

EA02-025

FORD 10/27/03

APPENDIX M

BOOK 20 OF 22

PART A-D

PART D

452233

SNORTON1
TX

4522-425 43846

[REDACTED]
Houston, Texas [REDACTED]
[REDACTED]

May 17, 2002

Ford Motor Company
Mr. Shawn L. Norton
Claims Analyst

RE: DOL: April 5, 2001

Dear Mr. Norton:

Thank you for your response to my claim materials dated March 25, 2002. I respectfully submit the following answers to your questions:

What are you seeking from Ford Motor Company?

I am seeking monetary compensation to me in the amount of \$4,555.00.
(This is the Blue Book value as per the attached copy)

Specifically, what are your pocket losses?

My pocket losses are \$4,555.00 which is the total loss of my 1993 Ford Crown Victoria.

Are you only seeking damages for the vehicle itself, or other damages as well?

I am only seeking damages for myself.

As for the "subject vehicle," it is sitting in the yard at my father's house, where I also live. I have preserved the car since it was towed/carried to where I live. It is in the same condition as the date of the fire incident. The damaged part, engine area, is covered by a tarp. You, (Ford Motor Company) are welcome to send any of your representatives to examine/investigate the car. Since the car is deemed a "total loss" repairs are not a consideration.

Thank you for your attention in this matter. If you have any questions, please feel free to contact me. I look forward to hearing from you soon, hopefully with a positive response to what I feel is a fair and honest settlement.

Sincerely,
[REDACTED]

bjw/
attachment

REDACTED

EA82-025 43841 M

CSCN150

CAMPAIGN VEHICLE INFORMATION

04/29/02 08:13:23

ENTER CAMPAIGN NUMBER==> 95B64 VIN==> 2FACP74W5PX153250 TYPE OF SEARCH: R
MODEL YEAR: DEFECT: BODY STYLE:
NEW STATUS CODE: CAMP DIV :
REPAIR INFORMATION: TYPE CODE: SUPP CODE :
REPAIR DATE: DEALER P/A: KIT CODE :
MICRO REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE:
CURRENT: ASSIGNED: SOURCE: EXTRACT DATE:
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
C COMPLETE B 96-02-16 121776 IE8UD68 AC

DELETE REASON:
F1-INQUIRY F2-G140 F3-EXIT F5-G130 F7-FIRST F8-NEXT F9-MORE STATUS
F10-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037-NO MORE DATA TO DISPLAY

OGDB166

REDACTED

E082-825 43642 M

CSCN150

CAMPAIGN VEHICLE INFORMATION

04/29/02 08:13:34

==>
ENTER CAMPAIGN NUMBER==> 95B64 VIN==> 2FACP74W5PX153250 TYPE OF SEARCH: H
MODEL YEAR: DEFECT: RANGE SENSOR BODY STYLE:
NEW STATUS CODE: CAMP DIV :
REPAIR INFORMATION: TYPE CODE: SUPP CODE :
REPAIR DATE: DEALER P/A: KIT CODE :
MICRO REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE:
CURRENT: ASSIGNED: SOURCE: EXTRACT DATE:
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
C COMPLETE B 96-02-16 121776 IE8UD6B AC

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)
1037-NO MORE DATA TO DISPLAY

OGDB166

END-025 43843

Case	Case description	Case outcome
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VEHICLE DESCRIPTION
1963 CROWN VICTORIA

BODY STYLE
4 DR SEDAN LX

ENGINE
4.6L SOHC
(ROMEO)

ENGINE CALIBRATION

31BGR11A

TRANSMISSION
4 SPD OD ACDE

AXLE CODE
FY



WARRANTY START DATE
01/07/1984

BUILD DATE
02/18/1993

START ODOM


 American Psychological Association

LESS THAN TWO DEALER APPROVED AWA REPAIR VISITS PAID TO DATE


 The McGraw-Hill Companies


 The McGraw-Hill Companies

NO ESP INFORMATION AVAILABLE



NO REPAIR HISTORY ON VEHICLE

END OF OASIS REPORT FOR 2FACP74W5PX153250

Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN: 2FACP74W3PK153350	Vehicle Line: C/FB - CROWN VIC (EN53/EN114) [94-03]	Eng Serial No: W
Model Year: 1993	Market Derived: C/F - FORD DIVISION DERIVATIVE	Body Style: *
Vehicle Type: C	Drive Code: C/B - 2 WHL L/H REAR DRIVE	Engine: C/VN - B-M 4.6L SOHC EPT NA
Int. Dealer: 06042	Body Cab Style: C/PC - 4 DOOR SEDAN-6 LITE	Transmission: C/DK - 4 SPD AUTO TRANS NA
	Version/Option: C/AI - LX VERSION - CAR	

BUILD INFORMATION:

Region: NA - #000000000 Plant: AW - ST. THOMAS PLANT BUILD
Country: CAN - #000000000 Prod Date: 12-FEB-1993

SALE INFORMATION:

Region: NA - #000000000 Selling Dealer: 152655 - *
Country: USA - #000000000 Selling Dtr St/Prov: TX
Buyer St/Prov: TX

Arrival Date: 09-MAR-1993 Red Carpet Lease: *
Sale Date: 07-JAN-1994 Fleet/Retail/Co. Lease: R
Warranty Start Date: 07-JAN-1994 Modified Vehicle: *
Orig Warranty Date: 07-JAN-1994 Recquired Vehicle: * Vehicle Export Flag: N

VOC/EOC:

-----1-----2-----3-----4-----5-----6-----7-----8-----9-----0-----
F74VRL832880 3 L A2 2227232 XIR B PPE0578Q7 XH SC RA E2H065 0 WC 663K 2 NC
FACS 41D 113A 98P 0 AA

INSTALLED OPTION INFORMATION:

Air Conditioning:	CB - MANUAL AIR CONDITIONER	GVW Code:	-
Alternator Amp Rating:	*	GVW Class Code:	C
Audio Data:	* - [N/A]	Instrumentation:	* - [N/A]
Axle Ratio:	EGACC - 2.08 FINAL DRIVE RATIO	Mirror(Driver Side):	* - [N/A]
Axle Type:	EGJAC - LIMITED SLIP REAR AXLE	Mirror(Passg Side):	* - [N/A]
Battery Amp Rating:	HC	Paint:	PNYCB - MED OPAL GIC
Brake Code:	* - [N/A]	Power Assisted:	AB - POWER TELESCOPIC RADIO ANTENNA
Brake Code(Service):	* - [N/A]	Radio:	AB - ELECTRONIC AM/FM STEREO CASSETTE
Calibration Code:	3130R11A	Sound System:	* - [N/A]
Color(Access):	* - [N/A]	Steep Traction Axle:	* - [N/A]
Color(Trim):	000YD-	Tire Manufacturer:	AJ - MICHELIN
Delivery Type:	G	Tire Brand:	* - *
Drivetrain Code:	*	Tire Size:	D30SE - P115/70R15 88W - STYLE 1
Front Dash:	* - [N/A]	Traction Control:	* - [N/A]
Fuel Type:	* - [N/A]	Wheel Base:	* - [N/A]

TIRE DOT INFORMATION:

LP: * RP: *
 LR: * RR: *
 LI: * RL: *
 SPARE: * DOT Plant Manufacturer: * - *

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	* Exhaust Code:	CB - C6
ESP Coverage(Miles):	* Emission Cert Type:	F
ESP Coverage(Times):	* Emission Dens Suffix:	AT
ESP Plan Year:	* Engine Family:	PP446V1P1F2
ESP Signature Data:		

Any comments? You can contact

webmaster

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 29-APR-2002

Note: All Costs are in US Dollars

2FAC274W5PX153250 FB	C/FB	C/F	C/F	C/AI	C/B	AW	CDK	C/VN	18-02-93	07-01-94	152055	USA	8	Q22	6.05	FLAZ	94044D70 E	908	V71	B33	01	
AWS Claim Key:	11082501	Doc #:	116939	Trx Code:	1	Labor Hrs:	1.4	Labor Cost:	71.27	Material Cost:	128.7	Total Cost:	200.97									
Dr Ctl-Sub Ctl:	06943*	Name:	TOMBALL FORD, INC.	Ph:	281-3515427	St:	TX	City Ctl:	USA	Reg Ctl:	NA	Reg Date:	13-AUG-1994									
Tech Comments:	CR CRACK IN PANEL ABOVE STEERING WHEEL ACCESS INET PANEL-TRANSFER REGISTERS																					
2FAC274W5PX153250 FB	C/FB	C/F	C/F	C/AI	C/B	AW	CDK	C/VN	18-02-93	07-01-94	152055	USA	8	Q47	7G99	FLAZ	19693	P	908	V71	B99	01
AWS Claim Key:	11082501	Doc #:	116939	Trx Code:	1	Labor Hrs:	1	Labor Cost:	41.5	Material Cost:	19.55	Total Cost:	60.95									
Dr Ctl-Sub Ctl:	06943*	Name:	TOMBALL FORD, INC.	Ph:	281-3515427	St:	TX	City Ctl:	USA	Reg Ctl:	NA	Reg Date:	01-SEP-1994									
Tech Comments:	NOP HERE FOR AC REGISTER CENTER REFL BROKEN AC REGISTER																					
2FAC274W5PX153250 FB	C/FB	C/F	C/F	C/AI	C/B	AW	CDK	C/VN	18-02-93	07-01-94	152055	USA	12	T08	7881	*	11430	*	911	V43	D02	28
AWS Claim Key:	11341512	Doc #:	121515	Trx Code:	572	Labor Hrs:	5	Labor Cost:	83.31	Material Cost:	0	Total Cost:	83.31									
Dr Ctl-Sub Ctl:	06943*	Name:	TOMBALL FORD, INC.	Ph:	281-3515427	St:	TX	City Ctl:	USA	Reg Ctl:	NA	Reg Date:	19-DEC-1994									
Cost Comments:	CK WONT START--NOTHING REPORT																					
Tech Comments:	REPAIR RED WIRE AT STARTER WITHIN LOOSE ON SOLENOID																					
2FAC274W5PX153250 FB	C/FB	C/F	C/F	C/AI	C/B	AW	CDK	C/VN	18-02-93	07-01-94	152055	USA	22	T10	2A08	FS22	7983	ARM	910	V89	N22	08
AWS Claim Key:	17813616	Doc #:	0177035	Trx Code:	884	Labor Hrs:	5.4	Labor Cost:	248.23	Material Cost:	166.97	Total Cost:	515.65									
Dr Ctl-Sub Ctl:	06943*	Name:	TOMBALL FORD, INC.	Ph:	281-3515427	St:	TX	City Ctl:	USA	Reg Ctl:	NA	Reg Date:	23-OCT-1995									
Cost Comments:	N22 CK VIBRATION AT 45 MPH-REPORT																					
Tech Comments:	23019 PERFORM TRANS DIAGN . XREF SYSTEM PASS R&R TRANS AND REPLACE CONVERTOR . 7902A R&R PAN TO DRAIN FLUID . 7191A FLUSH COOLER . 708DA11 RETEST																					
2FAC274W5PX153250 FB	C/FB	C/F	C/F	C/AI	C/B	AW	CDK	C/VN	18-02-93	07-01-94	152055	USA	26	*	*	*	*	8XX	V00	*	*	
AWS Claim Key:	19150883	Doc #:	121776A	Trx Code:	95864	Labor Hrs:	3	Labor Cost:	36.69	Material Cost:	11	Total Cost:	41.54									
Dr Ctl-Sub Ctl:	06943*	Name:	TOMBALL FORD, INC.	Ph:	281-3515427	St:	TX	City Ctl:	USA	Reg Ctl:	NA	Reg Date:	14-FEB-1996									
Cost Comments:	NAC-SERVICE PROGRAM 95864 TRANS SENSOR																					
Tech Comments:	28607 INSPECT AND REPLACE SENSOR AS PER RECALL																					
2FAC274W5PX153250 FB	C/FB	C/F	C/F	C/AI	C/B	AW	CDK	C/VN	18-02-93	07-01-94	152055	USA	31	Q48	7502	*	14401	*	911	V43	D02	28

E902-025 43847

Claimant Report

http://www.quality.ford.com/www/cgi-bin/fu/claimst20.pl?srvc=ccodh2x&modelyr=1993&vin_cd=2FACP74W3PX153250

AWB Claim Key:	28151414	Doc #:	127780A	Trx Code:	EE3	Labour Hrs:	.5	Labour Cost:	27.5	Material Cost:	0	Total Cost:	105.1
Dir Cst-Sub Cst:	06642-A	Name:	TOMBALL FORD, INC.	Ph:	281-3515427	St:	TX	City Cst:	USA	Reg Cst:	NA	Repr Date:	15-JUL-1996
Cust Comment:	D01 REP ELEC NO START REPORT COST												
Tech Comment:	15817 OPEN CRT .5 CHECK OUT, REPAIR POOR CONNECTION AT STARTER SOLENOID. RETEST.												

Any comments? You can contact

webmaster

ENG-025 43046

2 of 2

4/29/2002 8:15 AM

[redacted]
Houston, Texas

September 25, 2001

March 25, 2002

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

RE: Claimant: [redacted]

Dear Mr. Norton,

The following is in response to your request for additional information concerning my claim.

On April 5, 2001, [redacted], drove my 1993 Ford Crown Victoria to work. At about 12:30 - 12:35 pm I left the building for lunch. I walked out to the faculty parking lot and got in my car and started the engine. The air conditioner and radio was already on so I did not have to adjust either. I finished my lunch at about 1:00 pm. I killed the engine, exited the vehicle, shut and locked the door and walked back through the parking lot to [redacted] class. Upon arriving in class I saw and heard several people and students in the hall. They were saying that there was a car on fire in the parking lot. I walked outside with some of the people. The Houston Fire Department was there working and I could see the billowing smoke. As I got closer I discovered it was my car that was on fire.

The Houston Fire Department Arson Investigator #747 inspected the vehicle and recorded his conclusions in a report he made under incident number 10405260.

Several vehicles were also damaged in this incident. There was one vehicle that was parked on each side and several that were parked in front. These vehicles owners turned in a claim on my insurance but their claims were denied because my insurance company, (Farmers Insurance), after inspecting my vehicle concluded that I was not liable for their damages. One of the parties has filed a lawsuit against me for their damages which I am leaving to defend against. (I only carried liability insurance)

The mileage on the vehicle at the time of the fire was approximately 98,400 miles.

I am sending you all of the photographs that I have.

Documentation to substantiate the defect allegation comes from the Houston Fire Department Arson investigation report #10405260 is included with this correspondence. Also included is a copy of the report from the investigative team from Farmers Insurance.

The car was towed to my home where I have preserved it as well as I can. I placed a tarp over the fire damaged left front half of the car. No one has removed or replaced any part of the damaged area.

The car is a total loss and cannot be fixed. The insurance company said that the estimated value of the vehicle would be determined from a "Blue Book". I do not know at this time what the total cost of this incident will be because of the lawsuits still open against me in this matter.

There has been no after market additions or modifications added to this vehicle that were not installed at the dealership.

The engine was not running at the time the fire started.

452230
CQ
10/01

Liability Ins. only

EM02-020 43849

The keys were with me at the time the fire started and were not in the vehicle.

I purchased this vehicle from [REDACTED] who is my next door neighbor. He can be contacted at home [REDACTED]. I bought the car from him on August 22, 2000 and it had 88,200 miles. I had it for 6 months before it caught fire. I only drove this vehicle to work so I only put about 180 miles per week on it. At the time of the fire the vehicle had approximately 88,400 miles.

[REDACTED] bought the car new and I have seen the vehicle next door the whole time he had it.

I respectfully submit this for your review and subsequent direction.

Sincerely,

[REDACTED]

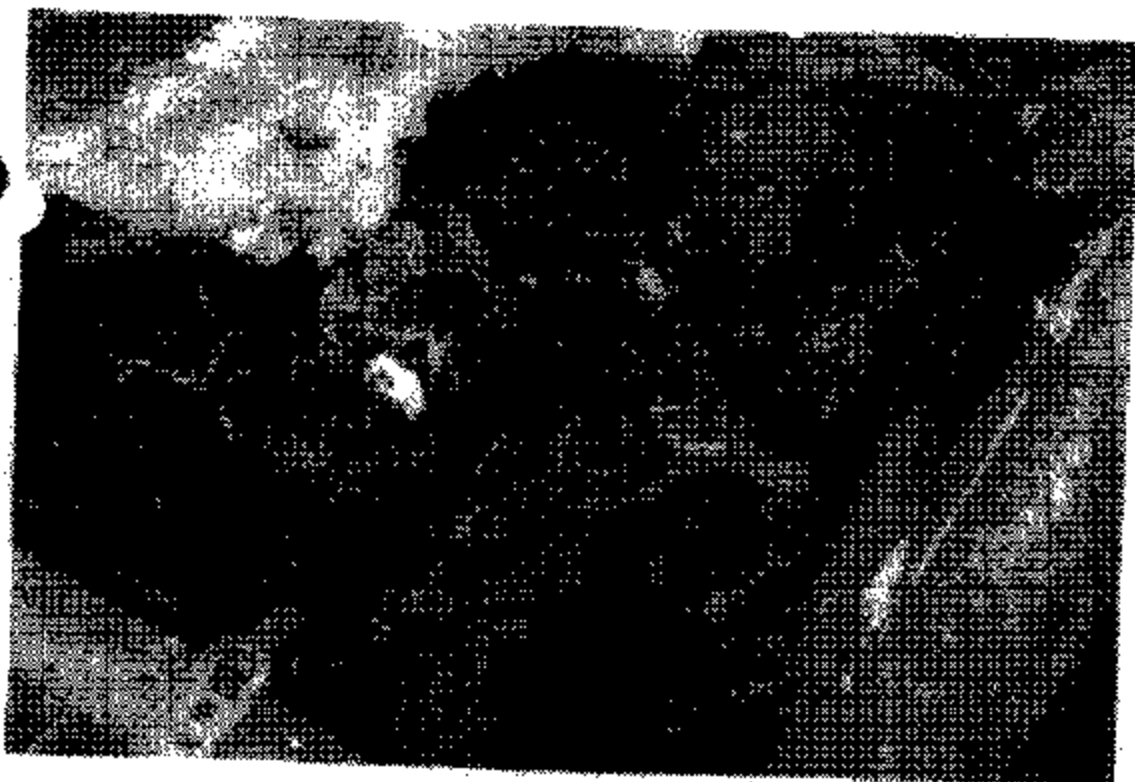
[REDACTED]

0983-025 43888











EN02-829 43259



FARMERS

Beltire Branch Claims Office
6565 W. Loop South, Ste 650
Beltire, TX 77401
713.349.1600

May 31, 2001.

Barbara White
2101 Schilder Drive
Houston, Texas 77093

RE: Insured: [REDACTED]
Claimants: [REDACTED]
Date of Loss: 4-5-01
Claim #: Y8 90099

Dear Ms. White:

Claim Representative Davis and myself met with your father 5-24-01 to discuss the above captioned claim and inspect your vehicle. Your father requested a letter regarding the liability decision made on this claim.

The Houston Fire Department investigated this incident and reported the cause of the fire as mechanical failure. We have denied the claims of all three of the claimants, as the mechanical failure was not a result of any negligence on your part. For a payment to be made under the liability portion of your policy, there must be negligence, as result of your actions. We find you were in no way responsible for the fire and did nothing to cause the fire, thus the claims presented have been denied.

An allegation was presented the fire was a result of your having smoked a cigarette in the car shortly before the accident. After inspecting the car we found very little interior fire damage, indicating carelessness with a cigarette was not the cause of the fire.

Should you have any questions regarding this claim, please contact the undersigned at 713-349-1601.

Sincerely,

FARMERS INSURANCE EXCHANGE

Jerald J. Jaros, CPCU, ARM
Branch Claims Supervisor

2002-025 43881

DOT Auto Safety Hotline Vehicle Owner's Questionnaire (VOQ) NATIONWIDE 1-888-DASH-2-DOT 1-888-327-4336 www.nhtsa.dot.gov/hotline		FOR AGENCY USE ONLY 766	
U.S. Department of Transportation National Highway Traffic Safety Administration		Date Received 16-APR-2001	Od_or _____ Rt_dk _____ Od_rt _____ Up_tr _____ Reference No. B89933
OWNER INFORMATION (Type or Print)			
[Redacted] [Redacted] 666555		Work Number [Redacted] Phone Number [Redacted]	
HOUSTON TX			
Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? ☒ Yes ☐ No In the absence of an authorized representative, please have the vehicle owner sign below.			
Signature of Owner [Redacted]		Date 7/9/01	
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) Located at bottom of windshield or driver's side 2FACP74WPX1B3280	Vehicle Make FORD	Vehicle Model CROWN VICTORY	Vehicle Year 1993
		Current Odometer Reading 80921	
Purchase Date 8/11/2000	Dealer's Name TOMBALL FORD		Engine Size (CID/CYL) 4.6
☐ New ☒ Used	City TOMBALL State TX Zip Code 77375		No Cylinders 6
Transmission Type ☐ Manual ☒ Automatic	AntiLock Brakes ☒ Yes ☐ No	Restraint System ☐ S-Point Belt ☒ Driver-side Airbag ☐ Motorized 2-Point Belt ☒ Passenger-side Airbag	Cruise Control Drive Train ☒ Yes ☐ No
		Front Wheel ☐ Front ☒ Rear ☐ 4-Wheel	Vehicle Type ☒ Car ☐ Van ☐ Minivan ☐ Other
		Sport Utility Truck ☐ Motorcycle	Body Style ☐ 2-Door ☐ 4-Door ☐ Station Wagon ☐ Pick-Up Truck ☐ Other
FAILED COMPONENT(S)/PART(S) INFORMATION			
Complaint ENGINE	Part Name(s) ENGINE	Location ☒ Left Front ☐ Right Rear	Failed Part(s) ☒ Original Replaced part
No. of Failures	Date(s) of Failure(s) 05-APR-2001 Mileage at Failure(s) 80000 Vehicle Speed at Failure(s) PARKED	Failed Part(s) Available? ☒ Yes ☐ No	NHTSA Previously Contacted? ☒ Yes ☐ No
APPLICATION INCIDENT INFORMATION (Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form.)			
Crash ☐ Yes ☒ No	Fire ☒ Yes ☐ No	Number of Persons Injured 0	Number of Fatalities 0
		Estimated Property Damage \$4,000.00	Reported to Police ☐ Yes ☒ No
NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)			
VEHICLE PARKED, CONSUMER STARTED ENGINE, USED AIR CONDITIONER FOR 12 TO 15 MINUTES, AND SHUT ENGINE OFF AGAIN ONE HOUR LATER, VEHICLE WAS BURNING, FIRE DEPARTMENT STATED FIRE STARTED IN ENGINE RUNNING GEAR, VEHICLE TOTALLED "AK" I had several people tell me they knew someone that had the same thing happen to them, (Ford Vehicle - Engine Fire). I checked a search engine internet specifically for Crown Victoria engine fire and found it all over the place. It was said to be a bad design flaw. It happened my friend's car. They didn't know if it was really bad could not recall not do anything about it.			

D O T										MANUFACTURER/TIRE NAME										SIZE	
* The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the sidewall or on either side of a blackwall tire.																					
NARRATIVE DESCRIPTION (CONTINUED)														I contacted NHTSA Automobile Recall (D.O.T.) - Auto							

SAFELY HOME, UNFORTUNATELY MY VIN NUMBER WAS NOT ON RECALL LIST
THE HUNTER FIRE DEPARTMENT "FIRE INCIDENT REPORT" ^(CHANGE) STATES: K-AREA
OF FIRE ORIGIN (83); ENGINE AEST, RUNNING GEAR, ALSO -
L- FORM OF HEAT OF IGNITION (10); HEAT/FUEL-FIRED JARVIS
Representatives DAVID and JERALD JONES with TEXAS FARMERS
INSURANCE met with my father to examine the FORD CROWN
Victoria located at our house. They concur with the HFD, that the cause
of the fire was A MECHANICAL FAILURE AND I WAS NO WAY
responsible for the fire and did nothing to cause the fire. As per their
inspection they found very little interior fire damage, indicating carelessness
with a cigarette was not the cause of the fire. (copy enclosed).
I DO NOT UNDERSTAND HOW FORD CAN TURN THEIR BACK, NOR DO I UNDERSTAND HOW
THEY CAN LEGALLY GET AWAY WITH THIS. I WOULD ASK PEOPLE DRIVING 1993
FORD CROWN VICTORIAS, THE WEATHER IS GETTING HOTTER AND HOTTER, IF THEY
GET "STUCK" IN FREEWAY TRAFFIC, MAYBE COMPLETELY STOPPED BECAUSE OF AN ACCIDENT,
THEY'LL RUN THEIR AIR CONDITIONERS. THEY'LL WATCH THEIR GAUGES SO THEY DON'T
GET HOT, JUST LIKE I DID WHEN THEY RATCH THEIR OIL PUMP, THEY'LL PARK,
TURN OFF THE ENGINE, GO INSIDE, MAYBE WORK - maybe home, they don't know
ABOUT THE "FIRE DANGER" FORD DOES AND NOW THE MURDER CONSPIRACY AND THE SPOT MURDER.

Barbara Jean White

**U.S. Department
of Transportation**

**National Highway
Traffic Safety
Administration** 

400 Seventh St., S.W.
Washington, D.C. 20000

Official Nintendo
Franchise for Private Use ©2000

COPY TO: JOHN CORAN
✓ CT CROCODILE SYSTEMS
INTERAGENTS INFO SHEETS
H.F.D. FILE DODGE ARMY
THINK PLACES I AM NOT INVOLVED



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO. 2878 WASHINGTON, D.C.

DEATHS WILL BE PAID BY NATL. INST. THROU. FAMILY ASSETS

U.S. Department of Transportation
National Highway Traffic Safety Administration
Information Management Staff NSA-10.02
400 7th Street, SW
Washington, DC 20590

FD-302 (Rev. 4-15-64)

5% of all sponsorship revenue from this site is donated to charity

SAFETYALERTS.COM

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Launch Check
Make sure that car
works @!

FOR IMMEDIATE RELEASE

July 7, 1999
Contact: Tim Hurd
Tel. No. (202) 365-0050

Ford Motor Company

Models:
Ford Crown Victoria Years: 1992-1993
Lincoln Town Car Years: 1992-1993
Mercury Grand Marquis Years: 1992-1993

Number involved: 1999

Dates of Manufacture: November 1991 - November 1992

Defect: The speed control deactivation switch can develop an electrical short in the electrical circuit that could potentially result in an underhood fire. It is possible both when the vehicle is running and when the vehicle is parked. Also, the short could damage the speed control system or cause the brake light to stay on. Remedy: Dealers will install a new speed control deactivation switch and connector shell. Owner notification began during May 1999. Owners who do not receive the free remedy within a reasonable time should contact Ford at 1-800-392-3773.

[NHTSA Recall No. 99V-001 Ford Recall No. 99015]

99V124F

More Information

News & Alerts

NHTSA Issues Warning
on Underhood Fire
in 1992-1993 Ford
Crown Victoria

Health Professionals:
Know Your Patients!
Look at the Speed
Control

Dealers asked to
Remove Faulty
Speed Control
Switches - New York
Attorney Requests
Ford Recall

FOR IMMEDIATE RELEASE

July 7, 1999

On August 1999, Ford
Recall No. 99V-001
will be
automatically
replaced.



NHTSA is a government agency

Call your dealer or
NHTSA at 1-800-4-A-CAR
More information about
this recall is available

Motorists should
stop driving their
vehicles if they
notice any of the
following signs

04/10/2001 9:24 AM

800-325-4364

Home

Safety
Articles

Categories

Auto

Auto Abuse

Child Car

Seat

Seatbelts

Auto

Child

Consumer &

Product

Car &

Motorist

Electric

Engine

Household

Motor Vehicle

Child

Child

Seat

Seat

Motor

Vehicle

Child

Child

Seat

Motor Vehicle

Child

Child

Seat

Tennessee: Sounds good to me

Tennessee Consumer Quarterly

A Publication of the Tennessee Division of Consumer Affairs

NHTSA Automobile Recalls

The National Highway Traffic Safety Administration (NHTSA) is publicizing recalls to alert consumers about safety problems. Under federal law, safety problems must be remedied without cost to consumers. Currently 68% of owners of vehicles with safety problems have the recall work performed.

NHTSA said manufacturers are required to mail a recall notice to all purchasers, owners and dealers when a safety defect or noncompliance with federal safety standards is found. The agency urges owners to wait until they receive notification from the manufacturer before contacting their dealers to schedule the repair work. Not all vehicles of a particular make and model may be subject to the recall.

Consumers can get up-to-the-minute information on safety recall campaigns, or even information on the recall history of a particular make and model of car, truck, motorcycle or child safety seat, by calling the agency's toll-free Auto Safety Hotline at 1-800-424-9393. The Hotline also can be used to report safety problems.

A partial listing of some recent Safety Recall Campaigns: 1994 Honda Civic del Sol: passenger air bag; 1993 BMW 740i, 740iL, 750iL: rear suspension; 1996 Jeep Cherokee, Grand Cherokee: fuse receptacle; 1995 Ford Crown Victoria, Mercury Grand Marquis: circuit breaker; 1993-94 Ford Crown Victoria: front control arm; 1995 Geo Prizm: battery; 1996 Buick LeSabre, Park Avenue, Riviera, Oldsmobile 88, 98, Aurora, Pontiac Bonneville: ignition and anti-theft; 1995 Toyota Corolla, Tacoma: battery

Consumer Affairs Home Page | Related Web Sites | Filing a Complaint | FAQs

Updated 6 June 1996; Send comments to Tennessee Division of Consumer Affairs

*Call 1-800-424-9393 - 31.8.19
Talked to [unclear] - gave her info - scheduled
to [unclear] - my car wasn't on recall
- she is filing a report - I'll get a copy in 10-14
days - says hand book says [unclear], which can
be done
I mentioned writing Attorney General
she said that was good idea*

*Report
of
Thompson
(casson)*

06/10/2001 9:46 AM

E882-828 43883

Cruiser Fires 1993 Ford Crown Vic's

[\[Follow Up \]](#) [\[Post Followup \]](#) [\[IAAI Bulletin Board \]](#) [\[FAQ \]](#)

Posted by P. Silva on August 22, 1997 at 12:21:38:

I am looking for any information in fire investigations involving 1993 Ford Crown Victoria Sedans. The fire is caused by the fuel lines feeding the manifold only being clamped on one end. The pressure of the fuel coupled with the heat of the engine loosens the rubber hoses from the non clamped end. Fire usually remains in the engine compartment. There are nine cases in Mass. and this must be a larger problem. The fires usually occur in the Police and Fire vehicles because of the length of time spent idling.

Follow Up:

Post a Followup

Name:

E-Mail:

Subject:

Comments:

Optional Link URL:

Link Title:

Optional Image URL:

04/10/2001 9:19 AM

EP02-020 43600

HOUSTON FIRE DEPARTMENT
FIRE INCIDENT REPORT

DISTRICT 091 STAT 013 B
BUCHTIEF MICHAEL
CAPTAIN - 80538

LINE

A- INCIDENT NUMBER: 10405280 SUPP: 0 INCIDENT DATE: 04/05/2001 INCIDENT TIME: 13:26
M- NUMBER OF PERSONNEL: 3 MUTUAL AID: NONE ARSON RADIO# 747/ FIRE PREV#
B- ADDRESS: [REDACTED] APT/SUITE: CENSUS TRACK: 51601
D- TYPE OF SITUATION FOUND (13): VEHICLE FIRE TYPE OF ACTION TAKEN (1): EXTINGUISHMENT
C- FIXED PROPERTY USE (965): UNCOVERED PARKING AREA IGNITION FACTOR (50): MECHANICAL FAILURE INSUFF
E- OCCUPANTS NAME: [REDACTED] TELEPHONE: [REDACTED]
F- OWNERS NAME: [REDACTED] TELEPHONE: () -
F- OWNERS ADDRESS: 2101 SCHILDER HOUSTON TX [REDACTED]
J- COMPLEX (20): EDUCATIONAL COMPLEX MOBILE PROPERTY TYPE (11): AUTOMOBILES
K- AREA OF FIRE ORIGIN (83): ENGINE AREA, RUNNING GEAR EQUIPMENT INVOLVED (68): INTERNAL COMBUST ENGINE
L- FORM OF HEAT OF IGNITION (10): HEAT/FUEL-FIRED INSUFF TYPE OF MATERIAL (51): RUBBER
L- FORM OF MATERIAL (61): ELECTRICAL WIRE METHOD OF EXTINGUISHMENT (5): PRECONNECTED HOSE LINE
M- LEVEL OF FIRE ORIGIN (1): GRADE LEVEL TO 9 FT ABOVE ESTIMATED DOLLAR LOSS: \$3,000
N- NUMBER OF STORIES () : CONSTRUCTION TYPE () :
O- EXTENT OF FLAME DAMAGE () : EXTENT OF SMOKE DAMAGE () :
P- DETECTOR PERFORMANCE () : SPRINKLER PERFORMANCE () :
Q- MATERIAL GENERATING SMOKE () : AVENUE OF SMOKE TRAVEL () :
R- FORM MATERIAL GEN MOST SMOKE () :
S- MOBILE PROPERTY YR: 93 MAKE: FORD MODEL: CROWN VIC LIC# HCHOZC SER# ZFACP74W5PX153250
T- EQUIP INVOLVED YR: MAKE: MODEL: SER#

COMMENTS:

WHEN E13 ARRIVED ON SCENE THE ENTIRE FRONT/ENGINE COMP. WAS INVOLVED WITH FIRE. THE OWNER STATED THAT ABOUT 30 MINS. AGO SHE HAD BEEN SITTING IN THE CAR WITH THE ENGINE RUNNING AND THE A/C ON FOR A FEW MINUTES OF HER LUNCH BREAK AND THAT THE CAR HAD BEEN BURNING FIRE - NO PROBLEMS. SHE TURNED OFF THE ENGINE AND RETURNED TO WORK. A TEACHER PASSING BY NOTICED FIRE COMING FROM UNDER THE 1-FRONT FENDER SO SHE REPORTED IT TO THE MAIN OFFICE TO CALL MFD. ALSO THERE WERE 3 CARS PARKED AROUND THE BURNING CAR THAT WERE EXPOSURES. E-13'S CREW EXTINGUISHED THE FIRE.

Three (3) of these cars
require serious repair work.

I purchased
the car for \$4,000.
I had to borrow
\$5,000.00 to buy
the 1996 Ford Crown
Vic. I am now driving
a white

\$4,000.00 FORD FORD
\$5,000.00 CROWN VIC
\$9,000.00 MR

ENC-025 43847



ER82-1225 43869

471283

SNORTON1
FL

CE 403

1002-025 10071

Ford Motor Company

Office of the General Counsel

PRIVILEGED AND CONFIDENTIAL

Ford Motor Company
Parklane Towers West
Suite 300
Three Parklane Boulevard
Dearborn, Michigan 48126-2565

January 14, 2003

Butler Burnette Pappas LLP
6200 Courtney Campbell Causeway, Suite 1100
Tampa, FL 33607
ATTENTION: HOBARD M. HIND, JR.

Re: Claimant: [REDACTED]
D/E: September 19, 2002
Claim #: [REDACTED]

Dear Mr. Hind:

As you may be aware our expert reviewed the submitted materials and inspected this vehicle. His review and inspection revealed no evidence of a design or manufacturing defect present, which would have caused the accident to occur as alleged.

Therefore, we must respectfully deny this claim.

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

Sincerely,

Shawn L. Norton
Claims Analyst

ENG2-025 19072

HOBERT M. HIND, JR.
Senior Associate
Tampa
hhind@bbplaw.com

KELLIE A. LEE
Associate
Tampa
klee@bbplaw.com

B|B|P
BUTLER BURNETTE PAPPAS LLP
ATTORNEYS AT LAW

October 14, 2002

NOTICE OF CLAIM

Sent Via Facsimile & Certified Mail:

Ms. Shawn Norton
Ford Motor Company
Parklane Towers West - Suite 300
Three Parklane Boulevard
Dearborn, MI 48126

Re: Insured: [REDACTED]
Claim Number: [REDACTED]
Date of Loss: 9/19/02
Our File Number: [REDACTED]

Dear Ms. Norton:

We represent the subrogation interests of Safeco Insurance Company relative to a fire that occurred on September 10, 2002 at 1134 NW 112th Terrace, Gainesville, FL 32606. The automobile responsible for the fire was a 1993 Mercury Marquis. Eyewitnesses saw the fire originating from the vehicle directly. We do not have the VIN yet, but are attempting to get this data for you, along with several other questions we can, by now, anticipate.

You are more than welcome to adjust the claim with Safeco, so there are no issues or questions on damages later in the claim. Please note our investigation is on-going and this letter relates to a potential claim; should you not wish to inspect the scene, we will assume you waive any spoliation of evidence rights you may have had. We hope to hear from you soon. Should you have any questions whatsoever, please do not hesitate to contact us. We hope all is well with you.

With kind regards,

BUTLER BURNETTE PAPPAS LLP


Hobert M. Hind, Jr.

www.bbplaw.com

ER02-025 10073

Miami: Alfred I. DuPont Building, 109 East Flagler Street, Suite 1300, Miami, Florida 33131
Tallahassee: SunTrust Bank Building, 3520 Thomasville Road, Suite 102, Tallahassee, Florida 32309
Tampa: Bayport Plaza, 6200 Courtney Campbell Causeway, Suite 1100, Tampa, Florida 33607

Telephone: (305) 416-9998 Facsimile: (305) 416-8848
Telephone: (850) 894-4111 Facsimile: (850) 894-4999
Telephone: (813) 281-1900 Facsimile: (813) 281-0900

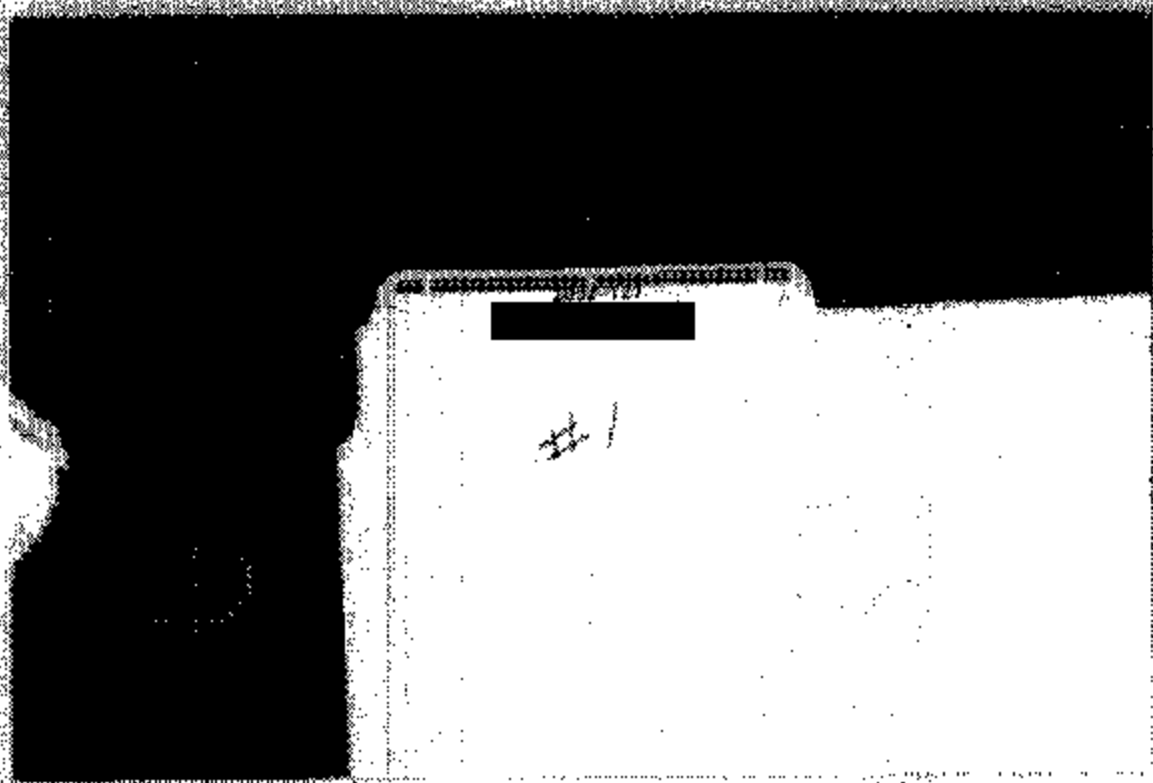
Ms. Shawn Norton

October 14, 2002

Page 2

Kellie A. Lee
Kellie A. Lee

cc: Mr. Jon C. Vande Steeg
Large Loss Analyst-Recovery Management
Safeco Insurance Company
Post Office Box 25150
Santa Ana, CA 92799-5150

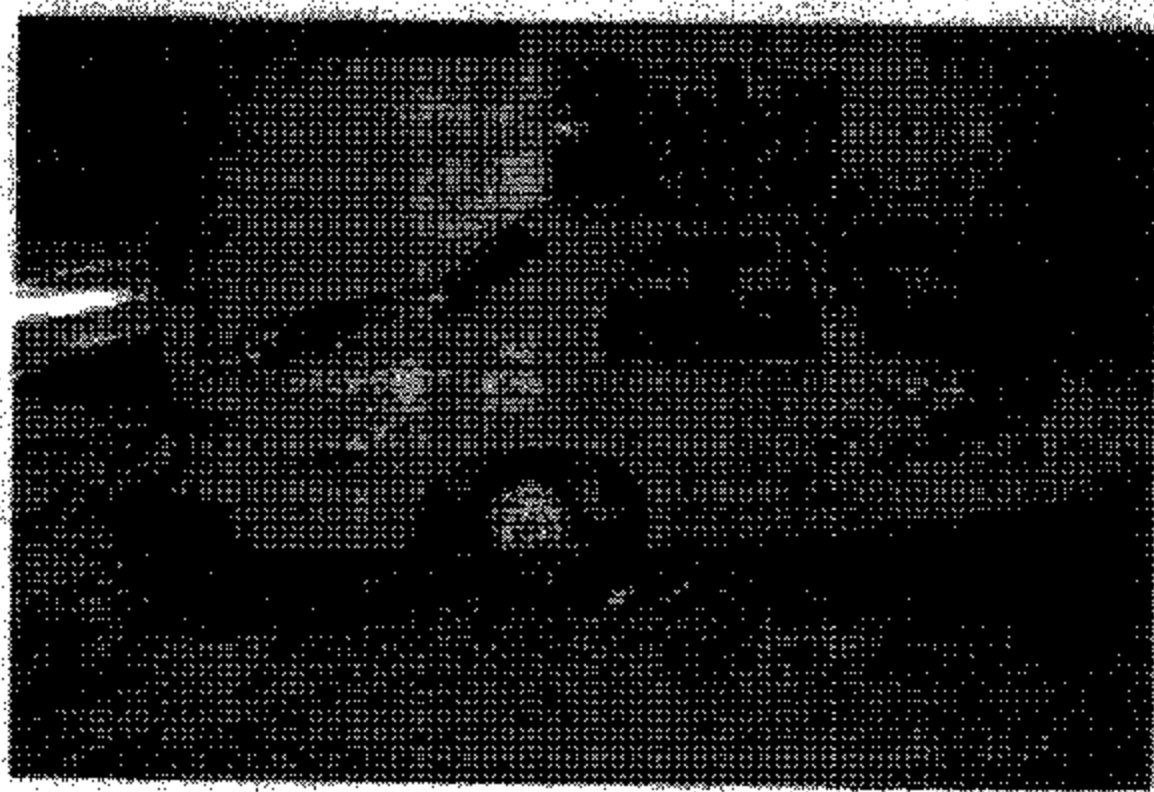


2002-025 10070



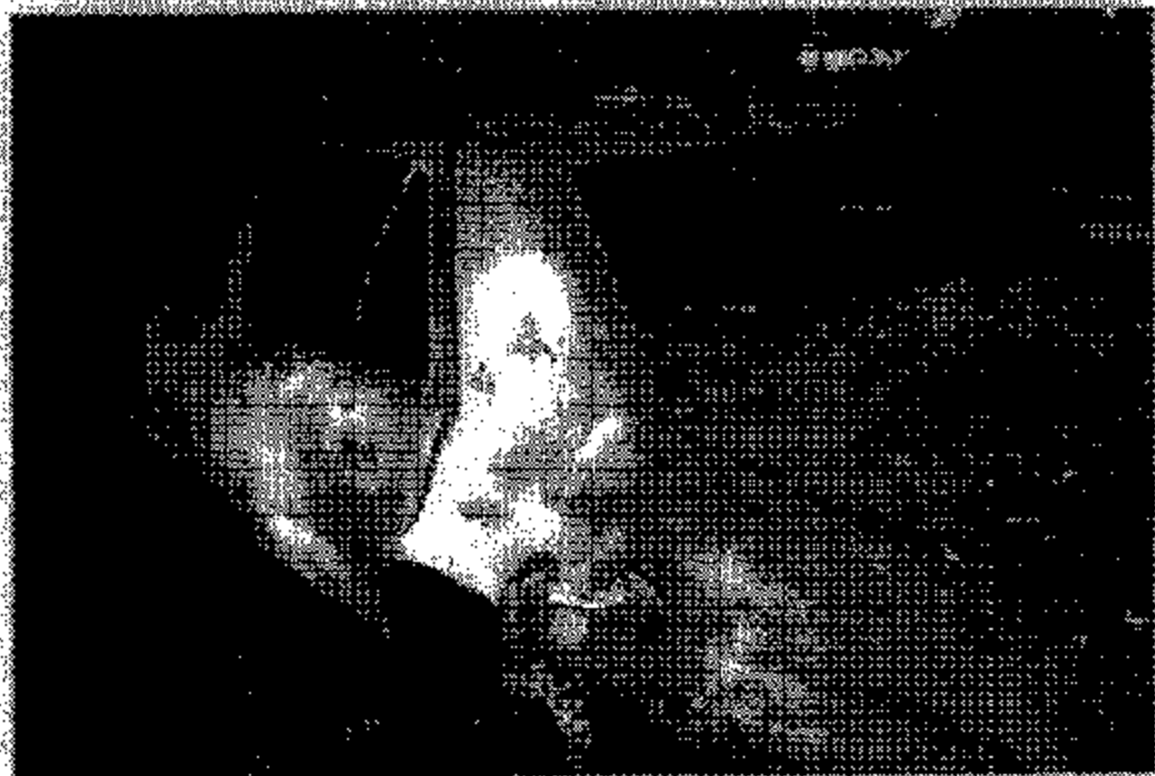


HR02-025 10000

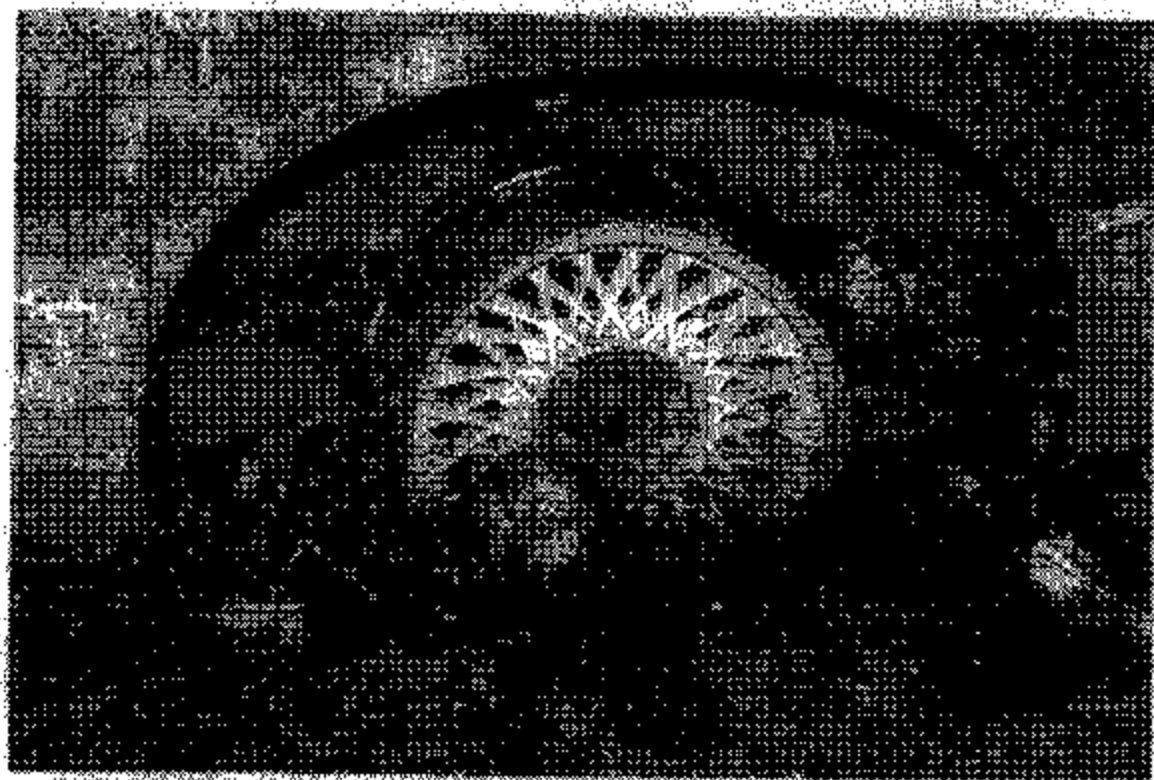
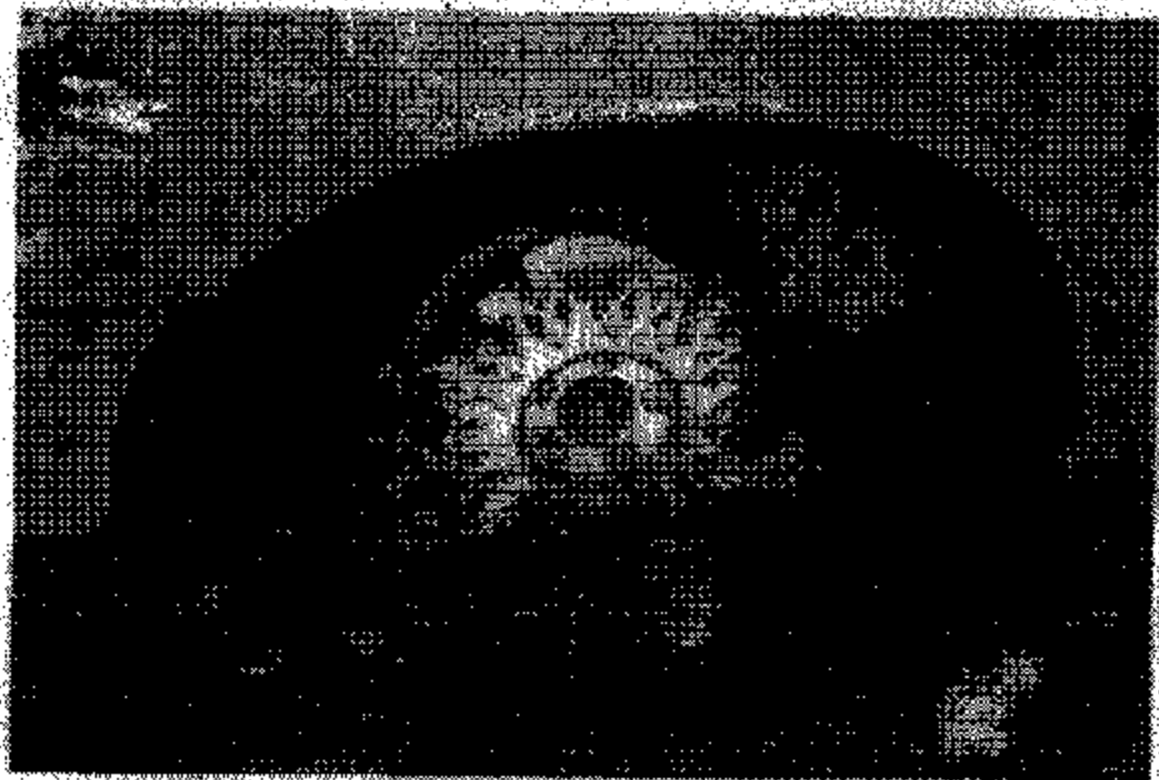


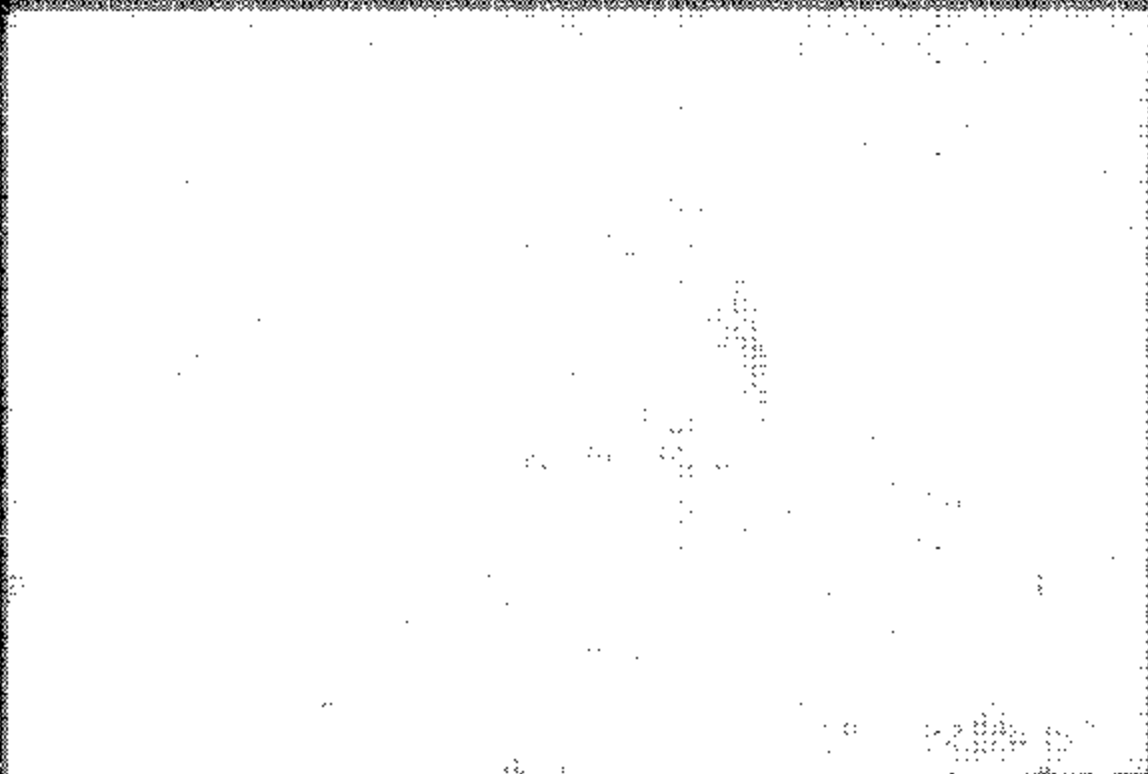




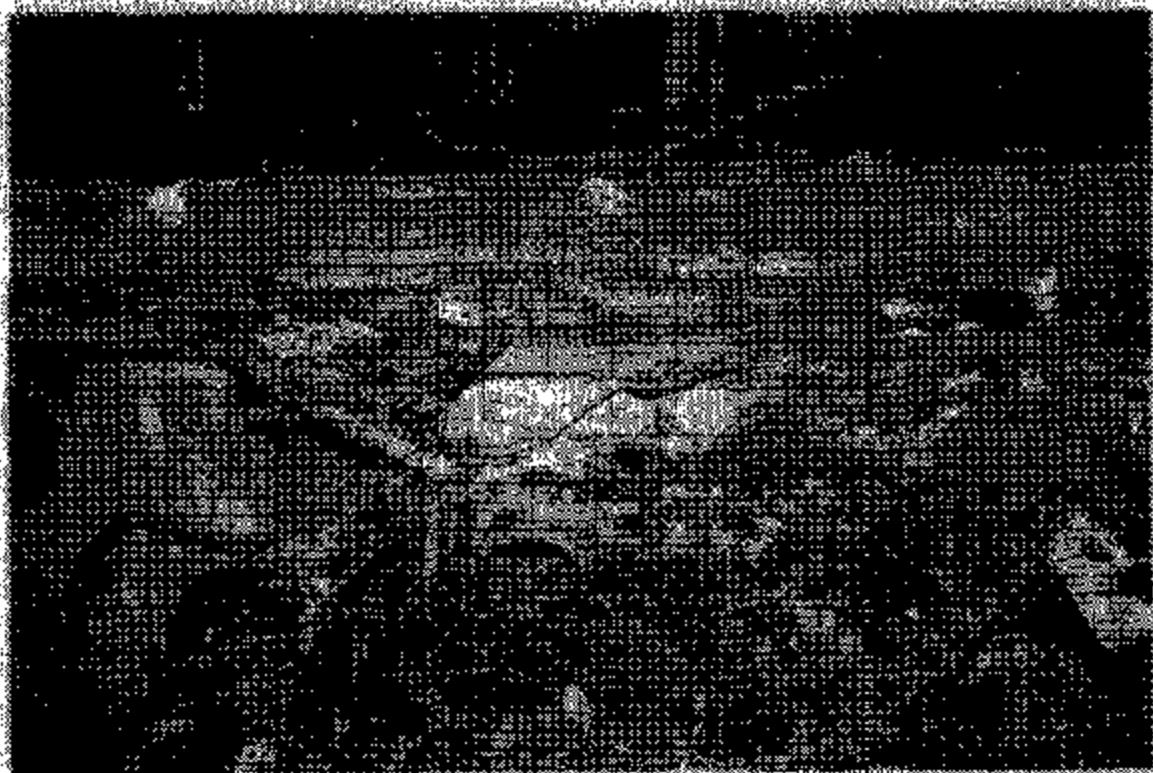








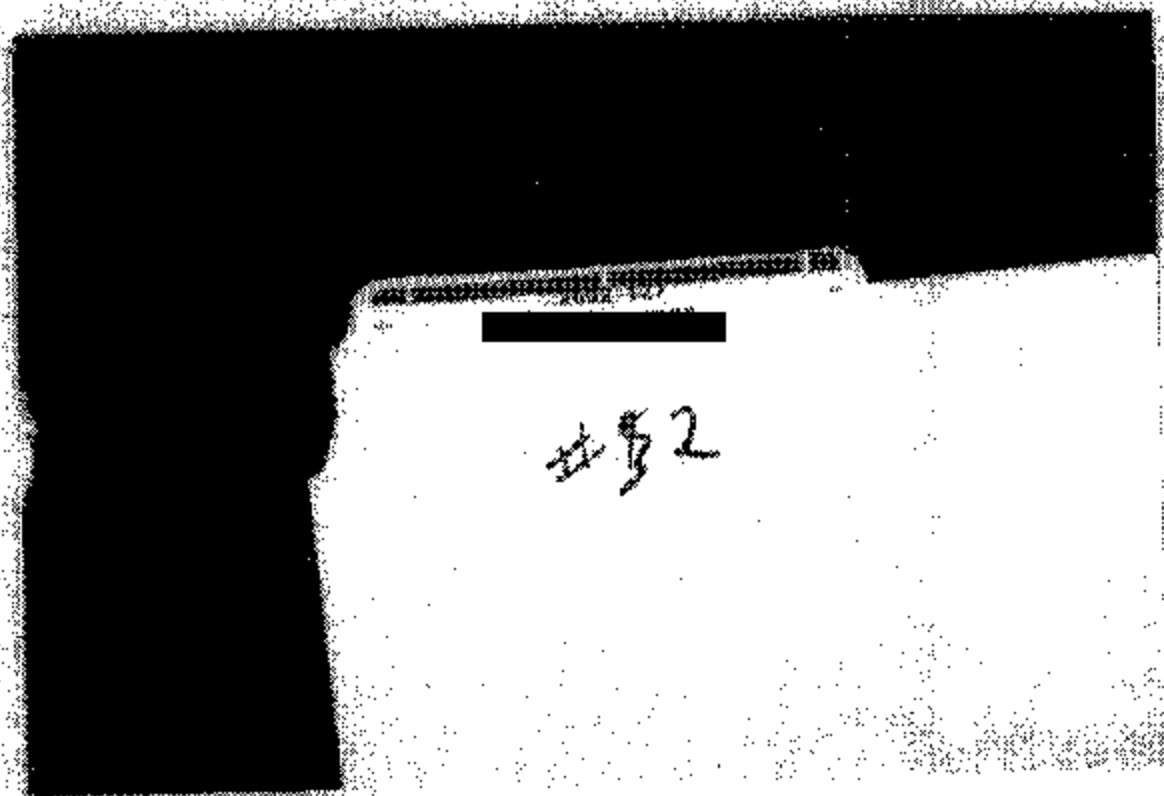
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ERG2-028 1988





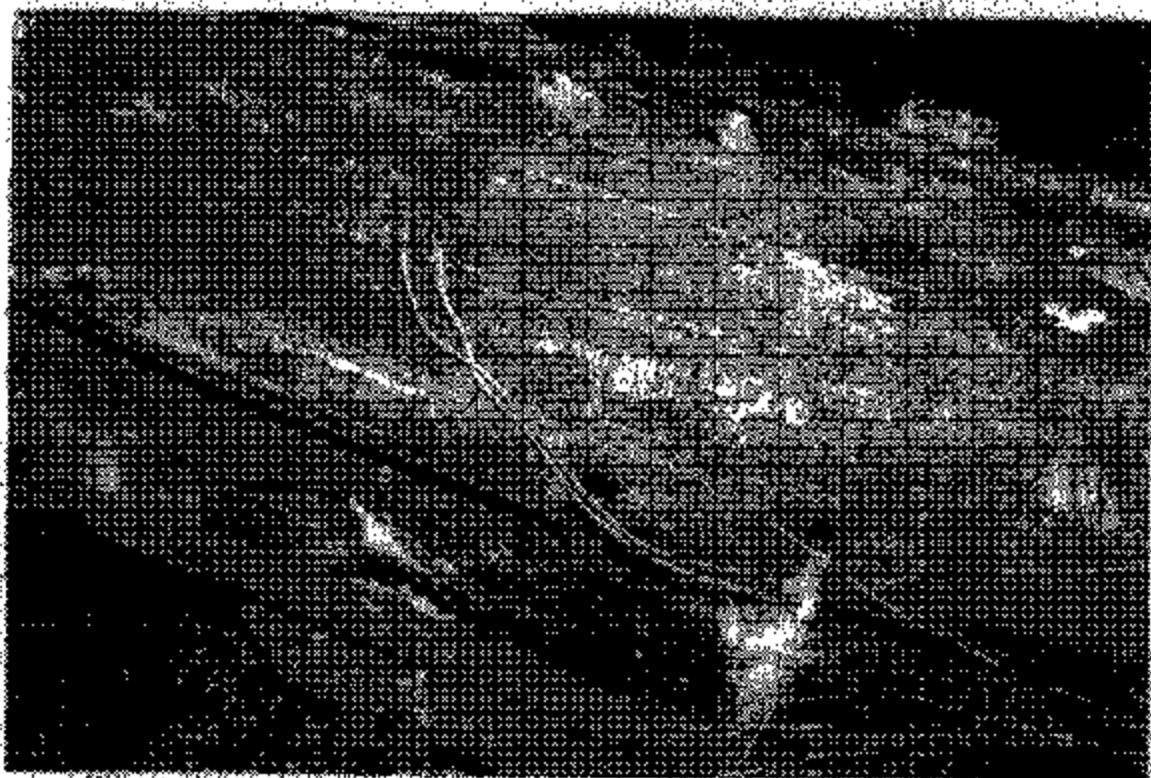
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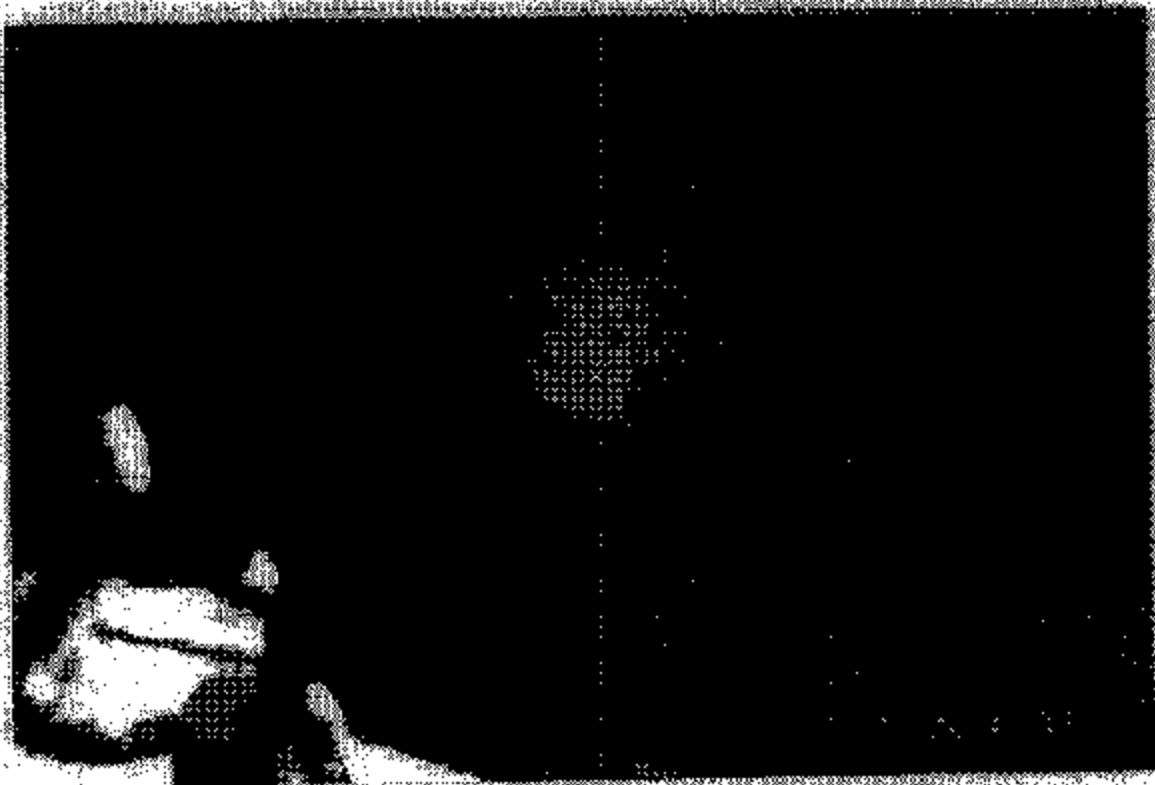






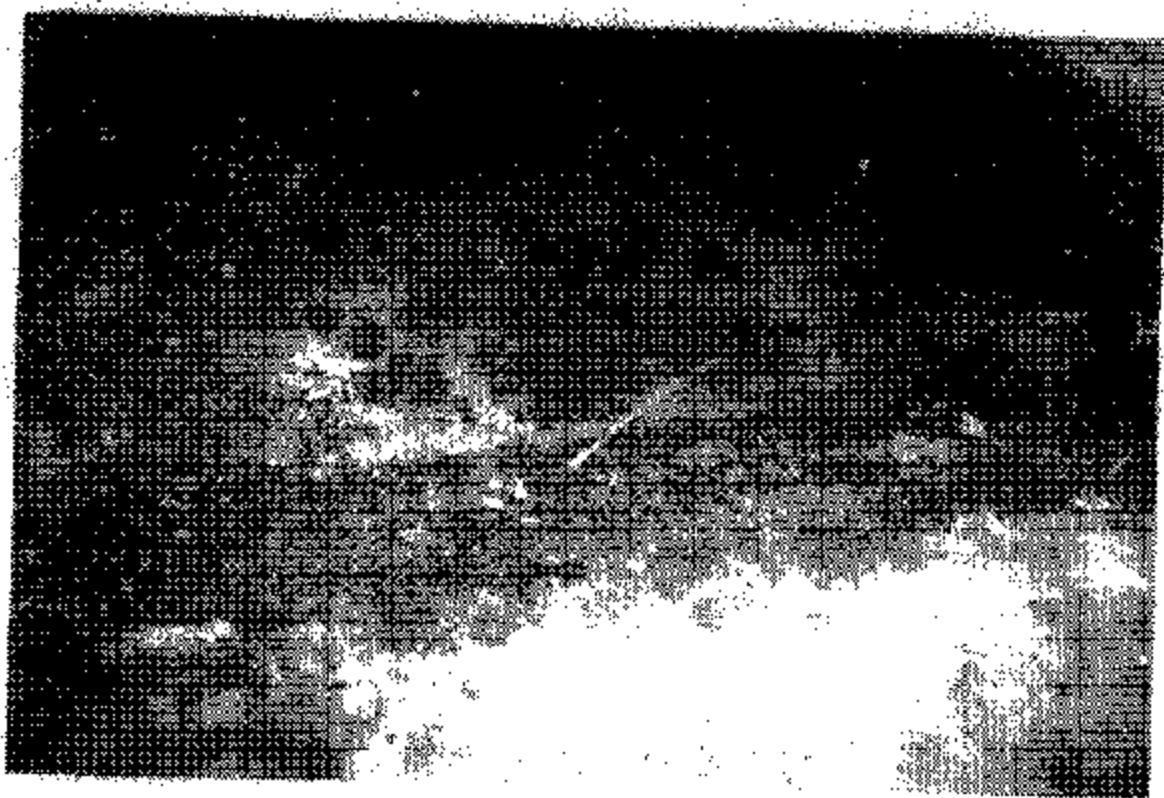
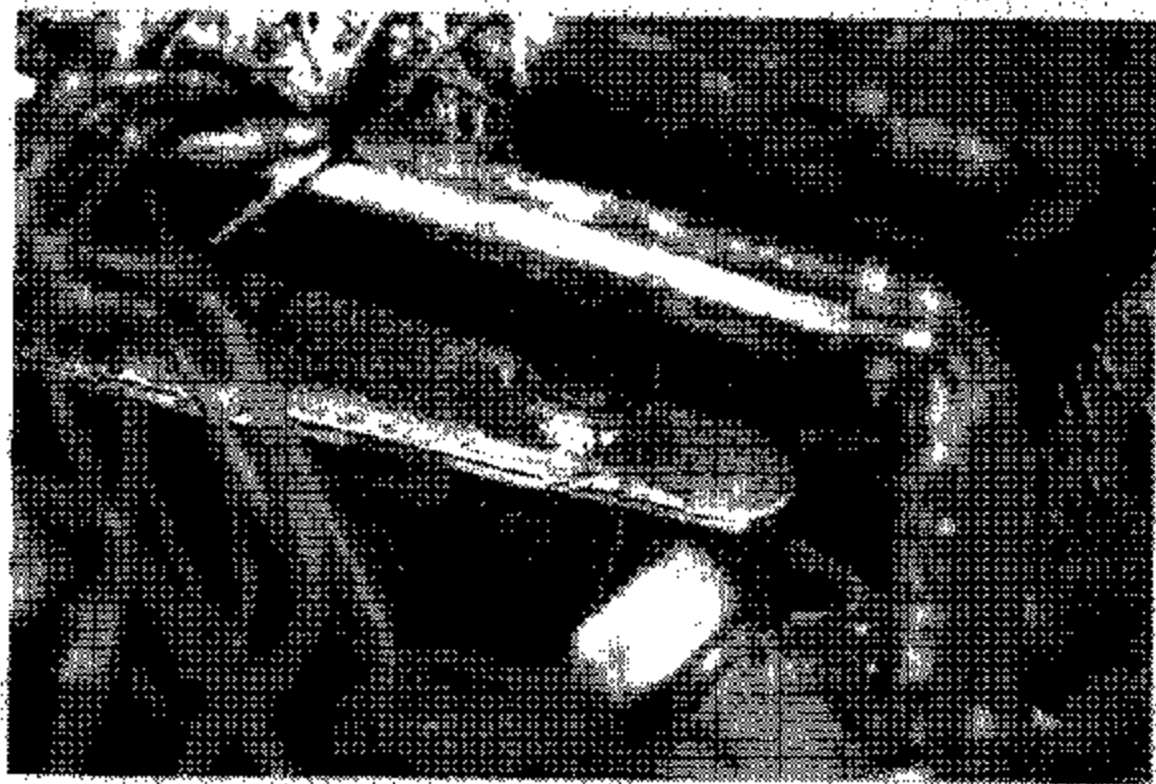
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2002-025 10101



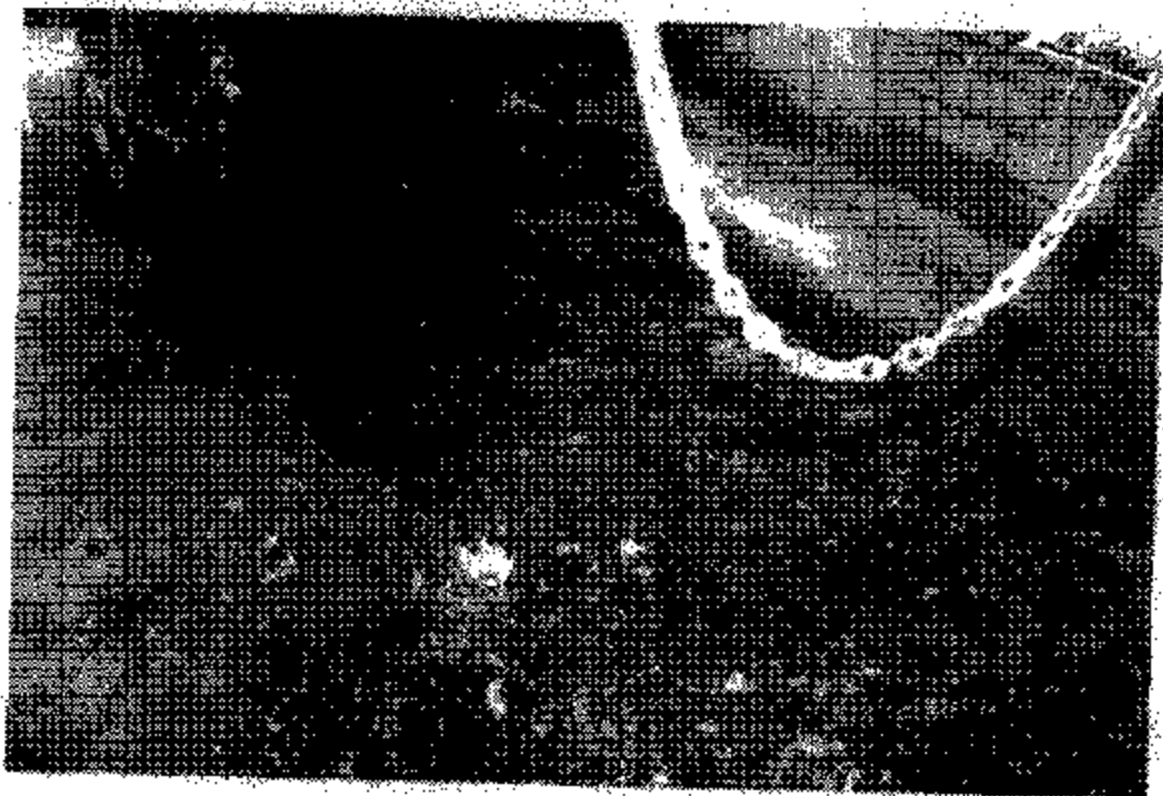


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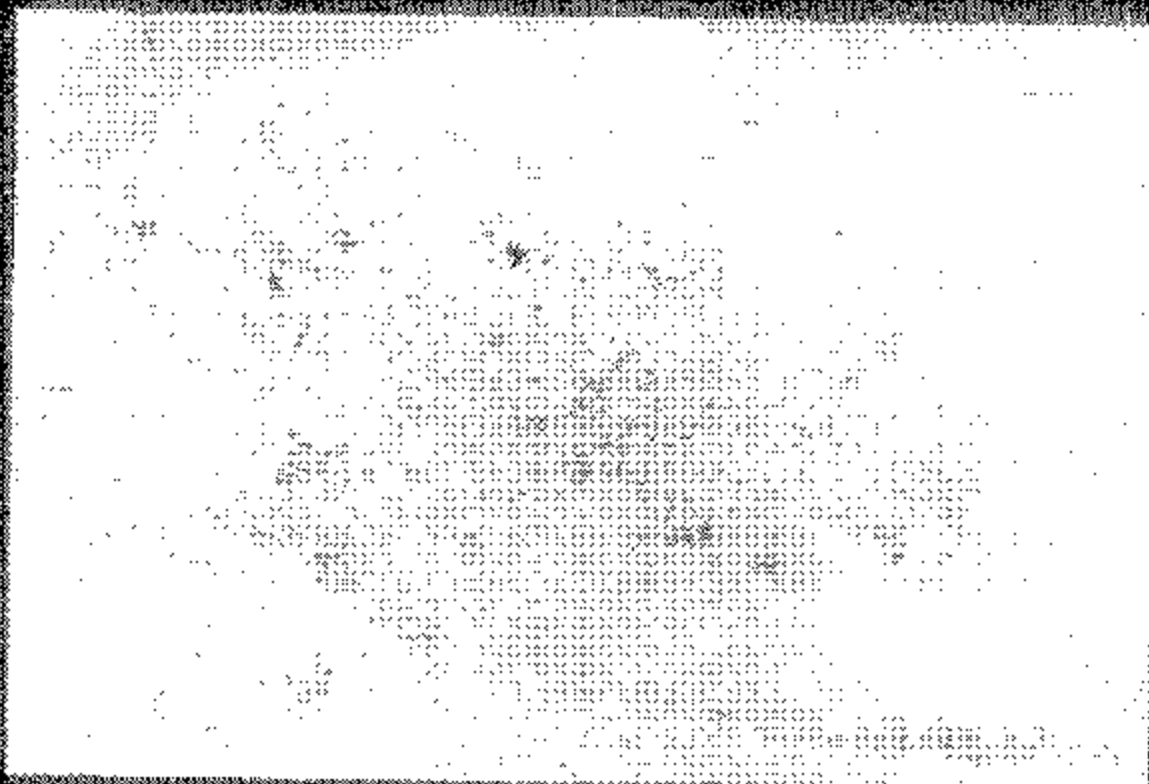


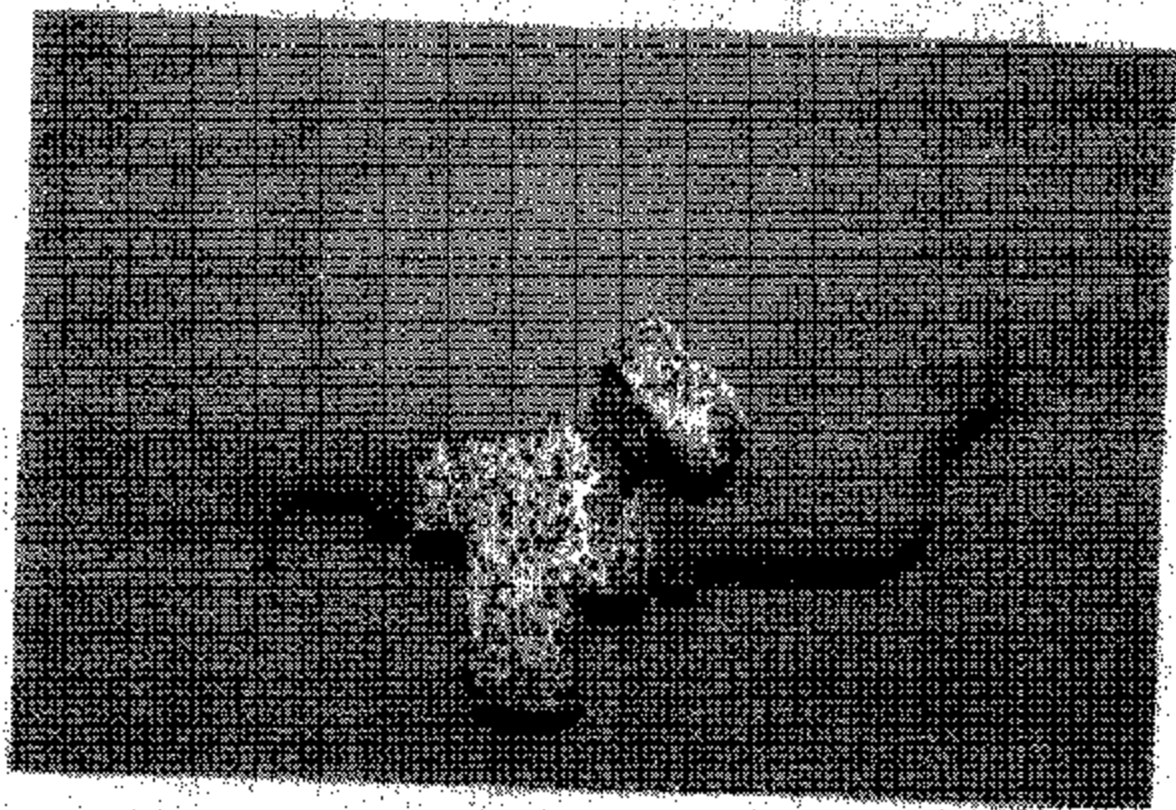


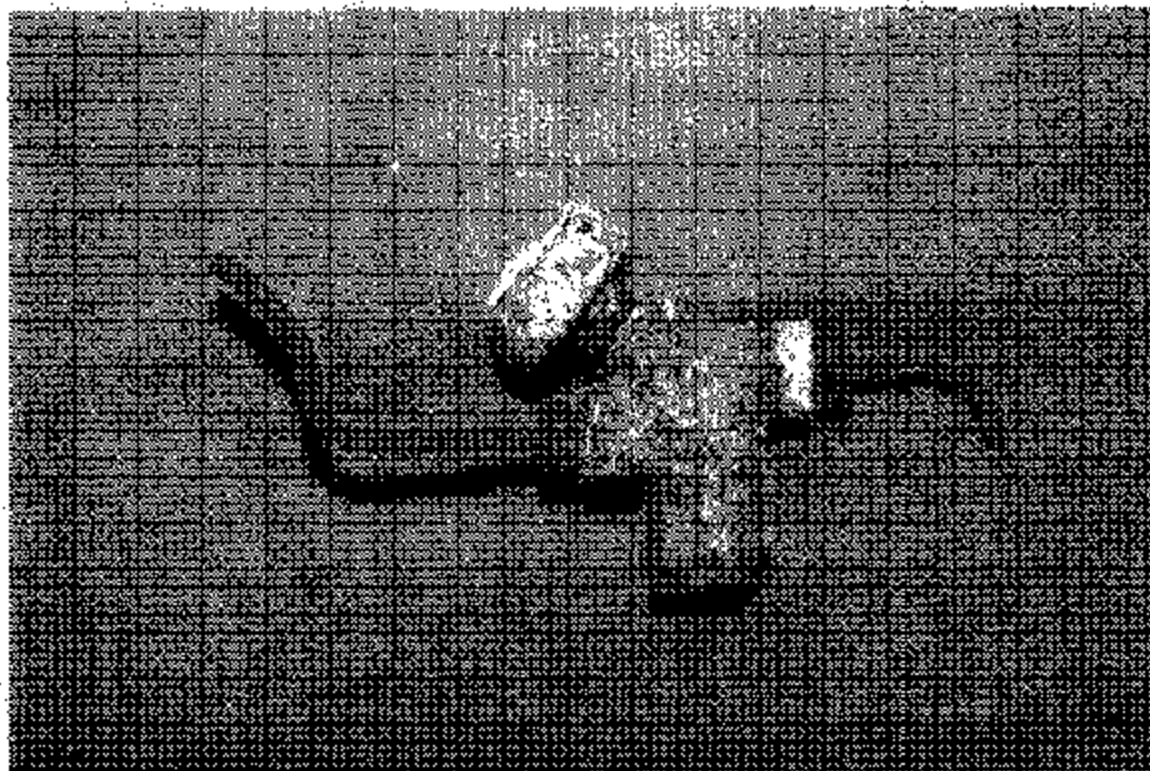


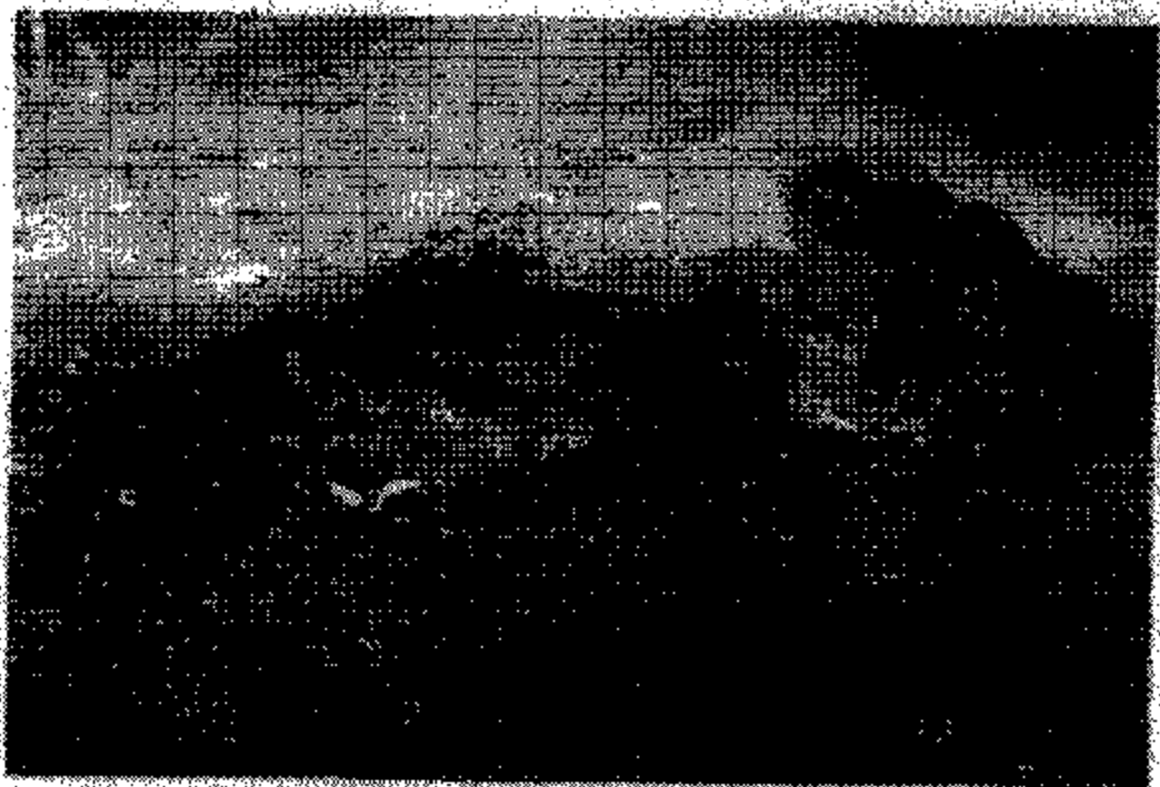


EGG-323 19187

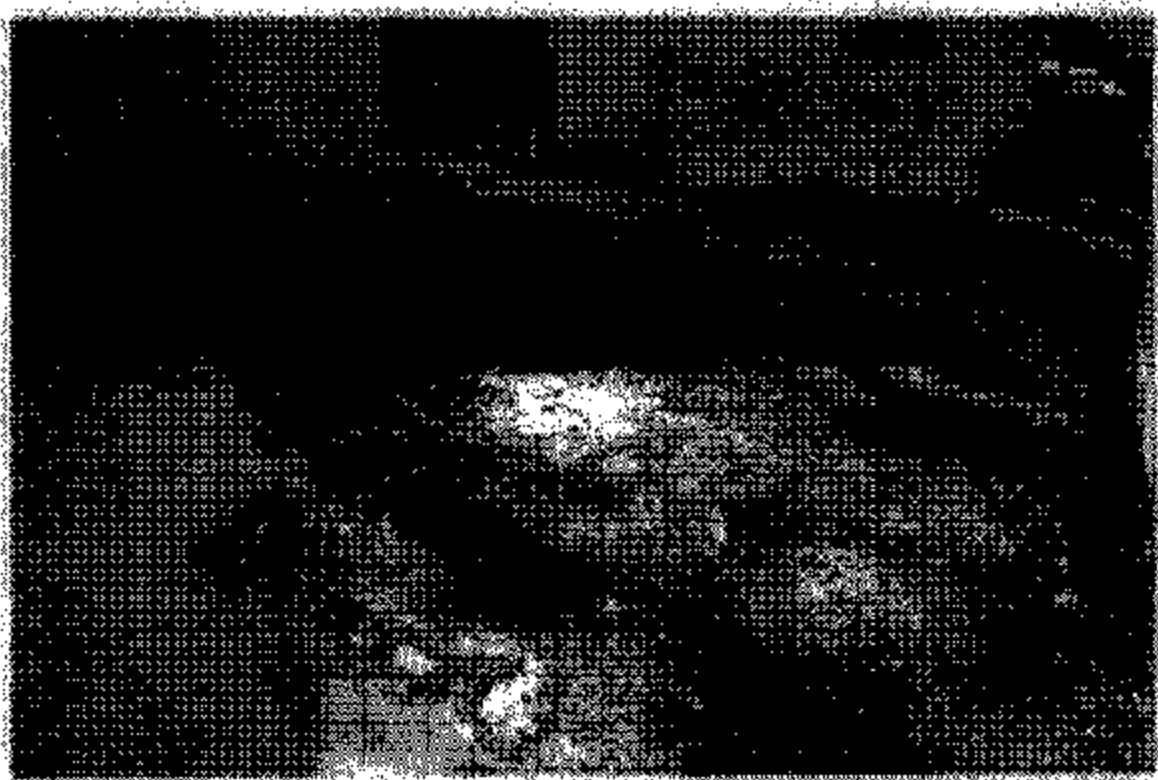








ENC2-025 10111



0002-023 19112

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VEHICLE DESCRIPTION
1993 GRAND MARQUIS

BODY STYLE
4 DR SEDAN LS

ENGINE
4.6L SOHC
(ROMEO)

ENGINE CALIBRATION
318GR11A

TRANSMISSION
4 SPD OD AODE

AXLE CODE
GY

WARRANTY START DATE
08/07/1993

BUILD DATE
05/10/1993

SALE MILEAGE

LESS THAN TWO DEALER APPROVED AWA REPAIR VISITS PAID TO DATE

NO CAMPAIGN MESSAGE(S) FOUND

0740 - EXPIRED
STANDARD DEDUCTIBLE: 100 USD
OWNER NAME: [REDACTED]
OPTIONS:
EXPIRATION DATE: 08/07/1999
DISTANCE: 60,000
RENTAL: 25 UP TO 5 DAYS
TOWING: 45 USD
CONTRACT SOLD BY: USA 11818

NO REPAIR HISTORY ON VEHICLE

END OF OASIS REPORT FOR ZMELM75W4PX668644

002-025 18113

Vehicle Information Report

GENERAL VEHICLE INFORMATION:

(Related Claims)

VIN: 2MBLM75W4PX668644 Vch Line: CFP - GRAND MARQ (EN53/EN114) [92-03] Eng Serial No: W
 Model Year: 1993 Market Deriv: CM - L-M DIVISION DERIVATIVE Body Style: *
 Vch Type: C Drive Code: CB - 2 WHL L/H REAR DRIVE Engine: C/VN - R-M 4.6L SOHC EFI N/
 Inv. Dealer: 11618 Body Cab Style: CFA - 4 DOOR SEDAN-4 LITE Transmission: CDK - 4 SPD AUTO TRANS N
 Vehicle Status: Y Version/Serial: CIAI - LS VERSION - CAR

BUILD INFORMATION:

Region: NA - #00000000 Plant: AW - ST. THOMAS PLANT BUILD
 Country: CAN - #00000000 Prod Date: 10-MAY-1993

SALE INFORMATION:

Region: NA - #00000000 Selling Dealer: 329051 - *
 Country: USA - #00000000 Selling Dir SdProv: FL
 Buyer SdProv: FL

Arrival Date: 20-MAY-1993 Red Carpet Lease: *
 Sale Date: 07-JUN-1993 Fleet/Retail/Ca. Lease: R
 Warranty Start Date: 07-JUN-1993 Modified Vehicle: * Vehicle Count Flag: Y
 Orig Warranty Date: 07-JUN-1993 Recquired Vehicle: * Vehicle Export Flag: N

VOC/EOC:

1-----2-----3-----4-----5-----6-----7-----8-----9-----0
 M75PK668644V 4M J2 101123 TO D PQY337907 2 140 18 280051 1 VW 863K 3 0 N2
 MELA 7 2 9 172A3 NP 8 A4

INSTALLED OPTION INFORMATION:

Air Conditioning:	C/C - A/C AIR CONDITIONER	GVW Code:	
Alternator Amp Rating:	*	GVW Class Code:	L
Audio Disk:	* - [N/A]	Instrumentation:	AC - ELECTRONIC INSTRUMENTATION
Axis Ratio:	EQACC - 3.08 FINAL DRIVE RATIO	Mirror(Driver Side):	* - [N/A]
Axis Type:	EQIAC - LIMITED SLIP REAR AXLE	Mirror(Passg Side):	* - [N/A]
Battery Amp Rating:	HA	Paint:	PNZIC - SILVER MET C/C #2
Brake Code:	* - [N/A]	Power Antenna:	AB - POWER TELESCOPIC RADIO ANTENNA
Brake Code(Service):	* - [N/A]	Radios:	AE - ELECTRONIC AM/FM STEREO CASSETTE
Calibration Code:	31BGR11A	Sound System:	* - [N/A]
Color(Access):	* - [N/A]	Super Traction Axle:	
Color(Trim):	060YD -	Tire Manufacturer:	AJ -
Delivery Type:	0	Tire Brand:	*
Driveshaft Code:	*	Tire Size:	D9GSP - P215/70R13 W8W
Front Seat:	* - [N/A]	Traction Control:	AB - ANTI-SPIN TRACT BRAKES W/O TWD
Fuel Type:	* - [N/A]	Wheel Base:	

TIRE DOT INFORMATION:

LF: * RF: *

LR: * RR: *

LJ: * RJ: *

SPARE: * DOT Plant Manufacturer: * - *

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	I	Emissions Code:	C/B - C/B
ESP Coverage(Miles):	024	Emissions Cert Type:	F
ESP Coverage(Time):	024	Emissions Decal Suffix:	JT
ESP Plan Year:	1994	Engine Family:	PFM46V5FD82
ESP Signature Date:	27-APR-1994		

Any comments? You can contact

webmaster

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 17-OCT-2002

Note: All Costs are in US Dollars

2MELM75W4PX668644 FP	C/P	C/M	C/A	C/AJ	C/B	AW	CDK	C/VN	10-05-93	07-06-93	325031	USA	4	*	6R3 F2AZ	5420530 B	S04	V74	T90	33
AWS Claim Key:	7709233	Doc #:	042586	Trx Code:	1	Labor Hrs:	4	Labor Cost:	17.78	Material Cost:	32.49	Total Cost:	50.27							
Dir Cd-Sub Cd:	11618-*	Name:	PRESTIGE		Ph:	904-3724251	St FL	City Cd:	USA	Reg Cd:	NA	Repr Date:	10-SEP-1993				DIST(Mile):	3043		
Cost Comments:	WEATHER STRIP AT RT FRNT DOOR COMING OFF																			
Tech Comments:	REPLACE WEATHER STRIP																			
2MELM75W4PX668644 FP	C/P	C/M	C/A	C/AJ	C/B	AW	CDK	C/VN	10-05-93	07-06-93	325031	USA	4	*	6R3 F2AZ	54611808 G	S04	V05	S25	42
AWS Claim Key:	7709232	Doc #:	042586	Trx Code:	1	Labor Hrs:	4	Labor Cost:	17.78	Material Cost:	31.41	Total Cost:	49.19							
Dir Cd-Sub Cd:	11618-*	Name:	PRESTIGE		Ph:	904-3724251	St FL	City Cd:	USA	Reg Cd:	NA	Repr Date:	10-SEP-1993				DIST(Mile):	3083		
Cost Comments:	CHST STATES RT FRNT SEAT BELT NOISEY WHEN PULLING OUT																			
Tech Comments:	REPLACE SEAT BELT																			
2MELM75W4PX668644 FP	C/P	C/M	C/A	C/AJ	C/B	AW	CDK	C/VN	10-05-93	07-06-93	325031	USA	8	*	SR03 F3AZ	1D677 F	S04	V74	T90	01
AWS Claim Key:	7709235	Doc #:	050097	Trx Code:	1	Labor Hrs:	4	Labor Cost:	17.78	Material Cost:	1.34	Total Cost:	25.12							
Dir Cd-Sub Cd:	11618-*	Name:	PRESTIGE		Ph:	904-3724251	St FL	City Cd:	USA	Reg Cd:	NA	Repr Date:	12-JAN-1994				DIST(Mile):	6042		
Cost Comments:	BOOT AT GRAR SHIFT TORN																			
Tech Comments:	REPLACE BOOT AT STEERING COLUMN																			
2MELM75W4PX668644 FP	C/P	C/M	C/A	C/AJ	C/B	AW	CDK	C/VN	10-05-93	07-06-93	325031	USA	8	*	6Y05 *	MAINT *	SXX	V00	M9 *	02
AWS Claim Key:	7709234	Doc #:	050098	Trx Code:	6123	Labor Hrs:	6	Labor Cost:	0	Material Cost:	16.97	Total Cost:	49.63							
Dir Cd-Sub Cd:	11618-*	Name:	PRESTIGE		Ph:	904-3724251	St FL	City Cd:	USA	Reg Cd:	NA	Repr Date:	12-JAN-1994				DIST(Mile):	6042		
Cost Comments:	6000-MILE SERVICE																			
Tech Comments:	SERVICE COMPLETE																			
2MELM75W4PX668644 FP	C/P	C/M	C/A	C/AJ	C/B	AW	CDK	C/VN	10-05-93	07-06-93	325031	USA	10	*	6Y05 *	MAINT *	SXX	V00	M9 *	02
AWS Claim Key:	7709236	Doc #:	051235	Trx Code:	6123	Labor Hrs:	3	Labor Cost:	0	Material Cost:	16.97	Total Cost:	30.31							

E002-025 10116

Dir Cd-Sub Cd:	11618*	Name:	PRESTIGE LINCOLN-MERCURY	Ph:	904-3724251	St:	FL	Chy Cd:	USA	Reg Cd:	NA	Repr Date:	22-MAR-1994	DIST(Mile):	10261
Cost Comments:	OK SERVICE														
Tech Comments:	SERVICE COMPLETE														
2MELM75W4PX668644 FP	CYP	CM	CFA	C/AJ	C/B	AW	C/DK	C/VN	10-05-93	07-06-93	325051	USA	29 *	7A01 BXT	65 650 S09 V19 C25 08
AWS Claim Key:	1281125	Dec #:	010649A	Trx Code:	ER2	Labor Hrs:	5	Labor Cost:	28.42	Material Cost:	21.01	Total Cost:	49.43		
Dir Cd-Sub Cd:	11618*	Name:	PRESTIGE LINCOLN-MERCURY	Ph:	904-3724251	St:	FL	Chy Cd:	USA	Reg Cd:	NA	Repr Date:	03-OCT-1995	DIST(Mile):	23171
Cost Comments:	NOT STARTING														
Tech Comments:	TEST AND REPLACE BAD BATTERY														
2MELM75W4PX668644 FP	CYP	CM	CFA	C/AJ	C/B	AW	C/DK	C/VN	10-05-93	07-06-93	325051	USA	40 *	6003 F3AZ	5421815 B 806 V07 L07 41
AWS Claim Key:	20231862	Dec #:	04702A	Trx Code:	0740D	Labor Hrs:	4	Labor Cost:	19.58	Material Cost:	9.79	Total Cost:	29.37		
Dir Cd-Sub Cd:	11618*	Name:	PRESTIGE LINCOLN-MERCURY	Ph:	904-3724251	St:	FL	Chy Cd:	USA	Reg Cd:	NA	Repr Date:	05-SEP-1996	DIST(Mile):	29830
Cost Comments:	INSTALL RIGHT REAR HANDLE SOP														
Tech Comments:	REPLACED DOOR HANDLE														
2MELM75W4PX668644 FP	CYP	CM	CFA	C/AJ	C/B	AW	C/DK	C/VN	10-05-93	07-06-93	325051	USA	41 *	3A08 F6ZZ	7902 ARM S11 V48 P66 49
AWS Claim Key:	21262094	Dec #:	016632A	Trx Code:	0740D	Labor Hrs:	8	Labor Cost:	391.67	Material Cost:	239.71	Total Cost:	711.28		
Dir Cd-Sub Cd:	11618*	Name:	PRESTIGE LINCOLN-MERCURY	Ph:	904-3724251	St:	FL	Chy Cd:	USA	Reg Cd:	NA	Repr Date:	07-OCT-1996	DIST(Mile):	31090
Cost Comments:	TRANS SHUDDERS WHEN SHIFTING INTO OVERDRIVE														
Tech Comments:	SEDS TEST AND REPLACE TRANS TORQ CONV ASSY REMOVE PAN TO CLEAN V BODY AND REPLACE SHIFT SOLENOIDS														
2MELM75W4PX668644 FP	CYP	CM	CFA	C/AJ	C/B	AW	C/DK	C/VN	10-05-93	07-06-93	325051	USA	41 *	2A01 F1AZ	9H308 A S11 V49 N11 08
AWS Claim Key:	21249198	Dec #:	016652C	Trx Code:	S07	Labor Hrs:	2	Labor Cost:	9.79	Material Cost:	5.22	Total Cost:	15.01		
Dir Cd-Sub Cd:	11618*	Name:	PRESTIGE LINCOLN-MERCURY	Ph:	904-3724251	St:	FL	Chy Cd:	USA	Reg Cd:	NA	Repr Date:	07-OCT-1996	DIST(Mile):	31090
Cost Comments:	HOOTING NOISE FROM ENGINE WHEN DRIVING														
Tech Comments:	INSPECT AND REPLACE TUBE AS PER TSB														

Any comments? You can contact

webmaster

CSCN140

VEHICLE DATA

10/17/02 07:59:29

ENTER VIN ==> 2HELM75W4PX668644

NAME ==> [REDACTED] ZIP ==> [REDACTED] MODEL YR ==>

OWNER NAME :

STREET ADDR :

CITY : GAINESVILLE

ST/PRV: FL CTRY:

ZIP/POSTAL CODE: [REDACTED] N/A YY-MM-DD 96-09-05

MODEL YEAR : 93 PLANT: X

N/A SOURCE: P

BODY STYLE DESC: 4 DR SEDAN LS

SALE YY-MM-DD 93-06-07

VEHICLE DESC : 1993 GRAND MARQUIS

PRODUCTION YY-MM-DD 93-05-10

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	3	25	D	051	45	24
FACING	3	25	D	051		
RESPONSIBLE	3	25	D	051		

CA EMISSION :

ENGINE TAG CODE : 3G806AA

CAMPAIGN COUNTS

NAVIS STATUS : 800

COMPANY CAR IND :

TOTAL CAMPAIGNS : 01

DSO DISTRICT :

FLEET CODE :

OPEN : 00 CLOSED : 01

DSO NUMBER :

FLEET STATUS :

ACTIVE: 01 HISTORY: 00

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

OGDB166

ENTER CAMPAIGN NUMBER=> 96L12 VIN=> 2NELM75W4PX668644 TYPE OF SEARCH: A
MODEL YEAR: 93 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 : CA
MICRO REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 3 25 051 ASSIGNED: 96-12-19 SOURCE: FX EXTRACT DATE: 96-12-19
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
F FORCED COMPLETION 98-01-22 B 98-01-22 OL
M RELEASED FOR MAILING 97-02-25
H AWAITING MAILING 96-11-22

DELETE REASON:

F1-INQUIRY F2-G140 F3=EXIT F5-G130 F7-FIRST F8-NEXT F9-MORE STATUS
F10-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037-NO MORE DATA TO DISPLAY

OGDB166

CSCN130

NOTIFICATION RECIPIENT HISTORY

10/17/02 07:59:34

ENTER CAMPAIGN NBR ==> 96L12 VIN ==> 2MELM75W4PX668644
DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DR SEDAN LS
RESP DEALER : 325051 BEGINNING MAILED DATE: 97-03-08 YY-MM-DD
RELEASE DESC : NI PART KIT CODE ENDING MAILED DATE : 97-03-21 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS: EE
STREET ADDR1 :
ADDR2 : ST/PRV: FL
CITY : GAINESVILLE CTRY:
ZIP/POSTAL CODE: N-A SOURCE: P N-A EFF DATE: 96-09-05 YY-MM-DD

RESP DEALER : BEGINNING MAILED DATE: YY-MM-DD
RELEASE DESC : ENDING MAILED DATE : YY-MM-DD
CAMPAIGN DIV : FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV:
CITY : CTRY:
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE: YY-MM-DD
F1-INQUIRY F3=EXIT F4=QUIT F5=G150 F7=FIRST PAGE F8=NEXT PAGE F9=G140
1048-LAST PAGE OGDB166

425585

SH
FL

U 700

01-214306-33
4-1650-71

15802-020 14941



Allstate.

You're in good hands.

March 25, 2003

Ford Motor Company
Parklane Towers West, Ste. 400
Three Parklane Blvd.
Dearborn, MI 48126

FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT

MAR 28 2003

OFFICE OF THE
GENERAL COUNSEL

RECEIVED APR 3 2003

RE: Claim #: [REDACTED]
Our Insured: [REDACTED]
Loss Date: 2/4/03
Amt. of Claim: \$7365.81 (Includes our Insured's \$100 deductible)

To Claims Analyst Shawn Norton:

The above noted subrogation claim has been identified as a product liability loss, and your company was previously put on notice of our intent to subrogate. In order to facilitate your handling, the information checked below is attached.

- ☒ Complete description of the incident:
- ☒ Our statement of defect:
- ☒ Supporting documentation:
- ☒ Manufacturer: Ford Motor Co.
- ☒ Model #: Grand Marquis
- ☒ Year: 1992

If you require information not listed above, please advise me promptly. If a tender is made to another manufacturer, please notify me of the name and address of the manufacturer or distributor, as well as the contact person. Otherwise, please acknowledge receipt of this claim and your position regarding payment of our damages within 30 days.

Thank you very much,

Jim Ernest, Claim Associate

Roanoke National Subrogation Claims Center
3800 Electric Road, Suite 301, PO Box 21168, Roanoke, VA 24018
Phone: 1-800-776-2816 or (540) 989-2800 Fax: (540) 989-2840 or (540) 776-3809
Hours: 8:00 AM - 4:30 PM EST Monday - Friday

EN02-025 143401

MARKET CLAIM OFFICE
5207 W. COPANS RD., STE. 100
MARGATE FL 33063

PHONE NUMBER: 954-977-5043
OFFICE HOURS: MONDAY-FRIDAY 9:00-4:30

Allstate
You're in good hands.

February 29, 2000

FORD MOTOR COMPANY
PARKLANE TOWERS
WEST DEARBORN MI 48124

Allstate Insurance Company
Claim Number: [REDACTED]
Our Insured: [REDACTED]
Date of Loss: February 4, 2000
Vehicle ID# 2MECM75W3NX611011

Dear Sir/Madam:

Our investigation into the above referenced claim has revealed that your company may be responsible for the loss our policyholder sustained.

On the above date of loss, our policyholder was travelling down the highway when a motorist spotted smoke coming from the vehicle. The motorist flagged down our policyholder and she pulled over. Within a matter of minutes, the vehicle was engulfed in flames.

Through our investigation we have determined that the fire was a result of an internal electrical failure in the speed control deactivation switch or related wiring, which overheated the switch/wiring and ignited the surrounding combustible materials. We have also learned that Ford had a recall on vehicles involving the the speed control deactivation switch, which developed a resistive short in the electrical circuit potentially resulting in a fire.

Please accept this letter as notice of our intent to subrogate. Upon settlement with our policyholder, all supporting paperwork will be forthcoming.

Sincerely,

ANGELA BRANDFORD
Allstate Property-Casualty Claim Service Organization

SMD6/0/01/1

BR62-025 14342

Office of the General Counsel

Ford Motor Company
Parklane Towers West
Suite 400
Three Parklane Boulevard
Dearborn, Michigan 48126

March 1, 2000

Allstate
6297 W. Copans Road, Suite 100
Margate, FL 33068
ATTENTION: ANGELA BRANDFORD

Re: Claimant: [REDACTED]
Y/Claim #: [REDACTED]
DOL: February 4, 2000

Dear Ms. Brandford,

Following a review of the facts and circumstances surrounding this event, Ford Motor Company finds no evidence of a manufacturing or design defect, therefore, we must deny liability for this claim. Additionally, please be advised that this vehicle is out of warranty. Also, please note that the vehicle in question was not subject to the speed control deactivation switch recall.

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

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

Sincerely,

Shawn L. Norton
Claims Analyst

2002-025 14343

MARKET CLAIM OFFICE
5297 W. COPPIN RD., STE. 100
MARGATE FL 32049
PHONE NUMBER: 954-977-8883
OFFICE HOURS: MONDAY-FRIDAY 9:00-4:30

Allstate
You're in good hands.

February 29, 2000

FORD MOTOR COMPANY
PARKLANE TOWERS
WEST DEARBORN MI 48126



Allstate Insurance Company
Claim Number: [REDACTED]
Our Insured: [REDACTED]
Date of Loss: February 4, 2000
Vehicle ID# 2NHCN79W3M3611011

Dear Sir/Madam:

Our investigation into the above referenced claim has revealed that your company may be responsible for the loss our policyholder sustained.

On the above date of loss, our policyholder was travelling down the highway when a motorist spotted smoke coming from the vehicle. The motorist flagged down our policyholder and she pulled over. Within a matter of minutes, the vehicle was engulfed in flames.

Through our investigation we have determined that the fire was a result of an internal electrical failure in the speed control deactivation switch or related wiring, which overheated the switch/wiring and ignited the surrounding combustible materials. We have also learned that Ford had a recall on vehicles involving the the speed control deactivation switch, which developed a resistive short in the electrical circuit potentially resulting in a fire.

Please accept this letter as notice of our intent to subrogate. Upon settlement with our policyholder, all supporting paperwork will be forthcoming.

Sincerely,

A handwritten signature in dark ink that reads "A Brandford".

ANGELA BRANDFORD
Allstate Property-Casualty Claim Service Organization

SM06/0/01/1

CSCN140

VEHICLE DATA

03/08/00 07:10:45

==>

ENTER VIN ==> 2MECM7SW3NX611011

NAME ==> [REDACTED] ZIP ==> [REDACTED] MODEL YR ==>

OWNER NAME :

STREET ADDR :

CITY : FORT LAUDERDALE

N/A YY-MM-DD 94-12-06

ST/PRV: FL CTRY:

ZIP/POSTAL CODE: [REDACTED] N/A SOURCE: R

MODEL YEAR : 92 PLANT: X

SALE YY-MM-DD 91-04-20

BODY STYLE DESC: 4 DOOR SEDAN LS

PRODUCTION YY-MM-DD 91-03-26

VEHICLE DESC : 1992 GRAND MARQUIS

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	3	38		118		
FACING	3	38		118		
RESPONSIBLE	3	25		118		

CA EMISSION :	ENGINE TAG CODE :	2G802AB	CAMPAIGN COUNTS
NAVIS STATUS : 800	COMPANY CAR IND :		TOTAL CAMPAIGNS : 01
DSO DISTRICT :	FLEET CODE :		OPEN : 00 CLOSED : 01
DSO NUMBER :	FLEET STATUS :		ACTIVE: 01 HISTORY: 00

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

OGDB166

EP02-025 14345

CSCN150

CAMPAIGN VEHICLE INFORMATION

03/08/00 07:10:51

==>

ENTER CAMPAIGN NUMBER==> 94B58 VIN==> 2MECM75W3NK611011 TYPE OF SEARCH: A
MODEL YEAR: 92 DEFECT: OWNER GUIDE BODY STYLE: 4 DOOR SEDAN LS
NEW STATUS CODE: _____ CAMP DIV : 6
REPAIR INFORMATION: _____ TYPE CODE: _____ SUPP CODE :
REPAIR DATE: _____ DEALER P/A: _____ KIT CODE : AA
MICRO REP: _____ CLAIM NUM: _____ OASIS DATE :
DELETE REASON: _____ VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: _____ NEW: _____ IND: MATCH CODE: 2
CURRENT: 3 25 118 ASSIGNED: 94-12-06 SOURCE: PX EXTRACT DATE: 94-11-21
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
F FORCED COMPLETION 96-03-04 B 96-03-04 AUTOC OL
M RELEASED FOR MAILING 94-11-29
H AWAITING MAILING 94-11-09

DELETE REASON:

F1=INQUIRY F2=G140 F3=EXIT F5=G130 F7=FIRST F8=NEXT F9=MORE STATUS
F10=ADD STATUS F11=REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037=NO MORE DATA TO DISPLAY

OGDB166

2832-825 14348

==>

NOTIFICATION INCIDENT REPORT HISTORY

03/08/00 07:10:54

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*****
INQUIRY CAMPAIGN MGR ==> 94B58      VIN ==> 2MECM75W3NX611011
DEFECT      : OWNER GUIDE      BODY STYLE DESC: 4 DOOR SEDAN LS
RESP DEALER : 338118           BEGINNING MAILED DATE: 94-12-23 YY-MM-DD
RELEASE DESC: NEW ISSUE TOTAL   ENDING MAILED DATE  : 94-12-23 YY-MM-DD
CAMPAIGN DIV : 6               FLEET CODE:           FLEET MGMT LOC CODE:
LAST NAME    : [REDACTED]      INITIALS: LM
STREET ADDR1 : [REDACTED]
ADDR2        : [REDACTED]      ST/PRV: FL
CITY         : FORT LAUDERDALE CTRY:
ZIP/POSTAL CODE: [REDACTED]    N-A SOURCE: R N-A EFF DATE: 94-12-06 YY-MM-DD
*****
RESP DEALER : [REDACTED]      BEGINNING MAILED DATE: YY-MM-DD
RELEASE DESC: [REDACTED]      ENDING MAILED DATE  : YY-MM-DD
CAMPAIGN DIV : [REDACTED]     FLEET CODE:           FLEET MGMT LOC CODE:
LAST NAME    : [REDACTED]     INITIALS:
STREET ADDR1 : [REDACTED]
ADDR2        : [REDACTED]     ST/PRV:
CITY         : [REDACTED]     CTRY:
ZIP/POSTAL CODE: [REDACTED]   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                QGDB166

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ERG-028 14347

Ford Motor Company

Office of the General Counsel

Ford Motor Company
3 Parklane Boulevard
Parklane Towers West, Suite 300
Dearborn, Michigan 48128-2500

June 25, 2003

Allstate Insurance Company
PO BOX 29600
Roanoke, VA 24018
ATTENTION: JILL ERNEST

Re: Claimant: [REDACTED]
D/OE: 02-04-2000
Your Claim #: 3974946868

Dear Ms. Ernest:

Following a review of the facts and circumstances surrounding this event, Ford Motor Company finds no evidence of a manufacturing or design defect; therefore, we must deny liability for this claim. Additionally, we believe that the Economic Loss Doctrine would prohibit you from any recovery under these circumstances.

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

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

Sincerely,

Shawn Norton
Claims Analyst

ENG2-025 14348

Claim Number: [REDACTED]

Date of Inspection: 2-10-00

Date of Loss: 2-4-00

FIRE INSPECTION REPORT

Make, Model & Year of Car: 92 Merc Mount
 Motor Number and/or V.I.N. Number: 2MECM75L13NY 11011
 Location of Vehicle at Time of Inspection: FLC
 Is Vehicle an Unrecognizable Total Loss by Fire: YES/NO
 Is There any Collision Damage: YES/NO Where? _____

A. Fuel System

1. Was gas cap on tank during fire? yes
2. If not, could it be found? _____ Where? _____
3. Any evidence of tampering with or removal of any fuel lines? NO
4. Any indication of improper tool used? NO

B. Electrical System

1. Is battery in car? yes If so, give condition. Burned
2. Are battery cables in place? Burned Are they burned? YES
3. Any indication of tampering or modifications? NO

C. Engine Assembly

1. Was hood open or closed during fire? unknown missing
2. What is condition of radiator core and hoses? Burned
3. Engine: Quantity of oil unk Burned
Does engine/components show evidence of recent repairs? unknown
Can engine be run? NO If so, does engine appear to be in good condition? _____

D. Chassis Assembly

1. Are all wheels and tires on car? yes Have they been changed recently? yes What is general condition of tires? Good Dryden

E. Body Assembly

1. Is sheet metal sagged or warped? NO
2. Is glass melted? yes
3. Were windows up or down at time of fire? unk
4. Were doors open or closed? closed
5. Is all trim burned? NO

F. Tools, Accessories and Personal Property

1. Are any parts, accessories or equipment missing from car? _____
If so, list them. unk

G. Origin of Fire

- | | | | |
|--------------------------|----------|-------------------|-------|
| 1. Engine Compartment | <u>✓</u> | 4. Trunk | _____ |
| 2. Instrument Panel | _____ | 5. Exhaust System | _____ |
| 3. Passenger Compartment | _____ | | |

Detail Comments:

Fire spread to Pass then to Interior

H. Recommend Cause and Origin Expert? YES/NO

(Signature) _____

Allstate
You're in good hands.

ENR2-025 14340

FD-20		DEER BEACH FIRE/RESCUE DEPT.				BASIC INCIDENT REPORT		28	
10042		INCIDENT NO.		MONTH	DAY	YEAR	RECEIVED	DISPATCHED	
		00-1436		2-FEBRUARY	4	2000	1761	1701	
ENROUTE		ARRIVAL		DEPART		CANCELS ENROUTE/STAY		CANCELS ON SCENETIME	
1703		1707		1817		3 YES		AVAILABLE 1817	
C		[REDACTED]						ZIP CODE	
D		OCCUPANT NAME (LAST, FIRST, MI)				TELEPHONE NO.		ROOM OR APT.	
		N/A							
E		OWNER NAME (LAST, FIRST, MI)				ADDRESS		TELEPHONE NO.	
F		METHOD OF ALARM		TYPE OF INCIDENT		RESPONSE DELAY/TIME		RESPONSE CODE	
		2-911		V-CAR FIRE		3 YES		3-3	
G		TYPE OF ACTION TAKEN		PROP. PAGE	STATION	ZONE	ENRT	MUTUAL AID AGENCY	
		15-EXTINGUISH		17	66	66	3-C	10-NONE	
H		GENERAL PROPERTY USE				SPECIFIC PROPERTY USE			
		90-OUTDOOR PARKING LOT				962-PAVED PUBLIC PARKING LOT			
I		NO. INJURED		NO. FATALITIES		NO. SERVICE		NO. OTHER	
		0		0		0		0	
J		NO. FIRE SERVICE		PRIMARY RESPONSE		NO. SERVICE		NO. OTHER AGENCY	
		3		E-66		1		0	
K		CONDITION OF FIRE UPON ARRIVAL				TIME FROM ALARM TO AGENT APPLICATION		AREA OF FIRE ORIGIN	
		5 FLAMES BASE AREA				4-5 MINUTES		83-ENGINE CAMP	
L		EQUIPMENT INVOLVED IN INCIDENT				YEAR	MAKE	MODEL/GRAND SERIAL NO./ZMFCM	
		99-UNKNOWN				92	MERCURY	MARQUIS 75W31UX6110Y	
M		FORM OF HEAT OF INCIDENT				MATERIAL FIRST IDENTIFIED		TYPE	
		UNKNOWN				UNKNOWN		UNKNOWN	
N		INCIDENT FACTOR				METHOD OF EXTINGUISHMENT			
		MECHANICAL FAILURE				5-WATER ON APPARATUS			
O		DOLLAR LOSS				NO. BUILDINGS DAMAGED		TERMINATION STAGE	
		12,000.00				0-NONE		2-FLAME STAGE	
P		CONSTRUCTION TYPE				NO. OF STORIES		LEVEL OF ORIGIN	
Q		STRUCTURE STATUS				NO. OCCUPANTS AT TIME OF INCIDENT			
R		MAT. GENERATING MOST FLAME				TYPE		FACTOR CONTR. TO FLAME TRAVEL	
S		MAT. GENERATING MOST SMOKE				TYPE		AVENUE OF SMOKE TRAVEL	
T		DETECTOR TYPE				DETECTOR POWER SUPPLY			
U		DETECTOR PERFORMANCE				REASON FOR DETECTOR FAILURE			
V		SPRINKLER SYSTEM PERFORMANCE				NO. OF SPRINKLER HEADS OPENED		REASON FOR SPRINKLER SYST. FAILURE	
W		EXTENT OF FLAME DAMAGE				EXTENT OF SMOKE DAMAGE		EXTENT OF EXTING. AGENT DAMAGE	
X		APPROX. PROPERTY TYPE		YEAR	MAKE	MODEL	NO.	EQUIPMENT NO.	
				2					
Y		NO. OF PRIVATE AGENTS BURNED		NO. OF PUBLIC AGENTS BURNED		NO. OF OTHER PUBLIC AGENTS BURNED			
Z		FIRE MODEL				TELECOMMUNICATOR ON DUTY			
						D.G.			
AA		FIREMAKER REPORT		DATE	OFFICER IN CHARGE (NAME, POSITION, ADDRESS, DATE)		UNIT COMMAND, REVIEW & SIGNATURE		
		L. RAY		2-4-00	S.A.A.				

15/100



NATIONWIDE

ARBITRATIONS & INSPECTIONS

INSURED

:



CLAIM NUMBER

:

3974946868

PREPARED FOR

:

Angela Branford

COMPANY

:

Allstate

JAN 1 4 2003

JAN 1 4 2003

ER02-025 14351

Claim Number:

3974948888

Purpose of the Assignment:

The purpose of this assignment was to determine the cause and origin of a fire in the below referenced 1992 Mercury Grand Marquis.

Preliminary Remarks:

Master ASE certified technician Richard Metzger, Florida mechanical investigator license # CC9800012, arrived at Sadisco, 375 Kelly Drive, West Palm Beach, Florida, on February 10, 2000 at approximately 3:45 PM to inspect the subject vehicle. The receptionist informed the inspector that control number WP192019 had been assigned to a Mercury Grand Marquis, which had been placed in row 59, stall 34 in the yard.

The following are results of the inspection.

Description of the Vehicle:

The subject vehicle was a silver four door 1992 Mercury Grand Marquis LS and was positively identified by the V.I.N. 2MECM76W3NX811011. At the time of the inspection the vehicle did not carry a license tag. The odometer reading could not be verified due to the fire damage sustained at the instrument cluster.

Inspection of the Exterior:

All of the plastic trim components in the front of the vehicle along with the aluminum hood had been consumed from an apparent engine compartment fire. Both front fenders were scorched. Most of the right front door was blackened and a section approximately 4" by 16" in the front center section of the left front door was blackened. The right front edge of the roof was blackened as well. The windshield had melted and created an access hole that allowed the fire to migrate into the vehicle's interior. Both front tires had been consumed and their respective aluminum wheels were discolored. The inspector noted the left front wheel was partially melted as well.

Inspection of the Interior:

The top portion of the dashboard pad had been consumed. The instrument cluster was mostly melted from the intense heat associated with this fire. The steering wheel was partially melted. The front portion of the headliner was partially melted but otherwise the headliner was intact. The remainder of the interior components were coated with a layer of soot and burned debris.

Inspection of the Engine Compartment:

The vehicle was equipped with a 4.6-liter, fuel-injected, V8 engine and an automatic transmission. The engine compartment was exposed due to the melted hood. The left



side of the engine compartment showed heavier fire damage when compared to the right side. The left front section of the frame, left upper control arm and power brake booster were rusted consistent with exposure to the intense heat generated by this fire. Most of the plastic and rubber engine compartment components were melted to varying degrees as a result of the fire. All of the wiring in the left rear quadrant of the engine compartment was void of insulation but none of the inner wire strands were beaded, fused or melted to indicate an electrical short had occurred. The speed control deactivation switch had been consumed along with the aluminum block that connects the brake lines together, normally mounted adjacent to the now missing switch. Both of these components are normally mounted below the brake booster on the left side of the firewall. The wiring for the deactivation switch could not be isolated as the wiring normally routed across the firewall had become tangled and disorganized after the left inner fender had been consumed, which allowed the unsupported wires to hang. The inspector noted the left rear corner of the valve cover was charred white indicative of the intense heat generated in this area and based on the flame patterns and damages present, it appears this was the area of this fire's origin. According to the NHTSA, this vehicle was not involved in recall 99V124000, which indicates "the speed control deactivation switch can develop a resistive short in the electrical circuit that could potentially result in an under hood fire." The recall goes on to state "a fire is possible when the vehicle is running and when the engine is off." The inspector searched the V.I.N. and came up with no open recalls for the subject vehicle and noted that the recall pertained to vehicles manufactured from February 1992 to November 1992. The subject vehicle date of manufacturer was March 26, 1991.

Conclusion:

It is the opinion of the inspector that the above referenced fire was the result of an internal electrical failure in the speed control deactivation switch or related wiring, which overheated the switch/wiring and ignited the surrounding combustible materials.

Comments and Recommendations:

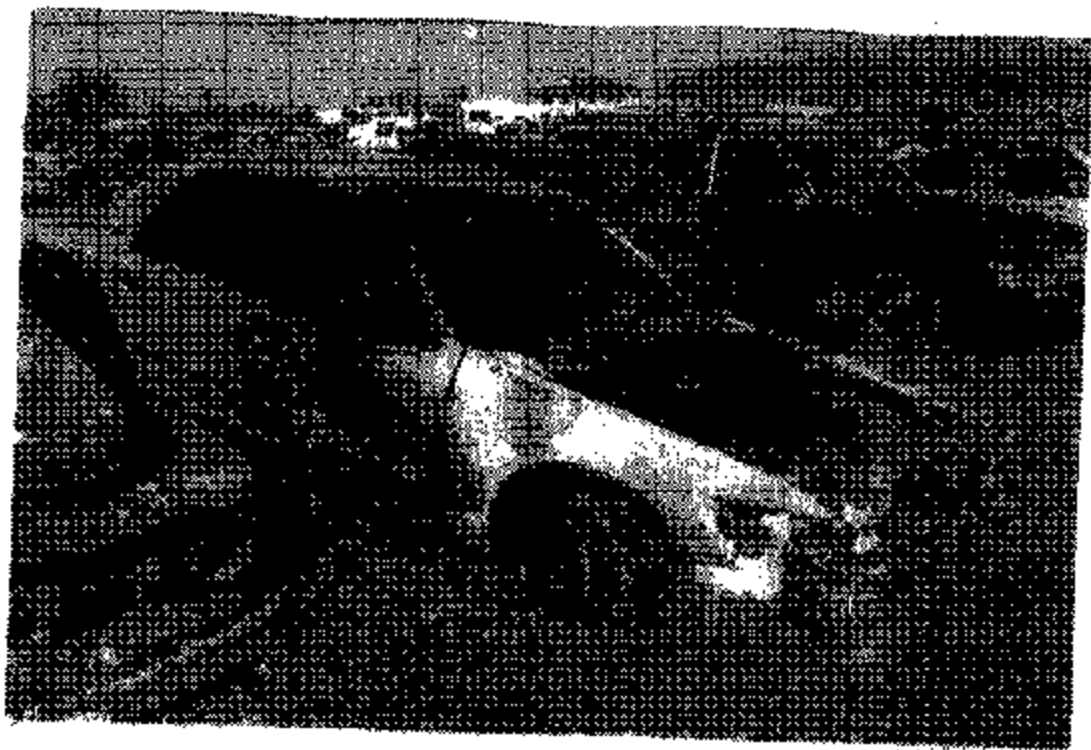
Nationwide Arbitrations & Inspections, Inc. recommends that Ford be put on notice for potential liability for damages sustained as a result of this fire loss due to a defective deactivation switch. There was no evidence present to indicate that the brake work performed by Midas Muffler on December 7, 1999 was the cause of or related to this fire. Nationwide Arbitrations & Inspections, Inc., reserves the right to review any additional information, evidence, etc. as it becomes available and to amend this report and its findings further, should it become necessary.



Supervisor

Attachments.





#1 - Left front 3/4 view



#2 - Front view





#7 - View of dashboard as viewed through the driver's door opening



#8 - Top view of dashboard damage





#9 - V.I.N.



#10 - Overall view of engine compartment





#18 - The brake master cylinder and booster were scorched



#19 - View looking down at the rear cover - note no scuffing evident along top





E19 - The metal fuel lines were corroded

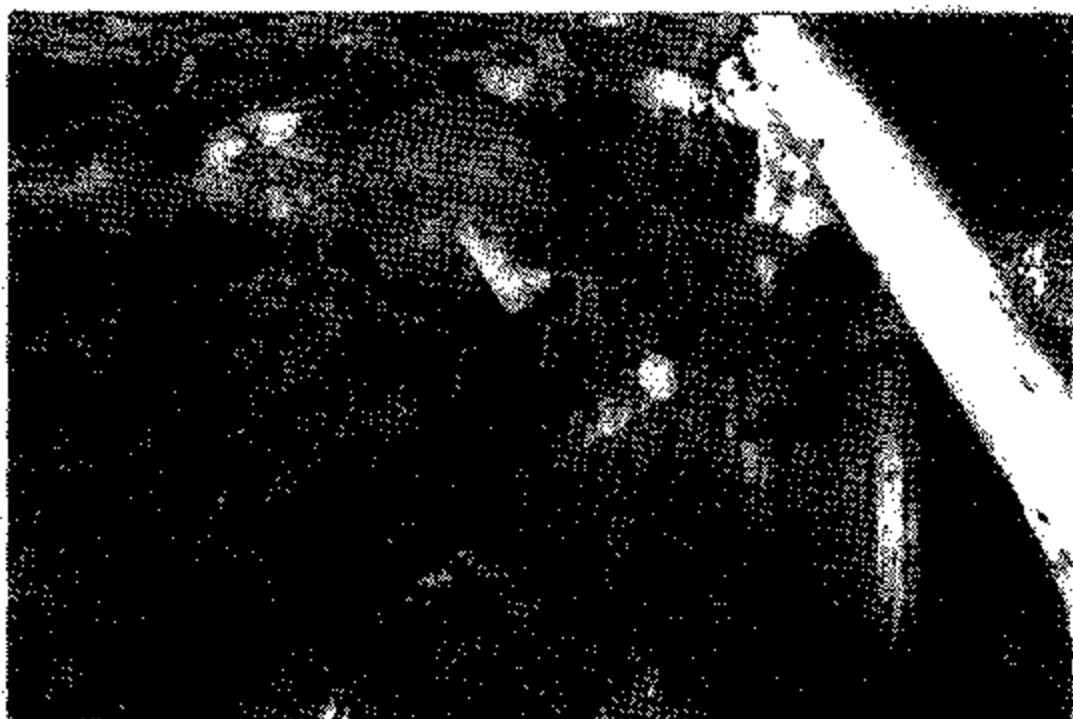


E22 - The lines and fittings on the fuel rail showed minimal damage





#12 -- Heavy fire damage sustained at the suspension component



#14 -- Heavy fire damage sustained in the left rear corner of the engine compartment





820 -- The frame rail where the dash location switch is normally mounted

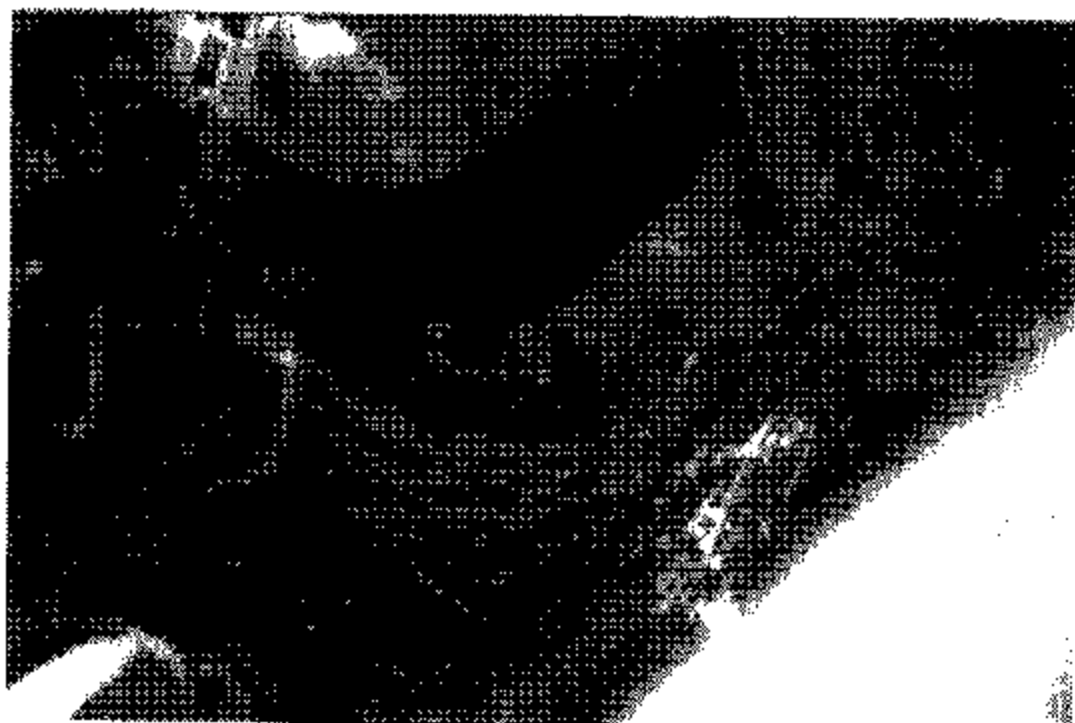


821 -- View of the bracket that normally supports the brake line block





#27 - Another view of the area



#28 - The intense heat generated in this area melted a portion of the block.



483047



FAKED
12/26/02

LANGE TECHNICAL SERVICES, LTD.

1 Ames Court, Suite 210 Plainview, New York 11803

COPY

(516) 576-3102 Fax (516) 576-3105

PRELIMINARY VEHICLE EVALUATION REPORT

Date: 12/26/02

To: Tom Martin, Utica Insurance Company

Date of Examination: 12/20 & 12/23/02

Claim No: 159648

Insured: [REDACTED]

Vehicle: 1995 Ford Crown Victoria

Mileage: N/A

Our File No: 2212-TA-638

Preliminary Evaluation By: J. Lange & M. Neumar

The above vehicle was examined to identify a malfunction which may have caused or contributed to a fire. The following are the preliminary findings and opinions. The opinions expressed are based on the conditions of the examination, information available at the time of examination and accuracy of reported statements. Additional information, laboratory analysis or further evaluation may change the preliminary opinions.

Damage Analysis: Burn patterns indicate fire originated within the engine compartment and was most intense at the left rear area.

Incident as understood: Vehicle parked and unoccupied when fire occurred

Mechanical Systems Analysis:

Engine: No indications of mechanical malfunction

Fuel Injection System: Destroyed by fire and/or suppression

Exhaust System: No indications of involvement

Power Steering System: Destroyed by fire and/or suppression

Transmission: No malfunction identified

Cooling System: Destroyed by fire and/or suppression

Air Conditioning: Destroyed by fire, suppression or handling

Electrical System Analysis:

Body: No indications of malfunction identified

Passenger Compartment: No electrical activity identified

Engine Compartment: No indications of electrical activity

Charging system: Destroyed by fire and/or suppression

Starting system: No indications of malfunction

Fuses and relays: Destroyed by fire and/or suppression

Battery and power distribution: Destroyed by fire and/or suppression

Samples:

Engine oil: No sample taken

Transmission fluid: No sample taken

Fire debris: No samples taken

Other:

Untested fire debris samples are held 90 days and oil/fluid samples 180 days prior to disposal. No disposal notification will be sent.

Fire Classification: Accidental: causally related to system malfunction

Recall/Service relationship: Fire directly related to recognized defect

Recommendations: None

Preliminary Conclusions:

- Fire originated at the left rear area of the engine compartment. Located in this area is the brake pressure switch which was severely damaged. A review of NHTSA Safety Recall campaigns lists a recall # 99V124 for a malfunction of the brake pressure switch resulting in fire. The cause of the fire in the above vehicle is consistent with the switch malfunction.

Thank you for this opportunity to be of service. Please call if questions remain or additional analysis is required. A full report will be prepared upon request.

LANGE TECHNICAL SERVICES, LTD.

ONE AMES COURT, SUITE 210 PLAINVIEW, NEW YORK 11803

(516) 376-3102 FAX (516) 376-3105

FORENSIC ENGINEERING
ACCIDENT RECONSTRUCTION
FIRE C/O DETERMINATION

March 28, 2003

Mr. Tom Martin
Utica Insurance Company
400 Garden City Plaza
Garden City, New York 11530

Re: Our File No. [REDACTED]
Claim No.: [REDACTED]
Insured: [REDACTED]
Vehicle: 1995 Ford Crown Victoria
VIN: 2FALP71W1SX171774
Mileage: N/A
Examined: 12/20 & 12/23/02

Dear Mr. Martin:

As you requested, the above vehicle was examined at [REDACTED] in Central Islip, New York to determine the cause and origin of the fire. The following are our findings and opinions.

Incident Report:

It was reported that the above vehicle was parked and unoccupied for an undetermined amount of time in front of the Willies Agency office building when the vehicle, used as a livery cab, caught fire resulting in the damage to the building and vehicle (Photo Nos. 1 through 9).

Exterior:

Examination of the exterior of the vehicle revealed that it was in good condition prior to the fire. Analysis of burn patterns on the exterior indicates that the fire was of greatest intensity in the forward area of the vehicle. The fire consumed the aluminum hood, grille, bumper and front lamps (Photo No. 10).

March 28, 2003

Page 2

Mr. Tom Martin
Utica Insurance Company

Re: Our File No.: [REDACTED]
Claim No.: [REDACTED]
Insured: [REDACTED]

Analysis of the burn patterns on the front fenders indicates that the fire was most significant in the left rear area of the engine compartment. As revealed in the above photograph, the left front tire had been consumed and severe damage to the fender had occurred. By comparison the right front fender and tire had sustained significantly less damage (Photo Nos. 11 and 12).

Interior:

Examination of the interior of the vehicle revealed that the fire had entered from the engine compartment through the windshield and other areas of the firewall, damaging the top of the dashboard, headliner and seating surfaces (Photo Nos. 13 and 14).

Examination of the accessible areas under the dashboard revealed the melting of plastic as a result of the fire and/or the heat that entered from the engine compartment. No indications of electrical activity necessary to cause or create a fire were observed.

Examination of the floor areas also revealed no indications that the fire had originated within these areas or below the vehicle (Photo No. 15).

Engine and Engine Compartment:

The above vehicle is equipped with a 4.5-liter fuel injected V8 engine, automatic transmission and is rear wheel driven. As stated above the vehicle had been parked for an undetermined amount of time prior to the fire. Analysis of the burn patterns revealed that the fire was most intense at the left rear area of the engine compartment and exited towards the front of the vehicle. Although the fire was most intense at the left side of the engine compartment the right side of the engine compartment was examined for any indications that may have caused or contributed to the fire.

Examination of the transmission filler tube revealed the dipstick to be fully inserted with no signs of fluid expulsion. Examination of the exhaust manifold in this area revealed no indications of burned oil residues that may have caused or contributed to the fire (Photo No. 16). Positioned in the right rear of the engine compartment attached to the firewall is the air conditioning evaporator. Examination of this area revealed that only the plastic box that housed the evaporator was consumed. Only slight damage to the aluminum evaporator was observed indicating lower temperatures in this area (Photo No. 17).

Mr. Tom Martin
Utica Insurance Company

Re: Our File No.: [REDACTED]
Claim No.: [REDACTED]
Insured: [REDACTED]

It was also observed that the fiberglass valve cover had been severely damaged as a result of the fire, but no indications of expulsion of oil onto the exhaust manifold was observed. Photograph No. 18 reveals an aftermarket accessory wire going to the power distribution center that had been twisted together; this area may have contained a fuse that had been bypassed. However, no indications of overheating of this wiring were observed.

Position at the right front of the engine compartment is the battery and the power distribution center containing electrical relays. Examination of the relays within the power distribution center revealed only melting of the cover and the top of the relays as a result of exposure to the heat of the fire. (Photo No. 19) Examination of the battery revealed that the outside plastic case was mostly consumed, but the related wiring revealed no indications of electrical activity (Photo No. 20). Directly in front of this area are the aluminum radiator and air conditioning condenser, which were consumed as the fire exited through the front of the engine compartment (Photo No. 21). Although the radiator core was totally consumed, the right side radiator tank remained intact with the steel transmission cooling lines and the lower radiator hose still attached (Photo No. 22).

Mounted to the lower right front of the engine is the air conditioning compressor. The hoses going to the compressor, which contain highly flammable refrigerant oil, were consumed during the fire, which would result in a secondary fire (Photo No. 23). Since it had been reported that the vehicle was parked and unoccupied at the time of the fire, the ignition switch would be turned off. Therefore, only a few components would be energized. One of these would be the alternator. The alternator is mounted to the center front portion of the engine. Examination of the alternator failed to reveal an area of intense heat. It has been reported that Ford alternators have had malfunctions resulting in fire due to poor connections at the rear of the alternator. This area was examined to determine if the malfunction had occurred, but all the wiring appeared to be normal, though the insulation had been consumed (Photo No. 24).

Mounted to the left side of the engine is the power steering pump and reservoir. The power steering pump reservoir and related hoses were consumed during the fire. Examination of the exhaust manifold directly behind the power steering reservoir revealed no indications of burned oil residues which may have caused or contributed to the fire (Photo No. 25). Examination of the engine oil dipstick revealed that only the

Mr. Tom Martin
Utica Insurance Company

Re: Our File No.: [REDACTED]
Claim No.: [REDACTED]
Insured: [REDACTED]

plastic portion of the dipstick had been burned off but the dipstick was fully inserted in the tube. Examination of the exhaust manifold area underneath the oil dipstick tube revealed no indications of burned oil residues (Photo No. 26).

Located on the left side of the engine are the feed and return lines for the fuel injection system. Close examination revealed that the safety clips were intact. It should be noted that the engine is equipped with fiberglass-reinforced plastic valve covers and therefore, when a fire occurs in the engine compartment, these valve covers sustain major damage. When examining the area of the left valve cover, it was found that the center portion had been consumed as a result of longer burning and the added fuel that was expelled from the plastic fuel lines (Photo No. 27). Due to the intense heat on the left side of the engine compartment and fender area, the plastic fender apron and left front tire were totally consumed, as indicated by the arrow in photograph number 28.

Located at the left rear of the engine compartment is the brake master cylinder and power booster. Due to the intensity of the fire, the aluminum master cylinder was totally consumed by the fire. Examination of the wiring harness adjacent to the power booster revealed no indications of arcing, beading or fusing of copper strands consistent with the short-circuiting or similar electrical malfunction.

Located directly below the master cylinder is the speed control deactivation switch, as indicated by the arrow in photographs numbers 29 through 31. Close examination of speed control deactivation pressure switch revealed it to be severely damaged. A review of the N.H.T.S.A. safety recalls and recognized manufacturer's defects revealed a recall number 99V124000 that outlines a malfunction of the speed control deactivation switch. The switch can develop a resistive short in the electrical circuit that could potentially result in an under the hood fire. A fire is possible both when the vehicle is running and when the vehicle engine is off. Although this recall is for the 1992 and 1993 Ford Crown Victoria, later model vehicles have had fires, which were consistent with the switch malfunction.

Conclusions:

In our opinion, based on the above findings, available information, accuracy of reported statements and conditions of the examination, the fire in the above vehicle was caused by a malfunction in the speed control deactivation switch located below the master cylinder.

March 28, 2003

Page 5

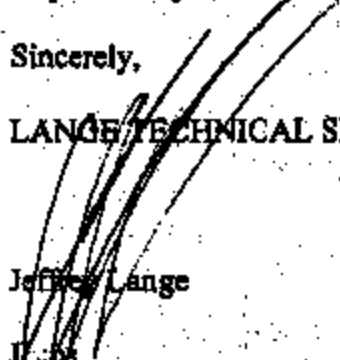
Mr. Tom Martin
Utica Insurance Company

Re: Our File No. [REDACTED]
Claim No.: [REDACTED]
Insured: [REDACTED]

This malfunction is outlined in N.H.T.S.A. Recall No. 99V124000 and as such, the fire in the above vehicle is considered the result of a manufacturer's defect and the responsibility of the manufacturer.

Sincerely,

LANGE TECHNICAL SERVICES, LTD.


Jeffrey Lange


Michael J. Neumar


Carl J. Lange, P.E.

Enclosures

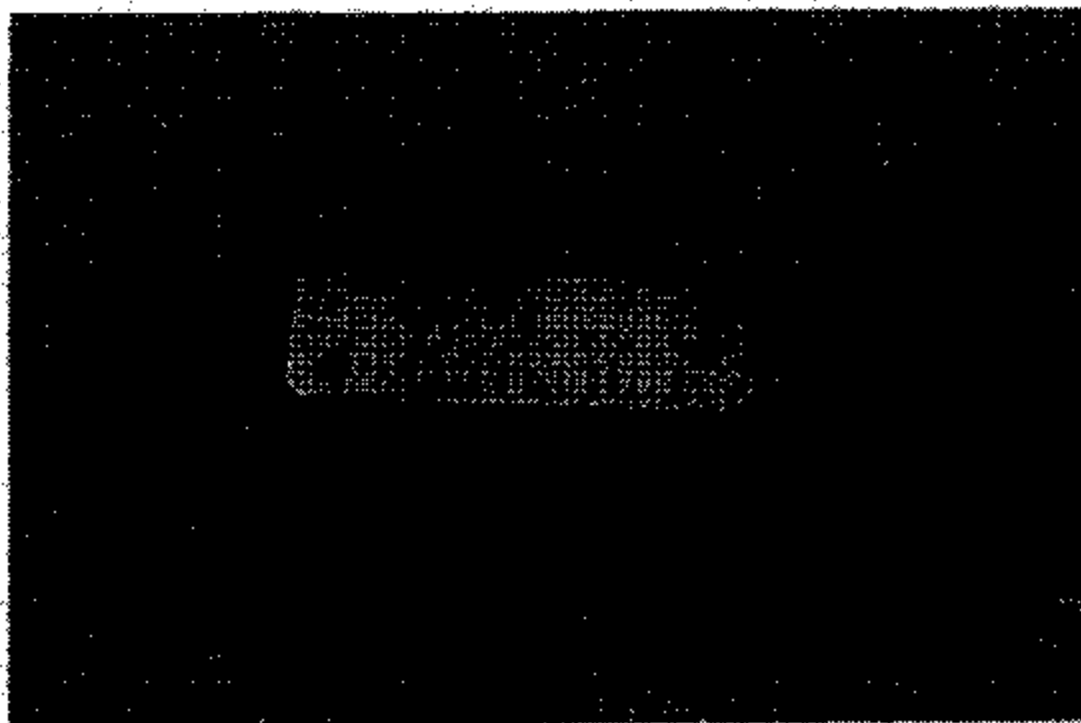


Photo No. 1:

Vehicle identification number



Photo No. 2:

Damage to right front of office building—boarded up



Photo No. 3: Damage to left front of office building



Photo No. 4: Left front of vehicle as examined

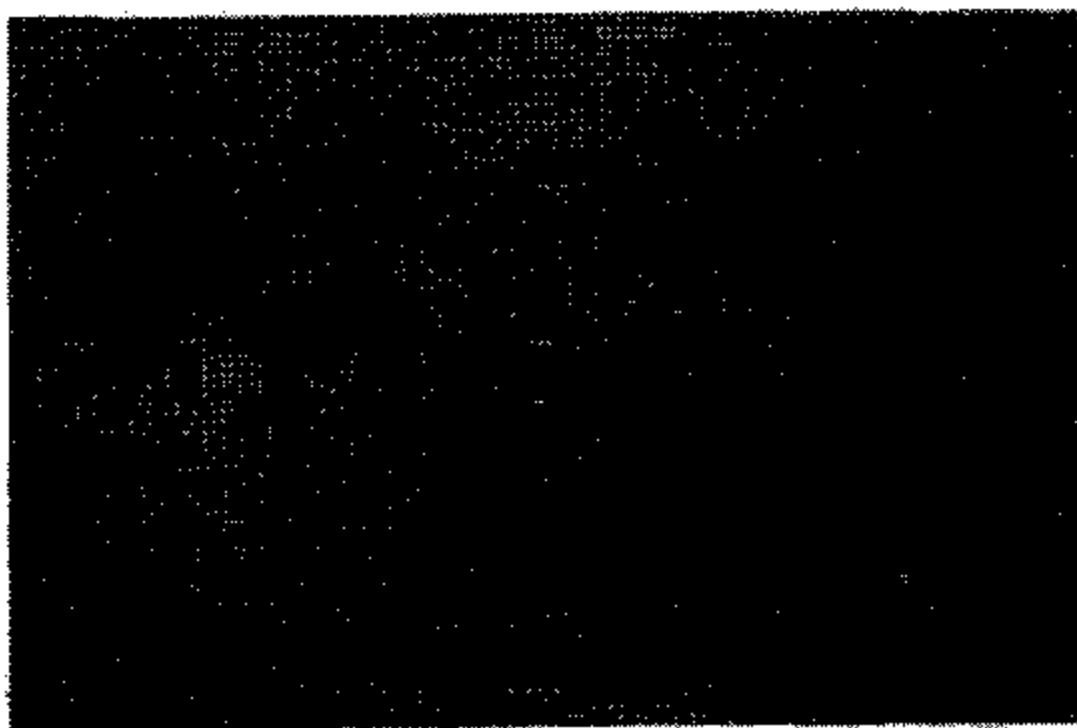


Photo No. 5: Right front of vehicle as examined



Photo No. 6: Left front of vehicle as examined

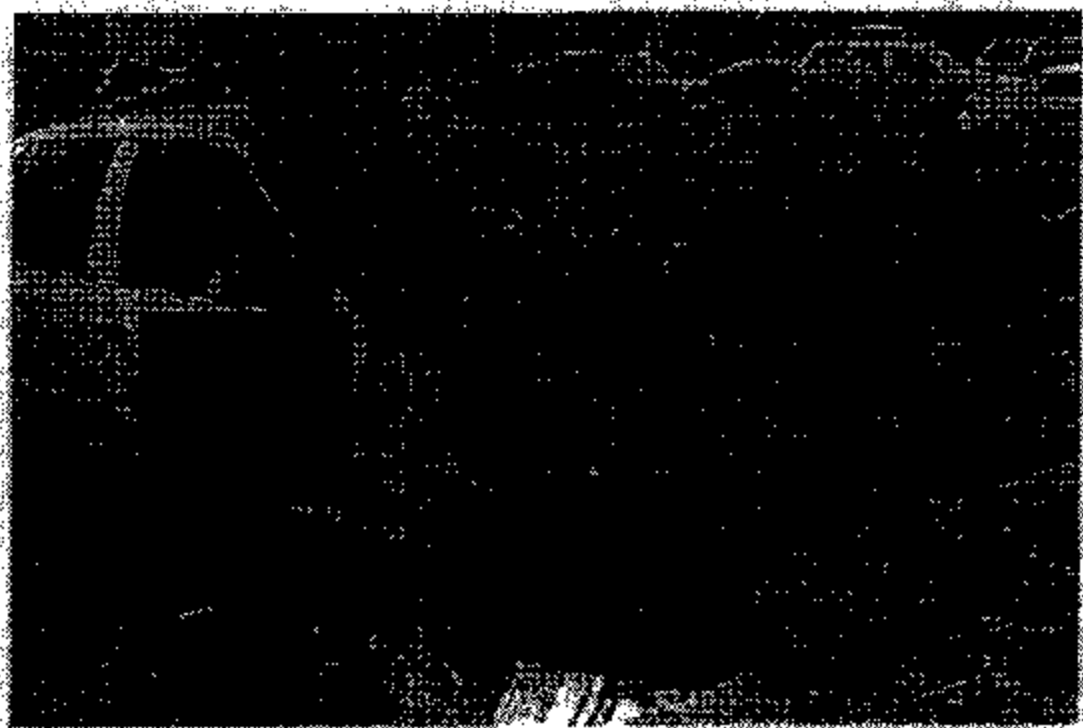


Photo No. 7: Right front of vehicle as examined



Photo No. 8: Right rear of vehicle as examined

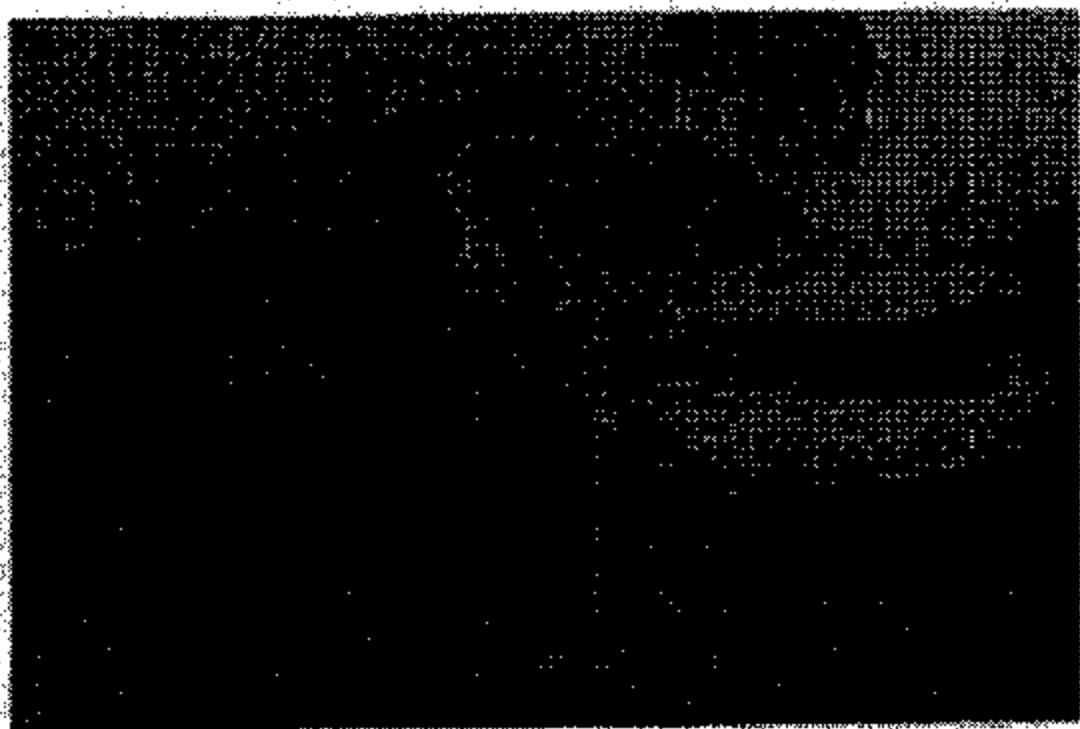


Photo No. 9: Left rear of vehicle as examined



Photo No. 10: Consumed engine hood and overall view of engine compartment



Photo No. 11: Left front of vehicle showing consumed tire



Photo No. 12: Right front of vehicle with moderate damage to tire

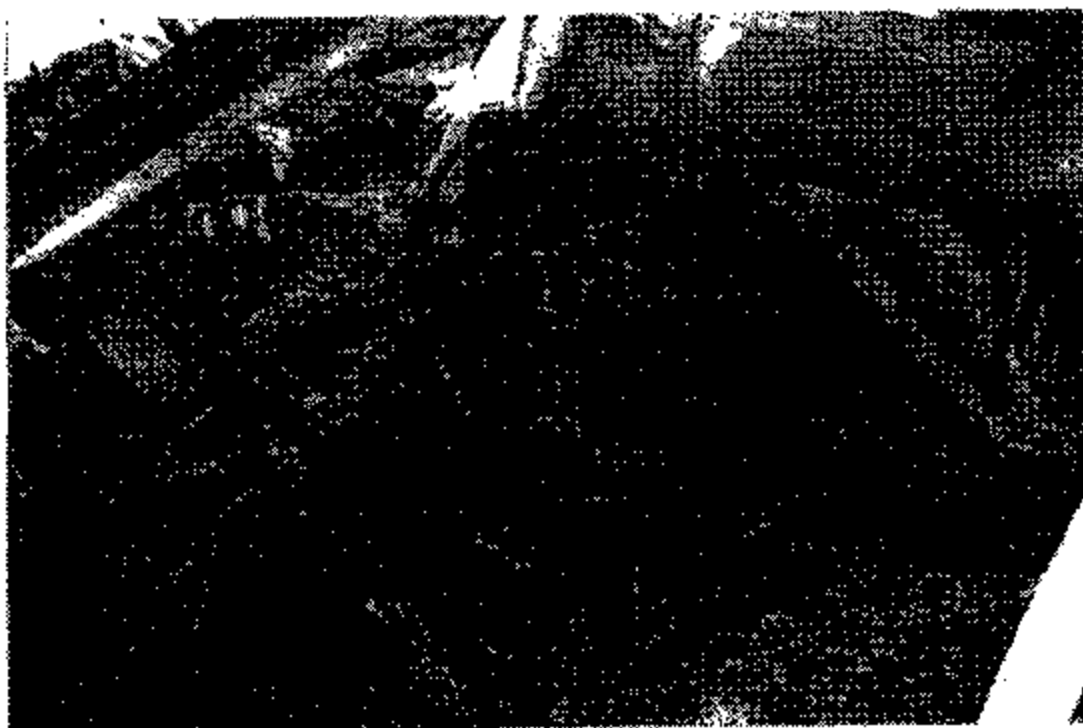


Photo No. 13: Left side of passenger compartment as examined

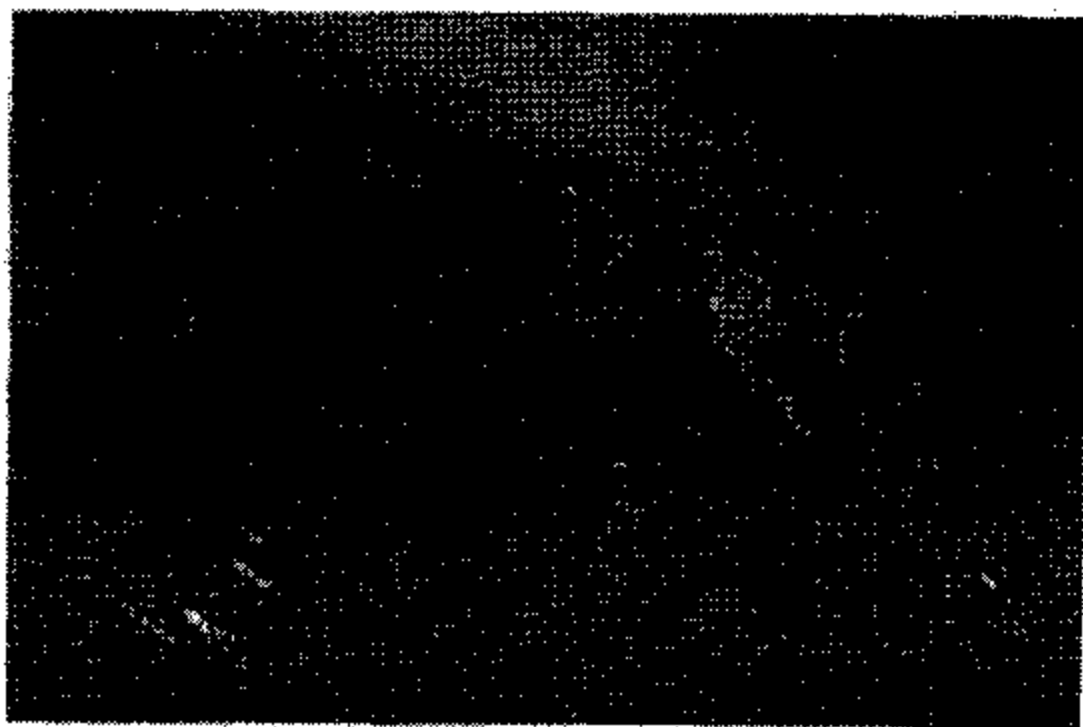


Photo No. 14: Right side of passenger compartment as examined



Photo No. 15: Underneath left side of dash and floor area as
examined



Photo No. 16: Transmission dipstick and filler tube



Photo No. 17: Air conditioner evaporator

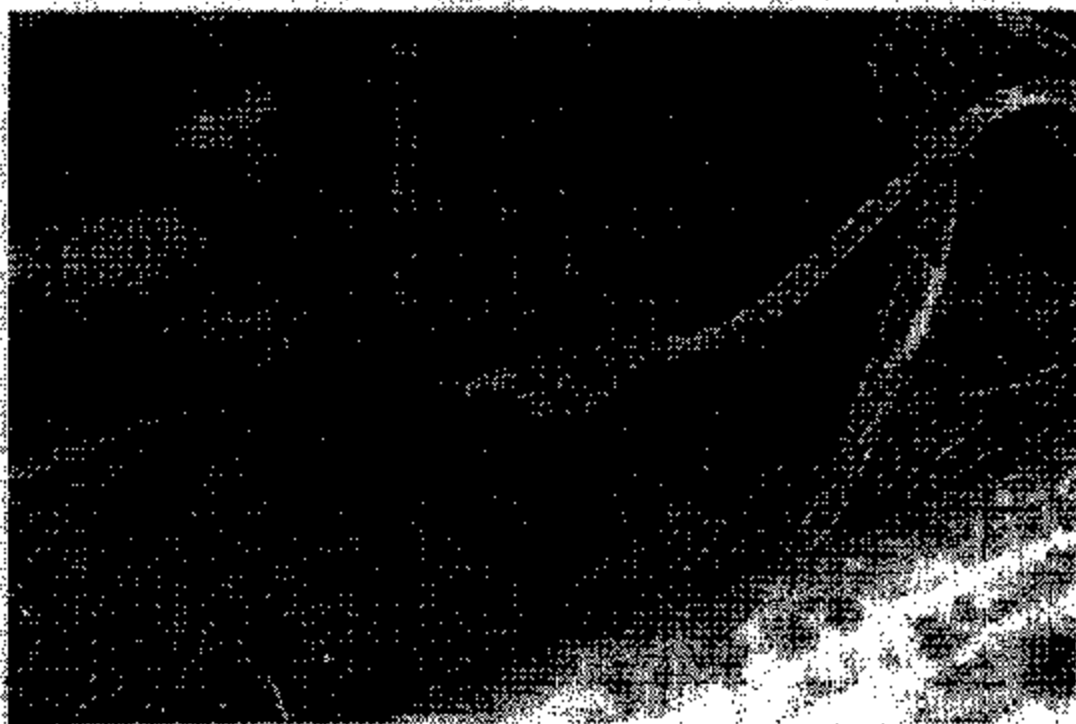


Photo No. 18: Accessory wiring



Photo No. 19: Power distribution center



Photo No. 20: Battery and related wiring



Photo No. 21: Front of engine compartment with radiator and air conditioning condenser consumed



Photo No. 22: Transmission cooling lines connected at radiator tank

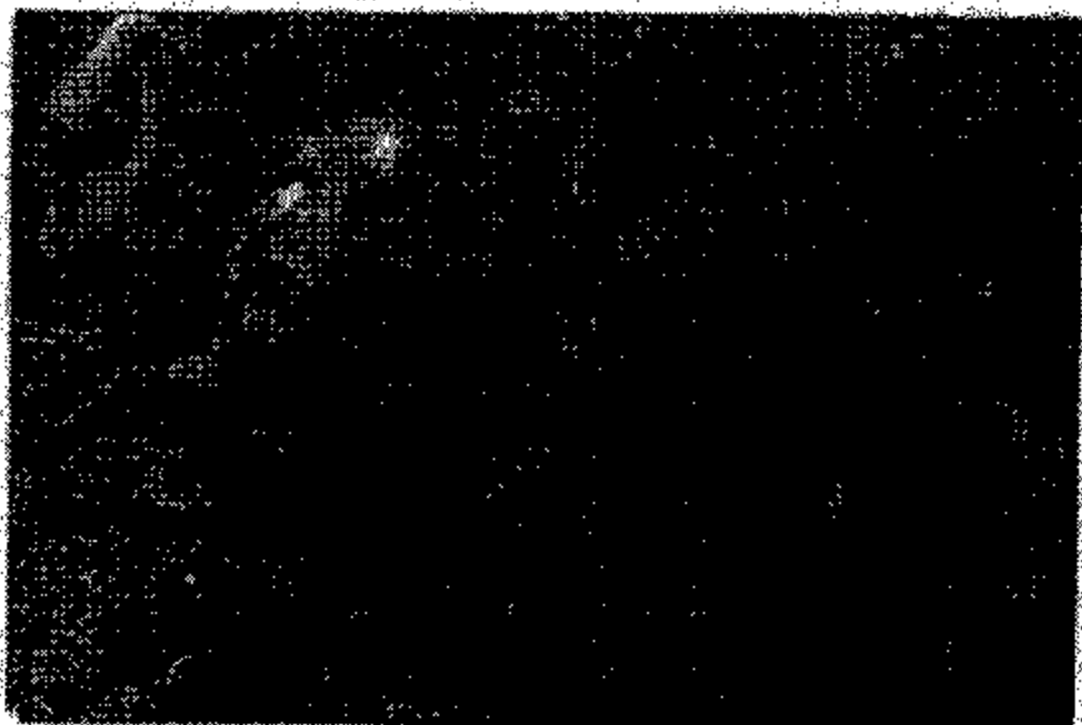


Photo No. 23: Air conditioning compressor and related hoses

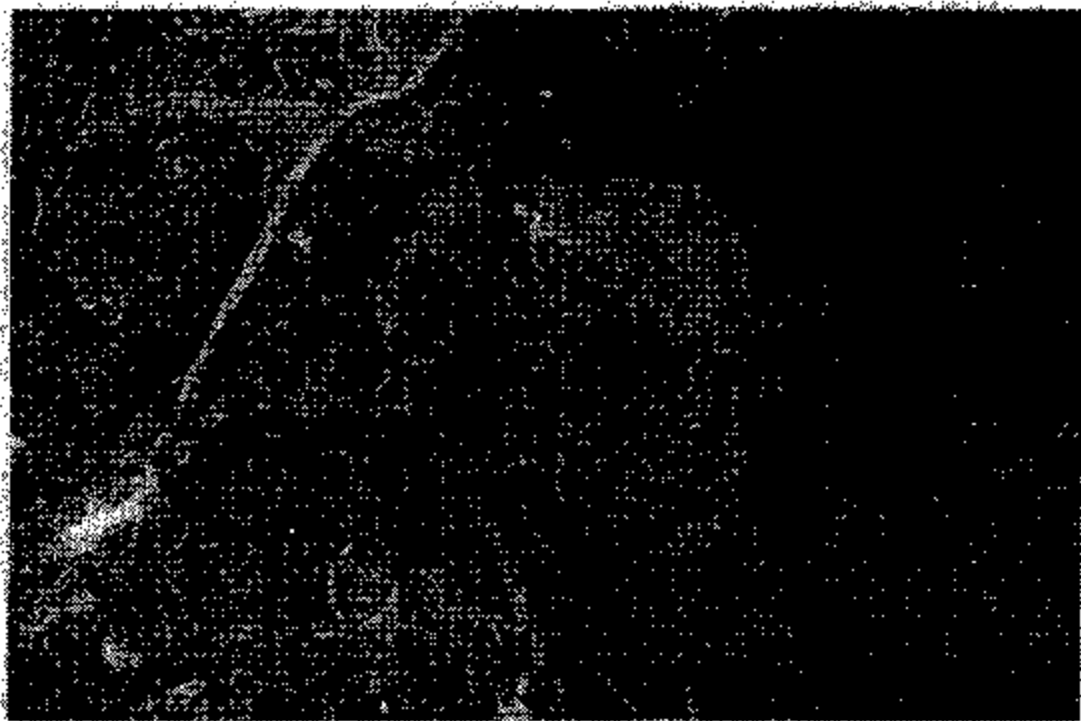


Photo No. 24: Alternator as examined

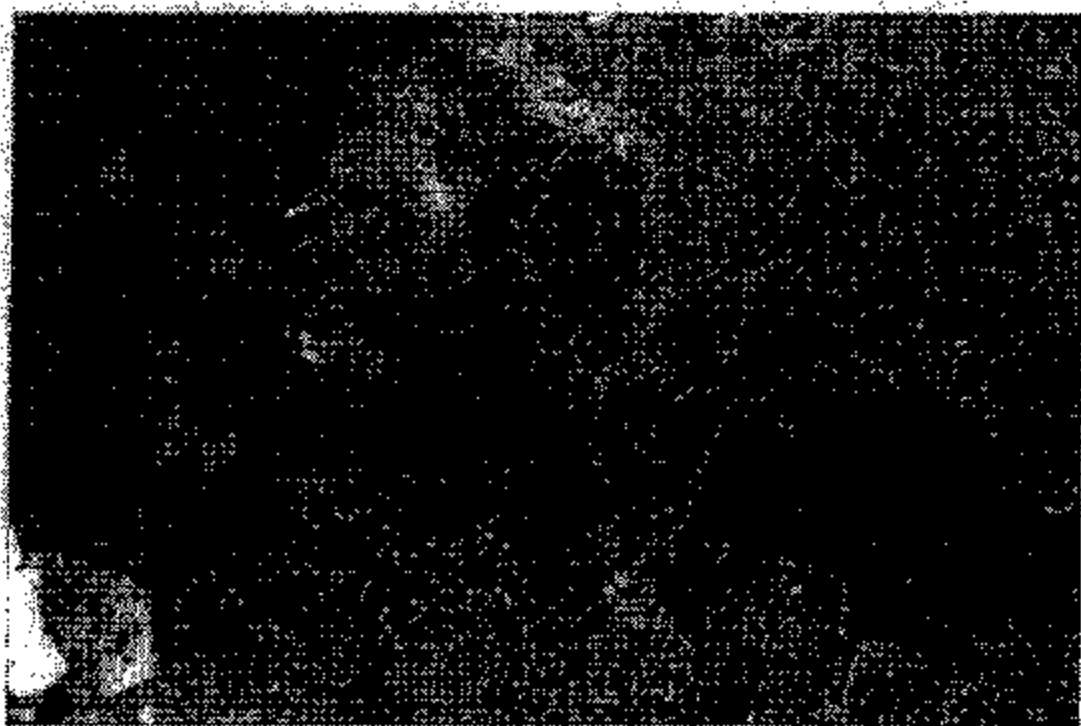


Photo No. 25: Power steering pump reservoir; note no burned oil residues on exhaust manifold

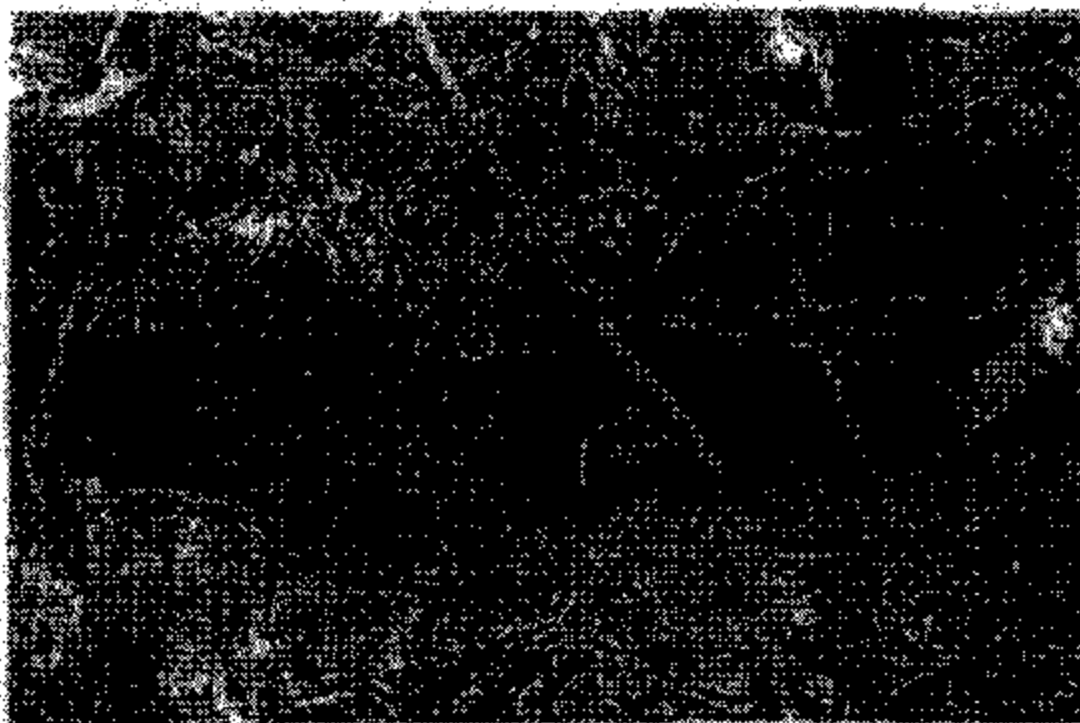


Photo No. 26: Oil dipstick and exhaust manifold



Photo No. 27:

Fuel lines attached to fuel rail with safety clips plastic hoses consumed in fire



Photo No. 28:

Consumed left front fender well and tire

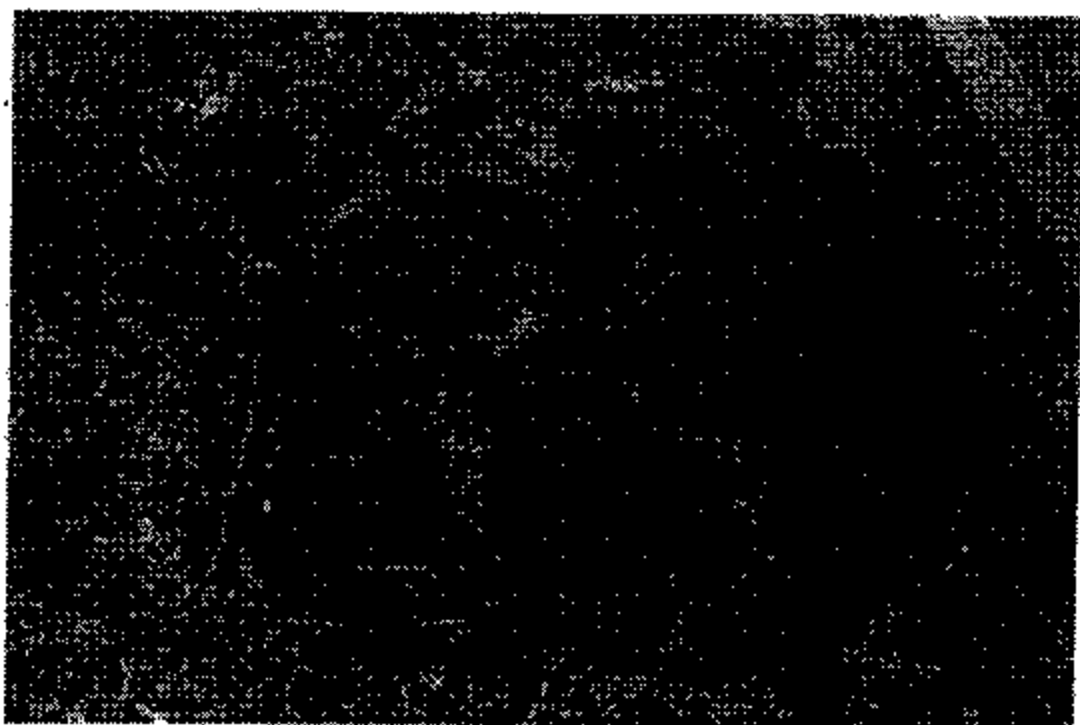


Photo No. 29: Consumed brake master cylinder; arrow indicates positioning of the brake deactivation switch below the master cylinder

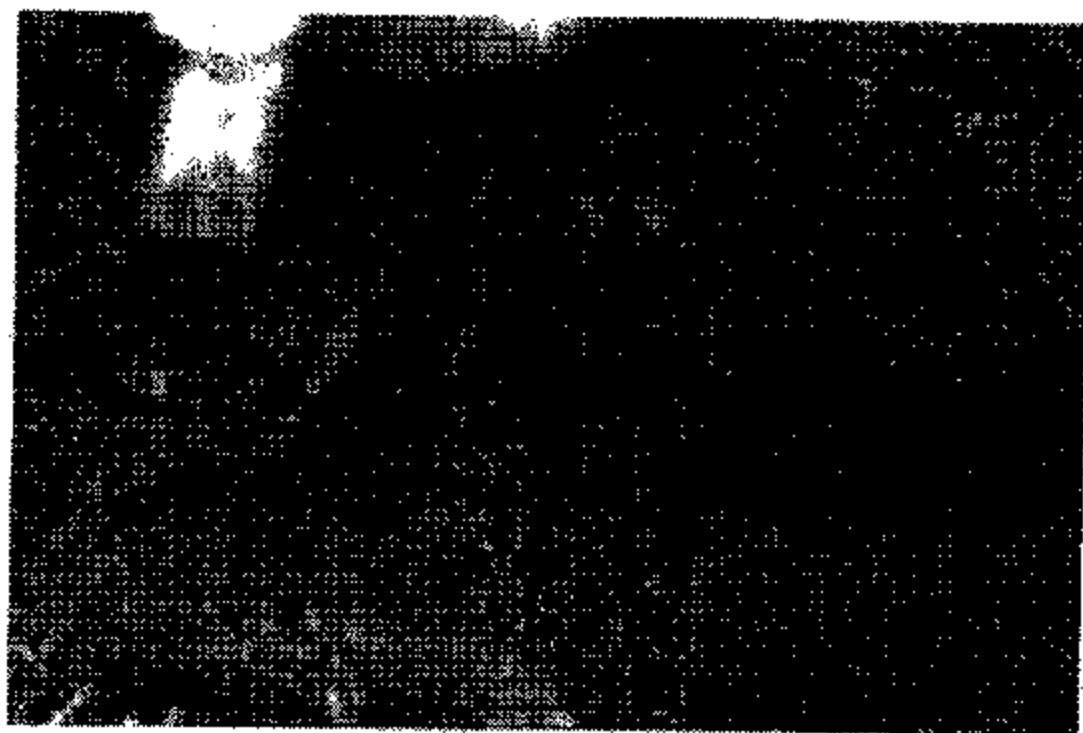


Photo No. 30: Closer view of the brake deactivation switch

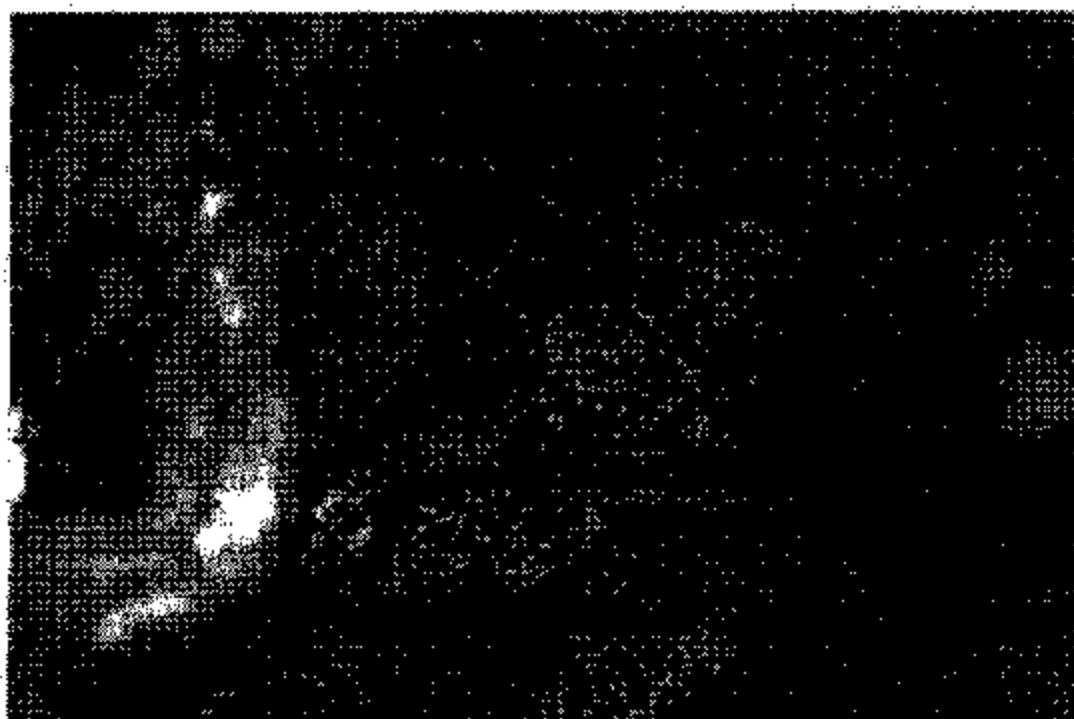


Photo No. 31: Closer view of the brake deactivation switch

02-714305	3	3330	306	
1/14/03		12/14/02	0720 hrs.	



SUPPLEMENTARY REPORT

Fire Investigation

INVESTIGATION REQUESTED BY Date 12/14/02 TIME 0813 BY WHOM Central Islip F.D.

DETECTIVE ARRIVED DATE 12/14/02 **TIME** 0834 **AT SCENE** ☒ **WHY** ☐

OTHER

DESCRIPTION OF VEHICLE YEAR	1995	MAKE	Ford	COLOR	WHITE
-----------------------------	------	------	------	-------	-------

VIN	2FALP71W18X171774	REG.		STATE	N.Y.
-----	-------------------	------	--	-------	------

OTHER

OWNER:

Central Islip, N.Y.

Tel: No.

CERTIFIED
CENTRAL RECORDS SECTION
SUFFOLK COUNTY POLICE DEPARTMENT

INSURANCE: COMPANY American Travelers Insurance

POLICY NUMBER

COVERAGE: COMPREHENSIVE ☒ LIABILITY ☒ NONE ☐

LOAN INFORMATION LENDER

N/A

PAYMENTS PER MO.		BEHIND	CURRENT
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

PHYSICAL EVIDENCE

EVIDENCE IN CUSTODY OF: PROPERTY BUREAU ☐ ID SECTION ☐ LAB ☐ ATF ☐

IMPOUNDED: YES ☐ NO ☒ IMPOUND NUMBER

PLATES ON VEHICLE: YES ☒ NO ☐ FILE ONE: YES ☐ NO ☒ CC#

STOLEN FROM: _____ DATE: _____ TIME: _____

SIGNS OF ENGINE DAMAGE/MISSING PARTS

Engine fully involved in fire, but no parts were missing.

FOUNDED	CASE STATUS	WHEN APPLICABLE CHECK AND ENTER ON REVERSE
☐ YES ☐ NO	☐ ACTIVE ☐ CLAIMED BY AGENT ☐ CLOSED ☐ PENDING ☐ EXCEPTIONALLY CLAIMED NON-CRIMINAL	☐ FULFILLMENT OF OBLIGATION ☐ RETURN OF RECOVERED PROPERTY

NOTE: BOTH T.T. NUM. AND WITH DATES MUST BE OBTAINED & ENTERED BY COMMAND REPORTING THE RECOVERY OF STOLEN AND/OR LOST PROPERTY

T.T. NAME, NO. REPORTING THE FOREIGN AGENCY LAST FIRST-MIDDLE	DATE REPORT	T.T. NAME, NO. CHARGES/ARREST ABOVE T.T. NAME, NO.	DATE CHARGES/ARREST
SPECIAL AGENT IN CHARGE Charles C. Fields Det 978/3330/2		SUPERVISOR'S SIGNATURE George White D/8at 582/3330/2	

15002-025 13735

FILE NUMBER 02-714305	DATE OF REPORT 1/14/03	EXAMINER 3330
PAGE NO. 2	OF 2	PAGES



POLICE DEPARTMENT, COUNTY OF SUFFOLK N.Y.

CONTINUATION REPORT

DISTRIBUTION: Same as initial report.

FACTS:

Upon arrival on scene the Central Islip Fire Department was extinguishing the fire and Chief D'Arcangelo was interviewed. According to the Chief the fire was burning in both the vehicle and building, but the fire seemed to have started outside the building and burned up the siding and into the attic.

PHYSICAL EXAMINATION:

The scene was a 1995 Ford Crown Victoria parked against a wood framed building at the intersection Carlton Ave. and First Ave. on the east side of the roadway, just south of the Long Island Railroad tracks. The car was parked on the south side of the building facing in a northerly direction. The parking lot around the car was checked and nothing unusual was located. The exterior of the vehicle had the paint burned off the front fenders, bumper and engine hood. The engine compartment was examined and all the soft metals, and combustible materials were consumed. The engine block was lying on the ground and the front tires were consumed. The fire entered the passenger compartment through the available openings and consumed the dashboard and caused extensive heat damage to the seats and head liner. The windshield was broken either by the fire or fire department extinguishing efforts, but the VIN tag remained in place and legible.

The fire spread from the 1995 Ford to the adjoining building that housed the Tax Company and Law Office. The fire spread by direct contact to the vinyl siding on the south wall and into the attic space above the offices.

OTHER INVESTIGATIVE INFORMATION:

The [redacted] was interviewed and stated that a passer by came in and told them the taxi was burning. He and the driver, [redacted], went out and saw the taxi burning and the fire was under the engine hood of the Ford they then called "911". [redacted] was interviewed and reported he had been driving the cab all night and kept smelling like plastic burning but didn't see anything unusual in the cab.

The building owner, [redacted], was on scene and reported that the building had just been sold and they were awaiting a closing date. The building is insured by Utica and she has owned the building for 40 years. The Lawyers Office had suffered the most damage, smoke and soot, it is on the south side of the building. The lawyer himself had recently past away, but his son was present and stated they had no renters insurance.

CONCLUSION:

Based upon the above scene investigation and interviews, it is the opinion of the undersigned detective that this fire was caused by a malfunction in the engine of the 1995 Ford. This case will be carried as an Accidental Fire investigation with the status being Closed Non-Criminal.

CERTIFIED
CENTRAL RECORDS SECTION
SUFFOLK COUNTY POLICE DEPARTMENT

REPORTING OFFICER

Charles C Fjeldal Det 978/3330/2

SUPERVISOR

George White D/Sgt 562/3330/2

DATE

01/19/03

C. S. J.

**OASIS RESULT:
2FALP71W1SX171774**07/03/2003
18:40:21

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▶ VEHICLE INFORMATIONVEHICLE DESCRIPTION
1995 CROWN VICTORIABODY STYLE
4 DR SEDAN POLICEENGINE
4.6L SOHC
(ROMEO)ENGINE
CALIBRATION
518IR13ATRANSMISSION
4R70W 4 SPD AUTOAXLE CODE
75**▶ GENERAL WARRANTY INFORMATION**WARRANTY START DATE
06/10/1995BUILD DATE
04/27/1995

SALE MILEAGE

▶ WARNING MESSAGES

LESS THAN TWO DEALER APPROVED AWA REPAIR VISITS PAID TO DATE

▶ FIELD SERVICE ACTIONS

NO CAMPAIGN MESSAGE(S) FOUND

▶ EXTENDED COVERAGES

NO ESP INFORMATION AVAILABLE

▶ REPAIR HISTORY

NO REPAIR HISTORY ON VEHICLE

END OF OASIS REPORT FOR 2FALP71W1SX171774

EP02-025 13748

INSTALLED OPTION INFORMATION:

Air Conditioning:	C/B - MANUAL AIR CONDITIONER	GVW Code:	
Alternator Amp Rating:	*	GVW Class Code:	L
Audio Unit:	* - [N/A]	Instrumentation:	* - [N/A]
Axle Ratio:	BGAEC - 5.27 FINAL DRIVE RATIO	Mirror(Driver Side):	* - [N/A]
Axle Type:	EGJAB - NON-LIMITED SLIP REAR AXLE	Mirror(Passg Side):	* - [N/A]
Battery Amp Rating:	EW	Paint:	PNEGC - PERFORMANCE WHITE/CAC
Brake Code:	AALAT - POLICE EQUIP PACK	Power Antenna:	* - [N/A]
Brake Code(Service):	* - [N/A]	Radio:	AD - ELECTRONIC AM/FM STEREO RADIO
Calibration Code:	S18R13A	Sound System:	* - [N/A]
Color(Account):	* - [N/A]	Steering Tension Axle:	
Color(Trial):	000EX -	Tire Manufacturer:	AG -
Delivery Type:	3	Tire Brand:	* -
Drivetrain Code:	*	Tire Size:	D30TT - P225/70VR15 BSW
Front Seat:	* - [N/A]	Traction Control:	* - [N/A]
Front Type:	* - [N/A]	Wheel Size:	

TIRE DOT INFORMATION:

LF: * RF: *

LR: * RR: *

LI: * RI: *

SPARE: * DOT Plant Manufacturer: * - *

ESP INFORMATION: EMISSIONS INFORMATION:

ESP Code:	* Emission Code:	C/B - C/B
ESP Coverage(Miles):	* Emission Cert Type:	F
ESP Coverage(Time):	* Emission Test Suffix:	LSD
ESP Plan Year:	* Engine Family:	SPM46V6CEA
ESP Signature Date:		

ANY COMMENTS?

ANALYTICAL WARRANTY SYSTEM

Standard Claims List For Model Year 1995

Note: All Costs are in US Dollars

VIN	VEH LINE	MKT DERIV	BODY CAB	VEH SERIES	DRIVE TYPE	PLT CD	TRM CD	ENG CD	PROD DATE	WARR DATE	SELLING DEALER	HELI CNT	TR	WCC	CPEC	6 PREP	BASE	SUFF	CCC	CD	DEBT (Miles)			
2FALP71W1SX171774	C7B	C7	C7C	CAB	C7B	AW	CDU	GVN	27-APR-1995	10-MAY-1995	152083	USA	17	*	*	*	*	*	*	*	46881			
AWS Claim Key:		12227560	Trx Code:		96545	Labor Hrs:		3	Labor Costs:		14.54	Material Costs:		0	Total Costs:		19.39							
Dir Cd-Sub Cd:		04356-*	Name:				SEQUIN FORD MERCURY				Ph:	836-3031192		St:	TX	City Cd:		USA	Reg Cd:	NA	Repr Dates:	24-SEP-1996	Doc:	8-01173301
Cost Comments:		96545 RECALL																						
Tech Comments:		CK HYMAN ARM SPAL AND LUBE																						
2FALP71W1SX171774	C7B	C7	C7C	CAB	C7B	AW	CDU	GVN	27-APR-1995	10-MAY-1995	152083	USA	17	*	*	*	*	*	*	*	104801			
AWS Claim Key:		21603546	Trx Code:		*	Labor Hrs:		6	Labor Costs:		30.6	Material Costs:		24.5	Total Costs:		60							
Dir Cd-Sub Cd:		04356-*	Name:				SEQUIN FORD MERCURY				Ph:	836-3031192		St:	TX	City Cd:		USA	Reg Cd:	NA	Repr Dates:	18-JUN-1996	Doc:	8-01826104
Cost Comments:		97543 HOOD STRIKER																						
Tech Comments:		INSPECT AND INSTALL HOOD STRIKER PLATE FOR RECALL																						

Any comments?

E982-02B 13743

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report**

Note: All Costs are in US Dollars

Model Year = 1995; Claim Key = 12227660

Vehicle Information

Model Year: 1995

Market Derived: C/F - FORD DIVISION DERIVATIVE

Body/Cab Type: C/FC - 4 DOOR SEDAN-6 LITE

Version/Series: C/AB-BASE VERSION - CAR

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

Vehicle Line: C/FB-CROWN VIC (EN53/EN114)
[92-04]

Warranty Start Date: 10-MAY-1995

Production Date: 27-APR-1995

VIN: 2FALP71W1SX171774

Claim Information

Document Number: 01173301

Repair Date: 24-SEP-1996

Distance: 46881

TIS: 17

Dealer Information

Dealer Name: SEGUIN FORD MERCURY

Dealer Code: 04556 - *

Address: 838 W COURT

City: SEGUIN

State: TX Zip Code: 78155

Country: USA Region Code: NA

Phone: (830)119-1192

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 14.54

Misc. Expense Amount: 4.85

Part Markup Amount:

Material Cost: 0

Total Cost Gross: 19.39

Cust. Concern Code: * -

Condition Code: * - [N/A]

Technician Comment: CK PITMAN ARM SEAL AND LUBE

Customer Comment: 96S45 RECALL

Labor Op Code Labor Op Description Labor Op Cost

96S45A REPLACE 14.54

Causal Full Part Number Part Part Extended**Flag PREF BASE SUFF Description CPSC Quantity Amount**Any comments?

E902-829 13744

ANALYTICAL WARRANTY SYSTEM**Claim Detail Report**

Note: All Costs are in US Dollars

Model Year = 1995; Claim Key = 21683846

Vehicle Information

Model Year: 1995

Market Derived: C/F - FORD DIVISION DERIVATIVE

Body/Cab Type: C/FC - 4 DOOR SEDAN-6 LITE

Version/Series: C/AB-BASE VERSION - CAR

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

Vehicle Line: C/FB-CROWN VIC (EN53/EN114)
[92-04]

Warranty Start Date: 10-MAY-1995

Production Date: 27-APR-1995

VIN: 2FALP71WISX171774

Claim Information

Document Number: 01826101

Repair Date: 10-JUN-1998

Distance: 104801

TIS: 38

Dealer Information

Dealer Name SEGUIN FORD MERCURY

Dealer Code: 04556 - *

Address: 838 W COURT

City: SEGUIN

State: TX Zip Code: 78155

Country: USA Region Code: NA

Phone: (830)119-1192

Expense Information

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 30.6

Misc. Expense Amount: 5.1

Part Markup Amount:

Material Cost: 24.3

Total Cost Gross: 60

Cust. Concern Code: * -

Condition Code: * - [N/A]

Technician Comment: INSPECT AND INSTALL HOOD STRIKER PLATE PER RECALL

Customer Comment: 97S63 HOOD STRIKER

Labor Op Code Labor Op Description Labor Op Cost

97S63C

30.6

Causal Full Part Number**Part****Part Extended****Flag PREF BASE SUFX****Description****CPSC Quantity Amount**

N F6AZ 16K689 AA STRIKER HOOD LATCH 010205 1 24.3

Any comments?

E962-826 13745

ENTER VIN ==> 2FALP71W1SX171774

NAME ==> [REDACTED] I ZIP ==> [REDACTED] MODEL YR ==>

OWNER NAME [REDACTED]

STREET ADDR [REDACTED]

CITY : CENTRAL ISLIP

N/A YY-MM-DD 02-03-15

ST/PRV: NY CTRY:

ZIP/POSTAL CODE: [REDACTED] N/A SOURCE: P

MODEL YEAR : 95 PLANT: X

SALE YY-MM-DD 95-05-10

BODY STYLE DESC: 4 DR SEDAN POLICE

PRODUCTION YY-MM-DD 95-04-27

VEHICLE DESC : 1995 CROWN VICTORIA

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	1	52	E	083	10	52
FACING	1	52	E	083		
RESPONSIBLE	1	13	E	096		

CA EMISSION : ENGINE TAG CODE : 5G808RA

CAMPAIGN COUNTS

NAVIS STATUS : 800

COMPANY CAR IND :

TOTAL CAMPAIGNS : 06

DSO DISTRICT :

FLEET CODE :

OPEN : 01 CLOSED : 05

DSO NUMBER :

FLEET STATUS :

ACTIVE: 05 HISTORY: 01

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

OGDB166

ENTER CAMPAIGN NUMBER--> 02B02 VIN--> 2FALP71WLSK171774 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: OPT UPGRADE BODY STYLE: 4 DR SEDAN POLICE
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 : 02-10-24
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 1 13 096 ASSIGNED: 02-10-31 SOURCE: PX EXTRACT DATE: 02-10-31
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
C COMPLETE 02-10-24 A 02-10-24 81000 EXPR INELIG UR
M RELEASED FOR MAILING 02-10-22
H AWAITING MAILING 02-09-27

DELETE REASON:

F1-INQUIRY F2-G140 F3-EXIT F5-G130 F7-FIRST F8-NEXT F9-MORE STATUS
F10-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037-NO MORE DATA TO DISPLAY

OGDB166

-->

ENTER CAMPAIGN NBR ==> 02B02

VIN ==> 2FALP71W1SK171774

DEFECT : OPT UPGRADE BODY STYLE DESC: 4 DR SEDAN POLICE
RESP DEALER : 152083 BEGINNING MAILED DATE: 00-00-00 YY-MM-DD
RELEASE DESC : PRE-RELEASE WARNING ENDING MAILED DATE : 00-00-00 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 :

CITY : SEGUIN

CTRY:

ST/PRV: TX

ZIP/POSTAL CODE:

N-A SOURCE: R N-A EFF DATE: 96-08-05 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 :
CTRY:

ST/PRV:

ZIP/POSTAL CODE:

N-A SOURCE:

N-A EFF DATE:

YY-MM-DD

F1-INQUIRY F3-EXIT F4-QUIT F5-G150 F7-FIRST PAGE F8-NEXT PAGE F9-G140
1048-LAST PAGE

OGDB166

ENTER CAMPAIGN NUMBER==> 96L12 VIN==> 2FALP71W1SX171774 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: PASS AIR BAG BODY STYLE: 4 DR SEDAN POLICE
NEW STATUS CODE: CAMP DIV : 6
REPAIR INFORMATION: TYPE CODE: SUPP CODE :
REPAIR DATE: DEALER P/A: KIT CODE : BW
MICRO REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 1 13 096 ASSIGNED: 02-10-31 SOURCE: PX EXTRACT DATE: 02-10-31
***** 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 97-01-28
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)
1037-NO MORE DATA TO DISPLAY

OGDB166

==>
ENTER CAMPAIGN NBR ==> 96L12 VIN ==> 2FALP71W1SX171774
DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DR SEDAN POLICE
RESP DEALER : 152083 BEGINNING MAILED DATE: 97-02-10 YY-MM-DD
RELEASE DESC : NI PART KIT CODE ENDING MAILED DATE : 97-02-21 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 :
CITY : SEGUIN CTRY:
ZIP/POSTAL CODE: N-A SOURCE: R N-A EFF DATE: 96-08-05 YY-MM-DD

RESP DEALER : BEGINNING MAILED DATE: YY-MM-DD
RELEASE DESC : ENDING MAILED DATE : YY-MM-DD
CAMPAIGN DIV : FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV:
CITY : CTRY:
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE: YY-MM-DD
F1-INQUIRY F3=EXIT F4=QUIT F5=G150 F7-FIRST PAGE F8-NEXT PAGE F9=G140
I048-LAST PAGE OGDB166

ENTER CAMPAIGN NUMBER--> 96945 VIN--> 2FALP71W1SXI71774 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: PITMAN ARM BODY STYLE: 4 DR SEDAN POLICE
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 : 96-08-01
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 1 13 096 ASSIGNED: 02-10-31 SOURCE: PX EXTRACT DATE: 02-10-31
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
C COMPLETE 96-09-26 A 96-09-24 04556 011733 IJOKI6J AC
M RELEASED FOR MAILING 96-08-06
R READY TO RELEASE 96-07-29

DELETE REASON:

F1-INQUIRY F2-G140 F3-EXIT F5=G130 F7-FIRST F8-NEXT F9-MORE STATUS
F10-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037-NO MORE DATA TO DISPLAY

OGDB166

==>

ENTER CAMPAIGN NBR ==> 96845

VIN ==> 2FALP71W18X171774

DEPECT : PITMAN ARM

BODY STYLE DESC: 4 DR SEDAN POLICE

RESP DEALER : 152083

BEGINNING MAILED DATE: 96-08-28 YY-MM-DD

RELEASE DESC : NI REL REMAINING

ENDING MAILED DATE : 96-08-28 YY-MM-DD

CAMPAIGN DIV : 6

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS:

STREET ADDR1 :

ADDR2 :

ST/PRV: TX

CITY : SEGUIN

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE: N N-A EFF DATE: 95-05-19 YY-MM-DD

RESP DEALER :

BEGINNING MAILED DATE:

YY-MM-DD

RELEASE DESC :

ENDING MAILED DATE :

YY-MM-DD

CAMPAIGN DIV :

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS:

STREET ADDR1 :

ADDR2 :

ST/PRV:

CITY :

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE:

N-A EFF DATE:

YY-MM-DD

F1-INQUIRY F3=EXIT F4=QUIT F5=G150 F7-FIRST PAGE F8-NEXT PAGE F9=G140

1048-LAST PAGE

CGDB166

ENTER CAMPAIGN NUMBER==> 97863 VIN==> 2FALP71W1SX171774 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: HOOD STRIKER BODY STYLE: 4 DR SEDAN POLICE
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 : 97-03-20
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 1 13 096 ASSIGNED: 02-10-31 SOURCE: PX EXTRACT DATE: 02-10-31
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
C COMPLETE 98-06-15 C 98-06-10 04556 018261 EK1BD8F AC
M RELEASED FOR MAILING 98-01-08
M RELEASED FOR MAILING 97-06-06
M RELEASED FOR MAILING 97-03-20
E AWAITING MAILING 97-02-12

DELETE REASON:

F1-INQUIRY F2-G140 F3-EXIT F5-G130 F7-FIRST F8-NEXT F9-MORE STATUS
F10-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037-NO MORE DATA TO DISPLAY

OGDB166

==>

ENTER CAMPAIGN NBR ==> 97863 VIN ==> 2FALP71W18X171774
DEPECT : HOOD STRIKER BODY STYLE DESC: 4 DR SEDAN POLICE
RESP DEALER : BEGINNING MAILED DATE: 98-01-08 YY-MM-DD
RELEASE DESC : OSU FOLLOW UP MAILED ENDING MAILED DATE : 98-01-08 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 :
CITY : SEGUIN CTRY:
ZIP/POSTAL CODE: N-A SOURCE: R N-A EFF DATE: 96-08-05 YY-MM-DD

RESP DEALER : 152083 BEGINNING MAILED DATE: 97-06-12 YY-MM-DD
RELEASE DESC : POSTCARD FOLLOWUP ENDING MAILED DATE : 97-06-12 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : GUAD CO SHERIFF D INITIALS:
STREET ADDR1 : 2611 N GUADALUPE ST
ADDR2 :
CITY : SEGUIN CTRY:
ZIP/POSTAL CODE: 78155 N-A SOURCE: R N-A EFF DATE: 96-08-05 YY-MM-DD
F1-INQUIRY F3=EXIT F4=QUIT F5-G150 F7-FIRST PAGE F8-NEXT PAGE F9-G140
I032-PRESS F8 FOR MORE DATA OGDB156

==>

ENTER CAMPAIGN NBR ==> 97863 VIN ==> 2FALP71W1SX171774
DEFECT : HOOD STRIKER BODY STYLE DESC: 4 DR SEDAN POLICE
RESP DEALER : 152083 BEGINNING MAILED DATE: 97-04-24 YY-MM-DD
RELEASE DESC : NEW ISSUE TOTAL ENDING MAILED DATE : 97-04-24 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 :
CITY : SEGUIN CTRY:
ZIP/POSTAL CODE: N-A SOURCE: R N-A EFF DATE: 96-06-05 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 : CTRY:
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE: YY-MM-DD
F1-INQUIRY F3-EXIT F4-QUIT F5-G150 F7-FIRST PAGE F8-NEXT PAGE F9-G140
I048-LAST PAGE OGDB166

ENTER CAMPAIGN NUMBER==> 98B19 VIN==> 2FALP71W19X171774 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: BRAKE LINE BODY STYLE: 4 DR SEDAN POLICE
NEW STATUS CODE: CAMP DIV : 6
REPAIR INFORMATION: TYPE CODE: SUPP CODE :
REPAIR DATE: DEALER P/A: KIT CODE : BB
MICRO REF: CLAIM NUM: OASIS DATE : 98-04-21
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 1 13 096 ASSIGNED: 02-10-31 SOURCE: PX EXTRACT DATE: 02-10-31
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
E CAMP/PROG EXPIRED 98-12-03 E 98-12-03 EXPIRED OL
M RELEASED FOR MAILING 98-04-22
E AWAITING MAILING 98-04-01

DELETE REASON:

F1-INQUIRY F2-G140 F3-EXIT F5-G130 F7-FIRST F8-NEXT F9-MORE STATUS
F10-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037-NO MORE DATA TO DISPLAY

OGDB166

ENTER CAMPAIGN NBR ==> 98B19

VIN ==> 2FALP71W1SX171774

DEFECT : BRAKE LINE BODY STYLE DESC: 4 DR SEDAN POLICE
RESP DEALER : 152083 BEGINNING MAILED DATE: 98-05-18 YY-MM-DD
RELEASE DESC : NEW ISSUE TOTAL ENDING MAILED DATE : 98-05-29 YY-MM-DD
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 :
CITY : SEGUIN CTRY:
ZIP/POSTAL CODE: N-A SOURCE: R N-A EFF DATE: 96-08-05 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 : CTRY:
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE: YY-MM-DD

F1-INQUIRY F3-EXIT F4-QUIT F5-G150 F7-FIRST PAGE F8-NEXT PAGE F9-G140
IO48-LAST PAGE OGDB166

ENTER CAMPAIGN NUMBER==> 96B86 VIN==> 2FALP71W19X171774 TYPE OF SEARCH: H
MODEL YEAR: DEFECT: BRAKE LINE BODY STYLE:
NEW STATUS CODE: CAMP DIV :
REPAIR INFORMATION: TYPE CODE: SUPP CODE :
REPAIR DATE: DEALER P/A: KIT CODE :
MICRO REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE:
CURRENT: ASSIGNED: SOURCE: EXTRACT DATE:
***** STATUS INFORMATION: ***** REPAIR INFORMATION: *****
CODE DESCRIPTION DATE TYPE DATE P/A CLAIM# MICRO# CL SRC
M RELEASED FOR MAILING 96-08-19

DELETE REASON:

F1-INQUIRY F2-G140 F3-EXIT F5-G130 F7-FIRST F8-NEXT F9-MORE STATUS
F10-ADD STATUS F11-REVISE (ALL DATA FIELD DATES YY-MM-DD)
I037-NO MORE DATA TO DISPLAY

OGDB166

ENTER CAMPAIGN NUMBER==> 96L12 VIN==> 2FALP71W1SX171774 TYPE OF SEARCH: A
MODEL YEAR: 95 DEFECT: PASS AIR BAG BODY STYLE: 4 DR SEDAN POLICE
NEW STATUS CODE: CAMP DIV : 6
REPAIR INFORMATION: TYPE CODE: SUPP CODE :
REPAIR DATE: DEALER P/A: KIT CODE : BW
MICRO REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 1 13 096 ASSIGNED: 02-10-31 SOURCE: PX EXTRACT DATE: 02-10-31
***** 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 97-01-28
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)
I037-NO MORE DATA TO DISPLAY

OGDB166

CSCN130

NOTIFICATION RECIPIENT HISTORY

07/03/03 15:43:11

==>

ENTER CAMPAIGN NBR ==> 96L12

VIN ==> 2P4LP71W1S171774

DEFECT : PASS AIR BAG BODY STYLE DESC: 4 DR SEDAN POLICE

RESP DEALER : 152083

BEGINNING MAILED DATE: 97-02-10 YY-MM-DD

RELEASE DESC : NI PART KIT CODE

ENDING MAILED DATE : 97-02-21 YY-MM-DD

CAMPAIGN DIV : 6

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS:

STREET ADDR1 :

ADDR2 :

ST/PRV: TX

CITY : SEGUIN

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE: R N-A EFF DATE: 96-08-05 YY-MM-DD

RESP DEALER :

BEGINNING MAILED DATE:

YY-MM-DD

RELEASE DESC :

ENDING MAILED DATE :

YY-MM-DD

CAMPAIGN DIV :

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS:

STREET ADDR1 :

ADDR2 :

ST/PRV:

CITY :

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE:

N-A EFF DATE:

YY-MM-DD

F1-INQUIRY F3-EXIT

F4=QUIT

F5=G150

F7-FIRST PAGE

F8-NEXT PAGE

F9=G140

I048-LAST PAGE

OGDB166

2002-025 13700

DEALER 52H 083 VIN 2FALP71W1EX171774

	1995 CR VIC POLICE INTERCEPTOR 2023D 00	18664 00
	1043-400810/13/94TX	3300 00-
WT	VIBRANT WHITE CLEARCOAT	
HP	PORTOFINO BLUE CLOTH	
	PREPARED EQUIPMENT PKG.172P	465 00
68P	POLICE GROUP 1:	414 00
	SPEED CONTROL	
	POWER LOCK GROUP	
95W	4.0L OHC SEVI VS ENGINE	NC
44U	ELECTRONIC AUTO O/D TRANS	NC
74S	P225/70V15 BSW TIRES	NC
12E	FRONT CARPETED FLOOR MATS	25 00
153	FRONT LICENSE PLATE BRACKET	NC
	SPECIAL ORDER 52 0390	NC
	CCDR-WRIGHT ADJUSTMENT	N/C
	SPOTLAMP (LH) W/PORTOFINO TRIM	174 00
	TOTAL VEHICLE & OPTIONS	20891 00
	DESTINATION & DELIVERY	575 00
	TOTAL BEFORE DISCOUNT	21466 00
	##SPECIAL ADDED DISCOUNT##	300 00-
	SCHEDULE A (MEMO)	.00
	TOTAL FOR VEHICLE	21166 00

10 U.S. GAL GAS FACTORY 14 50
 PRICED DORA 50
 FLEET P.O. NUMBER 6333
 BATCH-ID SD22105845 N RA 2X
 PRICE LEVEL 510130P71 VIN: 2FALP71W1EX171774
 SHIPPING WEIGHT 3624 LBS.

THIS INVOICE MAY NOT REFLECT THE FINAL COST OF THE VEHICLE IN VIEW OF THE POSSIBILITY OF FUTURE REBATES, ALLOWANCES, DISCOUNTS AND BOUNTIES AWARDED FROM FORD MOTOR COMPANY TO THE DEALER.					
* THE PORTION OF THE VEHICLE PRICE WILL BE PROVIDED TO THE APPROPRIATE FOUNDATION TO SUPPORT REGIONAL/LOCAL ADVERTISING.					
REGIONAL MARKETING ADVERTISING	INVOICE TOTAL	LESS FORD MOTOR COMPANY DISCOUNT	LESS REGIONAL/LOCAL ADVERTISING DISCOUNT	LESS FLEET PRICE ADJUSTMENT	A PLAN
.00	16,264.00	613.00	285.00	15,356.00	
613.00	6.00	310.00	3299.50-	607.00	18459.00

SOLD TO	REGULIN MOTOR CO	52H083	FURTHER TERMS ON REVERSE		
	838 W COURT	TX 78155	DATE	BY	BY
	REGULIN		04 22 95	52H7555	BP 13
BPTC (OTHER THAN ABOVE)			BCL2		
			SHIP THROUGH		

2FALP71W1EX171774 ST. THOMAS FORD MOTOR CREDIT 000001
 SX171774 2P B71 19950422 950422 SD221 N 510 52H083 122P 3B 16264.00 KUI
 THIS INVOICE IS TO BE USED FOR THE BILLING OF VEHICLES ONLY DEALER'S COPY

ENG2-025 13761

434949

SNorton
TN

Co 4/80

01-21-23-40

0102-025-B 0071

ce

Tel: (865)623-6900

THE NOLAN LAW FIRM, PC
707 MARKET STREET
2ND FLOOR KNOXVILLE, TN 37902

Fax: (865)623-6300

P.O. BOX 1546
KNOXVILLE, TN 37901

October 17, 2000

Ford Motor Company
P.O. Box 6248
Dearborn, MI 48126



Re: My Client: Farmers Insurance Group
Our Insured: [REDACTED]
D/Loss: March 15, 2000
Loss Location: Grainger County, TN
Amt. Dam.: \$25,715.08

Dear Sir/Madam:

Please be advised that I have been retained by Farmers Insurance Group to recover the monies paid to its insured as a result of an electrical fire in an automobile, manufactured by your company, that occurred in Grainger County, Tennessee on March 15, 2000. Our investigation has revealed that defective wiring during the manufacturing process was responsible for these damages. As a result of this have paid to our insured \$25,715.08.

Please contact me upon receipt of this letter to discuss this matter. Should you fail to contact me, my client may file suit against you without further notice.

Very Truly Yours,

J. Brent Nolan
J. Brent Nolan

cc: Farmers Insurance Group

Should you wish to apply the balance of your account to your Visa or MasterCard, please complete the following and return to this office: (check one) ☐ Visa or ☐ MasterCard, Account Number: _____, Expiration Date: _____, Your Signature: _____

TO OCT 33 12:13

CONSUMER AFFAIRS
SECTION

REDACTED

2002-015-B 0072 N