

EA02-025

FORD 10/27/03

APPENDIX M

BOOK 21 OF 22

PART A-D

PART C

DMDACERR

*** Ford ACES II Repair Status Inquiry ***

03/31/1997 12:08:22

VIN: 2ME1M75W5EX631976

REPAIR DATE: 03/21/1996

RO NBR: —

RPR NBR: —

Deductible Claimed: \$

0.00

P&A CODE: 05241

Att

Register

SEL	RO# - Rpr #	Control - Sub#	Desc.	Sts	Att	Recd	Rpr Amt	Date
—	430055	1	L22XH6C01	02	EMISDBA	PAY	176.86	04/02/96

F1=Help

F3=End

F5=All Repairs

F6=Repair Detail

F7=Prev

F8=Next

F9=Error Msgs

F12=Rtn

BOTTOM OF INFORMATION

GRESPO31

2002-025 20012

DM0ACBEB

*** Ford ACES II Repair Status Inquiry ***

03/31/1997 12:06:01

VIN:

2ME1M75W5RX631976

REPAIR DATE: 12/19/1996

RO NBR:

RPR NBR:

Deductible Claimed: \$

0.00

P&A CODE: 01184

Att

Register

SEL	RO# - Rpr #	Control - Sub#	Desc.	Sts	Att	Recd	Rpr Amt	Register Date
-	005975	51	CH7NH6M01	01	EMISDBA	PAY	81.75	12/26/96

F1-Help

F3-End

F5-All Repairs

F6-Repair Detail

F7-Prev

F8-Next

F9-Error Msgs

F12-Rtn

BOTTOM OF INFORMATION

GRESF031

DM0ACHEB

*** Ford ACES II Repair Status Inquiry ***

03/31/1997 12:03:58

==>

VIN: 2MKLM75W5R1631976

REPAIR DATE: 04/17/1996

RO NBR:

RPR NBR:

Deductible Claimed: \$

0.00

PLA CODE: 12835

Att

Register

SEL	RO#	Rpr #	Control	Sub#	Desc.	Sts	Att	Recd	Rpr Amt	Date
-	078958	51	K11SF6D01	02	PROBATT	PAY			54.74	05/14/96

F1=Help

F3=End

F5=All Repairs

F6=Repair Detail

F7=Prev

F8=Next

F9=Error Msgs

F12=Rtn

BOTTOM OF INFORMATION

GRESPO31

DNOACKEE

*** Ford ACES II Repair Status Inquiry ***

03/31/1997 12:02:52

==>

VIN: 2ME4M75W5RX631976

REPAIR DATE: 07/31/1996

RO-NBR:

RPR NBR:

Deductible Claimed: \$

0.00

P&A CODE: 12835

Att

SEL	RO#	Rpr #	Control	Sub#	Desc.	Sta	Att	Recd	Rpr Amt	Register Date
-	083487	51	JT5ZD6H01	01	BUMPER	PAY			409.76	08/12/96
-	083487	52	JT5ZD6H02	01	BUMPER	PAY			344.51	08/12/96
-	083487	53	JT5ZD6H03	01	BUMPER	PAY			164.42	08/12/96
-	083487	54	JT5ZD6H04	01	BUMPER	PAY			254.72	08/12/96

F1=Help

F3=End

F5=All Repairs

F6=Repair Detail

F7=Prev

F8=Next

F9=Error Msgs

F12=Rtn

BOTTOM OF INFORMATION

GRESPO31

Page 2
ON 2MELM75WSRX631975
N DURING THE PAST 24 MONTHS
DATE: 01/17/94

BOR ERATION	OTHER EXP. DESC	PART COST	LABOR COST	OTHER COST	TOTAL COST
-----	-----	-----	-----	-----	-----
07D		23.62	320.89	.00	344.51
		122.56	41.86	.00	164.42
		108.23	146.49	.00	254.72

-PAGE RIGHT

END OF REPORT

<= MORE

HISTORY OF REPAIRS ON ZMELM75W5
 PERFORMED ACROSS THE NATION DURING THE
 WARRANTY-START DATE: 01/17

DEALER NAME	REPAIR----	R.O.--	REP		PART		TRANS	LABOR	O	
	DATE	NUMBER	NBR	MILEAGE	CAT	NUMBER	WCC	CODE	OPERATION	E
12835 DICK JONES LINCOLN-ME	07/31/96	083487	02	16559	AA	6701	1D01	E84	6007D	
			03	16559	JA	13A565	7D02	E83	M1	
			04	16559	NA	5461018	6E04	E84	M1	

PF3-CANCEL PF7-SCROLL UP PF8-SCROLL DOWN PF10-PAGE LEFT PF11-PAGE RIGHT

DEALER PROCESS ANALYSIS AND MEASUREMENT WFINHST 03/31/97

END OF REPORT

MORE ->

Page 1
ON 2MELM75W5RXI631976
N DURING THE PAST 24 MONTHS
DATE: 01/17/94

BOR ERATION	OTHER EXP. DESC	PART COST	LABOR COST	OTHER COST	TOTAL COST
650D		28.73	53.02	.00	81.75
50B		55.06	121.80	.00	176.86
654B		21.01	33.73	.00	54.74
L		333.76	76.00	.00	409.76

-PAGE RIGHT

<- MORE

8982-825 28424

HISTORY OF REPAIRS ON 2MELM75W5
 PERFORMED ACROSS THE NATION DURING THE
 WARRANTY-START DATE: 01/17

REPAIR----	R.O.--	REP			PART		TRANS	LABOR	O
DATE	NUMBER	NBR	MILEAGE	CAT	NUMBER	WCC	CODE	OPERATION	E
01184	DICK JONES FORD INC								
12/19/96	005975	01	22702	QA	9J460	1H03	807	12650D	
05241	ALLEN CHRISTIAN MOTOR								
03/21/96	430035	01	8845	LA	9F472	2G02	807	9350B	
12835	DICK JONES LINCOLN-ME								
04/17/96	078958	01	9785	EA	65	7A01	E82	10654B	
07/31/96	083487	01	16559	JA	5465530	7X02	E83	08L	

PF3-CANCEL PF7-SCROLL UP PF8-SCROLL DOWN PF10-PAGE LEFT PF11-PAGE RIGHT

DEALER PROCESS ANALYSIS AND MEASUREMENT WFWINHST 03/31/97

MORE =>

RVMP510

NAVIS Vehicle Inquiry

05/01/97 09:12:37

```

=>
VEHICLE ID: 2MRX601780 (WWTFB88888) Vin: 2MBLM75W3RX601780 Div: 3 Status: 800
Vehicle Line: CFP Convoy Deliv: 083093 Orig P-Lvl: 400 Selling Dlr: 45B080
Order Recpt: 071493 ShipTo Stat: Curr P-Lvl: 410 Sale Date: 030194
Orig Sched: 081693 Rls-To Stat: MI Order Dir: 45080 Demo Date:
Inv Prep: 090993 Orig Int St: 091393 Orig Rls Dir: 45080 Deliv Type: A
Prod Date: 082393 Curr Int St: 091393 Rls Dir P&A: 10940 Sales Prd: 094031
Rls Date: 082393 Dirfin Ext: 101093 Warr Start: 030194 Cancel Sl:
Memo Consign: PAC Ext: 101093 WARRS-Ind: Sale Status: G
Orig Plthru: 082393 Advert Ext: 101093 -Date- -Dealer-
Curr Plthru: 091193 Slapen SS#: 5009 Shipped: 082693
T/Name: 2 Curr Stock: 082393 45B080
Addr: 1st-Prior: 082393 45080
City: DETROIT State: MI 2nd-Prior:
Zip: W/A-Rcpt: 030794 3rd-Prior:
V.O.:1 2 3 4 5 6 7 8
12345234567890123456789012345678901234567890123456789012345678901234
M75RY 42 A2 16H2007 EG D P3 J3P Q7 KHL SR MG 45B080 2 XD
8 9 0 1 2 3 4 5 6
567890123456789012345678901234567890123456789012345678901234567890
HR3H 3 2 W2MEL3 9 2 172A WP 8
F1=Help F3=Exit F4=Primary Menu F5=Financial Screen F9=Screen #3

```

OGDB023

REDACTED

2002-025 20025 N

VEHICLE ID: 2MRX601780 (WHITE) VIN: 2MBLM75W3RX601780 Div: 3 Status: 800

Financial Data-			
Orig Totl Inv:	21283.00	A-Plan Price:	20424.00
Curr Totl Inv:	21283.00	Total Adj:	.00
Base Vehicle:	19662.00	Base Adj:	.00
Options:	595.00	Option Adj:	.00
Base Holdback:	645.00	Base Eb Adj:	.00
Optn Holdback:	20.00	Option Eb Adj:	.00
Misc Charges:	.00	Gas Amt:	14.00
Finance Charge:	190.00	Sched-B Amt:	575.00
FDAP/LMCA:	247.00	Mktng Contrib:	231.00
Financing Data-			
Finance Source:	0000001	O-Warr Start:	030194
Orig Int St-Sw:	N	Co Tag Number:	
Net Draft Ind:		Pre-del Date:	
Floor Pln Date:	101093	Prdlvry S.Code:	
Advt Comm Code:	F	Lease Code:	
Upfront PP Ind:		Invoice In-Proc:	091193
		Release Date:	082193
		Transit Time:	8
		His Plus Trans:	083193
		Ramp Code:	44
		Method Shipped:	5
		Memo Cons Loc:	

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

OGDB023

==>

ENTER CAMPAIGN NUMBER==> 94B58 VIN==> 2MBLM75W5RX631976 HIST.SUM. IND: ~
1864 DESC : OWNER GUIDE BODY STYLE DESC: 4 DOOR SEDAN LS
REPAIR TYPE : - MODEL YEAR : 94
REPAIR DATE : - CAMPAIGN DIVISION : 6
MICRO REFERENCE NUMBER : - SUPPLEMENT CODE :
REPAIR DEALER P/A CODE : - VENDOR N/A INDICATOR :
GOVT UNDELIVERABLE CODE: - N/A SYSTEM EXTRACT DATE: 94-11-21
RESPONSIBLE DEALER : 3 64 080 VENDOR N/A MATCH CODE : 4
RESP DEALER ASSIGN DATE: 94-12-06 OASIS SENT DATE :
RESP DEALER SOURCE : PX KIT CODE : AA

STATUS	REPAIR	CLAIM	MICRO REF	CLAIM
CODE	TYPE	NUMBER	NUMBER	SOURCE
M				
H				

STATUS DESCRIPTION STATUS DATE
M RELEASED FOR MAILING 94-11-29
H AWAITING MAILING 94-11-09

F1=INQUIRY F2=G140 F3=EXIT F4=QUIT F5=G130 F7=FIRST PAGE F8=NEXT CAMP
F9=MORE STATUS F11=REVISE F12=DELETE

OGDBA98

==>

ENTER CAMPAIGN NBR ==> 94B58

VIN ==> 2MELM75W5RX631976

DEFECT : OWNER GUIDE

BODY STYLE DESC: 4 DOOR SEDAN LS

RESP DEALER : 364080

BEGINNING MAILED DATE: 94-12-23

RELEASE DESC : NEW ISSUE TOTAL

ENDING MAILED DATE : 94-12-23

CAMPAIGN DIV : 6

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS: RE

STREET ADDR1 :

ADDR2 :

ST/PRV: MI

CITY : DETROIT

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE: R

N-A EFF DATE: 94-12-06

RESP DEALER :

BEGINNING MAILED DATE:

RELEASE DESC :

ENDING MAILED DATE :

CAMPAIGN DIV :

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS:

STREET ADDR1 :

ADDR2 :

ST/PRV:

CITY :

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE:

N-A EFF DATE:

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

I048-LAST PAGE

OGDBA98

CSN140

VEHICLE DATA

95/02/06 12:02:45

==>

ENTER VIN ==> 2MELM75W5RX631976

NAME ==> WRIGHT

ZIP ==> 48202

MODEL YR ==>

OWNER NAME :

STREET ADDR :

CITY : DETROIT

ST/PRV: MI CTRY:

ZIP/POSTAL CODE:

N/A DATE: 94-12-06

N/A SOURCE: R

MODEL YEAR : 94 PLANT: X

SALE DATE: 94-01-17

BODY STYLE DESC: 4 DOOR SEDAN LS

PRODUCTION DATE: 93-11-16

VEHICLE DESC : 1994 GRAND MARQUIS

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	3	64		080	34	48
FACING	3	64		080		
RESPONSIBLE	3	64		080		

CA EMISSION : ENGINE TAG CODE : EG806AA

CAMPAIGN COUNTS

NAVIS STATUS : 800

COMPANY CAR IND :

TOTAL CAMPAIGNS : 01

DSO DISTRICT :

FLEET CODE :

OPEN : 01 CLOSED : 00

DSO NUMBER :

FLEET STATUS :

ACTIVE: 01 HISTORY: 00

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

OGDRA98

0002-025 20030

MFIRS-A
INCIDENT REPORT

Michigan Department of State Police FMFIRS-A INCIDENT REPORT										File Department File Number File Date		Date Received ☐ Change ☐ Report ☐ Other							
1 Date	2 Incident No.	3 Loc. No.	4 Loc. No.	5 Loc. No.	6 Loc. No.	7 Loc. No.	8 Loc. No.	9 Loc. No.	10 Loc. No.	11 Loc. No.	12 Loc. No.	13 Loc. No.	14 Loc. No.	15 Loc. No.	16 Loc. No.	17 Loc. No.	18 Loc. No.	19 Loc. No.	20 Loc. No.
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
02	07	00	00	00	00	0													

[illegible]

1	96 DRIVEWAY	2	11 AUTO	3	23.000	4	5.000
5	81 T	6	00 T	7	10.500	8	1.000
9	90 T	10	1.672	11		12	

STRUCTURE FIRE	1 No. Stories	2 Construction Type	3 Extent of Flame Damage	4 Extent of Smoke Damage
	1 Type Auto. Sprinkling System		2 Sprinkling System Performance	
	1 Detector Type		2 Detector Power Supply	3 Detector Performance
	1F SMOKE SPREAD BEYOND ROOM OR AREA	1 Type of Motor & Generating Magnet Smoker	3 Form of Material Generating Most Smoke	3 Amount of Smoke Travel

1	IF MOBILE PROPERTY	1 Year	2 Make	3 State	4 VIN or Number	5 License Number	6 Serial Number
2	IF EQUIPMENT INVOLVED	1 Year	2 Brand Name	3 State			

94 FORD Mercury MAJUVIS 2ME175W3R63197 519YKG

LL 519

[illegible]

AUTHORITY : 1944, PA 207 Section 4
 COMMISSION : Approved
 COUNTY : Lancaster

The above data is the opinion of the undersigned based on information available at the time of the report.

Walter R. Kamm
 Acting and Chief of Office in Charge at Modern

he undersigned based
time of the report.

Raymond B. Sandell

Person Making Report, if different from Officer in Charge

[REDACTED] SAID SHE WARMED UP CAR
AT 2130 2-2-94 FOR 5 MINUTES AND DROVE
Home ^{FROM WORK} AND PARKED CAR IN DRIVEWAY, AND
DIDNT DRIVE AGAIN.

THE NEIGHBOR NEXT DOOR SAID
(EAST)
HE SMELLED THE SMOKE AND TRIED TO
EXTINGUISH THE FIRE.

LT William J. [Signature]

RECEIVED
JAN 18 1995
HELMSMAN


```
*****
*                                     *
* *****                         *
* GENERATED BY:                     *
* FRANCES KLEANTZ                   *
*                                     *
* PHONE: 312-337-5861               *
*                                     *
* JOB: OGD01911                     *
*                                     *
* JUSDATE: 11/18/96                 *
*                                     *
* TIME: 12:59:21                     *
*                                     *
* *****
```

PRODUCTION VERSION 2.2

* VEHICLE HISTORY (SE-II) TYPE *****

```

* MODEL YEAR          - 94
* CUT-OFF DATE        - 11/01/95
* REPORT TITLE        - WRIGHT FOR TIMOTHY DOWNEY
* VEHICLE TYPE        - CAR
* REPORT CLAIM TYPE    - ALL CLAIMS
* OUTPUT FILE NAME     - CENR191.WRIGHT.824407HX.REPORT
* REPORT SORT SEQUENCE - PLANT CODE \ SERIAL NO
* PAGE ON PRIMARY SORT-
* PARTO MIS VALUE      -
* PLANT/SERIAL NUMBER  - X521975

```

ET-02-02 2003

1400V94
PAGE 2.01

1984 SE-II PARTS BY CONCORD CODE (OLD CONDITION CODE) SUMMARY (110079 C/O)
DATA ORDERED BY DESCENDING PART NO. FREQUENCY
MINUT FOR SIMULTANEOUS PARTS KATASIR

PART NO	CC	CHART
123555		1
45		1
1781		1
761018		1
748838		1
89472		1

1984-02-25 2004

1800000
PAGE 3.01

1984 22-11 PARTS BY CUSTOMER CIRCULAR CODE SUMMARY (1100794 C/O)
DATA ORDERED BY DESCRIBING PART NO. FREQUENCY
WARRANT FOR TIMOTHY DEVINE FRANKS KIDNAP

PART NO	CDC	COUNT
1122666	841	1
88	225	1
5701	168	1
781013	888	1
785530	000	1
97472	823	2

0002-020 20000

1600096
PAGE 4.01

PART NO	CD	COUNT
124866	02	1
85	15	1
6701	77	1
761010	42	1
785330	42	1
97472	42	1

1994 SE-II NAKED BY CONDITION CODE SUMMARY (1100T08 C/O)
DATA ORDERED BY DESCRIBING PART NO. FREQUENCY
WRIGHT FOR TIMOTHY DEVINE FRANCIS ELIABTE

1994-02-28 21:03

XXXXXXXXXX	XX	XX	XX	XX	XX	XXXXXXXXXX	XXXXXXXXXX	XX	XX
XXXXXXXXXX	XX	XX	XXXX	XXXX	XXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XX
XX	XX	XX	XXXX	XXXX	XXXX	XX	XX	XX	XX
XX	XX	XX	XXXX	XX	XXXX	XX	XX	XX	XX
XXXXXXXXXX	XX	XX	XX	XX	XX	XXXXXXXXXX	XXXXXXXXXX	XX	XX
XXXXXXXXXX	XX	XX	XX	XX	XX	XXXXXXXXXX	XXXXXXXXXX	XX	XX
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX
XXXXXXXXXX	XXXXXXXXXX	XX	XX	XX	XX	XX	XX	XX	XX
XXXXXXXXXX	XXXXXXXXXX	XX	XX	XX	XX	XX	XX	XX	XX

REQUESTED BY: FRANKLIN KIMARIE 11OCT86 C/O
DATA SOURCE: NAME RE-XX

SUMMARY												
TOTALS					RATIOS							
CLAIMS	N/COMMENTS	CLAIMS IN TYS	VEHICLES	DEALERS	RECEIPTAL COST	TOTAL COST	CLAIMS PER VASC	CLAIMS PER DEALR	CLAIMS TOTAL/HAVER	RECEIPTAL COST/HAVER	TOTAL COST/HAVER	NET CLAIMS N/COMMENTS
6	8	4	1	2	\$689.48	\$1,406.03	6.08	2.06	0.80	\$60.08	\$236.17	834

15382-635 20837

[illegible]

VEHICLE	BOAT	DESCRIPTION	VEHICLE	BOAT	DESCRIPTION
P-3000A	12F	150 L.DUTY CONV.	360	350 E.DUTY	STERN
4K2 (P20)	12F	250 L.DUTY CONV.	36C	350 E.DUTY	CRUISE
4K4 (P20)	22F	250 L.DUTY CONV.	452	455 E.DUTY	CRUISE
	32F	350 E.DUTY CONV.			
	180	180 L.DUTY STERN			
	252	250 L.DUTY STERN			
	280	250 E.DUTY SUPPLY			
			PROBIO (HRO)	H-L	RAM
				SLT	SLT
				MM	ROOF RACK
					4K2
					4K4

VEHICLE	BODY	DESCRPT	BODY	DESCRPT	DRIVE CODE
YEAR	COE	CONF	CAN	SUP	SUP
1984	2	DR	BASE	4	DR
1985	2	DR	XL	4	DR
1986	2	DR	XL	4	DR
1987	2	DR	XL	4	DR
1988	2	DR	XL	4	DR
1989	2	DR	XL	4	DR
1990	2	DR	XL	4	DR
1991	2	DR	XL	4	DR
1992	2	DR	XL	4	DR
1993	2	DR	XL	4	DR
1994	2	DR	XL	4	DR
1995	2	DR	XL	4	DR
1996	2	DR	XL	4	DR
1997	2	DR	XL	4	DR
1998	2	DR	XL	4	DR
1999	2	DR	XL	4	DR
2000	2	DR	XL	4	DR
2001	2	DR	XL	4	DR
2002	2	DR	XL	4	DR
2003	2	DR	XL	4	DR
2004	2	DR	XL	4	DR
2005	2	DR	XL	4	DR
2006	2	DR	XL	4	DR
2007	2	DR	XL	4	DR
2008	2	DR	XL	4	DR
2009	2	DR	XL	4	DR
2010	2	DR	XL	4	DR
2011	2	DR	XL	4	DR
2012	2	DR	XL	4	DR
2013	2	DR	XL	4	DR
2014	2	DR	XL	4	DR
2015	2	DR	XL	4	DR
2016	2	DR	XL	4	DR
2017	2	DR	XL	4	DR
2018	2	DR	XL	4	DR
2019	2	DR	XL	4	DR
2020	2	DR	XL	4	DR
2021	2	DR	XL	4	DR
2022	2	DR	XL	4	DR
2023	2	DR	XL	4	DR
2024	2	DR	XL	4	DR
2025	2	DR	XL	4	DR
2026	2	DR	XL	4	DR
2027	2	DR	XL	4	DR
2028	2	DR	XL	4	DR
2029	2	DR	XL	4	DR
2030	2	DR	XL	4	DR
2031	2	DR	XL	4	DR
2032	2	DR	XL	4	DR
2033	2	DR	XL	4	DR
2034	2	DR	XL	4	DR
2035	2	DR	XL	4	DR
2036	2	DR	XL	4	DR
2037	2	DR	XL	4	DR
2038	2	DR	XL	4	DR
2039	2	DR	XL	4	DR
2040	2	DR	XL	4	DR
2041	2	DR	XL	4	DR
2042	2	DR	XL	4	DR
2043	2	DR	XL	4	DR
2044	2	DR	XL	4	DR
2045	2	DR	XL	4	DR
2046	2	DR	XL	4	DR
2047	2	DR	XL	4	DR
2048	2	DR	XL	4	DR
2049	2	DR	XL	4	DR
2050	2	DR	XL	4	DR
2051	2	DR	XL	4	DR
2052	2	DR	XL	4	DR
2053	2	DR	XL	4	DR
2054	2	DR	XL	4	DR
2055	2	DR	XL	4	DR
2056	2	DR	XL	4	DR
2057	2	DR	XL	4	DR
2058	2	DR	XL	4	DR
2059	2	DR	XL	4	DR
2060	2	DR	XL	4	DR

VILLAGE	VAN	ON HAGON
(VIL)	VLS	LS HAGON
	VAN	HAGON VAN

[illegible]

VEHICLE BODY DESCRIPTION	BODY DESCRIPTION

(REF)	4--	ROOMLINE	4--	CHAM. HADON	
189	150	WINGED DOOR BASE	189	150	WINGED DOOR CUP
189	180	WINGED DOOR XL	189	180	WINGED DOOR CHA
200	250	WINGED DOOR HADON	200	250	WINGED DOOR CHA
21X	250	WINGED DOOR XL	21X	250	WINGED DOOR CUP
250	250	WINGED DOOR HADON	250	250	WINGED DOOR CHA
26X	280	WINGED DOOR XL	26X	280	WINGED DOOR CUP
300	350	WINGED DOOR HADON	300	350	WINGED DOOR CHA
30X	350	WINGED DOOR XL	30X	350	WINGED DOOR CUP
350	350	WINGED DOOR HADON	350	350	WINGED DOOR CHA
35X	350	WINGED DOOR XL	35X	350	WINGED DOOR CUP
400	400	WINGED DOOR HADON	400	400	WINGED DOOR CHA
40X	400	WINGED DOOR XL	40X	400	WINGED DOOR CUP
450	450	WINGED DOOR HADON	450	450	WINGED DOOR CHA
45X	450	WINGED DOOR XL	45X	450	WINGED DOOR CUP
500	500	WINGED DOOR HADON	500	500	WINGED DOOR CHA
50X	500	WINGED DOOR XL	50X	500	WINGED DOOR CUP
550	550	WINGED DOOR HADON	550	550	WINGED DOOR CHA
55X	550	WINGED DOOR XL	55X	550	WINGED DOOR CUP
600	600	WINGED DOOR HADON	600	600	WINGED DOOR CHA
60X	600	WINGED DOOR XL	60X	600	WINGED DOOR CUP
650	650	WINGED DOOR HADON	650	650	WINGED DOOR CHA
65X	650	WINGED DOOR XL	65X	650	WINGED DOOR CUP
700	700	WINGED DOOR HADON	700	700	WINGED DOOR CHA
70X	700	WINGED DOOR XL	70X	700	WINGED DOOR CUP
750	750	WINGED DOOR HADON	750	750	WINGED DOOR CHA
75X	750	WINGED DOOR XL	75X	750	WINGED DOOR CUP
800	800	WINGED DOOR HADON	800	800	WINGED DOOR CHA
80X	800	WINGED DOOR XL	80X	800	WINGED DOOR CUP
850	850	WINGED DOOR HADON	850	850	WINGED DOOR CHA
85X	850	WINGED DOOR XL	85X	850	WINGED DOOR CUP
900	900	WINGED DOOR HADON	900	900	WINGED DOOR CHA
90X	900	WINGED DOOR XL	90X	900	WINGED DOOR CUP
950	950	WINGED DOOR HADON	950	950	WINGED DOOR CHA
95X	950	WINGED DOOR XL	95X	950	WINGED DOOR CUP
1000	1000	WINGED DOOR HADON	1000	1000	WINGED DOOR CHA
100X	1000	WINGED DOOR XL	100X	1000	WINGED DOOR CUP
1050	1050	WINGED DOOR HADON	1050	1050	WINGED DOOR CHA
105X	1050	WINGED DOOR XL	105X	1050	WINGED DOOR CUP
1100	1100	WINGED DOOR HADON	1100	1100	WINGED DOOR CHA
110X	1100	WINGED DOOR XL	110X	1100	WINGED DOOR CUP
1150	1150	WINGED DOOR HADON	1150	1150	WINGED DOOR CHA
115X	1150	WINGED DOOR XL	115X	1150	WINGED DOOR CUP
1200	1200	WINGED DOOR HADON	1200	1200	WINGED DOOR CHA
120X	1200	WINGED DOOR XL	120X	1200	WINGED DOOR CUP
1250	1250	WINGED DOOR HADON	1250	1250	WINGED DOOR CHA
125X	1250	WINGED DOOR XL	125X	1250	WINGED DOOR CUP
1300	1300	WINGED DOOR HADON	1300	1300	WINGED DOOR CHA
130X	1300	WINGED DOOR XL	130X	1300	WINGED DOOR CUP
1350	1350	WINGED DOOR HADON	1350	1350	WINGED DOOR CHA
135X	1350	WINGED DOOR XL	135X	1350	WINGED DOOR CUP
1400	1400	WINGED DOOR HADON	1400	1400	WINGED DOOR CHA
140X	1400	WINGED DOOR XL	140X	1400	WINGED DOOR CUP
1450	1450	WINGED DOOR HADON	1450	1450	WINGED DOOR CHA
145X	1450	WINGED DOOR XL	145X	1450	WINGED DOOR CUP
1500	1500	WINGED DOOR HADON	1500	1500	WINGED DOOR CHA
150X	1500	WINGED DOOR XL	150X	1500	WINGED DOOR CUP
1550	1550	WINGED DOOR HADON	1550	1550	WINGED DOOR CHA
1					

1500000
PAGE 5.01

1994 WB-II PART/CONCERN CODE DESCRIPTION SUMMARY (110CT95 C/D)

DATA OBTAINED BY UNSCHEDULING REPAIR COUNT

WEIGHT FOR TIMOTHY DEVINE FRANCES KLEBAN

NUMBER	PART DESCRIPTION	COUNT	CC-DESCRIPTION	COUNT	CD-DESCRIPTION	COUNT	COC-DESCRIPTION	COUNT
133505	REFLECTOR ASY BR PW	1	MISSING CODE	6	42-IMPROPER COMPONENT	3	841-APPEARANCE/FTT	1
66	MOTORCRAFT BATTERY	1			02-BENT/DISTORTED	1	C25-WEAK/DEAD BATT	1
6701	CRANKSHAFT REAR SEA	1			18-DEAD/WEAK BATT	1	829-CMT NGU LMD ON	1
741828	FRAME FRT RT BOLT	1			77-FAIL CASE/SEAL	1	L49-FRT STR LEAK	1
755530	DRUM-FRT ST PAD ROL	1					803-UNCOMFORTABLE	1
9F472	ARMOR EXHAUST GAS	1					888-DONE NOT OPER	1

1994-02-29 20010

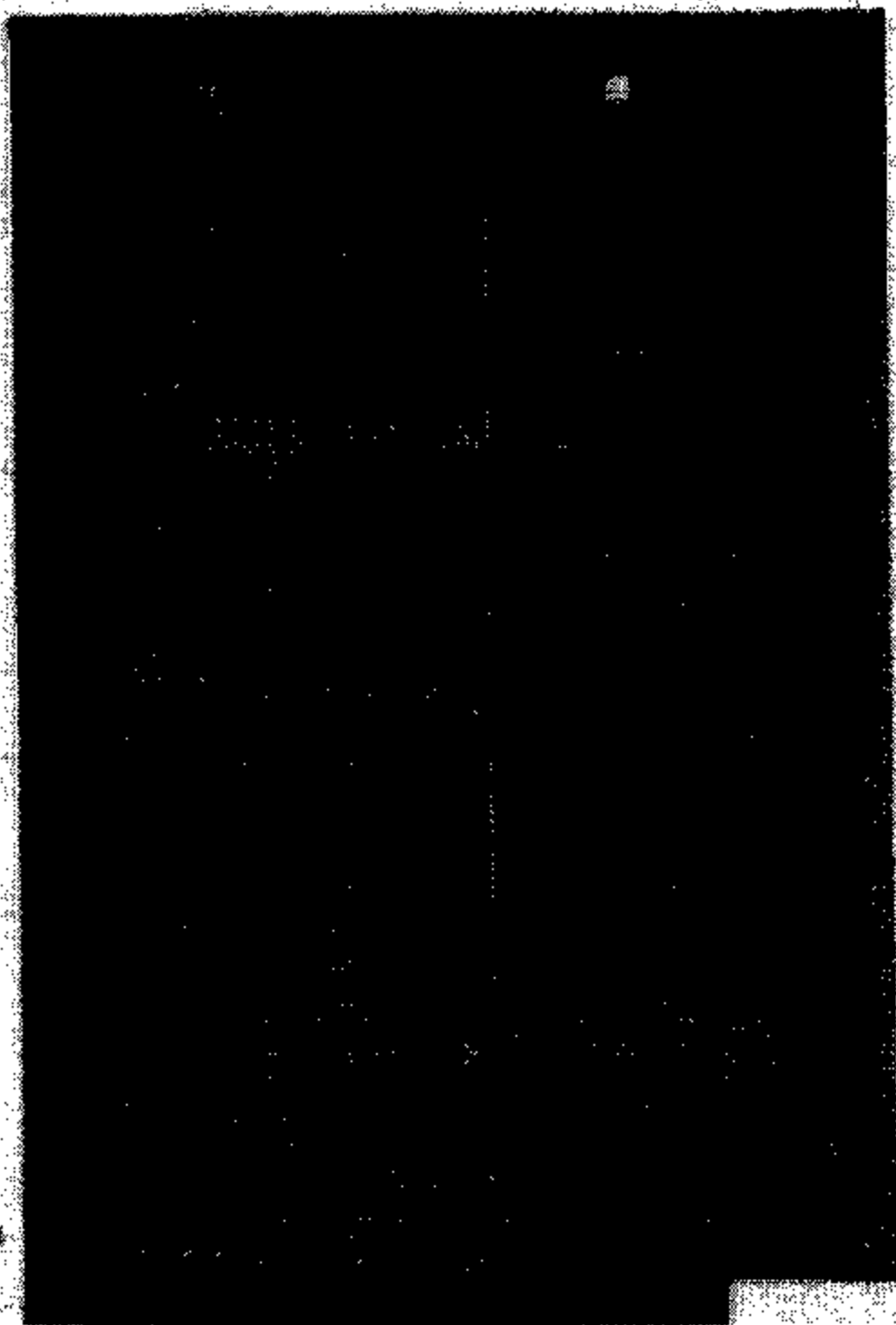
16NOV86 CLAIMS LISTING FOR 1994 MODEL WRIGHT FOR TIMOTHY DEWEE
PAGE REPORTED BY PLATECODE SERIALNO MILLER82

11OCT86 C/O REQUESTED BY:
DATA SOURCE: PAGE 82-17 823400

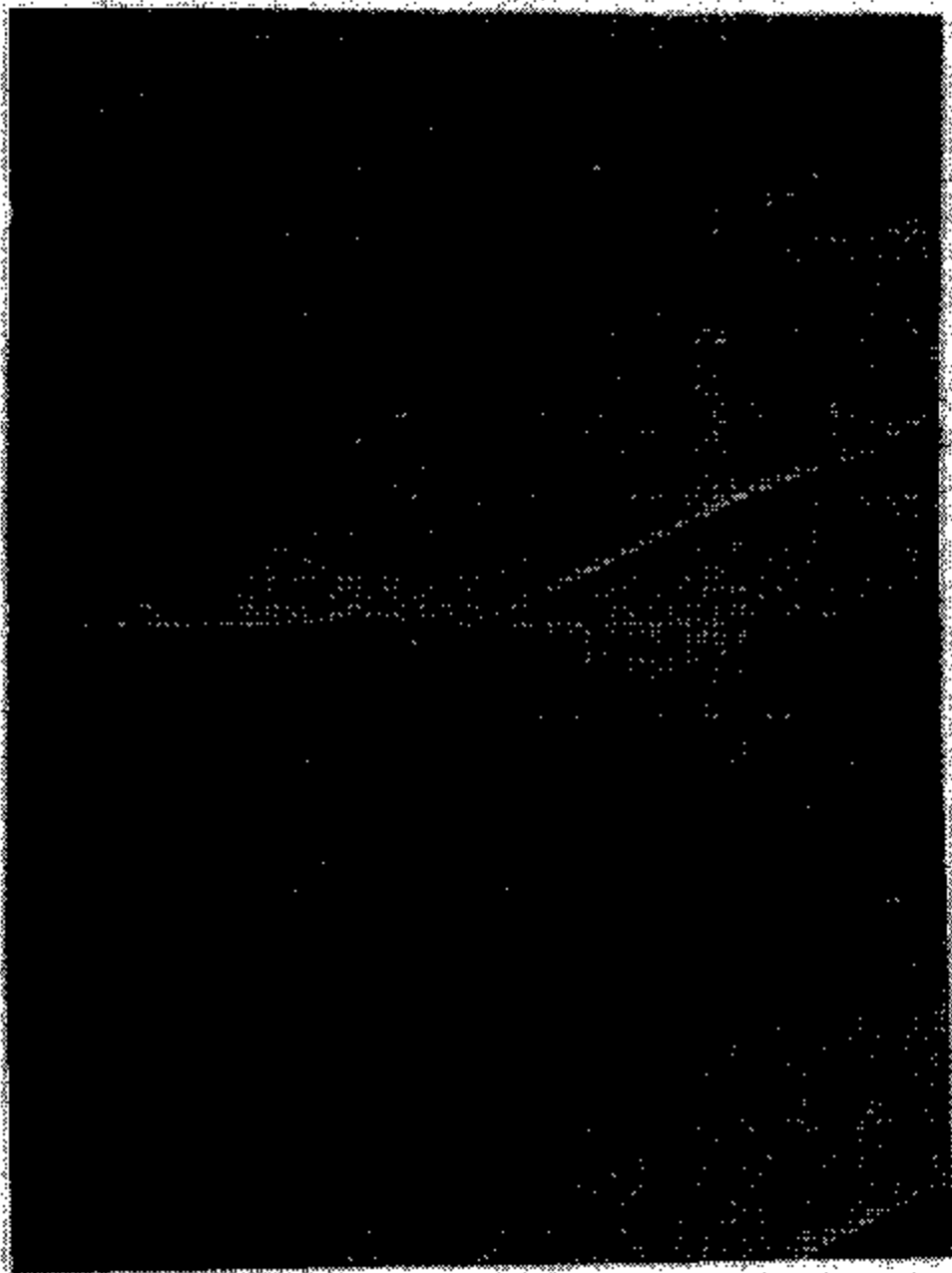
NOTE: IF TIS VALUE HAS (*) THEN CLAIM NOT COVERED IN TIS MATRIX

VEHICLE INFORMATION							REPAIR INFORMATION																	
SERIAL	CAR	D/O	STG	SLT	PROD	YEAR	MODEL	CLAIM	MICRO	C	WCC	FREE	CC	CCC	CD	REPA	T	TRCT	WILE	MATL	TOTL	LR	REPA	OT
NUMBER	LINE	CHI	MAN	DATE	DATE	DATE	DATE	NUMBER	POWER	S	NUMBER					DATE	IN	CODE		COST	COST	HR	DEAL	
631976	NRG	ALL	WFM	STH	16NOV86	17JAN84	10946	480065	LEAKAGE	2002	SP472		829	42	21JAN86	27	807	4845	39.32	177	2.2	08281	NO	
631976	NRG	ALL	WFM	STH	16NOV86	17JAN84	10946	078558	WILLYS	1801	65		829	42	21JAN86	28	808	5785	21.82	55	0.5	12835	NO	
** COMMENTS-CLAIM #2																								
COCK-ENGINE CHARGE SLOW AND NO																								
TECH-BATTERY BAD																								
631976	NRG	ALL	WFM	STH	16NOV86	17JAN84	10946	083487	STEERING	1801	75830		829	42	31JUL86	31	803	16859	228.40	418	0.0	12835	NO	
** COMMENTS-CLAIM #3																								
COCK-INSTALL 802 BLADDER FOR LUBBER																								
TECH-OK																								
631976	NRG	ALL	WFM	STH	16NOV86	17JAN84	10946	083487	STEERING	1801	6781		148	77	31JUL86	31	804	16859	16.87	345	6.4	12835	NO	
** COMMENTS-CLAIM #4																								
COCK-POWER STEERING BOLT AND LEAF																								
TECH-REAR WASH SEAL																								
631976	NRG	ALL	WFM	STH	16NOV86	17JAN84	10946	083487	STEERING	1802	15845		841	82	31JUL86	31	803	16859	87.84	164	0.6	12835	NO	
** COMMENTS-CLAIM #5																								
COCK-REAR REFLECTOR LEFT CENTER LOOSE AND SEAL OUT OF POSITION																								
TECH-REAR LENS																								
631976	NRG	ALL	WFM	STH	16NOV86	17JAN84	10946	083487	STEERING	1804	781818		805	42	31JUL86	31	804	16859	77.31	288	2.1	12835	NO	
** COMMENTS-CLAIM #6																								
COCK-REAR LENS NOT HOLDING AIR																								
TECH-LENS COVER AIR NO																								

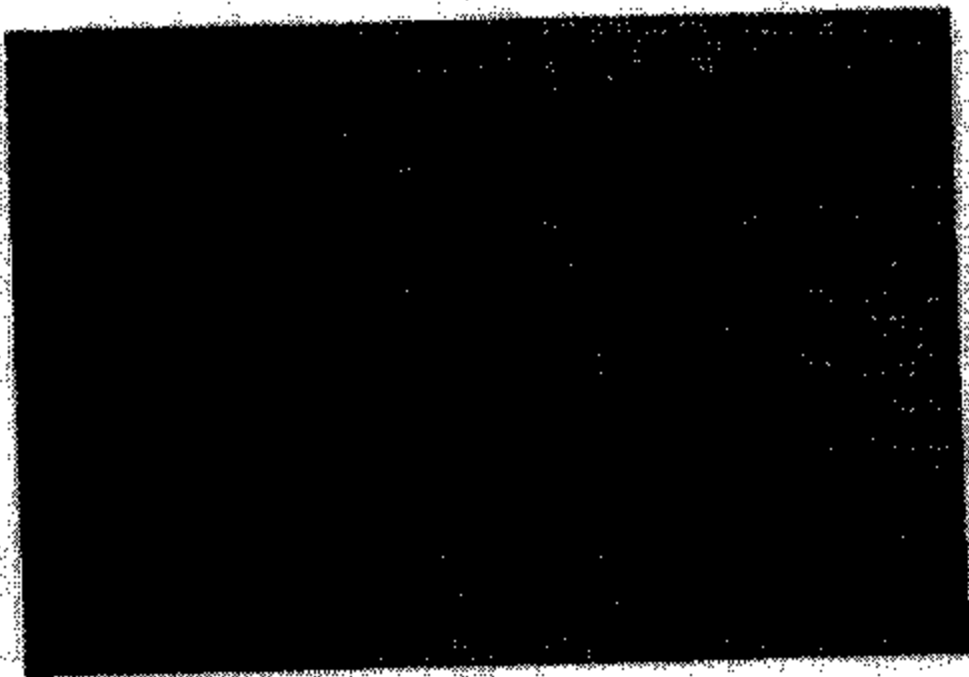
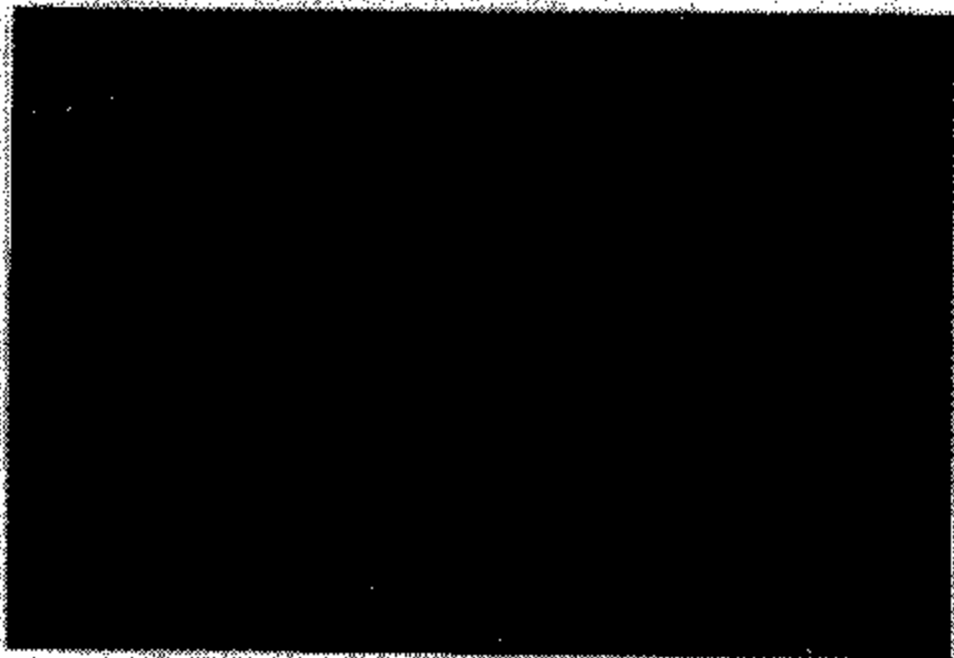
THIS LISTING CONTAINS 6 TOTAL CLAIMS



EP02-025 20041



ER82-025 29043

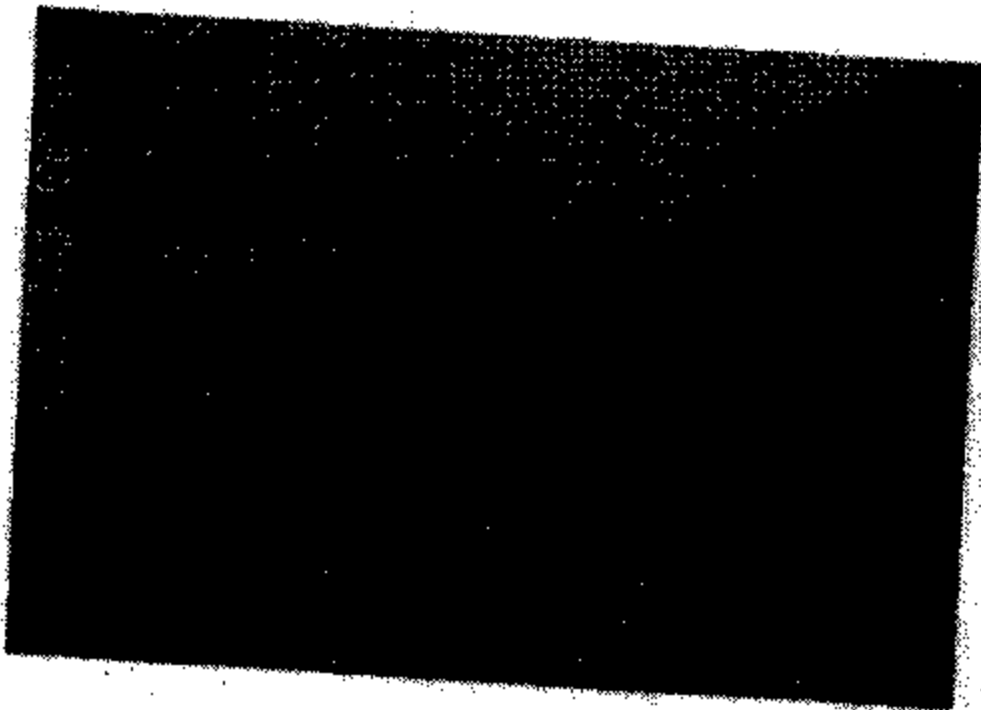
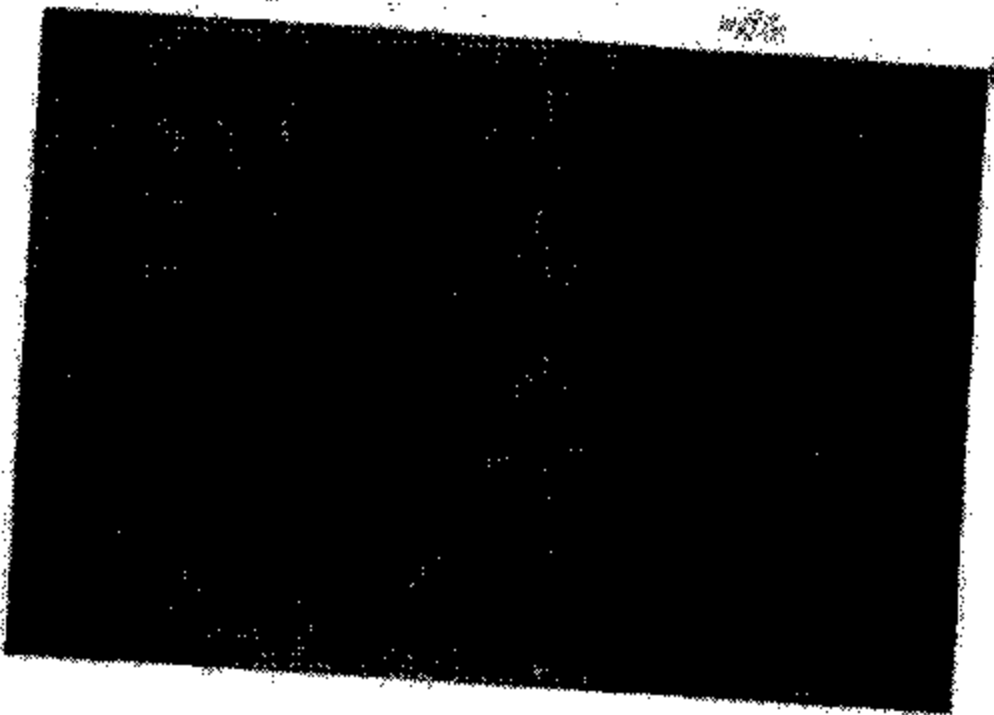


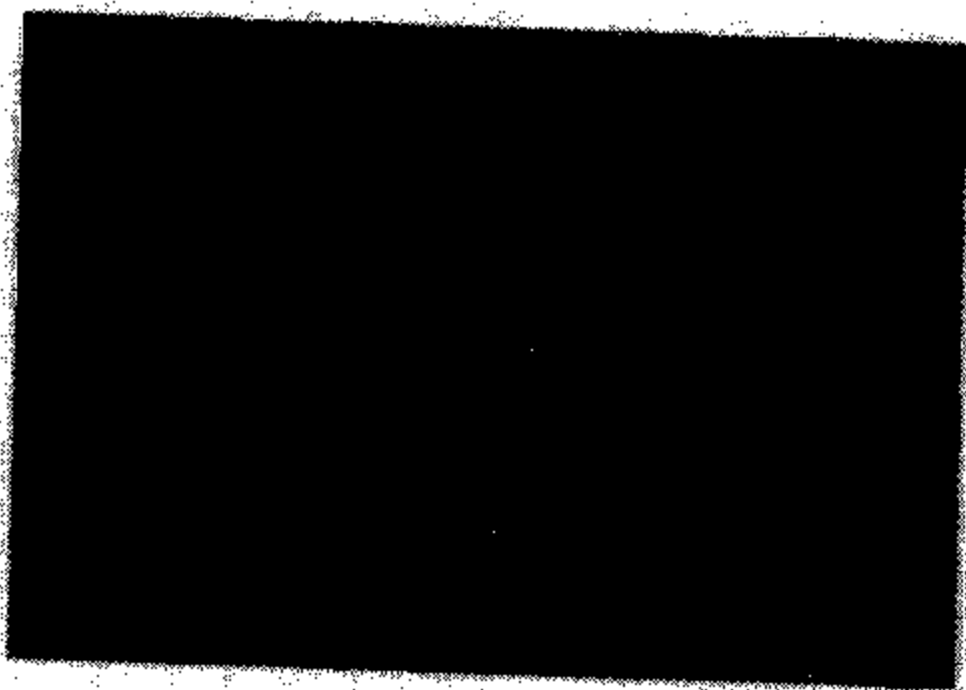
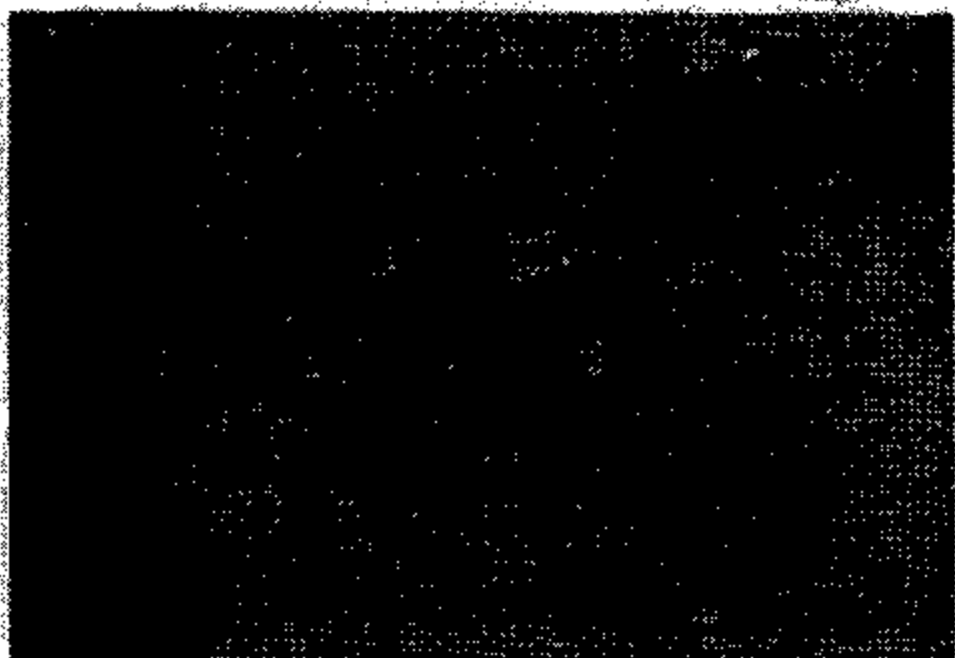
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 08-14-2010 BY 60322 UCBAW

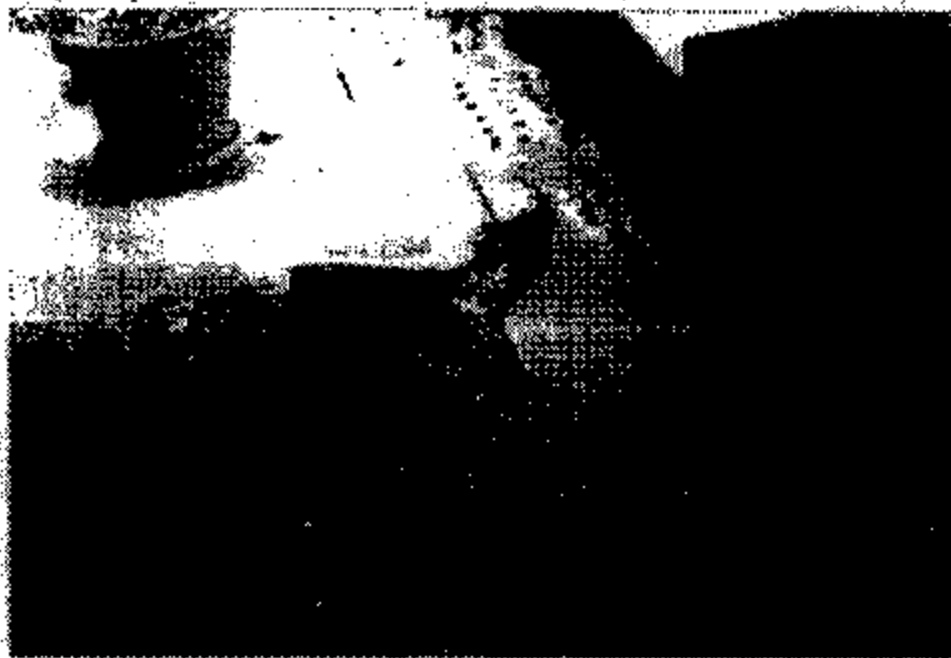
2002-025 28843



2002-025 28844







EP02-020 28647

88

JFA

SUBROGATION FILE
FILE NO: 600-95105

600-95105 20048

AAA Michigan
17380 N. Laurel Park Drive
Livonia, Michigan 48152

November 30, 1994



FORD MOTOR COMPANY
CUSTOMER ASSISTANCE DEPARTMENT
PO BOX 2142
DEARBORN MI 48121

AND

STAR LINCOLN-MERCURY INC
PO BOX 2142
SOUTHFIELD MI 48037

RE: OUR CLAIM NO.: DB-317148
OUR INSURED/VEHICLE OWNER: [REDACTED]
DATE OF LOSS: 2-3-94
TYPE OF LOSS: ELECTRICAL FIRE
VEHICLE: 1994 MERCURY GR MARQUIS
V.I.N.: 2MKLM75W5RK631976

To Whom it May Concern:

Please be advised that we are conducting an investigation to determine the cause and origin of the fire that destroyed the above captioned vehicle. At this time, our findings indicate a probable product liability claim. Upon completion of our claim handling, we will forward our findings to you.

The vehicle is currently stored at the Michigan Auto Salvage Pool (MASP) which is located at:

19845 Telegraph
Rochester MI 48174
(313) 479-2500

The vehicle is located in row #1 and the MASP office file is identified by the v.i.n. or our claim number. The vehicle will remain on hold for forty-five (45) days from the date of this letter so that you may inspect the vehicle also.

If you have any questions, please feel free to contact me.

Sincerely,

Cathy Mich

Cathy Mich
Lead Claim Representative

Automobile Club of Michigan • Auto Club Insurance Association • Auto Club Group Insurance Company
Castle Insurance Company • Auto Club Life Insurance Company • Auto Club Services Corporation • Auto Club Travel Agency Inc.

ENR2-828 28949

AAA Michigan
17300 N. Laurel Park Drive
Livonia, Michigan 48150-2532

P 833 077 221



RETURN RECEIPT REQUESTED

Claims



CUSTOMER ASSISTANCE DEPT
FORD MOTOR CO
PO Box 2142
DEARBORN MI 48121

2013 APR 10

0000-0000 0000

SENDER: • Complete Boxes 1 and/or 2 for additional services. • Complete Boxes 3, 4, and 5. • Place your return and address on the reverse of this form in the space provided where this card is to go. • Attach this form to the front of the package, or on the back if space does not permit. • Write "Return Receipt Requested" on the envelope before the article is placed in the box. • The Return Receipt will show to whom the article was delivered and the date delivered.		1. Also wish to receive the following services (for an extra fee): 1. ☐ Addressee's Address 2. ☐ Restricted Delivery (Complete appropriate box for fee)	
3. Article Addressed to: CUSTOMER ASSISTANCE DEPT FORD MOTOR CO PO BOX 2142 DEARBORN MI 48121		4a. Article Number A933 077 221	
5. Signature (Addressee) 5. Signature (Agent)		4b. Service Type ☐ Registered ☐ Insured ☒ Certified ☐ COD ☐ Express Mail ☐ Return Receipt for Merchandise	
		7. Date of Delivery	
		8. Addressee's Address (Only if restricted and fee is paid)	
PS Form 3811, December 1981 4425-100-000-000			

DOMESTIC RETURN RECEIPT

FM-3811-200-000-000

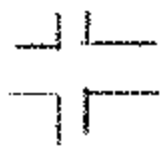
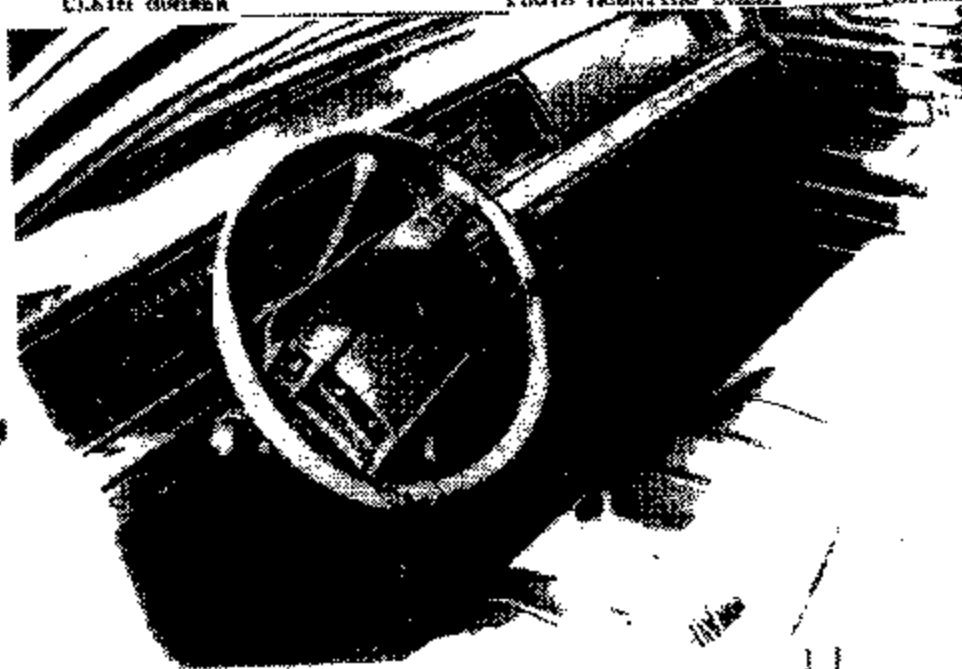


2002-025 2002

CLAIM NUMBER _____

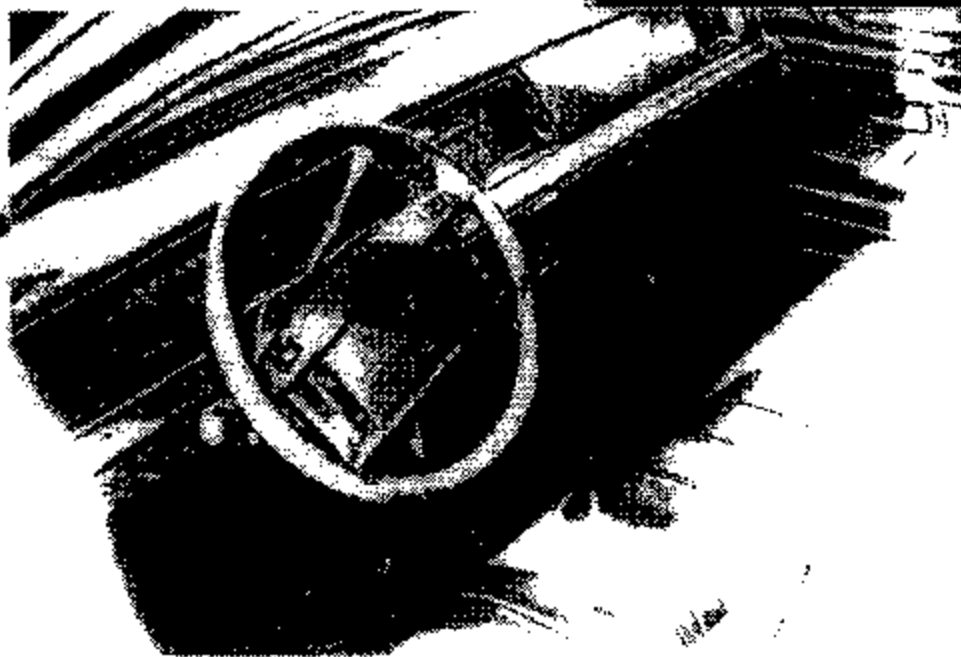
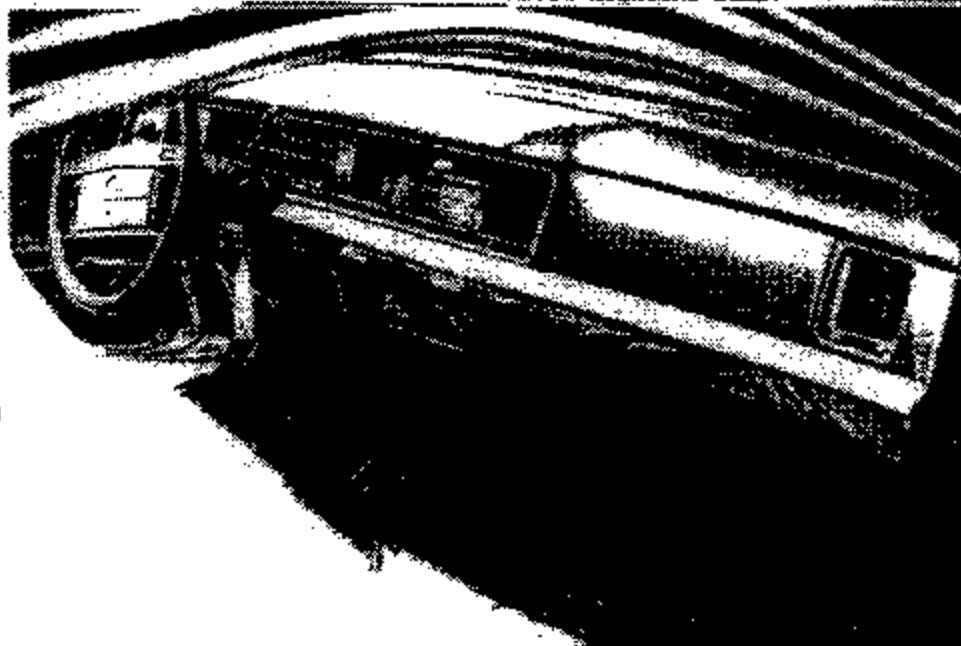
PHOTO IDENTIFICATION SHEET

INSURED'S NAME _____



ENCLOSURE 250000

STANDARD INVESTIGATION PHOTO IDENTIFICATION SUSPECT'S HAND



2001-025 20004

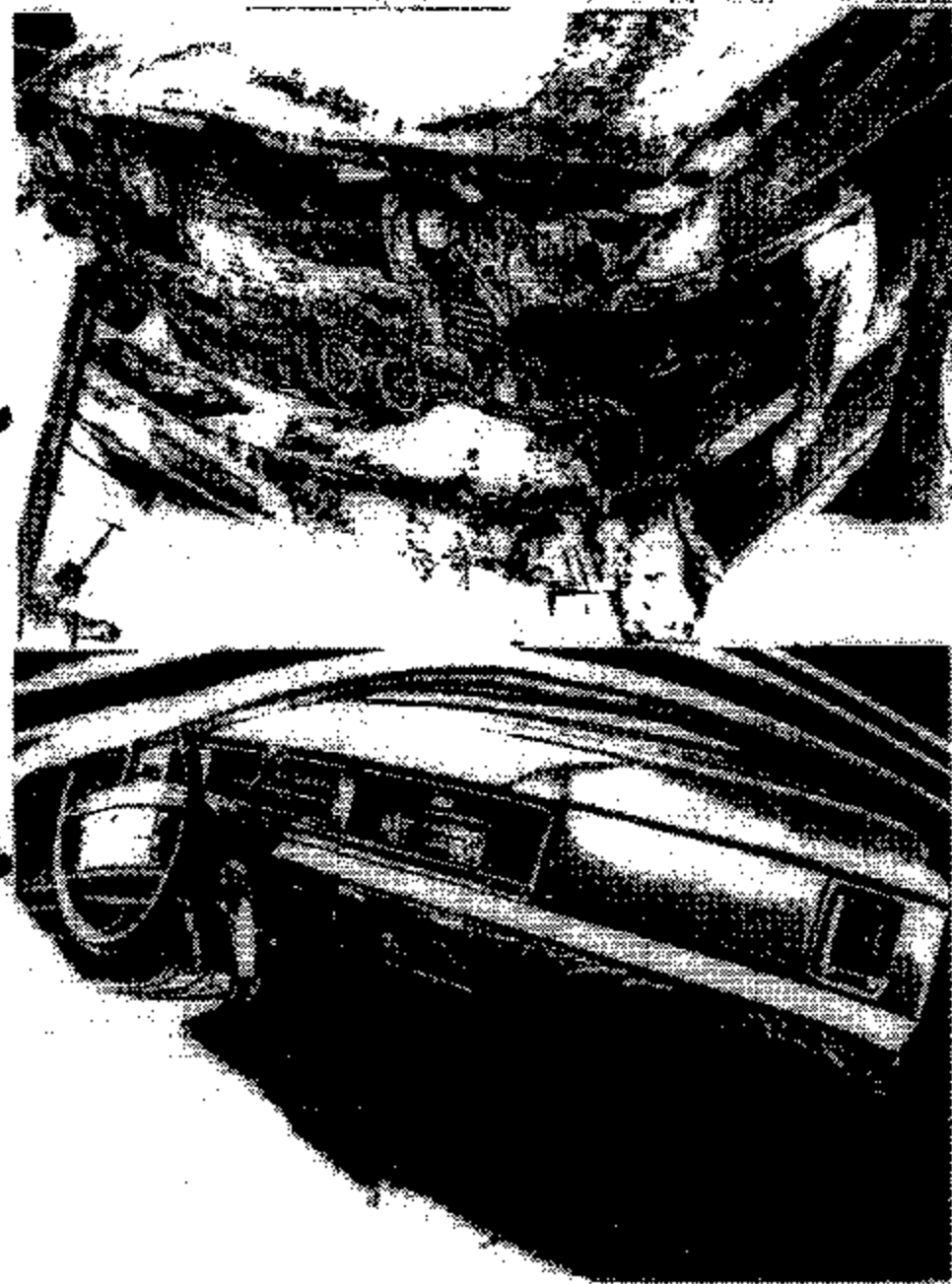
CLARK WIDDER

THIRD GRADE 1905

RECEIVED 2 NAME



ENCLOSURE 2



©2002-02M 28586



0000-023 20057



Figure 1
Left side of vehicle



Figure 2
Rear view of vehicle



Figure 3
Right side of vehicle



Figure 4
Front view of vehicle



Figure 5
View of passenger compartment



Figure 6
View of odometer



Figure 7
Left side of engine compartment

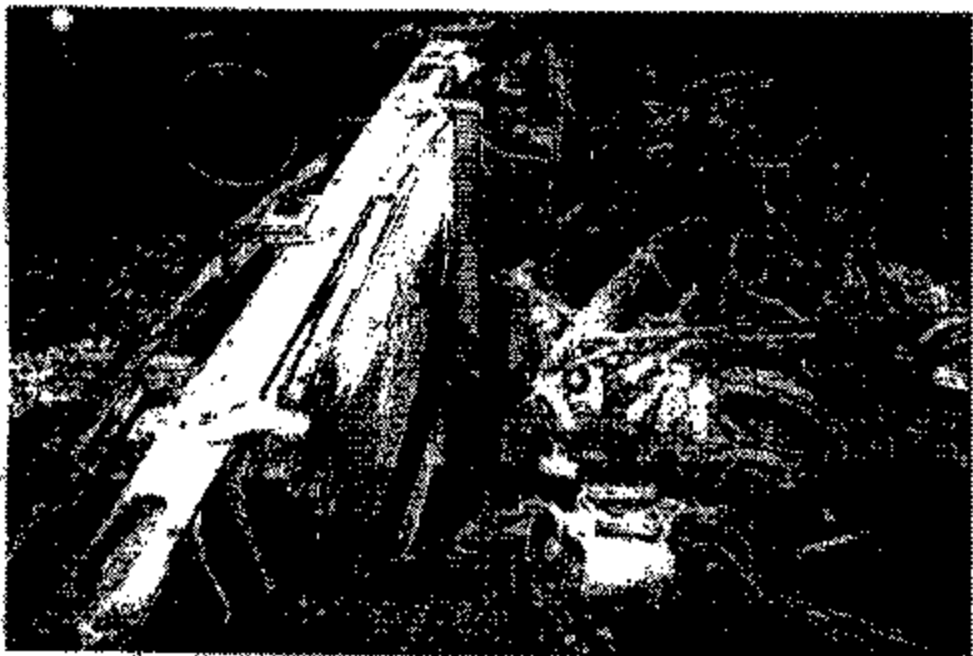


Figure 8
Forward portions of engine compartment



Figure 2
Right side of engine compartment.

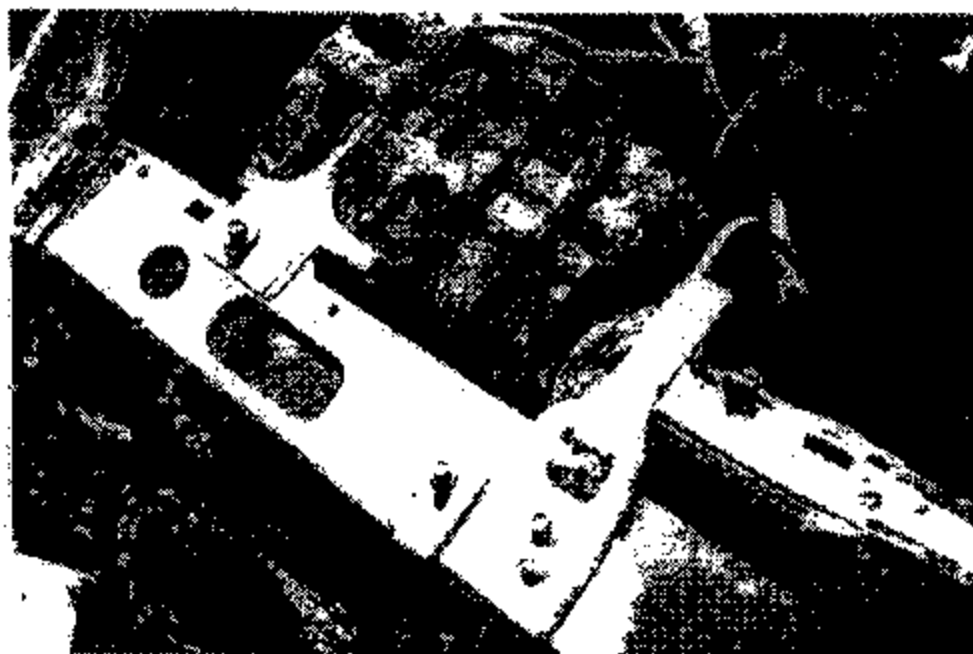


Figure 10
Top view of battery

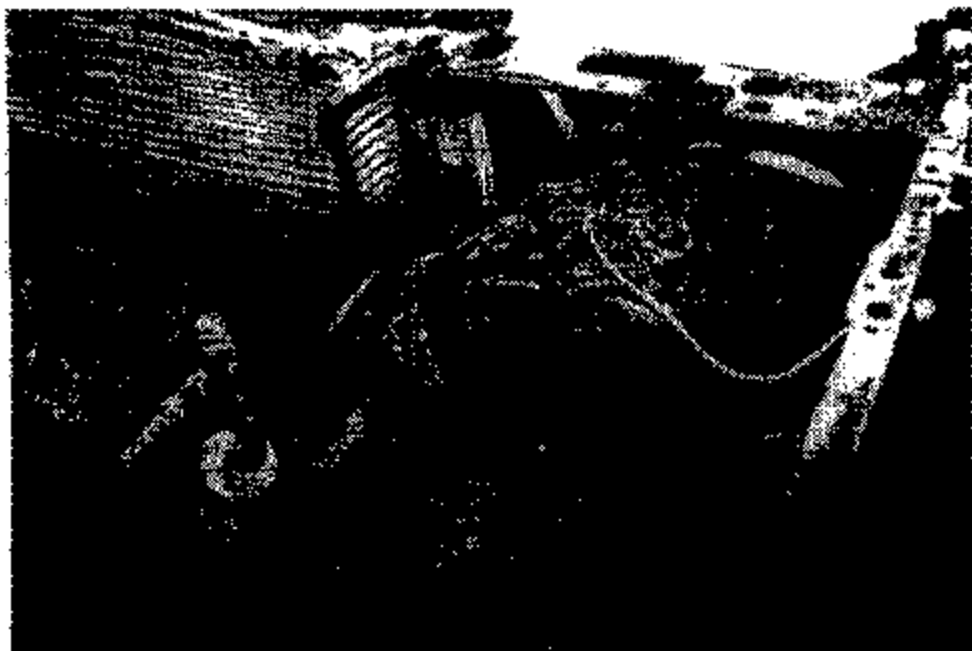


Figure 11
View of battery from engine compartment



Figure 12
View of grill/bumper area of vehicle

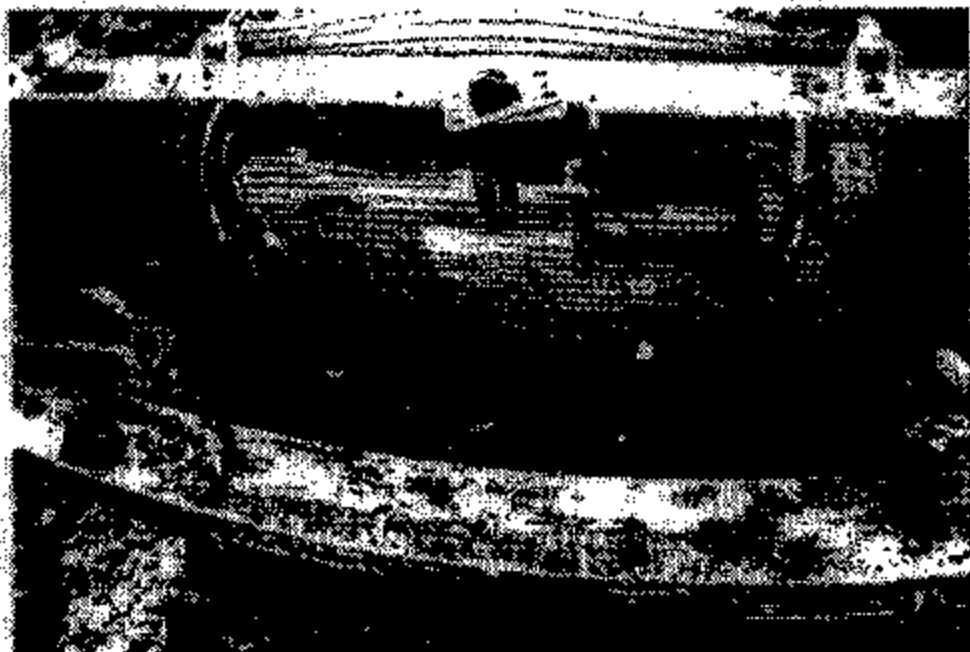


FIGURE 13
View showing wiring harness located behind bumper



FIGURE 14
View of wiring harness by right front fender



Figure 15
View of wiring harness by left front fender

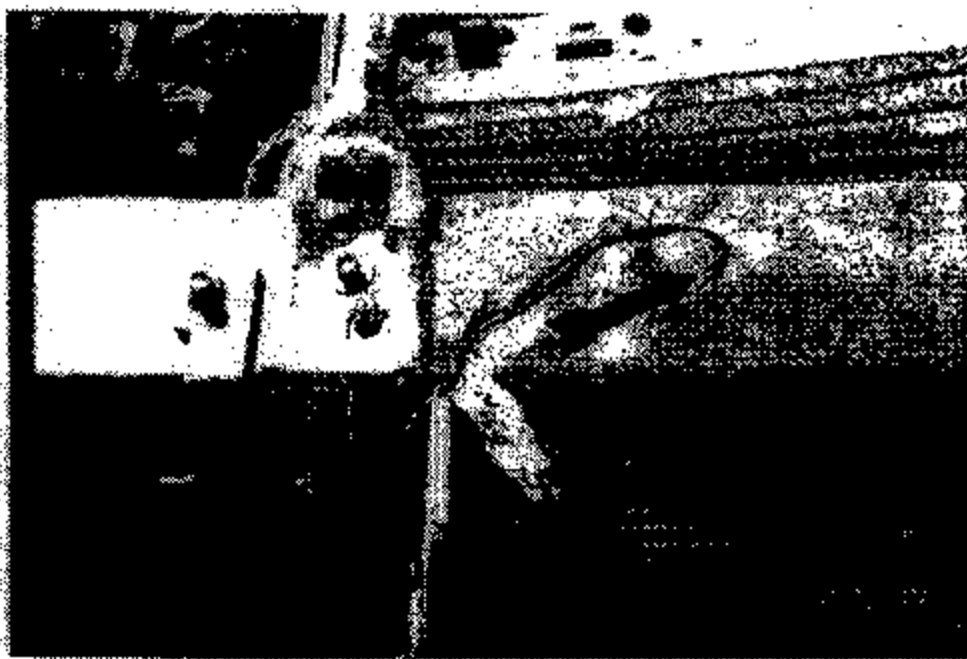


Figure 16
View of wiring to module showing evidence of short circuiting



Figure 12
Wiring on right side of bumper showing evidence of short circuiting

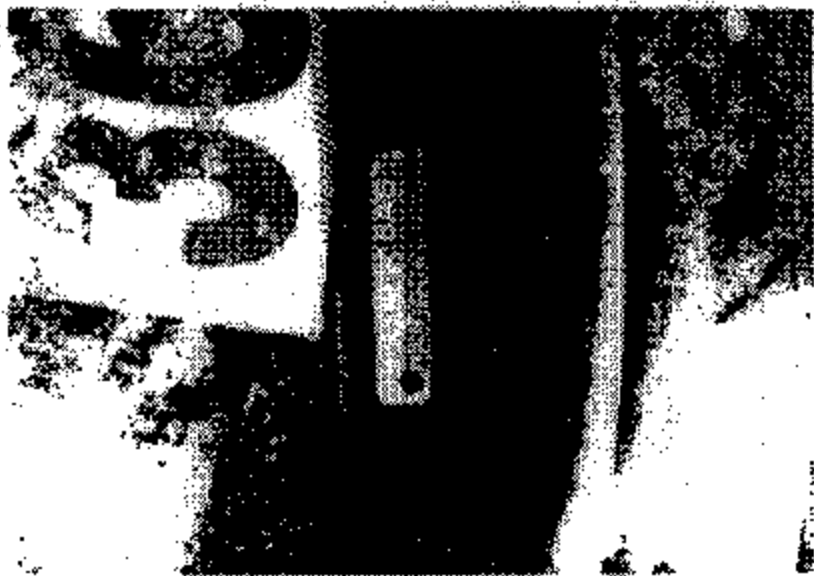


Figure 13
View of wiring in vicinity of horns



Figure 19
Close-up view of wiring showing evidence of short circuiting

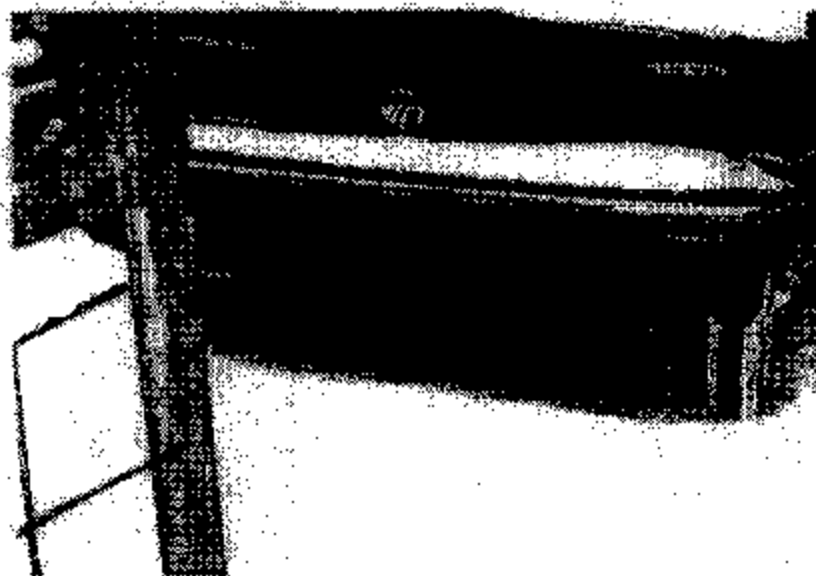
1. A view of the Vehicle Identification Number located in the left lower corner of the windshield.



2. A view of the Vehicle Identification Number found on the driver's door.



3. A view of the license plate on the vehicle at the time of the inspection.



4. An overall view of the vehicle from the right rear.



5. A view of the vehicle from the left rear.



6. An overall view of the vehicle from the right front.



7. A view of the right front bumper, fender and hood.



8. An overall view of the vehicle from the left front.



9. A view of the left front fender, bumper and parking light.



10. Another view of the left front bumper, fender, hood and parking light.



11. A view of the interior of the hood with a portion of the hood brace melting away as a result of fire damage.



12. An overall view of the engine compartment from the front of the vehicle.



13. An overall view of the engine compartment from the left side of the vehicle.



14. An overall view of the engine compartment from the right side of the vehicle.



15. A view of the right front valve cover being heavily damaged by the fire, burning a hole through it.



16. A view of the battery.



17. A view of the upper portion of the radiator tank next to the battery being consumed by fire.



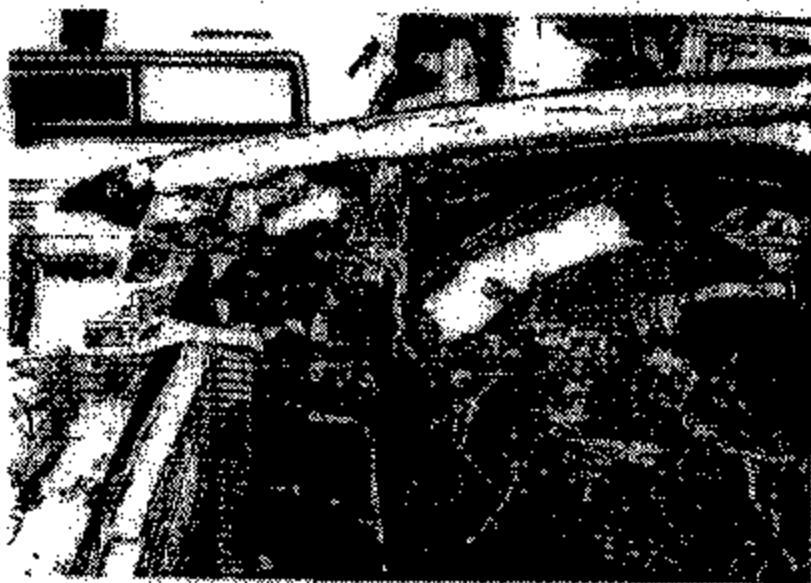
18. A view of the high current fuse box or distribution box.



19. Another view of the high current fuse box/power distribution box.



20. A view of the wiring harness running from the alternator to the high current fuse box/power distribution box.



21. A view of a bracket for a siren to an alarm system located on the left firewall.



22. A view of the right front parking light socket and wiring.



23. A view of the left front parking light housing.



24. A view of the left front parking light housing and lens.



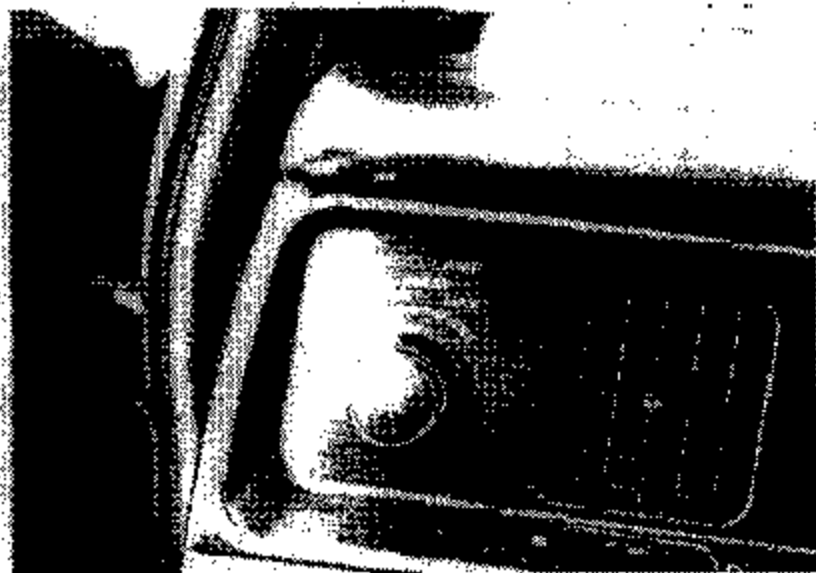
25. An overall view of the interior of the vehicle from the left front.



26. A view of the odometer reading on the vehicle at the time of the inspection.



27. A view of the auto lamp delay headlight switch.



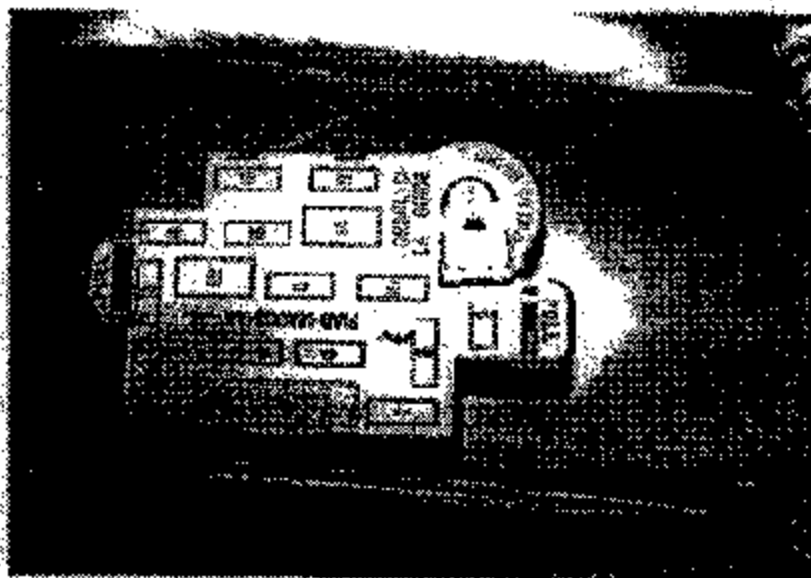
28. A view of the instrument panel fuse panel located under the dash on the left side of the steering column.



29. A view of the instrument panel fuse panel cover removed and a fuse puller attached to the number nine fuse.



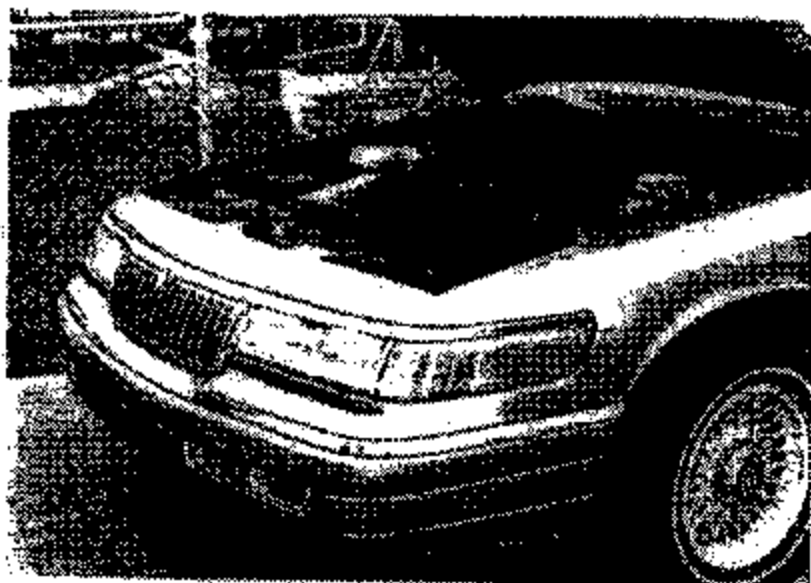
30. A view of the instrument panel fuse panel cover and a 15 amp fuse which is blown.



31. A view of a 15 amp fuse removed from the number nine placement of the instrument panel fuse panel, which was blown.



32. A comparison photograph of a 1994 Grand Marquis from the front left side.



33. An overall view of the right front of the comparison vehicle.



34. An overall view of the engine compartment from the front of the comparison vehicle.



35. An overall view of the engine compartment from the left side of the comparison vehicle.



36. An overall view of the engine compartment from the right side of the comparison vehicle.



37. A view of the battery and high current fuse box/power distribution box of the comparison vehicle.



38. A view of the positive battery post and positive battery cable of the comparison vehicle.



39. A view of the high current fuse box/power distribution box with the cover removed.



40. A view of a red wire and a black and red wire hooked to a fusible link connecting to the high current fuse box/power distribution box.



41. A view of the black and red wire that connects to the high current fuse box/power distribution box with a fusible link, then to the alternator.



42. A view of the mass air flow sensor and power steering fluid reservoir.



43. A view of the master cylinder, power steering fluid reservoir, mass air flow sensor and air filter.



Pyro-Technical Investigations

42015 Ford Road, Suite 249
Canton, MI 48187
(313) 938-1712

1564 Covered Bridge Road
Cincinnati, OH 45231
(513) 742-2990

January 16, 1995

Ms. Cathy Mich
Automobile Club of Michigan
17380 N. Laurel Park Drive
Livonia, Michigan 48152

Re: Vehicle Fire Analysis - 1994 Mercury Grand Marquis
Insured: [REDACTED]
Claim No: [REDACTED]
D/L: 2/3/94
PTI Project No: 94-1186

Dear Ms. Mich:

At your request, I traveled to the Michigan Auto Salvage Pool in Taylor, Michigan, on December 22, 1994 to examine a 1994 Mercury Grand Marquis belonging to [REDACTED]. This vehicle had been involved in a fire loss on February 3, 1994. It was requested that I attempt to determine the origin and cause of this loss.

The vehicle was a 1994 Mercury Grand Marquis. It was identified as VIN 2MEHM75W5RX631976. An initial examination of the vehicle found fire damage to the front grille and bumper area of the vehicle, as shown in Figures 1 through 4. All four (4) tires were present and fully intact. No fire damage was observed in the passenger compartment, as shown in Figure 5. An examination of the vehicle's odometer showed 344 miles at the time of my examination (see Figure 6).

An examination of the engine compartment revealed heat and fire damage at the forward portions of the engine compartment, with the heaviest damage at the right front corner of the engine compartment (see Figures 7 through 9). The right front fender wall was consumed by the fire. Rubber and plastic components at the front of the engine compartment were damaged by the fire. No melting was noted of any of the cast metal components within the engine compartment. Underhood insulation was still present at the rear of the engine compartment.

The vehicle's battery was located at the right front corner of the engine compartment, adjacent to the radiator. The left front corner of the battery showed the most significant heat damage, as shown in Figures 10 and 11. The damage to the battery indicated that the fire had communicated into the engine compartment from the grille/bumper area of the vehicle.

2032-225 28900

An examination of the front grille and bumper area of the vehicle revealed a heavy heat pattern on the right side of the grill, by the right side of the radiator and condenser coil (see Figure 12). The upper portions of the right side of the condenser coil had started to melt. Dual horns were located on the lower, left side of the grill, as shown in Figure 13. A wiring harness was located at the lower portions of the grill, directly behind the bumper. The wiring at the center of the vehicle was void of insulation. Insulation was present on this wiring as it entered into the fender wall area on either side of the vehicle, as shown in Figures 14 and 15.

I next began a closer examination of the wiring harness. A module was located at the top of the grill, by the right side of the radiator. Several electrical wires were routed to this module. An examination of this wiring found beaded copper at the end of one of the conductors, as shown in Figure 16. Beaded copper is an indicator of electrical short circuiting. Further examination of this area of the vehicle found a second conductor with beaded copper at its end (see Figure 17). This wire was found within the wiring harness by the right side of the radiator. Additional evidence of electrical short circuiting was found in the vicinity of the horns, as shown in Figures 18 and 19.

The vehicle's fuse panel was located at the lower left corner of the dashboard. I examined the fuse panel and found one (1) blown fuse. This was a 15 ampere fuse located in fuse position number nine. This fuse protected circuitry associated with the vehicle's parking lights and instrument panel illumination.

An examination of the vehicle revealed that the fire originated in the grill area of the vehicle, near the right side of the radiator/condenser coil. No evidence was discovered to indicate this fire was other than accidental. The only accidental ignition source that existed in the area of origin was an electrical wiring harness. An examination of this wiring revealed evidence of several instances of electrical short circuiting. Therefore, it is my opinion that the cause of this fire was electrical short circuiting in the wiring harness located behind the front bumper.

There were 344 miles on the vehicle at the time of the fire. With such limited mileage on the vehicle, it is my opinion that the short circuiting that caused this fire represents a latent manufacturing defect in the wiring harness.

Based upon my examination of a 1994 Mercury Grand Marquis belonging to [REDACTED], I have reached the following conclusions regarding a fire loss which occurred on February 3, 1994:

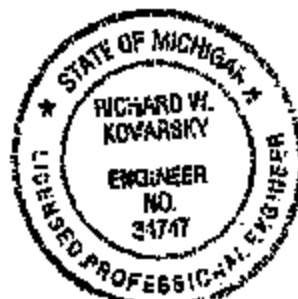
- The fire originated in the grill area of the vehicle, by the right side of the radiator/condenser coil.
- The fire was accidental.
- The fire was caused by electrical short circuiting in a wiring harness located behind the front bumper.
- The short circuiting in the wiring harness was the result of a manufacturing defect.

No evidence was removed or retained from the vehicle during the course of this investigation.

Enclosed with this report are additional photographs taken during the course of the investigation, but not referenced in this report. Should you have any questions regarding this report, or the investigation in general, please do not hesitate to contact me. I appreciate this opportunity to have been of service.

Sincerely,


Richard W. Kovarsky, P.E.
Forensic Engineer



ME MECHANICAL EVALUATION

P.O. Box 30 • Melvindale, Michigan 48122
Telephone: (313) 828-8913 • Fax: (313) 828-5848
Fire • Theft • Vandalism • Accidents • Product Liability

March 14, 1994

IN RE: A.C.I.A. CLAIM NO. DB-317148
M.E. FILE NO. 0228-6794F
[REDACTED]

BACKGROUND:

This mechanical report has been prepared at the request of Mr. Guy Beauregard, Claims Representative for AAA Insurance Company, with special reference to the mechanical condition of the insured's 1994 Mercury, Grand Marquis LS, Vehicle Identification Number 2MELN75W5-RX631976.

INSPECTION:

On February 28, 1994, Operative responded to Scrap Busters in Wayne, Michigan, to conduct a mechanical inspection of a 1994 Mercury, Grand Marquis LS.

Prior to leaving the scene, several 35mm color photographs were taken and are enclosed.

MECHANICAL INSPECTION

TYPE OF ENGINE:

This vehicle is equipped with a 4.6 liter, V-8 engine.

ODOMETER READING:

The odometer reading on the vehicle at the time of this inspection was 344 miles.

FLUID LEVELS:

In checking the crank case oil, the oil was found to have been within the safe range. Automatic transmission fluid within the safe range. Radiator coolant low; fire damage to the radiator. Brake fluid within the safe range. Power steering fluid within the safe range.

EM82-825 2885

IN RE: A.C.I.A. CLAIM NO. DB-317148
M.E. FILE NO. 0228-67947
[REDACTED]

March 14, 1994
Page 2.

MECHANICAL OBSERVATIONS:

During the course of this mechanical inspection, Operative assisted Mr. Guy Beauregard of the AAA Claims Investigation Unit. During the inspection, Operative identified various parts for Mr. Beauregard and assisted in tracing down various electrical connections of the wiring harness.

Upon initial approach to the vehicle, Operative observed that the vehicle had been involved in a fire, with the heaviest fire damage to the front portion of the vehicle.

Upon gaining entry to the engine compartment, Operative found that the fire had extended into the engine compartment. Operative further noted that the heaviest fire damage was on the right front portion of the engine compartment. This area is where the battery and current fuse box/power distribution box is located.

Operative found that the positive battery cable was not connected to the battery, further observing that the positive battery post had been consumed during the course of the fire. Operative noted that a portion of the negative battery cable had melted into the battery case on the side of the battery where the positive battery post was once connected. Operative further observed that a section of the plastic radiator tank located to the left of the battery had melted during the course of the fire.

At this time, Operative observed that the high current fuse box/power distribution box was heavily damaged as a result of the fire, that the plastic inner fender well on the right fender had been consumed during the fire, and that the right turn signal lens had also been consumed. Operative further noted that the air conditioning lines had melted during the course of the fire and that the valve cover on the right side of the engine had also suffered heavy fire damage, resulting in a hole burning through the front portion of the valve cover.

Additionally, Operative observed that the insulation of all of the wiring that connected to the high current fuse box/power distribution box was consumed during the course of the fire. Operative also observed that there was a length of wire which connected to the positive battery cable and then was connected to the high current fuse box/power distribution box with a studded type terminal block. Operative further observed that there was a second length of wire connected to this terminal block that led to the alternator.

IN RE: A.C.I.A. CLAIM NO. DB-317148
M.E. FILE NO. 0228-6794F
ROCHELLE WRIGHT

March 14, 1994
Page 3.

Further, during the course of the inspection, Operative observed that the vehicle had been equipped with an alarm system and that there had been a siren attached to the left firewall in the engine compartment. The horn of the siren had been heavily damaged during the course of the fire; however, an inspection of the wiring connecting to the siren horn, then entering the passenger compartment, showed no evidence of shortage. The insulation was still present.

Operative then gained entry to the passenger compartment and performed an inspection of the instrument panel fuse panel. Operative found that one of the fuses in the panel was blown. This fuse was located in the number nine slot of the fuse panel. This was a blue 15 amp fuse. The fuse description was "autolamps (park), instrument panel illumination, keyless entry module, license plate lamp, parking lamps, tail lamps."

SUMMARY:

After speaking with Mr. Guy Beauregard of the AAA Claims Investigation Unit, who has ruled out the possibility of an arson fire, it is Operative's opinion that there has been an electrical failure that has contributed to said fire.


Conley A. Ray
STATE OF MICHIGAN
MECHANICAL CERTIFICATION NO. M182260

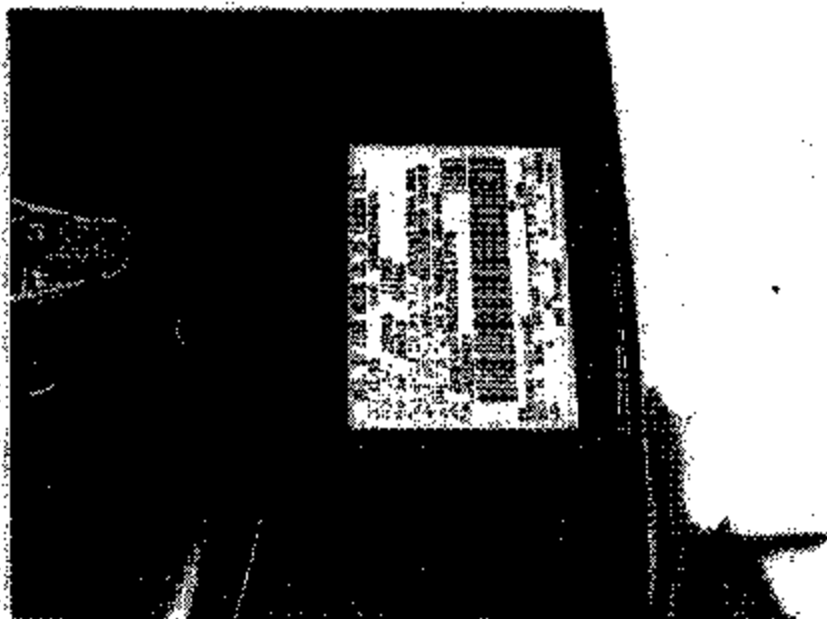
CAR/bp

SP2-225 29887

1. A view of the Vehicle Identification Number located in the left lower corner of the windshield.



2. A view of the Vehicle Identification Number found on the driver's door.



3. A view of the license plate on the vehicle at the time of the inspection.



4. An overall view of the vehicle from the right rear.



5. A view of the vehicle from the left rear.



6. An overall view of the vehicle from the right front.



7. A view of the right front bumper, fender and hood.



8. An overall view of the vehicle from the left front.



9. A view of the left front fender, bumper and parking light.



10. Another view of the left front bumper, fender, hood and parking light.



11. A view of the interior of the hood with portion of the hood brace melting away as a result of fire damage.



12. An overall view of the engine compartment from the front of the vehicle.



13. An overall view of the engine compartment from the left side of the vehicle.



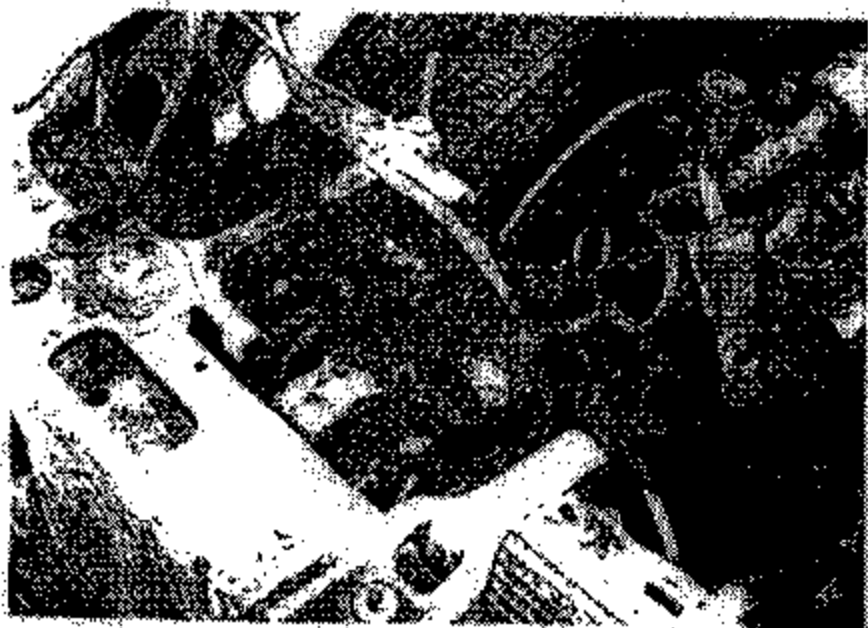
14. An overall view of the engine compartment from the right side of the vehicle.



15. A view of the right front valve cover being heavily damaged by the fire, burning a hole through it.



16. A view of the battery.



17. A view of the upper portion of the radiator or tank next to the battery being consumed by fire,



18. A view of the high current fuse box or distribution box.



19. Another view of the high current fuse box power distribution box.



20. A view of the wiring harness running from the alternator to the high current fuse box/power distribution box.



21. A view of a socket for a siren to an alarm system located on the left firewall.



22. A view of the right front parking light socket and wiring.



23. A view of the left front parking light housing.



24. A view of the left front parking light housing and lens.



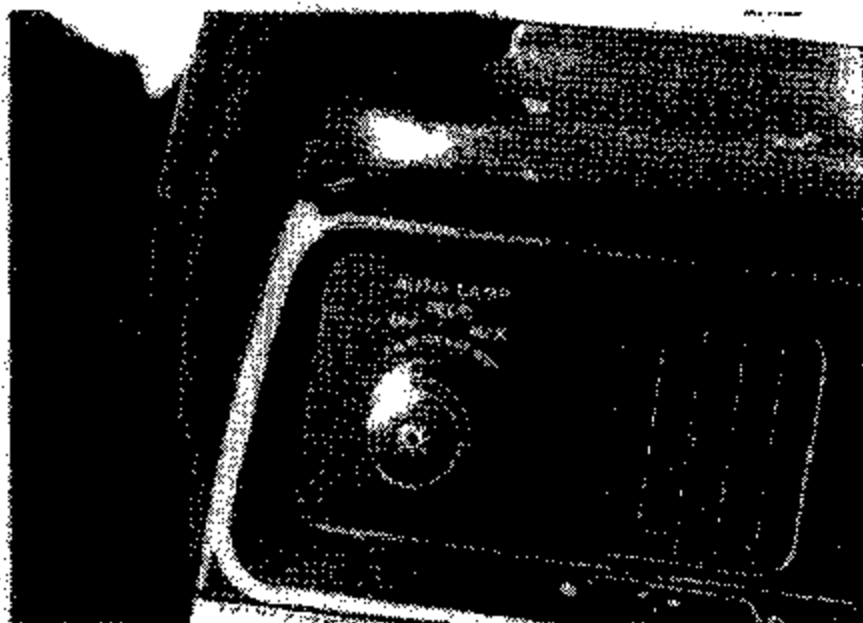
25. An overall view of the interior of the vehicle from the left front.



26. A view of the odometer reading on the vehicle at the time of the inspection.



27. A view of the auto lamp delay headlight switch.



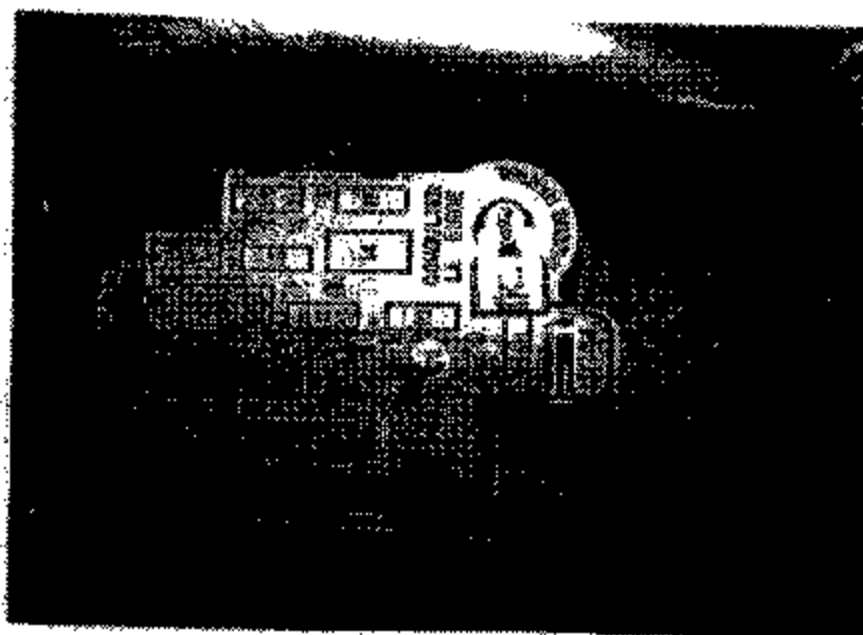
28. A view of the instrument panel fuse panel located under the dash on the left side of the steering column.



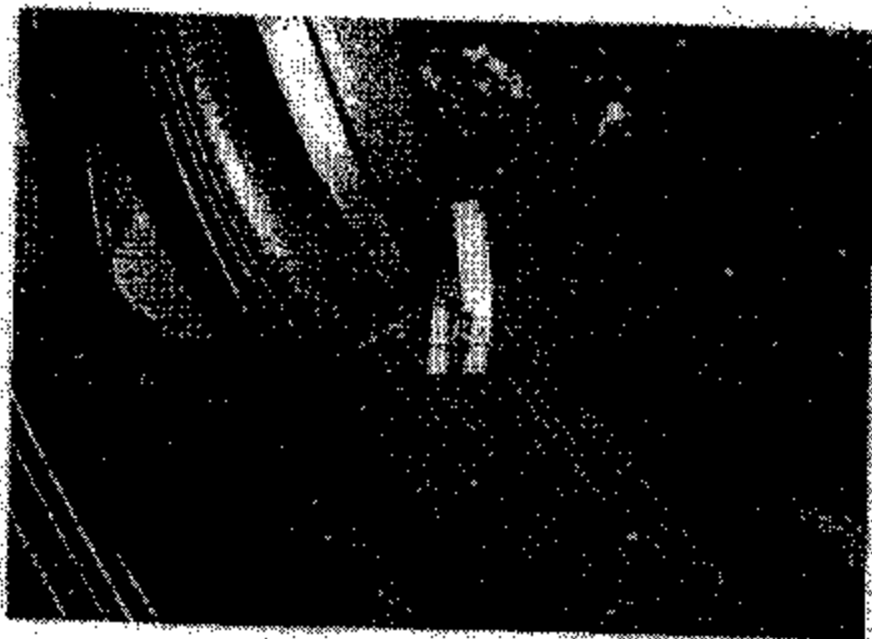
29. A view of the instrument panel fuse panel cover removed and a fuse puller attached to the number nine fuse.



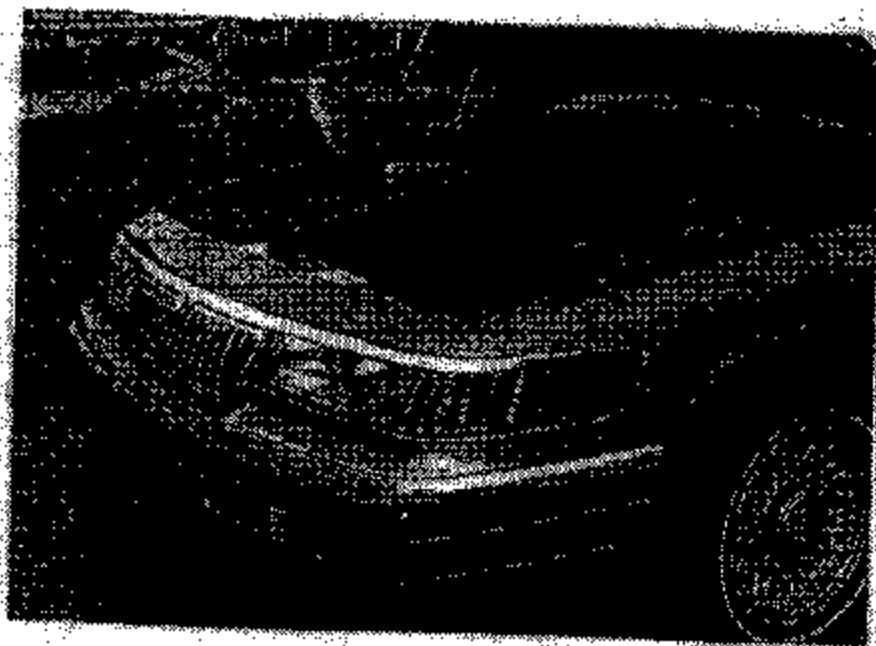
30. A view of the instrument panel fuse panel cover and a 15 amp fuse which is blown.



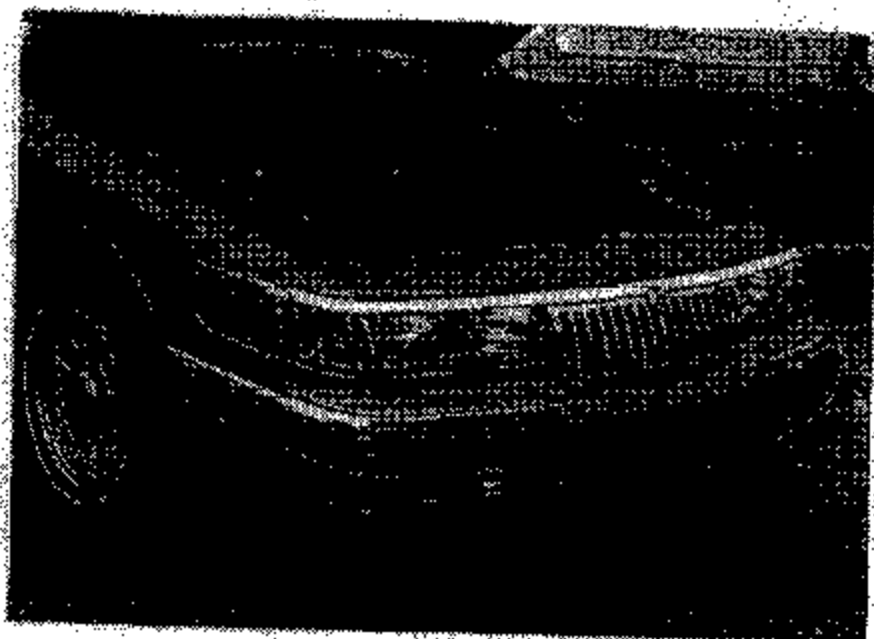
31. A view of a 1 amp fuse removed from the number nine placement of the instrument panel fuse panel, which was blown.



32. A comparison photograph of a 1994 Grand Marquis from the front left side.



33. An overall view of the right front of the comparison vehicle.



34. An overall view of the engine compartment from the front of the comparison vehicle.



35. An overall view of the engine compartment from the left side of the comparison vehicle.



36. An overall view of the engine compartment from the right side of the comparison vehicle.



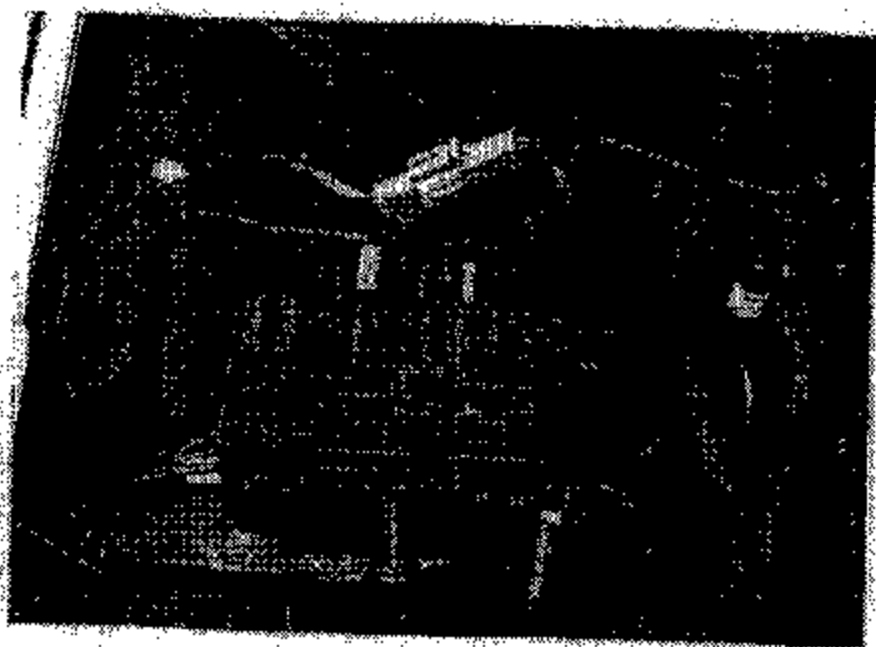
37. A view of the battery and high current fuse box/power distribution box of the comparison vehicle.



38. A view of the positive battery post and positive battery cable of the comparison vehicle.



39. A view of the high current fuse box/power distribution box with the cover removed.



40. A view of a red wire and a black and red wire hooked to a fusible link connecting to the high current fuse box/power distribution box.



41. A view of the black and red wire that connects to the high current fuse box/power distribution box with a fusible link, then to the alternator.



42. A view of the mass air flow sensor and power steering fluid reservoir.



43. A view of the master cylinder, power steering fluid reservoir, M.I. air flow sensor and air filter.



VEHICLE INSPECTION

CLAIM NUMBER DB 317195INSPECTED AT Scrapbusters DATE 2-24-94VEH. DESC. 94 Mercury Grand Marquis YEAR 94 MAKE Mercury MODEL Grand Marquis STYLE 4Dr COLOR MaroonV.I.N. 2H4LM75N5RX631926 OTHER I.D. DoorPLATES 5194KG EXPIRATION 9-94 STATE MIIGNITION INT KEYS YES GAS CAP YESCOLUMN 11 MOTOR YES BATTERY YESMILEAGE 11 TRANS 11 RADIATOR YESANTIFREEZE 9 BRAKE FLUID 9 OIL FULL TRANS FLUID YESOIL STICKERS 3 RADIO YES SPEAKERS NODRIVER'S DOOR LOCK INT REAR YES TRUNK LOCK YESPASSENGER'S DOOR LOCK 11 REAR YES SPARE TIRE YESCONTENTS OF TRUNK 9

	TIRE MAKE	% OF WEAR	WHEELS	LUGS	WHEELCOVER
R/F	<u>Michelin</u>	<u>NEW</u>	<u>YES</u>	<u>YES</u>	<u>YES</u>
R/R	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
L/F	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>
L/R	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>	<u>11</u>

SEATS YES GLASS WindshieldGENERAL CONDITION/ADDITIONAL COMMENTS ElectricalPaint and WIRINGVEHICLE MOVED TO Rich Auto Salvage

(LOCATION/DATE)

SIGNATURE - Tom Beauregard INSPECTING INVESTIGATOR

EAG-925 20030

JUL 23 1950

STATE OF MICHIGAN
IN THE CIRCUIT COURT FOR THE COUNTY OF WAYNE

[REDACTED]

Plaintiff,

-vs-

Case No:

FORD MOTOR COMPANY, a Delaware
Corporation,

HON:

Defendant.

JAMES F. HEWSON (P27127)
HEWSON & VAN BELLEMONT, P.C.
1200 Buhl Building
Detroit MI 48226
(313) 961-2061

There is no other civil action arising out of the same transaction or occurrence as alleged in this Complaint pending in this Court nor has any such action been previously filed and dismissed after having been assigned to a judge. See MCR 2.113(C)(2)(e)

COMPLAINT AND JURY DEMAND

NOW COMES Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, by and through its attorneys, HEWSON & VAN BELLEMONT, P.C., and is forced to complain against Defendant, FORD MOTOR COMPANY, as follows:

1. Plaintiff, AUTO CLUB INSURANCE ASSOCIATION (hereinafter referred to as "ACIA"), is an insurance corporation doing business in the County of Wayne, State of Michigan.
2. Plaintiff is informed and believes that Defendant, FORD MOTOR COMPANY, (hereinafter referred to as "Ford"), is a Delaware corporation doing business in the County of Wayne, State of Michigan.

EM2-425 2832

3. This case is within the jurisdiction of the Court, involving damages in excess of Ten Thousand (\$10,000.00) Dollars.

4. Plaintiff is informed and believes that on February 3, 1994, and at all other times pertinent hereto, [REDACTED] was the titled owner of a 1994 Mercury, Grand Marquis, VIN 2NE1M75W5RX631976 (hereinafter referred to as the "vehicle"), which was manufactured by the Defendant.

5. That on February 3, 1994 and for some time prior thereto, the vehicle had been insured by ACIA against loss by fire, among other risks.

6. That on February 3, 1994, the vehicle was damaged by fire caused by a defect in the vehicle.

7. Pursuant to its insurance contract, ACIA paid Twenty-Two Thousand Nine Hundred Ten Dollars and 24/100 (\$22,910.24) Dollars to Rochelle Wright for the loss and for the investigation processing and appraisal of the claim after the loss.

8. As a result of the payment described in the preceding paragraph, ACIA became subrogated to the rights of Rochelle Wright with regard to the vehicle.

9. Upon information and belief, at all times pertinent hereto, Defendant Ford was in the business of, among other things, designing, manufacturing, producing, licensing, selling, distributing and marketing said vehicle for consumer use.

10. Plaintiff is informed and believes that Defendant designed, manufactured, produced, licensed, sold, distributed, marketed and installed the wiring harness in question.

11. That the wiring harness behind the front bumper in the unit was either defectively installed or defectively

manufactured at the time of its delivery within the unit to [REDACTED] or was rendered defective after delivery by actions of employees for the Defendant.

12. The defect in the unit was a direct and proximate cause of the fire which caused damage to the vehicle.

COUNT I - BREACH OF IMPLIED WARRANTY
UNDER UNIFORM COMMERCIAL CODE

13. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 12 above as though set forth herein verbatim.

14. The Uniform Commercial Code as codified in Michigan provides in MCLA 440.2314; MSA 19.2314 that a seller warrants that goods are of a merchantable quality and are fit for ordinary purposes for which the product is intended to be used.

15. That Defendant, Ford, is a seller within the meaning of the statute referred to in the preceding paragraph.

16. That Plaintiff relied on the skill, knowledge, judgment and representation of the Defendant, Ford.

17. The representation and warnings were false, misleading and inaccurate in that the vehicle, when put to the actual performance, proved to be unsound and unsuitable for the purposes for which the same was intended.

18. The unit was unsafe, dangerous, defective and not of merchantable quality.

19. The Defendant, Ford, was in breach of the implied warranty.

20. The damage to the vehicle was proximately caused by the breaches of the implied warranty.

21. Plaintiff is entitled to judgment against Defendant, Ford, for the breach of implied warranty under the Uniform Commercial Code.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff entitled plus costs, interest and attorneys fees.

COUNT II - NEGLIGENCE, DEFENDANT FORD

22. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 21 of this Complaint as set forth herein verbatim.

23. Defendant, Ford, knew or should have known that the vehicle in question was capable of catching fire in ordinary operation.

24. That on or about February 3, 1994, Rochelle Wright, was utilizing the vehicle in the manner consistent with its intended and foreseeable purposes and/or uses.

25. By reason of the defective product, Rochelle Wright, was caused to suffer damage to her automobile.

26. Defendant, Ford, its agents, servants or employees were negligent in:

a) the design, manufacture, production, licensing, marketing, testing and sales of the vehicle in failing to properly inspect the same;

b) in failing to maintain adequate quality control standards over goods sold under its trademark;

c) in negligently selling, supplying and endorsing the product and manufacturing, selling, distributing, delivering an inherently dangerous product without performing the proper tests and safeguards against defects;

d) in designing, manufacturing, selling, distributing and delivering a product which had a defect in the wiring harness in the driver's door control panel;

e) in acting in a careless and reckless manner; and causing suffering and permitting the vehicle to be exposed to the risk of destruction;

f) in causing suffering and permitting a defective product to be sold and distributed to the general public, including, [REDACTED]

g) in holding the product herein to be suitable for use when, in fact, it was not;

h) in selling a defective product and failing to warn of the products defects;

i) in failing to fulfill its continuing duty to warn of the products defects;

j) in failing to warn of the defects after sell;

k) in failing to properly service and repair said product and in general being negligent, careless and reckless.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff plus costs, interest and attorney fees.

COUNT III - EXPRESS WARRANTY

27. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 25 of this Complaint as set forth herein verbatim.

28. That upon information and belief, Rochelle Wright, made use of the vehicle for its intended purpose.

29. [REDACTED] relied upon the skill, knowledge, judgment, representations and warranties of Defendant, Ford, when he used the vehicle.

30. The representations and warranties were false, misleading and inaccurate, in that the vehicle proved to be unsound and unsuitable for the purposes for which it was intended.

31. The vehicle was unsafe, dangerous, defective and not of merchantable quality.

32. That Defendant, Ford was in breach of express warranties.

33. The loss of the vehicle was proximately caused by the breaches of the express warranties of the Defendant.

34. Plaintiff is entitled to judgment for compensatory damages, attorney fees and costs for Defendants' breach of warranties.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company, in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff entitled, plus costs, interest and attorney fees.

COUNT IV - BREACH OF IMPLIED WARRANTY; TORT

35. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 34 of this Complaint as though set forth herein verbatim.

36. Defendant, Ford, impliedly represented that the vehicle and the equipment therein was safe, of merchantable quality and fit for the ordinary purposes for which the product was intended to be used.

37. [REDACTED] relied on the skill, knowledge, judgment, representations and warranties of the Defendant.

38. The representations and warranties were false, misleading and inaccurate in that the vehicle, when put to the test of actual performance, proved to be unsound and unsuitable for the purposes for which the same was intended.

39. The product was unsafe, dangerous and not of merchantable quality.

40. Defendant, Ford, was in breach of implied warranties.

41. Plaintiff's injuries were proximately caused by the breach of implied warranties by the Defendant and such conduct constituted a tort by the Defendant against Rochelle Wright.

42. Plaintiff is entitled to judgment against Defendant, Ford, for compensatory damages, attorneys fees and costs for Defendant's tortious breach of implied warranties.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company in whatever amount in excess

of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff entitled plus costs, interest and attorney fees.

COUNT V - CONSUMER PROTECTION ACT

43 Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 42 of this Complaint as though set forth herein verbatim.

44. The acts and omissions of Defendant, Ford, described in the preceding paragraphs violate the Michigan Consumer Protection Act, MCLA 445.90 et seq.; MSA 19.418, et seq.

45. By selling [REDACTED] a defective vehicle, Defendant, Ford, breached the following provisions of the above cited act:

19.418(3)

Unfair or deceptive acts or practices, definitions:

(c) Representing that goods or services have sponsorship, approval, characteristics, ingredients, users, benefits, or quantities which they do not have or that a person has sponsorship, approval, status, affiliation, or connection which he does not have;

(e) Representing that goods or services are of a particular standard, quality, or grade, or that goods are of a particular style or model, if they are of another;

(s) Failing to reveal a material fact, the omission of which fact could not reasonably be known by the consumer;

(y) Gross discrepancies between the oral representations of the seller and the written agreement covering the same transaction or failure of the other party to the transaction to provide the promised benefits;

(bb) Making a representation of fact or statement of fact that a person reasonably believes the represented or suggested stated of affairs to be other than it actually is;

(cc) Failing to reveal facts which are material to the transaction in light of representations of fact made in a positive manner.

46. Plaintiff is entitled to judgment against Defendant, Ford, for compensatory damages, attorney fees and costs or, for Two Hundred Fifty (\$250.00) Dollars per violation of the Act, whichever is greater.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company, in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff to be entitled, plus costs, interest and attorney fees.

HEWSON & VAN BELLEMONT, P.C.

By: James F. Hewson
JAMES F. HEWSON P27127
1200 Buhl Building
Detroit, Michigan 48226
(313) 961-2061

DEMAND FOR JURY TRIAL

NOW COMES the Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, as Subrogee of [REDACTED], by and through its attorneys, Hewson & Van Bellemont, P.C., and hereby demands a Trial by jury.

HEWSON & VAN BELLEMONT, P.C.

By: James F. Hewson
JAMES F. HEWSON P27127
1200 Buhl Building
Detroit, Michigan 48226
(313) 961-2061

April 17, 1996

CSCN140

VEHICLE DATA

96/07/01 11:07:42

ENTER VIN -> 2ME1M7SW5RX631976

NAME ->

ZIP ->

MODEL YR ->

OWNER NAME :

STREET ADDR :

CITY : DETROIT

ST/PRV: MI CTRY:

ZIP/POSTAL CODE:

N/A DATE: 95-07-21

N/A SOURCE: M

MODEL YEAR : 94 PLANT: X

SALE DATE: 94-01-17

BODY STYLE DESC: 4 DOOR SEDAN LS

PRODUCTION DATE: 93-11-16

VEHICLE DESC : 1994 GRAND MARQUIS

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	FCSD REGION
SHIP-TO	3	64	E	080	34	48
FACING	3	64	E	080		
RESPONSIBLE	3	45	E	080		

CA EMISSION :

ENGINE TAG CODE : EG806AA

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

CGDB019

0002-025 20041

ENTER CAMPAIGN NUMBER--> 94B58 VIN--> 2MELM75W5RX631976 TYPE OF SEARCH: A
MODEL YEAR: 94 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 REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:
RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 3 45 080 ASSIGNED: 95-07-24 SOURCE: PK 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
I037-NO MORE DATA TO DISPLAY

CGDB019

ENTER CAMPAIGN NBR ==> 94B58

VIN ==> 2ME1M75W5RX631976

DEFECT : OWNER GUIDE

BODY STYLE DESC: 4 DOOR SEDAN L8

RESP DEALER : 364080

BEGINNING MAILED DATE: 94-12-23

RELEASE DESC : NEW ISSUE TOTAL

ENDING MAILED DATE : 94-12-23

CAMPAIGN DIV : 6

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS: RE

STREET ADDR1 :

ADDR2 :

ST/PRV: MI

CITY : DETROIT

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE: R

N-A EFF DATE: 94-12-06

RESP DEALER :

BEGINNING MAILED DATE:

RELEASE DESC :

ENDING MAILED DATE :

CAMPAIGN DIV :

FLEET CODE:

FLEET MGMT LOC CODE:

LAST NAME :

INITIALS:

STREET ADDR1 :

ADDR2 :

ST/PRV:

CITY :

CTRY:

ZIP/POSTAL CODE:

N-A SOURCE:

N-A EFF DATE:

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

IO48-LAST PAGE

OGDB019

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* TIME: 10:05:41
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* MODEL YEAR          = 94
* CUT-OFF DATE        = 12JUN96
* REPORT TITLE        = WRIGHT
* VEHICLE TYPE        = CARB

* REPORT CLAIM TYPE    = ALL CLAIMS

* REPORT SORT SEQUENCE = PLANT CODE \ SERIAL NO

* PAGE ON PRIMARY SORT?

* PARETO HIB VALUE     =

* PLANT/SERIAL NUMBERS = 3631976
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1562-023 28014

01 JUL 96
PAGE 2.01

1994 SE-II PARTS BY CONCERN CODE (CLR CONDITION CODE) SUMMARY (12 JUN 96 C/O)
DATA ORDERED BY DESCENDING PART NO. FREQUENCY
WRIGHT JOCELYN HENRY

PART NO	CC	COUNT
65		1
98472		1

0000-000 20045

01JUL96
PAGE 3.01

1994 SE-II PARTS BY CUSTOMER CONCERN CODE SUMMARY. (12AUN94 C/O)
DATA ORDERED BY DESCENDING PART NO. FREQUENCY
WIKST JOCELYN BERRY

PART NO	CCE	COUNT
65	025	1
9F472	629	1

0002-025 20040

01JUL96
PAGE 4.01

PART NO	C9	COUNT
65	13	1
97472	42	1

1994 SE-II PARTS BY CONDITION CODE SUMMARY (12JUN96 C/O)
DATA ORDERED BY DESCENDING PART NO. FREQUENCY
WRIGHT JOCELYN BERRY

LINE-025 20047

01JUL96
PAGE 5.01

1994 KC-11 PART/CONCERN CODE DESCRIPTION SUMMARY (12/JUN96 C/O)
DATA ORDERED BY DESCENDING REPAIR COUNT

WRIGHT JOCELYN BERRY

NUMBER	PART DESCRIPTION	COUNT	CC-DESCRIPTION	COUNT	CD-DESCRIPTION	COUNT	CCC-DESCRIPTION	COUNT
65	MOTORCRAFT BATTERY	1	MISSING CODE	2	15-DEAD/WEAK BATT	1	C25-WEAK/DEAD BATT	1
9F472	SENSOR EXHAUST GAS	1			42-IMPROPER COMPONENT	1	E29-CMC ENG INB ON	1

2002-005 20048

XXXXXXXXXX	XX	XX	XX	XX	XX	XXXXXXXXXX	XXXXXXXXXX	XX	XX
XXXXXXXXXX	XX	XX	XXXX	XXXX	XXXX	XXXXXXXXXX	XXXXXXXXXX	XX	XX
XX	XX	XX	XXXX	XXXX	XXXX	XX	XX	XX	XX
XX	XX	XX	XXXX	XX	XXXX	XX	XX	XX	XX
XXXXXXXXXX	XX	XX	XX	XX	XX	XXXXXXXXXX	XXXXXXXXXX		XX
XXXXXXXXXX	XX	XX	XX	XX	XX	XXXXXXXXXX	XXXXXXXXXX		XX
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX
XXXXXXXXXX	XXXXXXXXXX	XX	XX	XX	XX	XX	XX	XX	XX
XXXXXXXXXX	XXXXXXXXXX	XX	XX	XX	XX	XX	XX	XX	XX

REQUESTED BY: JOCELYN BERRY 12JUN96 C/O *
DATA SOURCE: PARS 02-11 *

***** SUMMARY *****												
***** TOTALS *****							***** BATTN *****					
CLAIMS	CLAIMS W/COMMENTS	CLAIMS IN TIR	VEHICLES	HAZARD	MATERIAL COST	TOTAL COST	CLAIMS PER VEH	CLAIMS PER DELR	CLAIMS TOTL/SAMP	MATERIAL COST/REP	TOTAL COST/REP	PCT CLM W/COMMENTS
2	1	2	1	2	\$60.34	\$231.60	2.00	1.00	0.00	\$30.17	\$115.80	50%

SERIAL NUMBER	CAR LINE	A/S CCI	ETS NAM	PLT DATE	PROD DATE	MARR DATE	SELL DEAL	CLAIM NUMBER	MICRO NUMBER	C 0	MCC NUMBER	PART NUMBER	DE CC	CE CC	CD DATE	REPR DATE	T IS	TACT CODE	MILES 10109	MATL. COST	TOTL COST	LR MIS	REPR DEAL	GT 12345
123456	ECC	38T	MM	MMY	090493	04FEB94	11111	123456	J8934001	7F04	174553	46	C05	46	23SEP94	8*	806	10109	11.25	122	0.1	12345	MI	
CARD SEQUENCE NO. --> CONCERN CODE(OLD CONDITION CODE) --> ---SAMPLE INDICATOR(TES,NO)--- CUSTOMER CONCERN CODE--- ---CONDITION CODE--- TIME IN SERVICE--> ---ACTUAL ODOMETER READING--- ---TRANSACTION CODE--PRE PAYMENT EDIT---																								
---ENGINE CODES--- A = 2.0EFI-D0WC-PR0MR V = 4.0EFI-D0WC B = 2.5EFI-D0WC-PR0MR U = 4.0EFI-S0WC D = 5.0EFI-S0P C0R0A X = 2.30SC M = 1.8EFI-ASPIRE Y = 3.0EFI-S10 J = 1.8EFI Z = 1.0EFI-CAPRI P = 3.0EFI-D0WC S0D 1 = 3.0EFI-FLEH FUEL R = 5.0EFI-REPR0C000 3 = 3.0EFI-F10 T = 5.0EFI-NO C0-PR0 4 = 3.0EFI-R00 U = 3.0EFI 6 = 1.0EFI-TURN-CAPRI 8 = 1.0EFI-D0WC ---TRANSMISSION CODES--- A = AX40 (AX40) B = ATX (CATANIA) C = ATX (4 SPD C04E) D = NTX (5 SPEED) E = ATX (4 SPD-6 RAT) F = ATX (3 SPD ASDPARE) P = N0RE (ELECTRONIC) U = NTX (5 SPEED) Z = ATX ASD(AUTO-CAPRI) Y = AX40 (AX40) 4 = 470W (MARK VIII) 5 = 5 SPEED(T-S100 S.C) --- IF THIS ASTERISK APPEARS THEN CLAIM IS NOT USED IN TIS MATRIX. ('CLAIMS IN TIS' TOTAL (IN SUMMARY ABOVE) MINUS TOTAL CLAIM COUNT MINUS ASTERISK TIS CLAIMS) 2 = 5 SPEED(T3-MURTAH) 6 = NTX 4 (5 SPEED) 7 = NTX (5 SPD ASD/CAP)																								

1002-623 2004

1993 MODEL YEAR PASSENGER CAR BODY DESCRIPTIONS				1993 MODEL YEAR PASSENGER CAR BODY DESCRIPTIONS			
VEHICLE	BODY DESCRIPTION			VEHICLE	BODY DESCRIPTION		
Mustang (HWS)	2LX	2 DOOR	STREET LX	3LX	3 DOOR	LX	
	2CS	2 DOOR	CONV ST	3ST	3 DOOR	ST	
	2CL	2 DOOR	CONV LX	3GC	3 DOOR	GT-COBBLE	
Probe (PBD)	3-B	3 DOOR	BASE	Capri (CAP)	2-B	2 DOOR	CONV BASE
	3AT	3 DOOR	GT		2NR	2 DOOR	CONV XJC2
Escort (ESC)	3-B	3 DOOR	BASE	Tracer (TRA)	4-B	4 DOOR	BASE
	3AT	3 DOOR	ST		4LT	4 DOOR	LTH
	MLX	STATION WAGON	LX		U-B	4 DOOR	BASE
	3LX	3 DOOR	LX				
	4LX	4 DOOR	LX	Festiva (FEN)	3-L	3 DOOR	BASE
	4LX	4 DOOR	LX-E		3GL	3 DOOR	GL
	5LX	5 DOOR	LX				
Tempo (TWN)	2GL	2 DOOR	GL	Topaz (TOP)	2GL	2 DOOR	GL
	4GL	4 DOOR	GL		4GB	4 DOOR	GB
	4LX	4 DOOR	LX				
Salmon (TAR)	4-P	4 DOOR	POLIC	Sable (SAB)	4GB	4 DOOR	GB
	4PL	4 DOOR	ALOCK POLIC		4LS	4 DOOR	LS
	4SB	4 DOOR	ALOCK SMO		4BL	4 DOOR	ALOCK ST
	4-B	4 DOOR	GL		4LL	4 DOOR	ALOCK LS
	4LX	4 DOOR	LX		WSS	STATION WAGON	GB
	4ML	4 DOOR	ALOCK GL		WLS	STATION WAGON	LS
	4LL	4 DOOR	ALOCK LX		WBL	ST WAGON	ALOCK ST
	U-B	STATION WAGON	GL		WLL	ST WAGON	ALOCK LS
	WLS	STATION WAGON	LX				
	WBL	ST WAGON	ALOCK GL				
	WLL	ST WAGON	ALOCK LX				
T-Bird (TBD)	2-B	2 DOOR	BASE	Cougar (CGR)	2NR	2 DOOR	ALOCK XRT
	2LX	2 DOOR	LX		2CL	2 DOOR	ALOCK XRT
	2SC	2 DOOR	ALOCK SC				
	2NL	2 DOOR	ALOCK BASE				
	2LL	2 DOOR	ALOCK LX				
Ford Crown	4-F	4 DOOR	FLEET				
	4-L	4 DOOR	BASE				
Victoria (FBD)	4FL	4 DOOR	LX				
	4PL	4 DOOR	ALOCK LX				
	4BL	4 DOOR	ALOCK BASE				
	4LL	4 DOOR	ALOCK LX				
	4-P	4 DOOR	POLICE				
Lincoln Town Car (LWC)	4-L	4 DOOR	EXECUTIVE				
	4-B	4 DOOR	SIGNATURE				
	4GC	4 DOOR	CARTIER				

1993 LIGHT TRUCK BODY DESCRIPTIONS				1993 LIGHT TRUCK BODY DESCRIPTIONS			
VEHICLE	BODY DESCRIPTION			VEHICLE	BODY DESCRIPTION		
F-Series	15F	150 L.DUTY	CONV.	334	350 H.DUTY	SUPER	
4X2(FR2)	25F	250 L.DUTY	CONV.	33C	350 H.DUTY	CREW	
4X4(FR4)	2NF	250 H.DUTY	CONV.	432	450 H.DUTY	CONV	
	35F	350 H.DUTY	CONV.				
	15R	150 L.DUTY	SUPER	BRONCO	0-L	BASE	4X4
	25R	250 L.DUTY	SUPER	(BRG)	BLT	XLT	4X4
	2NR	250 H.DUTY	SUPER	RJR	BRICK BAUER	4X4	
VEHICLE	BODY DESCRIPT		DRIVE CODES				
RANGER	CON	CONV CAB	SUP	SUPER CAB	(R42)=4X2	(R44)=4X4	
Explorer	2-B	2 DR BASE	4-B	4 DR BASE	(EX2)=4X2	(EX4)=4X4	
	2CL	2 DR XL	4XL	4 DR XL			
	2CS	2 DR XLPT	4LT	4 DR XLT			
	2GB	2 DR BAUER	4GB	4 DR BAUER			
Villager (VIL)	VMS	02 WAGON					
	VLS	LS WAGON					
	VAN	BASE VAN					
Aerostar	4X2(AR2)	REGULAR BODY	BASE	4X4(AR4)	EXTENDED BODY	BASE	
	WHL	WINDOW WAGON	BASE	SWL	WINDOW WAGON	BASE	
	WMM	WINDOW WAGON XL		SWM	WINDOW WAGON XL		
	WML	WINDOW WAGON XLT		SWL	WINDOW WAGON XLT		
	WME	EDDIE BAUER WAGON		SWM	EDDIE BAUER WAGON		
	NCL	CARGO VAN BASE		NCL	CARGO VAN BASE		
	NCH	CARGO VAN XL		NCH	CARGO VAN XL		
	NVL	WINDOW VAN BASE		NVL	WINDOW VAN BASE		
	SVL	WINDOW VAN XL		SVL	WINDOW VAN XL		
1993 ECONOLINE/CLUB WAGON				1993 ECONOLINE/CLUB WAGON			
VEHICLE	BODY DESCRIPTION			VEHICLE	BODY DESCRIPTION		
(ECH)	4X2	ECONOLINE	CLUB WAGON				
	15R	150 HINGED DOOR	BASE	15R	150 HINGED DOOR	CURT	
	15X	150 HINGED DOOR	XL	15R	150 HINGED DOOR	XLT	
	25R	250 HINGED DOOR	BASE	15P	150 HINGED DOOR	CHAY	
	25X	250 HINGED DOOR	XL	35R	350 HINGED DOOR	CURT	
	25R	250 HINGED DR SUPER	BASE	35R	350 HINGED DOOR	XLT	
	25X	250 HINGED DR SUPER	XL	35P	350 HINGED DOOR	CHAY	
	35R	350 HINGED DOOR	BASE	35L	350 HINGED DR SUPER	XL	
	35X	350 HINGED DOOR	XL	35R	350 HINGED DR SUPER	CURT	
	35R	350 HINGED DR SUPER	BASE	35P	350 HINGED DR SUPER	CHAY	
	35X	350 HINGED DR SUPER	XL	35L	350 HINGED DR SUPER	CURT	
	35R	150 SLIDING DOOR	BASE	15R	150 SLIDING DOOR	CURT	
	15R	150 SLIDING DOOR	BASE	15R	150 SLIDING DOOR	CHAY	
	15X	150 SLIDING DOOR	XL	15P	150 SLIDING DOOR	CHAY	
	25R	250 SLIDING DOOR	BASE	35R	250 SLIDING DOOR	CURT	
	25X	250 SLIDING DOOR	XL	35R	250 SLIDING DOOR	XLT	
	35X	250 SLIDING DOOR	XL	35P	250 SLIDING DOOR	CHAY	
	35L	350 CUTAWAY	BASE				
	35R	350 CUTAWAY	XL				
	28T	250 STRIPPED CHASSIS					
	33T	350 STRIPPED CHASSIS					

01JUL96 CLAIMS LISTING FOR 1994 MODEL WRIGHT
 PAGE 1 SORTED BY PLMTCODE SERIALNO MILEAGE

12JUN96 C/O REQUESTED BY: JOCELYN BERRY
 DATA SOURCE: PERS SE-11 X53400

VEHICLE INFORMATION										REPAIR INFORMATION														
SERIAL	CAR	B/S	ETS	PLY	PROD	MADE	SELL	CLAIM	MICRO	C	WCC	PART	CC	CCC	CD	REPR	T	TACT	MILER	NATL.	TOYL	LBR	REPR	ST
NUMBER	LINE	CCI	MAN	DATE	DATE	DATE	DEALR	NUMBER	NUMBER	S	NUMBER					DATE	IS	CODE		COST	COST	MRS	SEALS	
631976	NRC	4LL	WPN	STN	16NOV93	17JAN94	10040	430095	1222MACD	2802	VF472		629	42	21MAR94	27	807	8845	39.33	177	3.3	05241	NO	
631976	NRC	4LL	WPN	STN	16NOV93	17JAN94	10040	078958	KITSP400	7A01	65		625	15	17APR94	28	882	9785	21.01	55	0.5	12835	NO	
** COMMENTS-CLAIM #2										CORR-ENGINE CRANKS SLOW ADD MS										BATTERY TEST ANDCHARGE - DIAGNOSIS				
TECH-BATTERY BAD																								
+ THIS LISTING CONTAINED 2 TOTAL CLAIMS																								

0002-025 20051

JJJJJJJJJJ	11	11	3333333333	11	6666666666	AAAAAAAAAA
JJJJJJJJJJJ	111	111	3333333333	111	6666666666	AAAAAAAAAAAA
JJ	1111	1111	33 33	1111	66 66	AA
JJ	11	11	33 33	11	66 66	AA AA
JJ	11	11	33 33	11	66 66	AA AA
JJ	11	11	33333333	11	6666666666	AAAAAAAAAAAA
JJ	11	11	33333333	11	6666666666	AAAAAAAAAAAA
JJ	11	11	33 33	11	66 66	AA AA
JJ JJ	11	11	33 33	11	66 66	AA AA
JJ JJ	11	11	33 33	11	66 66	AA AA
JJJJJJJJJJJ	1111111111	1111111111	333333333333	1111111111	666666666666	AAAAAAAAAA
JJJJJJJJJJJ	1111111111	1111111111	3333333333	1111111111	6666666666	AA

A	END	JOB11816	00MCBUIR	RV539192	ROOM	11.01.21	AM	01	JUL	96	R0541827	SYA1	ACCTNG	JOB11816	END	A
A	END	JOB11816	00MCBUIR	RV539192	ROOM	11.01.21	AM	01	JUL	96	R0541827	SYA1	ACCTNG	JOB11816	END	A
A	END	JOB11816	00MCBUIR	RV539192	ROOM	11.01.21	AM	01	JUL	96	R0541827	SYA1	ACCTNG	JOB11816	END	A
A	END	JOB11816	00MCBUIR	RV539192	ROOM	11.01.21	AM	01	JUL	96	R0541827	SYA1	ACCTNG	JOB11816	END	A

```

*****
*          E N D                      V P S R6.1  STC: MTPVS                      E N D          *
*****
*
*          JOB / PRINTER IDENTIFICATION          OFF-PRINTER          VPS JOB RELATED PRINT STATISTICS
*
* JOBNAME: OBNCHUIR  PRINTER NAME: R0541827  DATE: 06.183  ELAPSED PRINT TIME 00.00.05.59  AVG COMP LINE LGTH (R)-----59
* JOBID: J0011816  VPSJOB NUMBER: R4539192  07/01/96  NUMBER LINES PRINTED-----196  AVG COMP LINE LGTH (V)-----112
*                                     ROM  NUMBER PAGES PRINTED-----8  NUMBER VTAM SENDS-----33
*                                     TIME: 11.01.21.05  NUMBER D/S PRINTED-----?  NUMBER STARTING I/O'S-----0
*
*****

```

-->

ENTER VIN --> 2MELM75W5RX631976

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

OWNER NAME :

STREET ADDR :

CITY : DETROIT

ST/PRV: MI CTRY:

MODEL YEAR : 94 PLANT: X

BODY STYLE DESC: 4 DOOR SEDAN LS

VEHICLE DESC : 1994 GRAND MARQUIS

N/A DATE: 95-07-21

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

SALE DATE: 94-01-17

PRODUCTION DATE: 93-11-16

	DIVISION	DISTRICT	ZONE	DEALER	PDC CODE	PCSD REGION
SHIP-TO	3	64	E	080	34	48
FACING	3	64	E	080		
RESPONSIBLE	3	45	E	080		

CA EMISSION : ENGINE TAG CODE : EG806AA

NAVIS STATUS : 800

DSO DISTRICT : FLEET CODE :

DSO NUMBER : FLEET STATUS :

CAMPAIGN COUNTS

TOTAL CAMPAIGNS : 01

OPEN : 00 CLOSED : 01

ACTIVE: 01 HISTORY: 00

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

OGDB019

ENTER CAMPAIGN NUMBER--> 94B58 VIN--> 2MELM75W5RX631976 TYPE OF SEARCH: A
MODEL YEAR: 94 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 REF: CLAIM NUM: OASIS DATE :
DELETE REASON: VENDOR N/A INFORMATION:

RESP DEALER INFORMATION: NEW: IND: MATCH CODE: 4
CURRENT: 3 45 DB0 ASSIGNED: 95-07-24 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
1037-NO MORE DATA TO DISPLAY

OGDB019

=>

ENTER CAMPAIGN NBR => 94E58 VIN => 2MELM75W5RX631976
DEFECT : OWNER GUIDE BODY STYLE DESC: 4 DOOR SEDAN LS
RESP DEALER : 364080 BEGINNING MAILED DATE: 94-12-23
RELEASE DESC : NEW ISSUE TOTAL ENDING MAILED DATE : 94-12-23
CAMPAIGN DIV : 6 FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS: RE
STREET ADDR1 :
ADDR2 : ST/PRV: MI

CITY : DETROIT CTRY:
ZIP/POSTAL CODE: N-A SOURCE: R N-A EFF DATE: 94-12-06

RESP DEALER : BEGINNING MAILED DATE:
RELEASE DESC : ENDING MAILED DATE :
CAMPAIGN DIV : FLEET CODE: FLEET MGMT LOC CODE:
LAST NAME : INITIALS:
STREET ADDR1 :
ADDR2 : ST/PRV:

CITY : CTRY:
ZIP/POSTAL CODE: N-A SOURCE: N-A EFF DATE:

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

IO48-LAST PAGE

OGDB019

XXXXXX	XX	XX	XX	XX	XX	XXXXXX	XXXXXX	XX	XX
XXXXXX	XX	XX	XX	XX	XX	XXXXXX	XXXXXX	XX	XX
XX	XX	XX	XXXX	XXXX	XXXX	XX	XX	XX	XX
XX	XX	XX	XXXX	XX	XXXX	XX	XX	XX	XX
XXXXXX	XX	XX	XX	XX	XX	XXXXXX	XXXXXX	XX	XX
XXXXXX	XX	XX	XX	XX	XX	XXXXXX	XXXXXX	XX	XX
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX
XX	XX	XX	XX	XX	XX	XX	XX	XX	XX
XXXXXX	XXXXXX	XX	XX	XX	XX	XX	XX	XX	XX
XXXXXX	XXXXXX	XX	XX	XX	XX	XX	XX	XX	XX

REQUESTED BY: JOCELYN BERRY 12JUN96 C/D *
DATA SOURCE: P&NS SE-11 *

TOTAL

* CLAIMS	CLAIMS W/COMMENTS	CLAIMS IN TIS	VEHICLES	DEALERS	MATERIAL COST	TOTAL COST	* CLAIMS PER VEH	CLAIMS PER DELR	CLAIMS TOTL/VEH	MATERIAL COST/REP	TOTAL COST/REP	PCT. CLMS W/COMMENTS
* 2	1	2	1	2	\$60.34	\$231.60	* 2.00	1.00	0.00	\$30.17	\$115.80	50%

SERIAL CAR #/S	ETS PLT	PROD	WARR	SELL	CLAIM	MICRO C	MCC	PART	CC	CCC	CD	REPR	T	TACT	MILES	NATL.	TOTL	LRR	REPR	ST			
NUMBER	LINE	CCI	MAN	DATE	DATE	DEALR	NUMBER	NUMBER	S	NUMBER		DATE	IS	CODE		COST	COST	REG	DEALR				
123456	ESC	3GT	BWN	WAY	09NOV93	04FEB94	11111	123456	JRP34801	7F04	17A553	46	C05	46	23SEP94	8*	806	10189	11.25	122	0.1	12345	NI
CARD SEQUENCE NO. --> CONCERN CODE(OLD CONDITION CODE)--> ---SAMPLE INDICATOR(YES,NO)--- CUSTOMER CONCERN CODE--> CONDITION CODE--> TIME IN SERVICE--> --- ACTUAL ODOMETER READING --- --- TRANSACTION CODE-PRE PAYMENT EDIT ---																							
--- ENGINE CODES --- A = 2.0EFI-DONC-PROSE B = 2.5EFI-DONC-PROSE D = 5.0EFI-SHP COBRA N = 1.3EFI-ASPIRE J = 1.9EFI P = 3.2EFI-DONC SHO R = 3.0EFI-SUPRECHRGD T = 5.0EFI-NO LO-PRO U = 3.0EFI --- TRANSMISSION CODES --- A = AX4R (AXOD) B = ATX (DATAVIA) C = ATX (4 SPD CO4R) D = NTX (5 SPEED) E = ATX (4 SPD-4 RAT) M = ATX (3 SPD ASPIRE) P = AODE (ELECTRONIC) W = NTX (5 SPEED) X = ATX 4SP(AUTO-CARPI) Y = AX4M (AXOD) 4 = 4R70N (MARK VIII) 5 = 5 SPEED(Y-BIRD S.C) --> IF THIS ASTERISK APPEARS THEN CLAIM IS NOT USED IN THE MATRIX. ('CLAIMS IN TIS' TOTAL (IN SUMMARY ABOVE) EQUALS TOTAL CLAIM COUNT MINUS ASTERISK TIS CLAIMS)																							

1993 LIGHT TRUCK BODY DESCRIPTIONS *****

***** 1993 LIGHT TRUCK BODY DESCRIPTIONS *****				***** 1993 LIGHT TRUCK BODY DESCRIPTIONS *****			
VEHICLE	BODY DESCRIPTION			VEHICLE	BODY DESCRIPTION		
F-SERIES	15F	150 L.BUTY	CONV.	35A	350 H.BUTY	SUPER	
4X2(F82)	25F	250 L.BUTY	CONV.	35C	350 H.BUTY	CRN	
4X4(F84)	28F	250 H.BUTY	CONV.	452	450 H.BUTY	CONV.	
	35F	350 H.BUTY	CONV.				
	15S	150 L.BUTY	SUPER	BRONCO	B-L	BASE	4X4
	25S	250 L.BUTY	SUPER	(888)	8LT	XLT	4X4
	28S	250 H.BUTY	SUPER	8EN	EDDIE BAUER	4X4	
VEHICLE	BODY DESCRIPT		BODY DESCRIPT		DRIVE CODES		
RANGER	CON	CONV CAB	SUP	SUPER CAB	(R82)=4X2 (R84)=4X4		
EXPLORER	2-B	2 DR BASE	4-B	4 DR BASE	(EX2)=4X2 (EX4)=4X4		
	2XL	2 DR XL	4XL	4 DR XL			
	2X8	2 DR XL8PT	4XL	4 DR XLT			
	2E8	2 DR HAUER	4EN	4 DR HAUER			
VILLANER (VIL)	VGS	GS WAGON					
	VLS	LS WAGON					
	VAN	BASE VAN					
AERSTAR	<--- REGULAR BODY >---			<--- EXTENDED BODY >---			
4X2(AR2)	RM	WINDOW WAGON BASE		SM	WINDOW WAGON BASE		
4X4(AR4)	RMN	WINDOW WAGON XL		SUN	WINDOW WAGON XL		
	TM	WINDOW WAGON XLT		SUN	WINDOW WAGON XLT		
	RHE	EDDIE BAUER WAGON		SHE	EDDIE BAUER WAGON		
	RCL	CARGO VAN BASE		9CL	CARGO VAN BASE		
	RCH	CARGO VAN XL		9CH	CARGO VAN XL		
	RVL	WINDOW VAN BASE		9VL	WINDOW VAN BASE		
	RVN	WINDOW VAN XL		9VN	WINDOW VAN XL		
***** 1993 ECONOLINE/CLUB WAGON *****				***** 1993 ECONOLINE/CLUB WAGON *****			
VEHICLE	BODY DESCRIPTION			BODY DESCRIPTION			
(ECN)	<--- ECONOLINE >---			<--- CLUB WAGON >---			
18B	150 HINGED	DOOR	BASE	1HN	150 HINGED	DOOR	CUST
18X	150 HINGED	DOOR	XL	1HN	150 HINGED	DOOR	XLT
28B	250 HINGED	DOOR	BASE	1HP	150 HINGED	DOOR	CRAT
28X	250 HINGED	DOOR	XL	38B	350 HINGED	DOOR	CUST
25B	250 HINGED DR	SUPR	BASE	38D	350 HINGED	DOOR	XLT
25X	250 HINGED DR	SUPR	XL	38P	350 HINGED	DOOR	CRAT
38B	350 HINGED	DOOR	BASE	88L	350 HINGED DR	SUPR	XL
38X	350 HINGED	DOOR	XL	88B	350 HINGED DR	SUPR	CUST
35B	350 HINGED DR	SUPR	BASE	88H	350 HINGED DR	SUPR	XLT
35X	350 HINGED DR	SUPR	XL	88P	350 HINGED DR	SUPR	CRAT
38B	150 SLIDING	DOOR	BASE	18B	150 SLIDING	DOOR	CUST
18B	150 SLIDING	DOOR	BASE	18H	150 SLIDING	DOOR	XLT
18X	150 SLIDING	DOOR	XL	18P	150 SLIDING	DOOR	CRAT
28B	250 SLIDING	DOOR	BASE	38B	250 SLIDING	DOOR	CUST
28X	250 SLIDING	DOOR	XL	38H	250 SLIDING	DOOR	XLT
35B	250 SLIDING	DOOR	XL	38P	250 SLIDING	DOOR	CRAT
3CL	350 CUTAWAY		BASE				
3CH	350 CUTAWAY		XL				
28T	250 STRIPPED CHASSIS						
38T	350 STRIPPED CHASSIS						

01JUN96 CLAIMS LISTING FOR 1994 MODEL WRIGHT
PAGE 1 SORTED BY PLTICODE SERIALNO NILES82

12JUN96 C/D REQUESTED BY: JOCELYN BERRY
DATA SOURCE: PARS GE-II X53400

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

VEHICLE INFORMATION						REPAIR INFORMATION																	
SERIAL NUMBER	CAR LME	S/S CCI	ETS MAN	PLY DATE	PROO DATE	WARR DATE	SELL DEALR	CLAIM NUMBER	NICRO NUMBER	C S	UCC NUMBER	PART NUMBER	CC CC	CCC CD	REPR DATE	T IS	TACT CODE	NILES	MATL. COST	TOTL COST	LBR HRS	REPR DEALR	ST
431976	MRC	4LL	WPM	STH	16NOV93	17JAN94	10940	430055	122XN6CD	2802	9F472		E29	42	21MAR96	27	807	6845	39.33	177	3.3	05241	NO
431976	MRC	4LL	WPM	STH	16NOV93	17JAN94	10940	078958	KI18F600	7A01	65		C25	15	17APR96	28	862	9785	21.01	33	0.5	12835	NO
** COMMENTS-CLAIM #2 CCOM-ENGINE CRANKS SLOW ADD RS																							
TECH-BATTERY BAD																							
BATTERY TEST ANDCHARGE - DIAGNOSIS																							
+ THIS LISTING CONTAINED 2 TOTAL CLAIMS																							

JJJJJJJJJ	11	11	888888888	11	666666666	AAAAAAAAA
JJJJJJJJJ	111	111	888888888	111	666666666	AAAAAAAAA
JJ	1111	1111	88 88	1111	66 66	AA AA
JJ	11	11	88 88	11	66 66	AA AA
JJ	11	11	88 88	11	66 66	AA AA
JJ	11	11	8888888	11	666666666	AAAAAAAAA
JJ	11	11	8888888	11	666666666	AAAAAAAAA
JJ	11	11	88 88	11	66 66	AA AA
JJ JJ	11	11	88 88	11	66 66	AA AA
JJ JJ	11	11	88 88	11	66 66	AA AA
JJJJJJJ	111111111	111111111	888888888	111111111	666666666	AAAAAAAAA
JJJJJJ	111111111	111111111	888888888	111111111	666666666	AAAAAAAAA

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A END	JOB11816	DGNCHUIR	RV539192	ROOM	11.01.21	AM	01	JUL	96	R0541827	SYA1	ACCTNR	JOB11816	END	A
A END	JOB11816	DGNCHUIR	RV539192	ROOM	11.01.21	AM	01	JUL	96	R0541827	SYA1	ACCTNR	JOB11816	END	A
A END	JOB11816	DGNCHUIR	RV539192	ROOM	11.01.21	AM	01	JUL	96	R0541827	SYA1	ACCTNR	JOB11816	END	A

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*  JOBNAME: CONCURR  PRINTER NAME:  R0541827  DATE: 06.183  ELAPSED PRINT TIME 00.00.03.59  AVG COMP LINE LSTN (R)-----59
*  JOBID:  J0511816  VPSJOB NUMBER:  RV539192  07/01/96  NUMBER LINES PRINTED-----198  AVG COMP LINE LSTN (V)-----112
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Pyro-Technical Investigations

42015 Ford Road, Suite 249
Canton, MI 48187
(313) 938-1712

1364 Covered Bridge Road
Cincinnati, OH 45231
(513) 742-2990

January 16, 1995

Ms. Cathy Mich
Automobile Club of Michigan
17380 N. Laurel Park Drive
Livonia, Michigan 48152

Re: Vehicle Fire Analysis - 1994 Mercury Grand Marquis
Insured: [REDACTED]
Claim No: [REDACTED]
D/L: 2/3/94
PTI Project No: 94-1186

Dear Ms. Mich:

At your request, I traveled to the Michigan Auto Salvage Pool in Taylor, Michigan, on December 22, 1994 to examine a 1994 Mercury Grand Marquis belonging to [REDACTED]. This vehicle had been involved in a fire loss on February 3, 1994. It was requested that I attempt to determine the origin and cause of this loss.

The vehicle was a 1994 Mercury Grand Marquis. It was identified as VIN 2NMLN75W5RX631976. An initial examination of the vehicle found fire damage to the front grille and bumper area of the vehicle, as shown in Figures 1 through 4. All four (4) tires were present and fully intact. No fire damage was observed in the passenger compartment, as shown in Figure 5. An examination of the vehicle's odometer showed 344 miles at the time of my examination (see Figure 6).

An examination of the engine compartment revealed heat and fire damage at the forward portions of the engine compartment, with the heaviest damage at the right front corner of the engine compartment (see Figures 7 through 9). The right front fender well was consumed by the fire. Rubber and plastic components at the front of the engine compartment were damaged by the fire. No melting was noted of any of the cast metal components within the engine compartment. Underhood insulation was still present at the rear of the engine compartment.

The vehicle's battery was located at the right front corner of the engine compartment, adjacent to the radiator. The left front corner of the battery showed the most significant heat damage, as shown in Figures 10 and 11. The damage to the battery indicated that the fire had communicated into the engine compartment from the grille/bumper area of the vehicle.

An examination of the front grille and bumper area of the vehicle revealed a heavy heat pattern on the right side of the grill, by the right side of the radiator and condenser coil (see Figure 12). The upper portions of the right side of the condenser coil had started to melt. Dual horns were located on the lower, left side of the grill, as shown in Figure 13. A wiring harness was located at the lower portions of the grill, directly behind the bumper. The wiring at the center of the vehicle was void of insulation. Insulation was present on this wiring as it entered into the fender well area on either side of the vehicle, as shown in Figures 14 and 15.

I next began a closer examination of the wiring harness. A module was located at the top of the grill, by the right side of the radiator. Several electrical wires were routed to this module. An examination of this wiring found beaded copper at the end of one of the conductors, as shown in Figure 16. Beaded copper is an indicator of electrical short circuiting. Further examination of this area of the vehicle found a second conductor with beaded copper at its end (see Figure 17). This wire was found within the wiring harness by the right side of the radiator. Additional evidence of electrical short circuiting was found in the vicinity of the horns, as shown in Figures 18 and 19.

The vehicle's fuse panel was located at the lower left corner of the dashboard. I examined the fuse panel and found one (1) blown fuse. This was a 15 ampere fuse located in fuse position number nine. This fuse protected circuitry associated with the vehicle's parking lights and instrument panel illumination.

An examination of the vehicle revealed that the fire originated in the grill area of the vehicle, near the right side of the radiator/condenser coil. No evidence was discovered to indicate this fire was other than accidental. The only accidental ignition source that existed in the area of origin was an electrical wiring harness. An examination of this wiring revealed evidence of several instances of electrical short circuiting. Therefore, it is my opinion that the cause of this fire was electrical short circuiting in the wiring harness located behind the front bumper.

There were 344 miles on the vehicle at the time of the fire. With such limited mileage on the vehicle, it is my opinion that the short circuiting that caused this fire represents a latent manufacturing defect in the wiring harness.

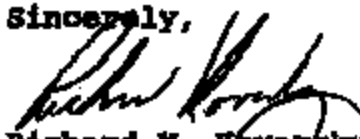
Based upon my examination of a 1994 Mercury Grand Marquis belonging to [REDACTED], I have reached the following conclusions regarding a fire loss which occurred on February 3, 1994:

- The fire originated in the grill area of the vehicle, by the right side of the radiator/condenser coil.
- The fire was accidental.
- The fire was caused by electrical short circuiting in a wiring harness located behind the front bumper.
- The short circuiting in the wiring harness was the result of a manufacturing defect.

No evidence was removed or retained from the vehicle during the course of this investigation.

Enclosed with this report are additional photographs taken during the course of the investigation, but not referenced in this report. Should you have any questions regarding this report, or the investigation in general, please do not hesitate to contact me. I appreciate this opportunity to have been of service.

Sincerely,


Richard W. Kovarsky, P.E.
Forensic Engineer



January 6, 1995

FORD MOTOR COMPANY
OFFICE OF GENERAL COUNSEL / CLAIMS AREA
PARK LANE TOWERS WEST SUITE 300
3 PARK LANE BLVD
DEARBORN MI 48126

RE: VEHICLE OWNER/INSURED: [REDACTED]
V.I.N.: 2MKLM75W5RX631976
VEHICLE: 1994 MERCURY GR MARQUIS
DATE OF LOSS: 2-3-94
TYPE OF LOSS: VEHICLE FIRE
OUR CLAIM NO.: DB-317148

To Whom it May Concern:

We have conducted an investigation into the cause and origin of the vehicle fire that damaged the above captioned vehicle. Enclosed, please find our reports which identify the cause of the fire to be electrical.

We have paid a total of \$22,910.24 to our insured to compensate her damages. She had a \$250.00 deductible loss also. The vehicle is in storage currently so we have not reduced our claim for salvage recovery as of yet.

The vehicle will be made available to you for 45 days from the date of this letter should you desire to inspect it. It is located at:

Michigan Auto Salvage Pool (MASP) (313) 479-2500
19845 Telegraph
Romulus MI 48174

The vehicle is located in row #1 and the MASP file is identified by the v.i.n. or our claim number. Please call MASP in advance of your inspection to make arrangements.

Page 2

If you have any questions, please contact me.

Sincerely

Cathy Nich (com)

Cathy Nich
Lead Claim Representative
AUTO CLUB INSURANCE ASSOCIATION
(313) 462-7407

ENCLOSURES

AAA Michigan
17360 N. Laurel Park Drive
Livonia, Michigan 48152

November 30, 1994



FORD MOTOR COMPANY
CUSTOMER ASSISTANCE DEPARTMENT
PO BOX 2142
DEARBORN MI 48121

AND

STAR LINCOLN-MERCURY INC
PO BOX 2142
SOUTHFIELD MI 48037

RE: OUR CLAIM NO.: DB-317148
OUR INSURED/VEHICLE OWNER: [REDACTED]
DATE OF LOSS: 2-3-94
TYPE OF LOSS: ELECTRICAL FIRE
VEHICLE: 1994 MERCURY GR MARQUIS
V.I.N.: ZNHLX75W5RX631976

To Whom it May Concern:

Please be advised that we are conducting an investigation to determine the cause and origin of the fire that destroyed the above captioned vehicle. At this time, our findings indicate a probable product liability claim. Upon completion of our claim handling, we will forward our findings to you.

The vehicle is currently stored at the Michigan Auto Salvage Pool (MASP) which is located at:

19845 Telegraph
Rochester MI 48174
(313) 479-2500

The vehicle is located in row #1 and the MASP office file is identified by the v.i.n. or our claim number. The vehicle will remain on hold for forty-five (45) days from the date of this letter so that you may inspect the vehicle also.

If you have any questions, please feel free to contact me.

Sincerely,

Copy / CM
Cathy Mich
Lead Claim Representative

11-30-94

mailed reg. mail
& certified copy
to FMCO



AAA Michigan

April 1, 1994

**PRODUCT LIABILITY FIRE INVESTIGATION
OF CLAIM DB-317148**

Investigation of the vehicle took place on two or more occasions at Scrapbustars Salvage Yard, 39223 Maple, Wayne, MI 48184 and at the burn location of [REDACTED] Detroit, MI.

FIRE RESPONSE

The Detroit Fire Department responded to and extinguished a fire in a 1994 Mercury, Grand Marquis, located at [REDACTED] in the city of Detroit on February 3, 1994 at 0524 hours. Lt. William Fairweather in charge of Engine 35 made the cause of the fire suspicious and originating in wire insulation.

FIRE ORIGINS AND EXTENSIONS

The fire originated in wiring (plastic covering) right front section of the vehicle at and about the right front parking light, the fire extended to charring and melting of the light assembly, extending across and into the engine compartment to charring, melting and consuming of the external wiring, exterior engine components, rubber and plastic parts, to charring and blistering of the exterior paint on the hood and was there confined.

WITNESSES

[REDACTED] insured and titled owner of the vehicle, will testify to purchase of the vehicle from Star Lincoln Mercury, to having them install an alarm system on the vehicle prior to taking possession. To not having any other service or additions put on the vehicle, to driving and parking the vehicle on February 2, 1994 at 9:30 P.M. to the mileage of the vehicle. To being awakened by her neighbor and alerted of the fire and to notification of the fire department.

April 1, 1994
page 2

Reginald Hunter, neighbor of the above, will testify to smelling the fire, to location of fire, to notification of [REDACTED] and the fire department.

Lt. William Fairweather, to response and extinguishment of the fire and to being the author of the fire report determining that the fire originated in wiring.

Conley Ray, will testify to doing a mechanical inspection of the vehicle, to checking out the electric system, location of alarm, finding the burnt fuse, to photos of and comparison photos of another 1994 Mercury Grand Marquis.

Guy Beuregard, Senior Claims Adjuster, Fire Investigator will testify to fire investigation and inspection, to witness statements and to being the author of this report.

INVESTIGATION

Investigation of the fire took place at Scrapbusters Salvage Yard in Wayne, Mi. The first investigation was on 02/24/94 at that time it was observed that the fire originated in wiring at the right front of the vehicle. The fire extensions were all from this point. Photos were taken at the time of this inspection, and an interview was conducted with the owner insured who stated that she had parked the vehicle at 9:30 On February 2, 1994. A neighbor Reginald Hunter had smelled the fire for a long time prior to discovery and notification of the fire department. On February 28, 1994 a further examination of the vehicle took place with Conley Ray, mechanic in attendance, at that time the wiring was traced, the alarm system, horn, and wiring was traced and found not to be involved in the origin of the fire, the horn had fire extension damage. The number nine fuse was found to be blown, this fuse was a 15 amp blue fuse. The fuse description was auto lamps (park), instrument panel illumination, keyless entry module, license plate lamp, parking lamps, tail lamps. The positive post of the battery was consumed by the fire and that the negative battery cable had melted into the battery case. The plastic radiator tank in close proximity to the battery was consumed by the fire. The hood was down and in a locked position during the origin and extensions of the fire. There was no evidence of incendiaries during this fire investigation.

April 1, 1994
page 3

OPINION

It is this writers opinion that the fire was accidental in origin, originating in wiring which was caused by a malfunction or overheating of the electrical wiring of the vehicle.

WARRANTY TRANSACTIONS

This vehicle was under warranty a recent purchase with 344 miles on it and would be covered by manufacturer of the vehicle.

SUBROGATION OR PRODUCE LIABILITY

It is this writers opinion that this loss should be pursued through subrogation channels to the Ford Motor Car Corporation or its insurance carrier.

Photos, fire report, mechanical report in file.

Guy Besuregard
Claim Investigator
Claim Investigation Unit

GB/bw

APPROVAL _____

SUPERVISOR/MANAGER-DATE

ME MECHANICAL EVALUATION

P.O. Box 3037 • Melvindale, Michigan 48122
Telephone: (313) 928-8913 • Fax: (313) 928-5848
Fire • Theft • Vandalism • Accidents • Product Liability

March 14, 1994

IN RE: A.C.I.A. CLAIM NO. DB-317148
M.E. FILE NO. 0228-6794F
[REDACTED]

BACKGROUND:

This mechanical report has been prepared at the request of Mr. Guy Beauregard, Claims Representative for AAA Insurance Company, with special reference to the mechanical condition of the insured's 1994 Mercury, Grand Marquis LS, Vehicle Identification Number 2M2LN75W5-RX631976.

INSPECTION:

On February 28, 1994, Operative responded to Scrap Busters in Wayne, Michigan, to conduct a mechanical inspection of a 1994 Mercury, Grand Marquis LS.

Prior to leaving the scene, several 35mm color photographs were taken and are enclosed.

MECHANICAL INSPECTION

TYPE OF ENGINE:

This vehicle is equipped with a 4.6 liter, V-8 engine.

ODOMETER READING:

The odometer reading on the vehicle at the time of this inspection was 344 miles.

FLUID LEVELS:

In checking the crank case oil, the oil was found to have been within the safe range. Automatic transmission fluid within the safe range. Radiator coolant low; fire damage to the radiator. Brake fluid within the safe range. Power steering fluid within the safe range.

IN RE: A.C.I.A. CLAIM NO. DB-317148
M.E. FILE NO. 0228-67947
[REDACTED]

March 14, 1994
Page 2.

MECHANICAL OBSERVATIONS:

During the course of this mechanical inspection, Operative assisted Mr. Guy Beaugard of the AAA Claims Investigation Unit. During the inspection, Operative identified various parts for Mr. Beaugard and assisted in tracing down various electrical connections of the wiring harness.

Upon initial approach to the vehicle, Operative observed that the vehicle had been involved in a fire, with the heaviest fire damage to the front portion of the vehicle.

Upon gaining entry to the engine compartment, Operative found that the fire had extended into the engine compartment. Operative further noted that the heaviest fire damage was on the right front portion of the engine compartment. This area is where the battery and current fuse box/power distribution box is located.

Operative found that the positive battery cable was not connected to the battery, further observing that the positive battery post had been consumed during the course of the fire. Operative noted that a portion of the negative battery cable had melted into the battery case on the side of the battery where the positive battery post was once connected. Operative further observed that a section of the plastic radiator tank located to the left of the battery had melted during the course of the fire.

At this time, Operative observed that the high current fuse box/power distribution box was heavily damaged as a result of the fire, that the plastic inner fender well on the right fender had been consumed during the fire, and that the right turn signal lens had also been consumed. Operative further noted that the air conditioning lines had melted during the course of the fire and that the valve cover on the right side of the engine had also suffered heavy fire damage, resulting in a hole burning through the front portion of the valve cover.

Additionally, Operative observed that the insulation of all of the wiring that connected to the high current fuse box/power distribution box was consumed during the course of the fire. Operative also observed that there was a length of wire which connected to the positive battery cable and then was connected to the high current fuse box/power distribution box with a studded type terminal block. Operative further observed that there was a second length of wire connected to this terminal block that led to the alternator.

IN RE: A.C.I.A. CLAIM NO. DB-317148
M.E. FILE NO. 0228-67947
[REDACTED]

March 14, 1994
Page 3.

Further, during the course of the inspection, Operative observed that the vehicle had been equipped with an alarm system and that there had been a siren attached to the left firewall in the engine compartment. The horn of the siren had been heavily damaged during the course of the fire; however, an inspection of the wiring connecting to the siren horn, then entering the passenger compartment, showed no evidence of shortage. The insulation was still present.

Operative then gained entry to the passenger compartment and performed an inspection of the instrument panel fuse panel. Operative found that one of the fuses in the panel was blown. This fuse was located in the number nine slot of the fuse panel. This was a blue 15 amp fuse. The fuse description was "autolamps (park), instrument panel illumination, keyless entry module, license plate lamp, parking lamps, tail lamps."

SUMMARY:

After speaking with Mr. Guy Beauregard of the AAA Claims Investigation Unit, who has ruled out the possibility of an arson fire, it is Operative's opinion that there has been an electrical failure that has contributed to said fire.


Conley A. Ray
STATE OF MICHIGAN
MECHANICAL CERTIFICATION NO. M182260

CAR/bp

[REDACTED] SAID SHE WARMED UP CAR
AT 2130 2-2-94 FOR 5 MINUTES AND DROVE
Home ^{FROM WORK} AND PARKED CAR IN DRIVEWAY, AND
DIDNT DRIVE AGAIN.

THE NEIGHBOR NEXT DOOR SAID
(EAST)
HE SMELLED THE SMOKE AND TRIED TO
EXTINGUISH THE FIRE.

LT William Lamm

JAN 18 1995

APR 23 1956

STATE OF MICHIGAN

IN THE CIRCUIT COURT FOR THE COUNTY OF WAYNE



Plaintiff,

-vs-

Case No:

FORD MOTOR COMPANY, a Delaware
Corporation,

HON:

Defendant.

JAMES F. HEWSON (P27127)
HEWSON & VAN HELLEMONT, P.C.
1200 Buhl Building
Detroit MI 48226
(313) 961-2061

There is no other civil action arising out of the same transaction or occurrence as alleged in this Complaint pending in this Court nor has any such action been previously filed and dismissed after having been assigned to a judge. See MCR 2.113(C)(2)(e)

COMPLAINT AND JURY DEMAND

NOW COMES Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, by and through its attorneys, HEWSON & VAN HELLEMONT, P.C., and is forced to complain against Defendant, FORD MOTOR COMPANY, as follows:

1. Plaintiff, AUTO CLUB INSURANCE ASSOCIATION (hereinafter referred to as "ACIA"), is an insurance corporation doing business in the County of Wayne, State of Michigan.

2. Plaintiff is informed and believes that Defendant, FORD MOTOR COMPANY, (hereinafter referred to as "Ford"), is a Delaware corporation doing business in the County of Wayne, State of Michigan.

3. This case is within the jurisdiction of the Court, involving damages in excess of Ten Thousand (\$10,000.00) Dollars.

4. Plaintiff is informed and believes that on February 3, 1994, and at all other times pertinent hereto, Rochelle Wright was the titled owner of a 1994 Mercury, Grand Marquis, VIN 2MELN75W5RX631976 (hereinafter referred to as the "vehicle"), which was manufactured by the Defendant.

5. That on February 3, 1994 and for some time prior thereto, the vehicle had been insured by ACIA against loss by fire, among other risks.

6. That on February 3, 1994, the vehicle was damaged by fire caused by a defect in the vehicle.

7. Pursuant to its insurance contract, ACIA paid Twenty-Two Thousand Nine Hundred Ten Dollars and 24/100 (\$22,910.24) Dollars to [REDACTED] for the loss and for the investigation processing and appraisal of the claim after the loss.

8. As a result of the payment described in the preceding paragraph, ACIA became subrogated to the rights of [REDACTED] with regard to the vehicle.

9. Upon information and belief, at all times pertinent hereto, Defendant Ford was in the business of, among other things, designing, manufacturing, producing, licensing, selling, distributing and marketing said vehicle for consumer use.

10. Plaintiff is informed and believes that Defendant designed, manufactured, produced, licensed, sold, distributed, marketed and installed the wiring harness in question.

11. That the wiring harness behind the front bumper in the unit was either defectively installed or defectively

manufactured at the time of its delivery within the unit to [REDACTED] or was rendered defective after delivery by actions of employees for the Defendant.

12. The defect in the unit was a direct and proximate cause of the fire which caused damage to the vehicle.

COUNT I - BREACH OF IMPLIED WARRANTY
UNDER MICHIGAN COMMERCIAL CODE

13. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 12 above as though set forth herein verbatim.

14. The Uniform Commercial Code as codified in Michigan provides in MCLA 440.2314; MSA 19.2314 that a seller warrants that goods are of a merchantable quality and are fit for ordinary purposes for which the product is intended to be used.

15. That Defendant, Ford, is a seller within the meaning of the statute referred to in the proceeding paragraph.

16. That Plaintiff relied on the skill, knowledge, judgment and representation of the Defendant, Ford.

17. The representation and warnings were false, misleading and inaccurate in that the vehicle, when put to the actual performance, proved to be unsound and unsuitable for the purposes for which the same was intended.

18. The unit was unsafe, dangerous, defective and not of merchantable quality.

19. The Defendant, Ford, was in breach of the implied warranty.

20. The damage to the vehicle was proximately caused by the breaches of the implied warranty.

21. Plaintiff is entitled to judgment against Defendant, Ford, for the breach of implied warranty under the Uniform Commercial Code.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff entitled plus costs, interest and attorneys fees.

COUNT II - NEGLIGENCE, DEFENDANT FORD

22. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 21 of this Complaint as set forth herein verbatim.

23. Defendant, Ford, knew or should have known that the vehicle in question was capable of catching fire in ordinary operation.

24. That on or about February 3, 1994, Rochelle Wright, was utilizing the vehicle in the manner consistent with its intended and foreseeable purposes and/or uses.

25. By reason of the defective product, Rochelle Wright, was caused to suffer damage to her automobile.

26. Defendant, Ford, its agents, servants or employees were negligent in:

a) the design, manufacture, production, licensing, marketing, testing and sales of the vehicle in failing to properly inspect the same;

b) in failing to maintain adequate quality control standards over goods sold under its trademark;

c) in negligently selling, supplying and endorsing the product and manufacturing, selling, distributing, delivering an inherently dangerous product without performing the proper tests and safeguards against defects;

d) in designing, manufacturing, selling, distributing and delivering a product which had a defect in the wiring harness in the driver's door control panel;

e) in acting in a careless and reckless manner; and causing suffering and permitting the vehicle to be exposed to the risk of destruction;

f) in causing suffering and permitting a defective product to be sold and distributed to the general public, including, [REDACTED]

g) in holding the product herein to be suitable for use when, in fact, it was not;

h) in selling a defective product and failing to warn of the products defects;

i) in failing to fulfill its continuing duty to warn of the products defects;

j) in failing to warn of the defects after sale;

k) in failing to properly service and repair said product and in general being negligent, careless and reckless.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff plus costs, interest and attorney fees.

COUNT III - EXPRESS WARRANTY

27. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 25 of this Complaint as set forth herein verbatim.

28. That upon information and belief, [REDACTED], made use of the vehicle for its intended purpose.

29. [REDACTED] relied upon the skill, knowledge, judgment, representations and warranties of Defendant, Ford, when he used the vehicle.

30. The representations and warranties were false, misleading and inaccurate, in that the vehicle proved to be unsound and unsuitable for the purposes for which it was intended.

31. The vehicle was unsafe, dangerous, defective and not of merchantable quality.

32. That Defendant, Ford was in breach of express warranties.

33. The loss of the vehicle was proximately caused by the breaches of the express warranties of the Defendant.

34. Plaintiff is entitled to judgment for compensatory damages, attorney fees and costs for Defendants' breach of warranties.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company, in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff entitled, plus costs, interest and attorney fees.

COUNT IV - BREACH OF IMPLIED WARRANTY: TORT

35. Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 34 of this Complaint as though set forth herein verbatim.

36. Defendant, Ford, impliedly represented that the vehicle and the equipment therein was safe, of merchantable quality and fit for the ordinary purposes for which the product was intended to be used.

37. [REDACTED] relied on the skill, knowledge, judgment, representations and warranties of the Defendant.

38. The representations and warranties were false, misleading and inaccurate in that the vehicle, when put to the test of actual performance, proved to be unsound and unsuitable for the purposes for which the same was intended.

39. The product was unsafe, dangerous and not of merchantable quality.

40. Defendant, Ford, was in breach of implied warranties.

41. Plaintiff's injuries were proximately caused by the breach of implied warranties by the Defendant and such conduct constituted a tort by the Defendant against Rochelle Wright.

42. Plaintiff is entitled to judgment against Defendant, Ford, for compensatory damages, attorneys fees and costs for Defendant's tortious breach of implied warranties.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company in whatever amount in excess

of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff entitled plus costs, interest and attorney fees.

COUNT V - CONSUMER PROTECTION ACT

43 Plaintiff hereby incorporates by reference herein each and every allegation contained in paragraphs one through 42 of this Complaint as though set forth herein verbatim.

44. The acts and omissions of Defendant, Ford, described in the preceding paragraphs violate the Michigan Consumer Protection Act, MCLA 445.90 et seq.; MSA 19.418, et seq.

45. By selling [REDACTED] a defective vehicle, Defendant, Ford, breached the following provisions of the above cited act:

19.418(3)

Unfair or deceptive acts or practices, definitions:

(c) Representing that goods or services have sponsorship, approval, characteristics, ingredients, users, benefits, or quantities which they do not have or that a person has sponsorship, approval, status, affiliation, or connection which he does not have;

(e) Representing that goods or services are of a particular standard, quality, or grade, or that goods are of a particular style or model, if they are of another;

(s) Failing to reveal a material fact, the omission of which fact could not reasonably be known by the consumer;

(y) Gross discrepancies between the oral representations of the seller and the written agreement covering the same transaction or failure of the other party to the transaction to provide the promised benefits;

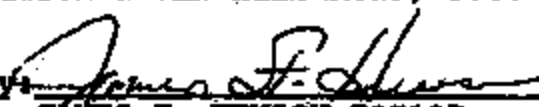
(bb) Making a representation of fact or statement of fact that a person reasonably believes the represented or suggested stated of affairs to be other than it actually is;

(cc) Failing to reveal facts which are material to the transaction in light of representations of fact made in a positive manner.

46. Plaintiff is entitled to judgment against Defendant, Ford, for compensatory damages, attorney fees and costs or, for Two Hundred Fifty (\$250.00) Dollars per violation of the Act, whichever is greater.

WHEREFORE, Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, requests that this Honorable Court enter judgment in its favor and against Defendant, Ford Motor Company, in whatever amount in excess of Ten Thousand (\$10,000.00) Dollars this Court finds Plaintiff to be entitled, plus costs, interest and attorney fees.

HEWSON & VAN HELLEMONT, P.C.

By: 

JAMES F. HEWSON P27127
1200 Buhl Building
Detroit, Michigan 48226
(313) 961-2061

DEMAND FOR JURY TRIAL

NOW COMES the Plaintiff, AUTO CLUB INSURANCE ASSOCIATION, as Subrogee of [REDACTED], by and through its attorneys, Hewson & Van Hellemont, P.C., and hereby demands a Trial by jury.

HEWSON & VAN HELLEMONT, P.C.

By: 

JAMES F. HEWSON P27127
1200 Buhl Building
Detroit, Michigan 48226
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April 17, 1996