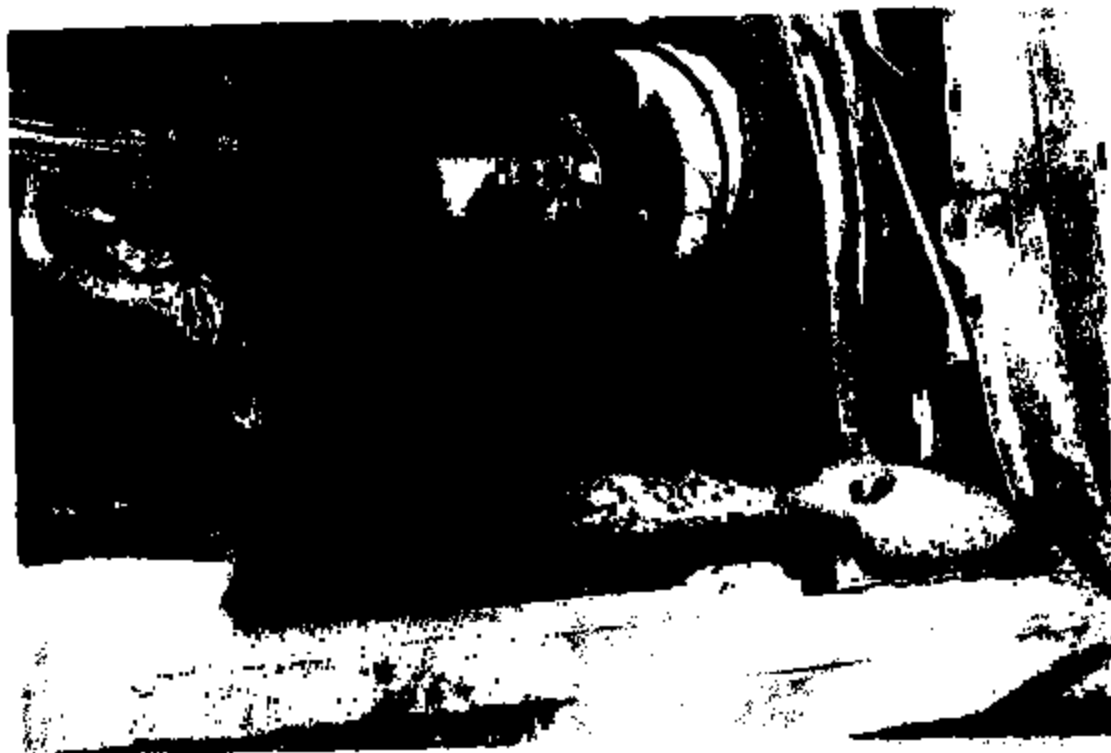
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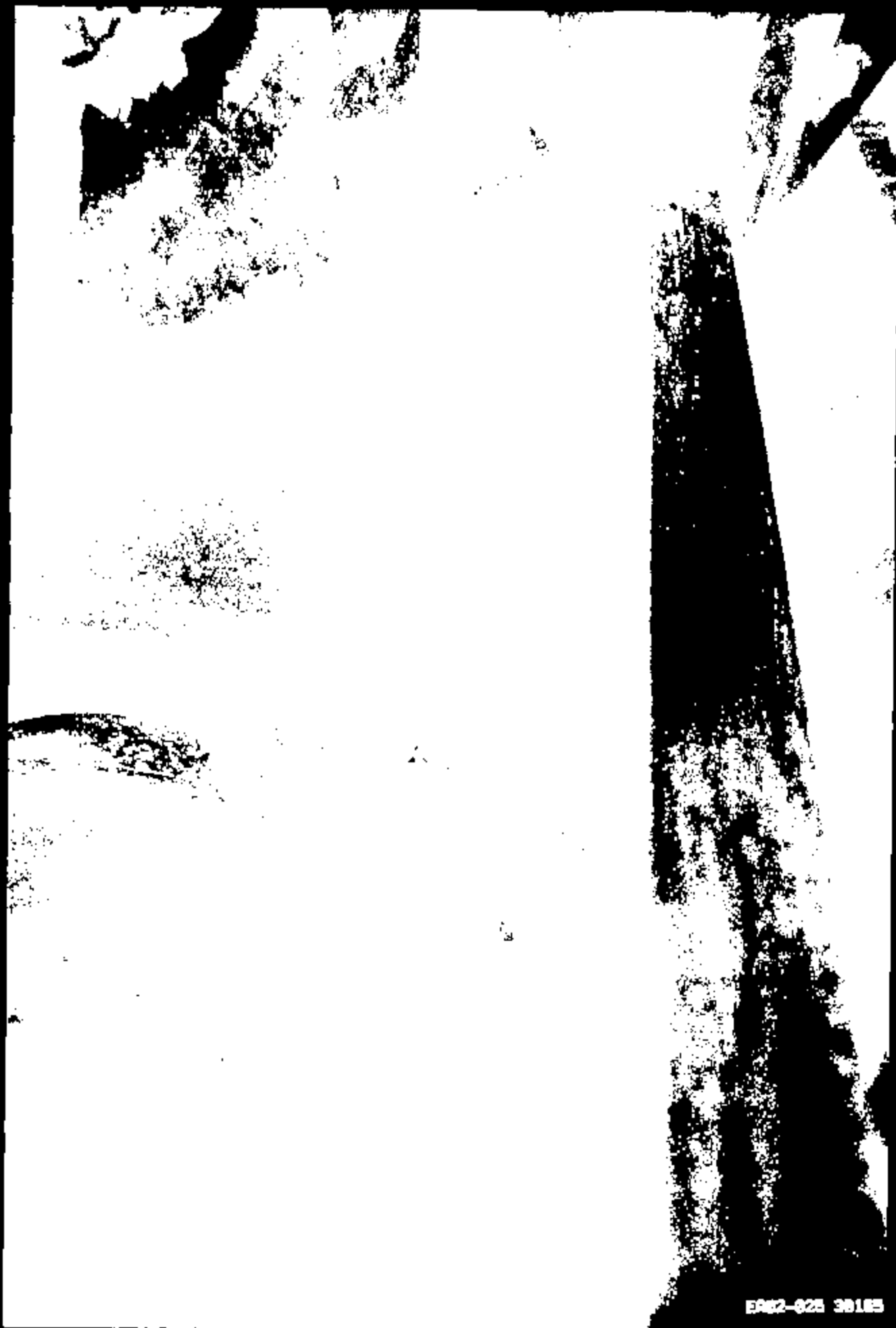


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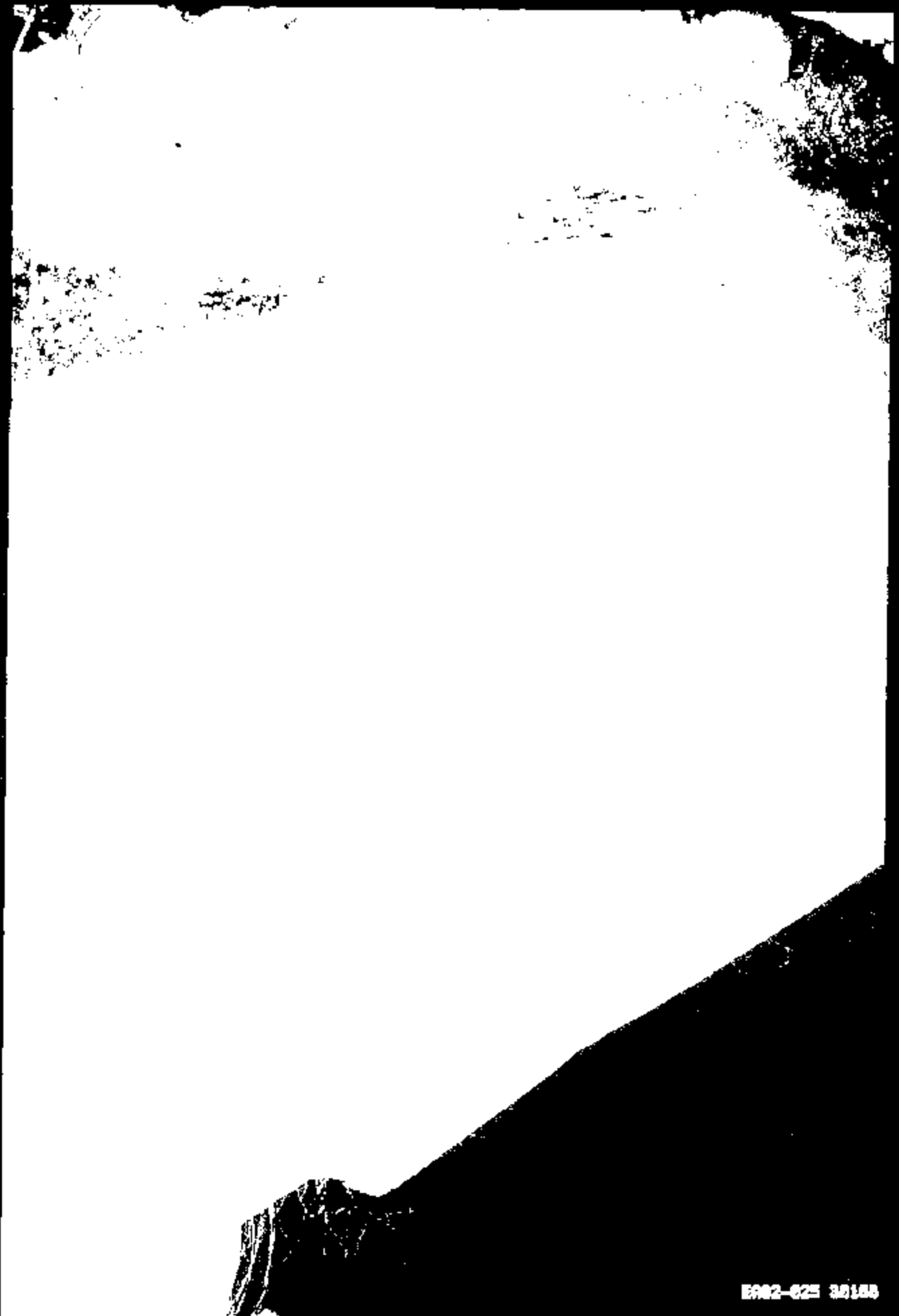
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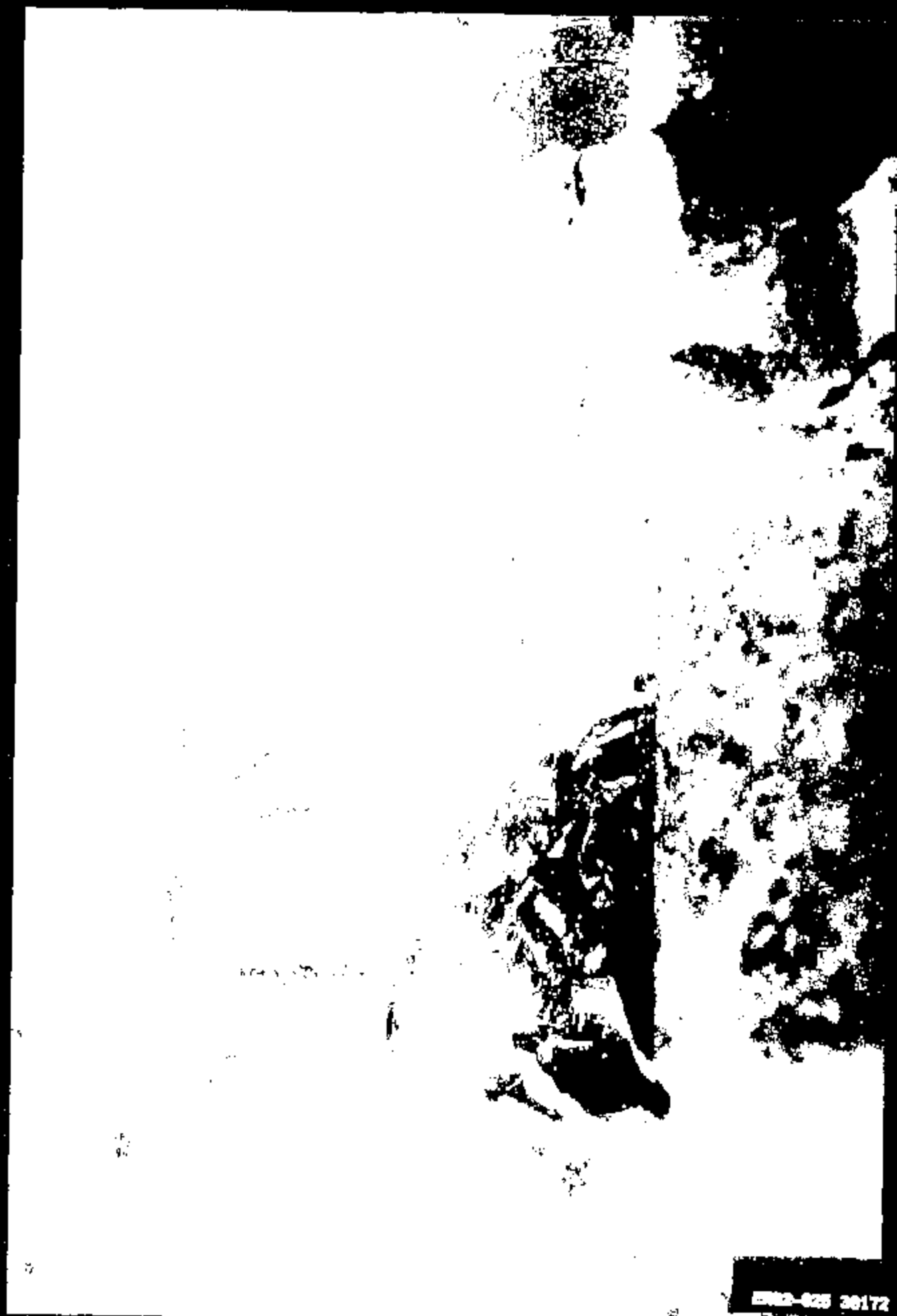
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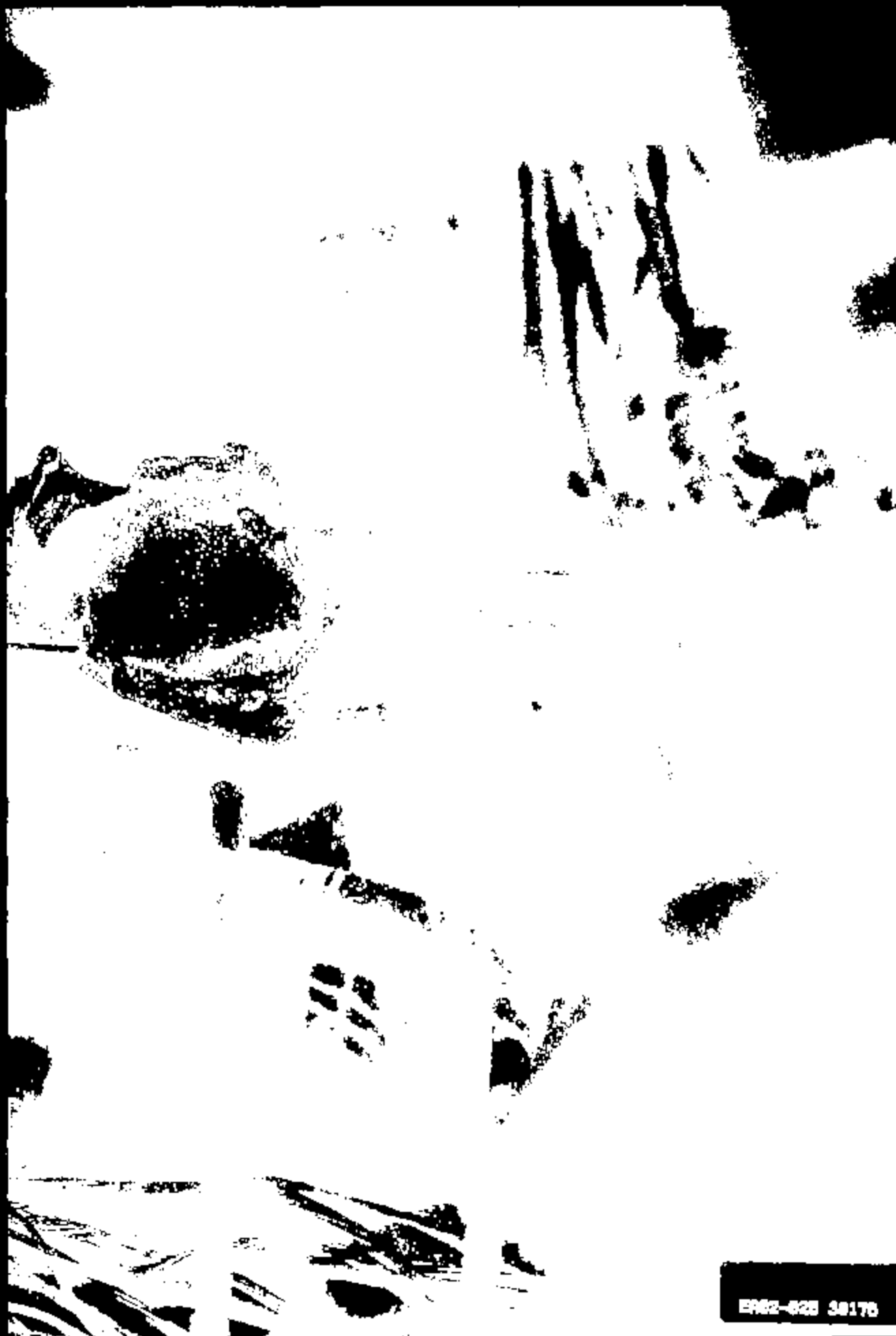
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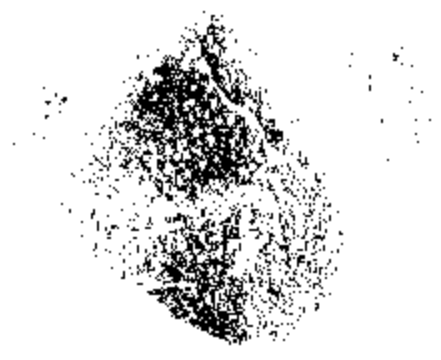
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2025 RELEASE UNDER E.O. 14176



