

EA02-025

FORD 10/27/03

APPENDIX N

BOOK 15 OF 61

PART 3 OF 4

CQ15 Report Number: VDUA322 Program Type: Q
Report Source: MSS - PCSD - QSPS

Orig Rpt #: 134596-97
Report Date: 04/21/1997

REPORT SUMMARY

VEHICLE: 1992 TOWN CAR, STAND, SEDAN
Engine: 4.6L ROMEO BASE EFI
Operating Environ:
Vehicle Use:

VIN: 1LNLM81N8MY714787
Odometer: 56,802 MILES
WCC: SFO7
Esp. Act:

SYMPTOM: 7 04 2 45 UNKNOWN SOURCE CONCERNS
SMOKE

FIRE/SMOKE
UNDERHOOD

Additional Symptom:

Other Veh. With Concern:

Severity Rating - Customer:

Engineering:

Causal Component:

2A574

SWITCH ASY LOW AIR P

Causal Factor:

Feature:

Loc:

Causal Condition:

Photo:

Images: 0

Component Test Status:

Return Loc:

Vehicle Fixed?: YES

Customer satisfied?:

Repair Effectiveness (%): 100

COMMENTS

---TYPE---

COMMENT TEXT

CONCERN

THERE WAS SMOKE FROM UNDER THE HOOD.

REPAIR

THE BRAKE PRESSURE SWITCH CAUGHT ON FIRE AND BURNT THE WIRING WITH THE KEY OFF. PREVIOUS VEHICLES WITH FIRES STARTING IN THIS AREA WERE BURNT TO THE DEGREE THAT WE COULD ONLY GUESS WHAT CAUSED THE FIRE. THIS VEHICLE FIRE STOPPED SOON ENOUGH. WE REPLACED THE BRAKE PRESSURE SWITCH.

AUDIT

04/23/1997 10:25AM DATA ENTRY

MSS - PCSD - QSPS

SYMPTOM 3 01 0 00

CHANGED TO 7 04 2 45

BY NBAXERS

CONCERN DETAILS

DIAGNOSTIC INFORMATION

Symp. Verif?:

Ease of Diagnosis:

Level of Assistance:

Comp. Timing:

Base Timing:

MIL light ON?

Test Stand:

Road Test:

ED Number:

Prior Repair Attempts:

Repair Prior to Call: NO

DTCs KOED:

KOEC:

KOER:

CA:

Equipment/Procedure Used

Effective? Equipment/Procedure Used

Effective?

SERVICE ACTIONS

Repair

Type

Component

Number

Number

Type

Description

Causal

Comp.

RPL

2A574

SERVICE

SWITCH ASY LOW AIR P

YES

VEHICLE DETAILS

Vehicle Build Date:

04/07/1992

Warranty Start Date:

10/02/1992

Date of Sale:

10/02/1992

Selling Dlr (Mkt, Dlr, Sub):

11627

Dealer Special Order:

Gross Vehicle Weight:

LH/RS Drive:

ENGINE

Engine: 4.6L ROMEO BASE EFI

Tag: 20

612 BA

Bld Dt:

Calb: 216JROS A

Serial #: W

TRANSMISSION

Trans: AOD-E 4SP ELEC O/D

Part #:

Bld Dt:

Serial #:

Model:

Pic:

Shift:

CQIS Report Number: VDUA322 Program Type: Q
Report Source: MES - PCSD - Q5F5

Orig Rpt #: 134586-97
Report Date: 04/21/1997

Make: S.B 3.08 CONVENTIONAL Id Tag Code: Sld Dt:
Serial #: Plt:

----- ADDITIONAL -----
Tire : P215/70R15 NEW Brand :
Radio : ELITE PREMIUM AM/FM STEREO/CSTX A/C : ATC AIR CONDITIONER
Paint : BLUE EXTERIOR PAINT FAMILY CLEAR CRYSTAL BLUE FROST C/C

----- AFTER MARKET MODIFICATIONS -----
NO AFTER MARKET MODIFICATIONS DATA AVAILABLE FOR THIS VEHICLE

----- REPORT ORIGINATOR - REPAIR FACILITY - CUSTOMER INFORMATION -----
Orig/Caller : GEORGE TAYLOR Title: OTHER

Repair Dir: 11627 - Ft Lauderdale L-M Inc Ph: (954) 775-2060
City: Ft Lauderdale State : Florida
Country: UNITED STATES Region : Orlando - 24

Claim #/Date : 129844

Customer Name : City :

----- CQIS VIN HISTORY -----
Date CQIS Prog Symp Cat Causal Part Description Dealer Id
04/22/1997 VDUA322 EDR ELECT. VALVE-PRY DISC BRK P 11627

----- SUPPLEMENTAL SURVEY: NONE -----

----- VEHICLE'S WARRANTY HISTORY (365 days only) -----
Repair Repair Odometer Rpr Causal Service Part Number Labor
Dealer ID Date Order (Miles) Mtr Cond. Pfx Base Sfx Operation
11627 04/21/1997 56802

PAGE 0308 (EST)

	DATE	TIME	TO/FROM	MODE	MIN/SEC	POS	COD	STATUS
28	12/18	15:28	313+398+6882	EC-5	02'07"	005	018	OK



Park Motor Company
Environmental and
Safety Engineering

230 Town Center Drive
Dearborn, Michigan 48128

3M EMT™ #163 TRANSMISSION
TELEPHONE: (313) 584-7383

AUTOMOTIVE SAFETY OFFICE
PRODUCTION VEHICLE SAFETY
AND COMPLIANCE
FAIRLANE PLAZA SOUTH, Suite 500
DEARBORN, MI 48125

DATE: 98-DEC-18TIME: 3:12 PM EST

Please deliver to:

Name: JOHN. McINERNEY / JOE NEMEOrganization: CPD

Room # and Building: _____

Telephone: _____

FAX: 06002Number of Sheets being Transmitted (including this one): 5

Special Instructions/Notes:

I TALKED TO JAMES FARRIS, SERVICE TEAM AT
SCHILLING 4/M REGARDING THE 3 FILES. HE INDICATED
DISTRICT SERVICE ENGINEER TOM MESSERLY 901-787 7087
HAS THE PARTY. PLEASE ASSIST ME IN GETTING
THESE PARTS.

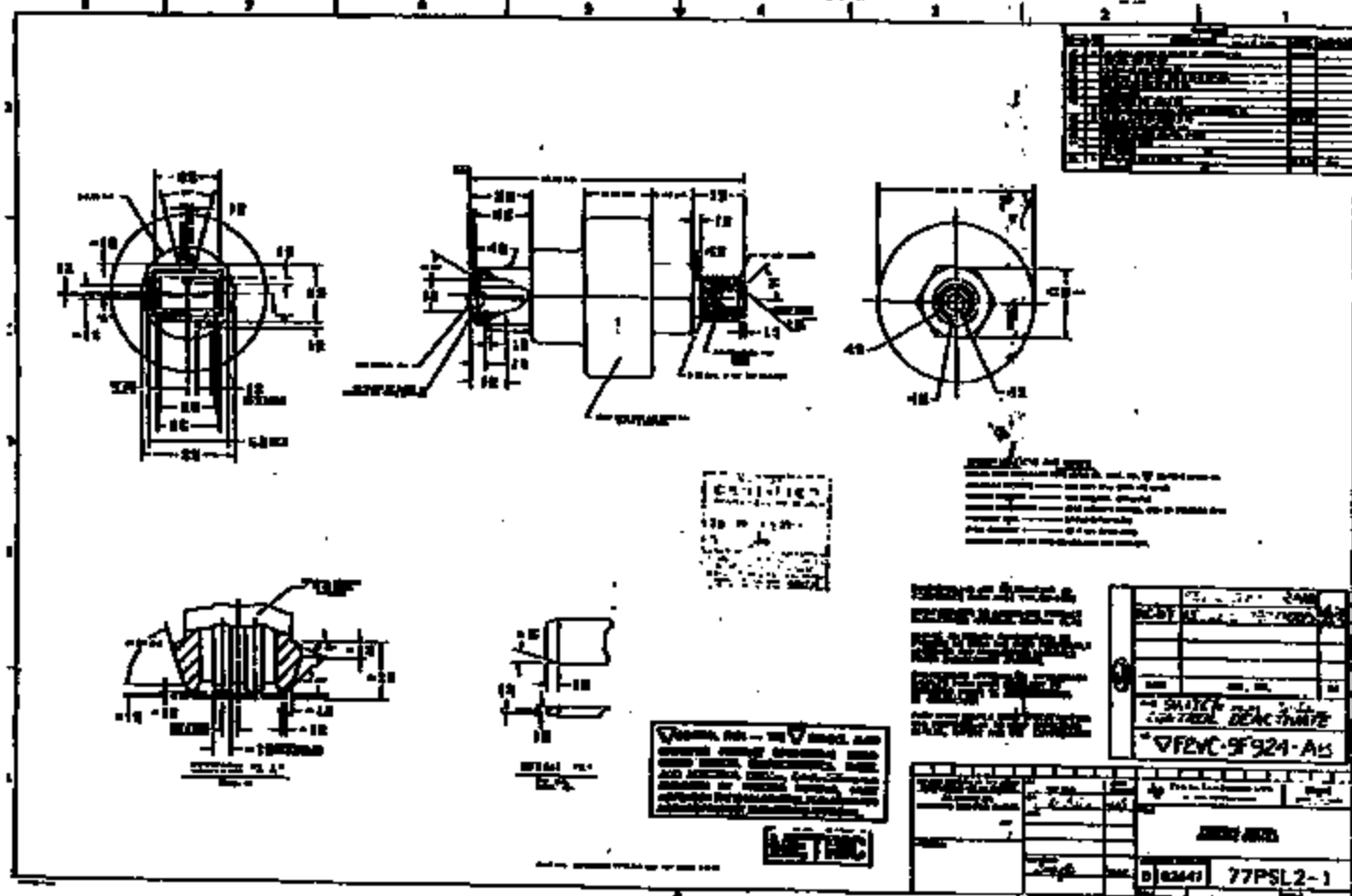
Transmission sent by (Name/Telephone):

W.M. ABRAMOWICZ

X 21284

3713 1108

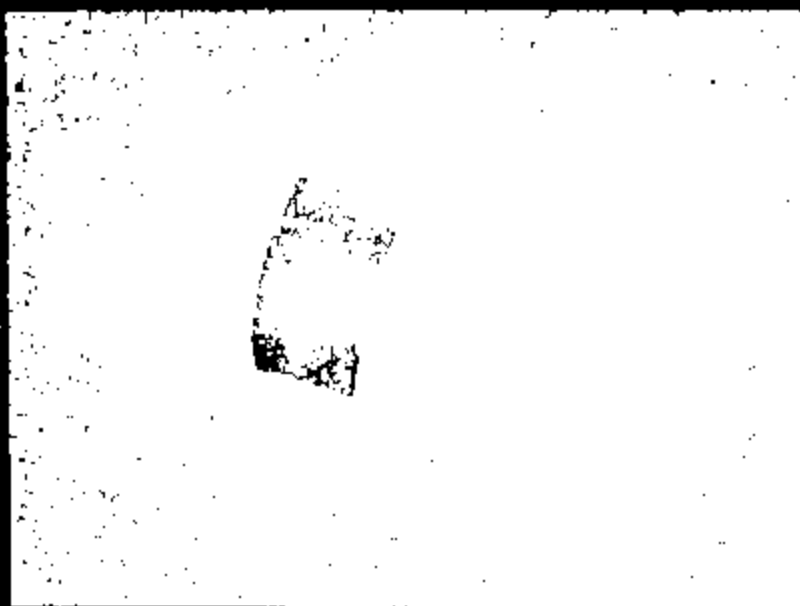
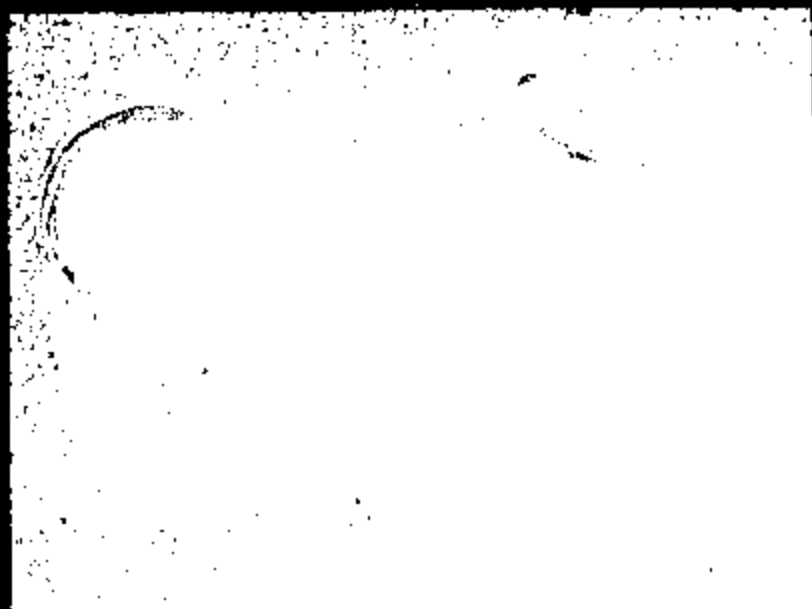
8713 1109





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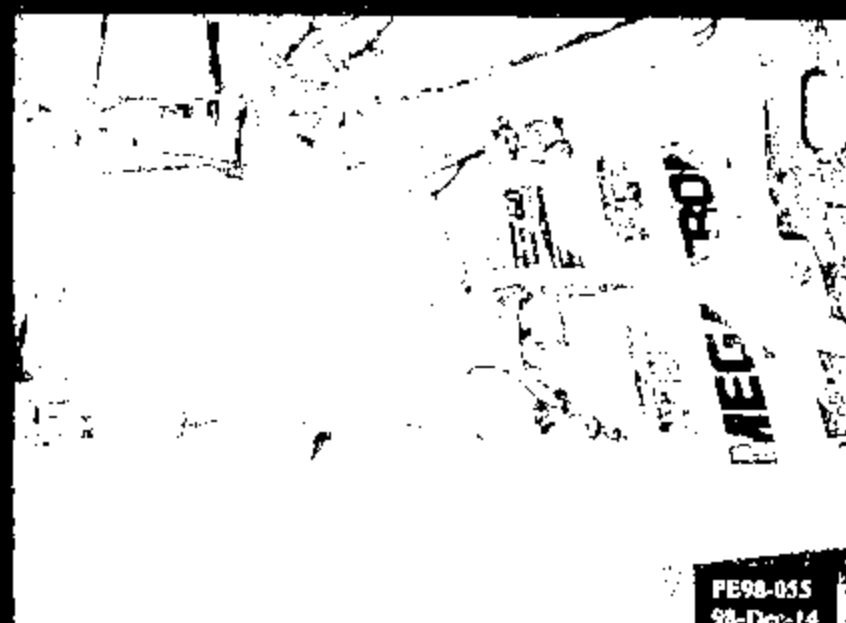
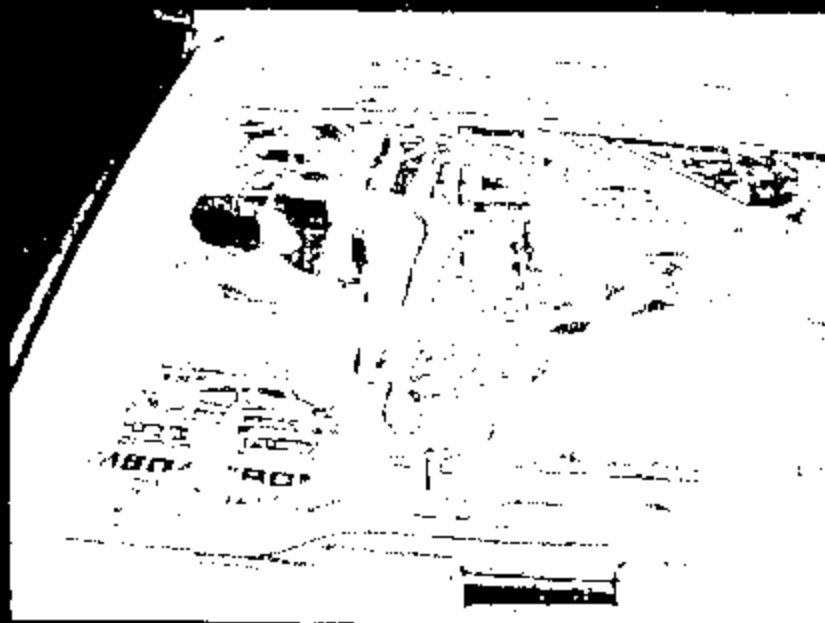
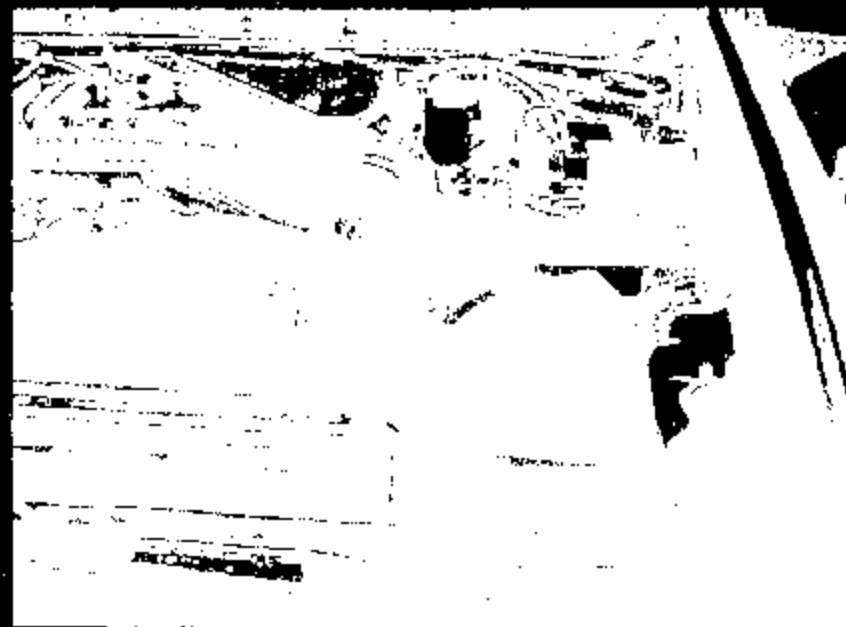
PE98-055
98-Dec-14



PE98-055
98-Dec-14

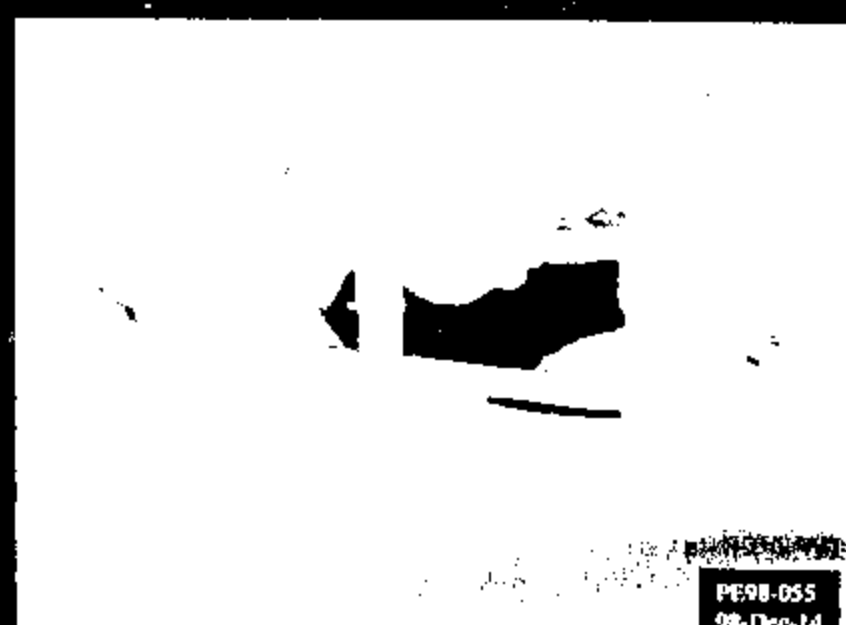
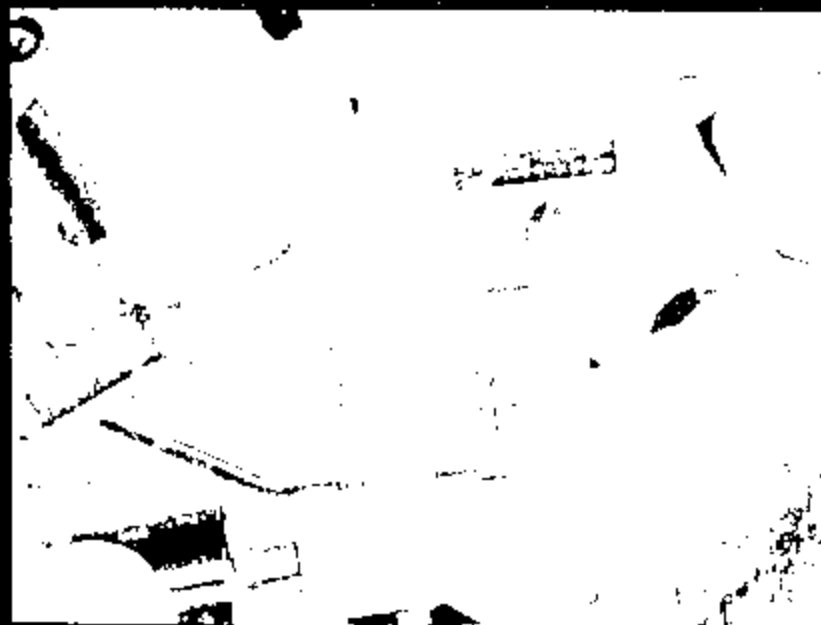
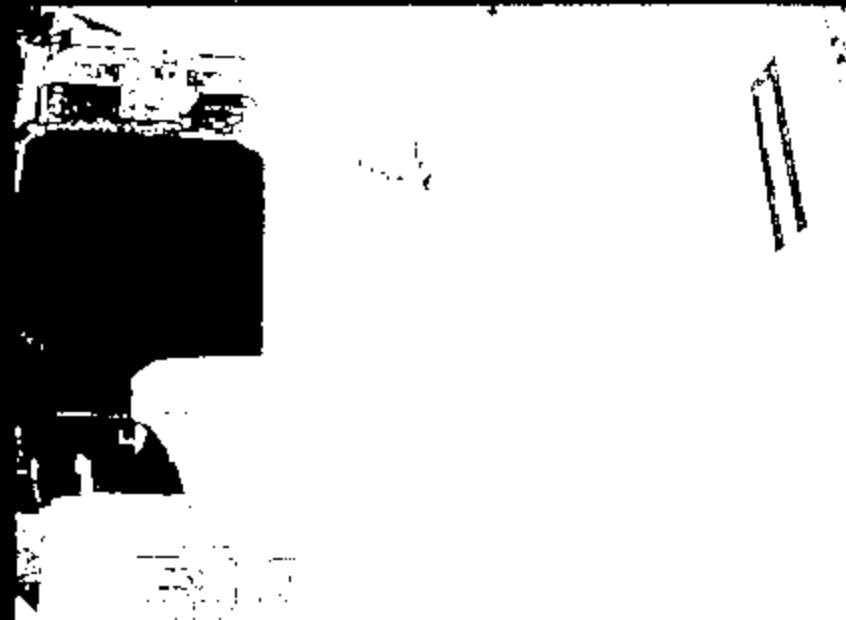
3713 1111

MFD. BY FORD MOTOR CO. IN U.S.A.
 DATE: 11/72
 FRONT GEAR: 2431LB. 140MM
 REAR GEAR: 2070LB. 130MM
 THIS UNIT IS DESIGNED FOR USE WITH THE FORD MOTOR CO. 1000cc. 4 CYCLE ENGINE
 WITH 1.25 INCH BORE AND 1.75 INCH STROKE
 IN ORDER TO OBTAIN THE BEST PERFORMANCE FROM THIS UNIT
 IT IS RECOMMENDED THAT THE FOLLOWING SPECIFICATIONS BE FOLLOWED
 1. OIL GRADE: SAE 10W-40
 2. OIL QUANTITY: 1.5 LITERS
 3. OIL CHANGE INTERVAL: 100 HOURS
 4. AIR FILTER: FORD F100
 5. SPARK PLUGS: FORD SP-100



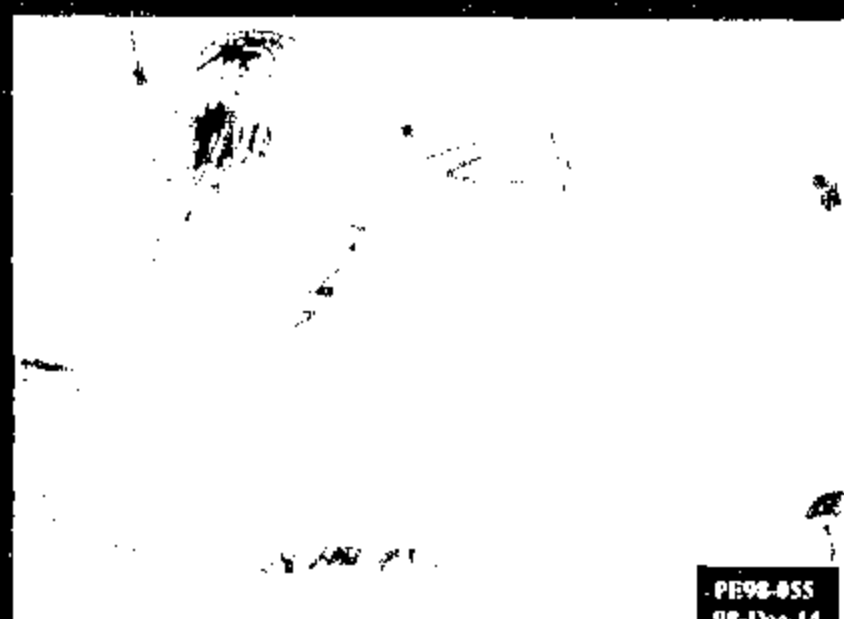
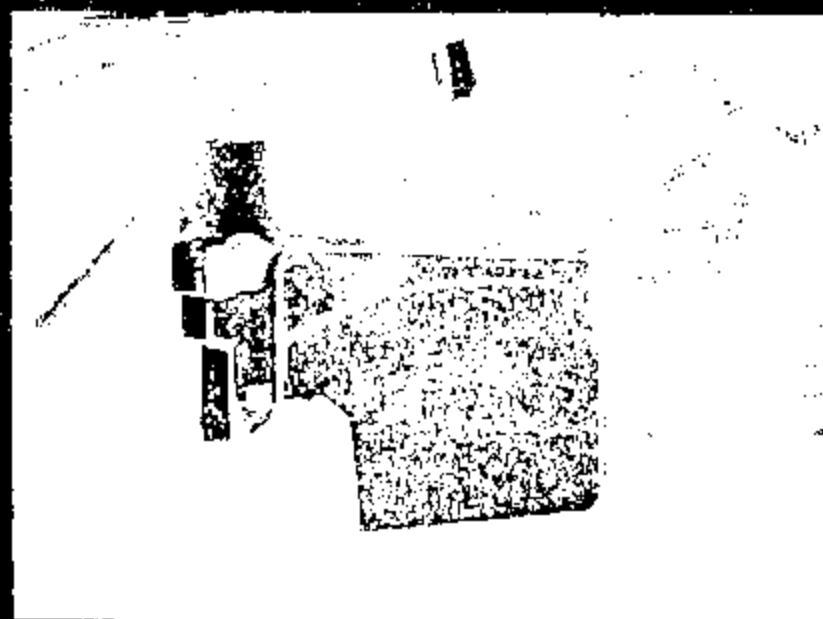
PE98-055
 98-Dec-14

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8713 1113

PE98-055
98-Dec-14



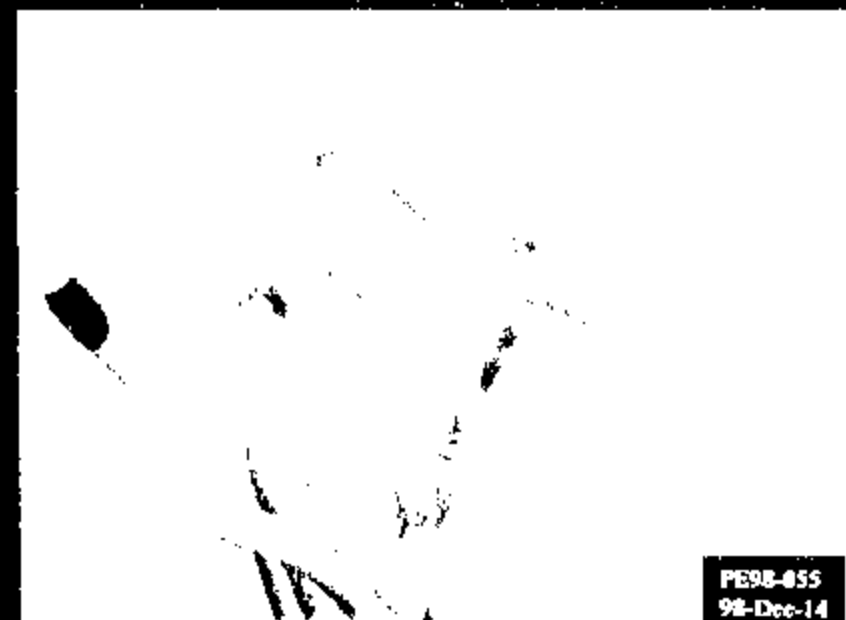
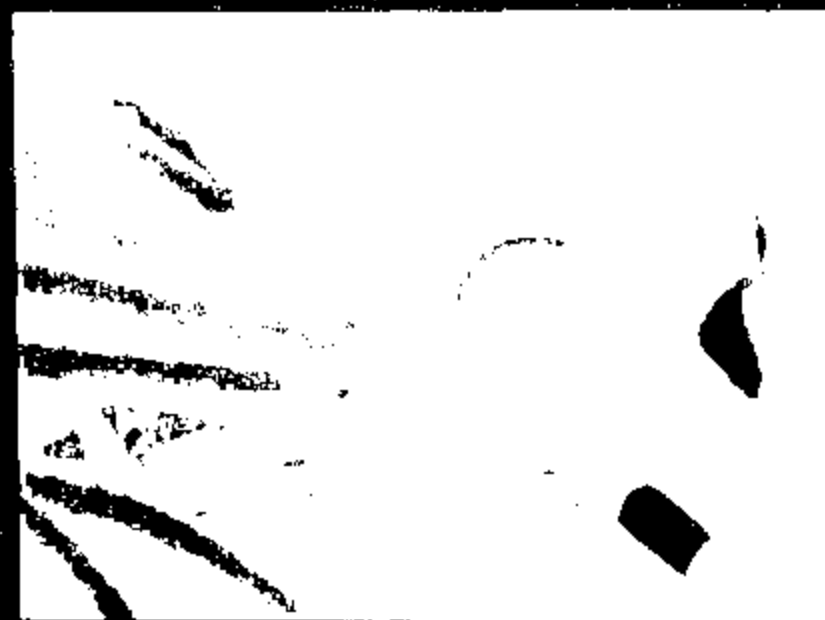
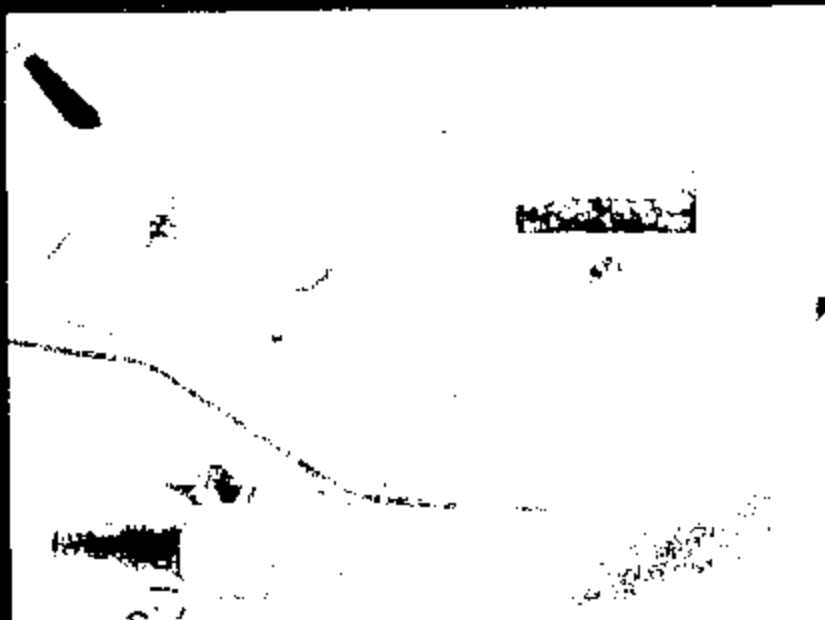
8713 1114

PE98-055
98-Dec-14



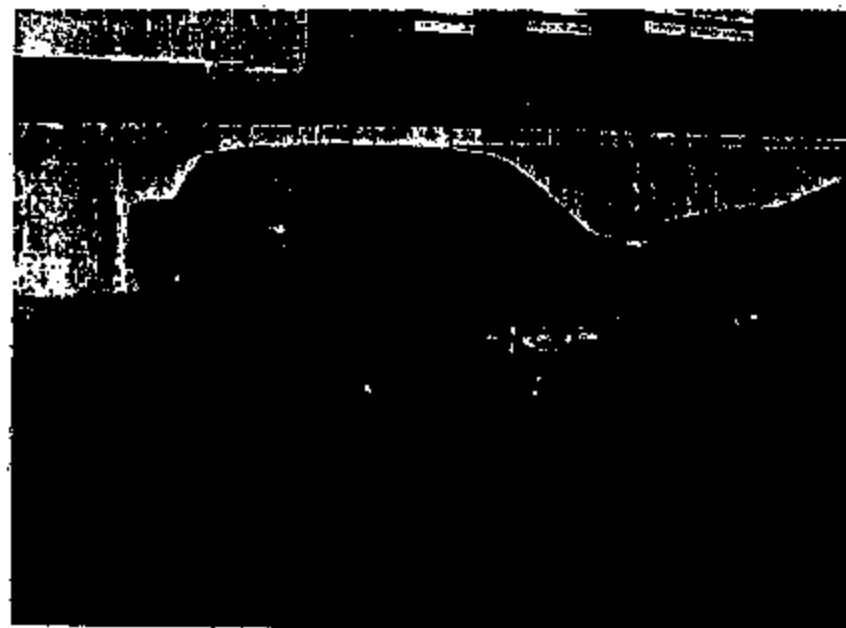
3713 1115

PE98-055
98-Dec-14



3713 1116

PE98-055
98-Dec-14



3713 1117

PE98-053
98-Dec-14



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

V. J. BORAN---

NOV 24 1998

NOV 23 1998

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

DISPOSE of Copies (Black Stamped) by:	
RETAIN Record Copy (Red Stamped) Thru:	2018
Schedule Number:	27-03

L.W. Camp, Director
Automotive Safety and Engineering Standards Office
Ford Motor Company
330 Town Center Drive
Dearborn, MI 48126

NSA-12jfa
PE98-035

Dear Mr. Camp:

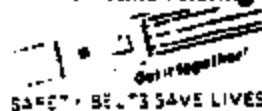
This letter is to advise you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) is conducting a Preliminary Evaluation concerning engine compartment fires in certain Lincoln Town Car vehicles manufactured by the Ford Motor Company.

This office has received 21 reports of engine compartment fires in 1992 and 1993 Lincoln Town Cars. The fires in these vehicles are reported to have started while the vehicles were parked and the engines not running. Ten of the reports indicate a fire at the left front fender wheel well area (see photograph, page 6), two indicate a fire at the master cylinder, which is adjacent to the left front fender wheel well area, and the remaining nine reports indicate a fire in the engine compartment. Additionally, five of the reports indicate the vehicle owner's carport, garage, or home, was also damaged as a result of the fire.

A copy of each of the reports is enclosed for your information.

Unless otherwise stated in the text, the following definitions apply to this information request:

- **Subject vehicles:** all 1992 and 1993 Lincoln Town Car vehicles.
- **Ford:** Ford Motor Company, all of its past and present officers, employees, whether assigned to its principal offices or to any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged by or under the control of Ford Motor Company (including all business units and persons previously referred to) who are or were involved in any way with (a) design, analysis, modification or production; (b) testing, assessment or evaluation; or (c) record-keeping, claims, or lawsuits relating to the alleged defect in the subject vehicles.



AUTO SAFETY HOTLINE
800-424-9393
NHTSA D.C. 20590 FAX 202-366-3100

3713 1118

THIS PAGE IS PRESENT

TO ACCOUNT FOR A

NUMBERING ERROR

- **Alleged defect:** all under hood fires, or other thermal anomalies, from any source or origin, of any description, level, degree, or magnitude, occurring in the left, or drivers side, of the engine compartment. This would include fires in the area of the left front wheel, or left front fender.
- **Documents:** in the broadest sense of the word, shall mean all written, printed, typed, recorded or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, including but not limited to, papers, records, letters, correspondence, memoranda, communications, electronic mail messages (existing in hard copy and/or in electronic storage), faxes, notes, annotations, working papers, drafts, minutes, records, resolutions, books, pleadings, response to discovery, administrative and judicial filings, all transcripts and other recordings of any kind, affidavits, materials and things produced in discovery, statements, summaries, interviews, opinions, reports, newspaper articles, studies, analysis, evaluations, interpretations, applications, agreements, jottings, agendas, bulletins, notices, announcements, instructions, designs, specifications, blueprints, as-builts, manuals, brochures, publications, schedules, journals, statistical data, lists, tabulations, computer printouts, data processing input, data in storage, and data output, microfilm, microfiche, data from optical scanning or recording, photographs, tangible things, and all records kept by electronic, photographic, or mechanical means, any drafts or revisions pertaining to any of the foregoing, and all other things similar to any of the foregoing however denominated and any other data compilations from which information can be obtained, translated if necessary, into reasonably usable form and any other documents.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following questions. Please repeat each question verbatim before the response. If you have previously furnished ODI with information that is responsive to any item(s) in this request, you need not resubmit that information, but your response must cross-reference (by date of response and question number) the earlier submission. If Ford cannot answer any specific question, please state the reason why it is unable to do so. If you claim that any information or material responsive to the following items need not be divulged to the NHTSA because it is privileged, or the work product of an attorney, state the nature of that information or material and identify any document in which it is found by, date, subject or title, name and position of person from and person to whom it was sent, and name and position of any other recipient. You must also describe any privilege that you claim, and explain why you believe it applies.

1. State the total number of subject vehicles sold in the United States by model year.
2. State the number incidents, known to Ford, in which the alleged defect has been reported to have occurred in the subject vehicles. Furnish copies of all documents, from any and all sources, including documents which may not originally have been submitted to Ford, which

are in Ford's possession or control, or of which it is otherwise aware, that pertain, in any way, to any of these incidents. This should include, but is not limited to, all documents possessed by Ford, or of which it is otherwise aware, pertaining to the reports included with this letter. Furnish all documents whether or not Ford has verified the validity of each document. For each incident in this response please provide the vehicle owner's name, address, and telephone number; and identify all vehicles by vehicle identification number, model year, date of manufacture, date of retail sale, date of incident, mileage at the time of the incident, and problem description. For all incidents involving lawsuits please identify the caption, court, docket number, and filing date of each lawsuit and a copy of the complaint document initiating the lawsuit. Sort all incidents by cause and area or component of origin.

3. State the total number vehicles sold in the United States by model name and model year that have engine compartment configurations (i.e., components and component location, wiring harnesses and harness location) the same as the subject vehicles. Provide a response to question number two for all vehicles identified in your answer to this question.
4. State the number of all warranty claims, including extended warranty claims, and "goodwill," field or zone adjustments received by Ford that relate to the alleged defect in the subject vehicles by calendar year, calendar month, and problem identification. Identify all owners by name, address, and telephone number, and all vehicles by vehicle identification number, model name, model year, date of manufacture, date of retail sale, date of incident, mileage at the time of the incident, and problem description.
5. Identify all electrical circuits by name, number, and wire color, located in the left side of the engine compartment that are, or remain, energized by the battery when the ignition key is in the off position. For all circuits identified, provide a schematic drawing which identifies the harness(es) in which they reside, the harness location(s), and the components to which power is supplied.
6. Identify and describe all inspections, tests or other analyses conducted by Ford, its contractors, suppliers, or by any other entities, regarding the inspection of any subject vehicles that relate to the alleged defect, to date. Identify, by name and address, the entity that conducted each such test or analysis. Furnish copies of all reports, surveys, notes, tables, graphs or other documents that pertain to each such test or analysis. State when each test or analysis was initiated and concluded, or whether it is still in progress. Include in your response a description of a worst case scenario.
7. If Ford has issued any bulletins, advisories, or other communications to distributors, retailers, consumers, or any other entity pertaining to the alleged defect in the subject vehicles, provide a copy of each such document. If no such documents have been issued, so state.

8. Identify and describe all significant modifications or changes made by or on behalf of Ford in the manufacture, design, or material composition of all components in the subject vehicles that may relate to the alleged defect. The following information must be included for each such modification or change:
 - a. the approximate date on which the modification or change was incorporated into production;
 - b. a description of the modification or change;
 - c. the reason for the modification or change; and
 - d. whether the modified or changed components can be interchanged with earlier production components.
9. Provide Ford's assessment of the alleged defect in the subject vehicles, including:
 - a. all causal or contributory factors;
 - b. the failure mode;
 - c. the risk to occupant safety it poses; and
 - d. whether there are any circumstances that would provide the vehicle owner or others with warning of its existence.

Your response to this letter, in duplicate, must be submitted to this office by January 6, 1999. Please include in your response the identification codes referenced on page 1 of this letter. If you find that you are unable to provide all of the information requested within the time allotted, you must request an extension from Mr. Thomas Z. Cooper not later than five days from the due date. If you are unable to provide all of the information requested by the original deadline, you must submit a partial response by that date with whatever information you have available, even if you have received an extension.

This letter is being sent to your company pursuant to 49 U.S.C. § 30165, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49, U.S. Code. Your failure to respond promptly and fully to this letter could subject Ford to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If you consider any portion of your response to be confidential information, include that material in a separate enclosure marked "CONFIDENTIAL." In addition, you must submit a copy of all such material to the Office of Chief Counsel (NCC-30), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590, and comply with all other requirements for the submission of confidential business information stated in 49 CFR Part 512.

If you have any technical questions concerning this matter, please contact Mr. John Abbott of my staff at (202) 366-5221.

Sincerely,



Thomas Z. Cooper, Chief
Vehicle Integrity Division
Office of Defects Investigation

Enclosures: 12 VOQ's: 813241, 824016, 808265, 821667, 979634, 521137, 804418, 541041
820316, 536206, 819621, 823462; 5 fire department reports; 2 internet reports; and
2 fire investigator reports

NHTSA:NSA:ODI
NSA-12:JABBOTT:drd:6-5221:11/17/98
cc:
NSA-01
NSA-12/Subj/Chron/
Document: 1:/ABBOTT/Towncar.IR

3713 1123

1992 Lincoln Town Car (1LNLM81W2NY703705)



3713 1124

11/24/98

PE Opening Reports (PE98-056)
1992 Lincoln Town Car Engine Fires

NO.	Source	ST	VIN	M/Y
1	813241	FL	1LNLM82W5NY	92
2	824016	TX	1LNLM81W2NY	92
3	808265	FL	1LNLM82W7NY	92
4	821687	LA	1LNLM81W9NY	92
5	979634	TX	1LNLM82W5NY	92
6	521137	OK	1LNLM81W2NY	92
7	F.D.R.	GA	1LNLM82W3NY	92
8	804418	OH	1LNLM81W8NY	92
9	541041	FL	1LNLM81W3NY	92
10	F.D.R.	FL	1LNLM81W2NY	92
11	F.D.R.	FL	1LNLM82W7NY	92
12	A805260	FL	1LNLM81W0NY	92
13	820316	FL	1LNLM81W3NY	92
14	I/Net	FL	1LNLM81W8NY	92
15	536208	MS	1LNLM83W9NY	92
16	819621	LA	1LNLM82W5NY	92
17	I/Net	FL	1LNLM82W4NY	92
18	F.D.R.	GA	1LNLM82W1NY	92
19	A804221	FL	1LNLM81WP2Y	93
20	823462	MS	1LNLM81W5PY	93
21	F.D.R.	FL	1LNLM81WXPY	93

3713 1125

 AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION NATIONWIDE 1-800-424-9393 DC METRO AREA 202-366-0123		FOR AGENCY USE ONLY	
OWNER INFORMATION (TYPE OR PRINT) Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☐ NO ☐ In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.		DATE RECEIVED 119 18 Jun 1997	CC-01 _____ FL-01 _____ DC-01 _____ US-01 _____ REFERENCE NO. 813241
		DAY TIME TELEPHONE NO. (AREA CODE) _____	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. _____		VEHICLE MAKE _____	VEHICLE MODEL _____
MODEL YEAR _____		ENGINE SIZE _____	
NO. CYLINDERS _____		FUEL SYSTEM ☐ TURBO ☐ DIESEL ☐ GAS ☐ FUEL INJECTN	
TRANSMISSION TYPE ☐ MANUAL ☒ AUTOMATIC		DRIVE SHAFT ☐ FRONT ☐ REAR ☒ 4-WHEEL	
ANTI-LOCK BRAKES ☐ YES ☒ NO		RESTRAINT SYSTEM ☐ DRIVER'S SIDE AIRBAG ☐ PASSENGER'S SIDE AIRBAG ☐ 2-POINT BELT ☐ 3-POINT BELT	
DATE PURCHASED _____		DEALER'S NAME, CITY & STATE LINCOLN TOWNSHIP, ILL.	
NEW ☐ USED ☒		NO. CYLINDERS _____	
FAILED COMPONENT(S) INFORMATION (REPORT TIME INFORMATION ON BACK)			
COMPONENT 05100000	PART NAME(S) ENGINE	LOCATION ☐ LEFT FRONT ☐ RIGHT REAR	FAILED PART(S) ☐ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES _____	DATE(S) OF FAILURE(S) 22-MAR-97	MANUFACTURER CONTACTED ☐ YES ☐ NO	NHTSA PREVIOUSLY CONTACTED ☐ YES ☐ NO
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT ☐ YES ☒ NO	FIRE ☐ YES ☒ NO	NUMBER PERSONS INJURED _____	NUMBER OF FATALITIES _____
PROPERTY DAMAGE EST. _____		POLICE REPORTED ☐ YES ☒ NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(ES)			
VEHICLE WAS IN THE PARK AND OFF POSITION FOR OVER 24 HOURS WHEN THE VEHICLE CAUGHT ON FIRE ON OR ABOUT THE LEFT FRONT WHEEL DRIVER'S SIDE; VEHICLE WAS TOTALED. FIRE DEPARTMENT HAS YET TO DETERMINE THE CAUSE. *AK			
CONTINUE ON BACK IF NEEDED			
The Small, Act of 1974 Public Law 93-579 This information is released pursuant to the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may		be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, you will receive notice of a subpoena for further information. Your response will be used in support of the agency's action.	

Apr-01-88 11:22A

P.01

FIRE DEPARTMENT

Report: F-130
Date: 22 March 1987
Day of Week: Saturday

FIRE AND NON-FIRE REPORT



Location of Response: Residence _____ Apt: _____ Zone: 2
Address _____

Call Received: 08:51
FD Notified: 08:51
Enroute: 08:52
Arrived: 08:54
Off Call: 14:42
Card #: 3264

Response From: ☒ One ☐ Two ☐ Road

Type of Call: Structure/vehicle fire

Vehicle: ☐ Rescue ☒ T-10 ☐ E-6 ☐ E-8

Personnel: Borden Wykoff

How Received: ☒ 911
☐ Alarm Co.
☐ Telephone
☐ Other

Also Responding: ☐ Rescue ☐ T-51 ☒ E-51 ☒ E-50

Reported By: Deborah Swonger

Situation Found: Garage fire.

Printed
Date Recd 4-1-88
To

Area of Origin: Engine compartment of vehicle
Source of Ignition: Unknown
Extent of Smoke Damage: Throughout structure
Extent of Flame Damage: Garage/kitchen/ outside of house/ attl
Insurance Co./Agent: State Farm, Chuck Baleman
How Long to Control Fire: 30 minutes

Approximate Value: \$ 140,000 Approximate Loss: \$ 80,000

Injuries: ☐ No ☒ Yes If yes, ☐ Firefighter ☒ Civilian
Deaths: ☐ No ☐ Yes If yes, ☐ Firefighter ☐ Civilian

VEHICLE INFORMATION

Year: 1992 Make: Lincoln Model: Town Car License: ALS 918

Driver's Name: _____
Owner's Name: Same
Owner's Address: _____

STRUCTURAL INFORMATION

Occupancy: ☐ Condo ☒ SFR ☐ Assembly ☐ Mercantile ☐ Other
Type Construction: ☒ Ordinary ☐ Wood Frame ☐ Other
Interior Finish: Drywall Height: 10 ft Floor Involved: _____

☒ Pagers Activated ☐ Mutual Aid Called
☐ Standpipe/Sprinkler Activated ☐ Building Alarm Activated

Occupant: _____
Owner: _____
Owner's Address: _____

Phone: _____
Phone: _____

3718 1127

Truck crew arrived to find heavy smoke from windows and soffit. Flames showing from window on west side of garage. Occupant stated fire was in garage and pets were still in the house. Front door was entered and line pulled to interior entry door to garage. E-30 laid supply line to T-51. Off-duty personnel were paged out. Fire extinguished with approx. 200 gals. water. PPV set up. Primary search found birds in cages and were removed to back patio. House was vented and overhaul complete. F/M Highbarger called to investigate. State Fire Marshall also called. Fire personnel performed salvage and overhaul and monitored house for approx. 5 hours. Released to owner.

C. B. Q.

513. 5717
45-57-57



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

Auto Safety Hotline

Vehicle Owner's Questionnaire

NATIONWIDE 1-800-424-9393
DC METRO AREA (202) 368-0123
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY 241

Date Received

5 Jun 1998

Od. or

n. or

od. or

no. or

Reference No.

824018

Work Number

Home Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side) 1LNLM81W2NY703705
Vehicle Make LINCOLN
Vehicle Model TOWN CAR
Vehicle Year 1992
Current Odometer Reading

Purchase Date

Dealer's Name

Engine Size

(CID/CC/L)

No. Cylinders

Turbo

Drive

Gas

Full description

☒ New ☐ Used

City

State

Zip Code

Transmission Type

☐ Manual

☐ Automatic

Antilock Brakes

☒ Yes

☐ No

Restraint System

☐ Driver's Airbag

☐ Passenger's Airbag

☐ 2-Point Belt

☐ Motorized

☐ 3-Point Belt

Cruise Control

☐ Yes

☒ No

Drive Train

☐ Front

☐ Rear

☐ 4-Wheel

Vehicle Type

☐ Car

☐ Van

☐ Minivan

☐ Other

☐ Sports Ut.

☐ Truck

☐ Motorcycle

☐ Other

Body Style

☐ 2-Door

☐ 4-Door

☐ Sedan

☐ Pick Up Truck

☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 08530000
Part Name(s) ELECTRICAL SYSTEM:IGNITION:WIRING:PRIMARY AND SECONDARY
Location ☐ Left ☐ Right ☐ Front ☐ Rear
Failed Part(s) ☐ Original ☐ Replacement
No. of Failures
Date(s) of Failure(s) 21-AUG-97
Mileage at Failure(s) 88
Vehicle Speed at failure(s)
Failed Part(s) Available? ☐ Yes ☐ No
NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form.)

Crash ☐ Yes ☒ No
Fire ☒ Yes ☐ No
Number of Persons Injured
Number of Fatalities
Estimated Property Damage
Reported to Police ☐ Yes ☒ No

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

ON 18 AUGUST, 1997, CONSUMER PARKED VEHICLE ON PARKING LOT EN ROUTE TO AIRPORT. ON 21 AUGUST 1997, WAS CONTACTED AND INFORMED THAT VEHICLE BURNED. HOUSTON FIRE DEPARTMENT INSPECTED THE VEHICLE, AND INFORMED THE CONSUMER THAT THERE WAS AN INVESTIGATION OF THE FIRE. SHOWED THAT THE FIRE WAS DUE TO SHORT CIRCUIT IN IGNITION WIRING. DEALER NOTIFIED. *AK

CONTINUE ON BACK, IF NEEDED

Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response or a statistical summary thereof may be used in support of the agency's action.

3713 1129

June 18, 1998

Mr. Steve Beretzky
U. S. D. O. T.
NHTSA-ODI
ROOM 5326 NSA-12
400 7TH STREET SW
WASHINGTON, D.C. 20590

Dear Mr. Beretzky,

Enclosed is all the materials I have collected regarding the fire that totaled our 1992 Lincoln Town Car.

Our car was parked at the Jet Park, 7625 Monroe Road, across from Hobby Airport in Houston. Three days after we had left our car it caught on fire, by itself, and was totaled. We did not return from our trip to St. Louis for two more days. Upon returning to Houston we were told by Jet Park our car had already been towed away. We notified the insurance company and the towing company.

We have read, in the Houston Chronicle newspaper, that there is a serious problem with Lincoln Town Car's catching fire through the model 1993. If this is true and a recall is necessary, please let us know . . . our parents own a 1993 Lincoln Town Car.

Please let us know if we can be of further assistance. Thank you for following-up on this possible recall situation.

Sincerely,



Owner of 1992 Lincoln Town Car-Totaled



3713 1131

AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE		FOR AGENCY USE ONLY	
25 December 81 National Highway Traffic Safety Administration NATIONALWIDE 1-800-334-6363 DC METRO AREA 202-386-0723		DATE RECEIVED 28 JAN 1997 10	DC, BY N. BY DC, BY DC, BY REFERENCE NO. 000265
OWNER INFORMATION (TYPE OR PRINT)		DAY TIME TELEPHONE NO (AREA CODE)	
NAME AND ADDRESS [REDACTED] MELBOURNE FL [REDACTED]		107 767 0382	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☒ NO ☐ In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER		DATE 3/3/97	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO		VEHICLE MAKE	VEHICLE MODEL
1LV1H82W7N1 [REDACTED]		LINCOLN	TOWN CAR
MODEL YEAR		1992	
LOCATED AT BOTTOM OF WHISKEYS ON DRIVER'S SIDE			
CURRENT ODOMETER READING	DATE PURCHASED	DEALER'S NAME, CITY & STATE	ENGINE SIZE (DISPLACE)
NONE	10/1/96	VIC CSIGNIN 625 East Nasser Blvd Melbourne FL 32901	NO CYLINDERS 8
☐ NEW ☒ USED		☐ TURBO ☐ DIESEL ☐ GAS ☐ FUEL INJECT	
TRANSMISSION TYPE	AUTOMATIC BRAKES	RESTRAINT SYSTEM	DRIVE CONTROL
☐ MANUAL ☒ AUTOMATIC	☐ YES ☒ NO	☐ DRIVER'S SIDE AIRBAG ☐ PASSENGER'S SIDE AIRBAG ☐ 3-POINT BELT ☐ 2-POINT BELT	☒ YES ☐ NO
☐ FRONT ☒ REAR		☐ 4-WHEEL	
SCOTCH STYLE			
☒ STAWAG ☐ 4 DR ☐ 2 DR		☐ MATCH BK ☐ VAN ☐ BK JP FR4 ☐ OTHER	
FAILED COMPONENT(S) PART(S) INFORMATION (REPORT TYPE INFORMATION ON BACK)			
COMPONENT	PART NAME(S)	LOCATION	FAILED PART(S)
ENGINE	ENGINE	☐ LEFT FRONT ☐ RIGHT REAR	☐ CRANKAL REPLACEMENT
NO OF FAILURES	DATE(S) OF FAILURE(S)	MANUFACTURER CONTACTED	NHTSA PREVIOUSLY CONTACTED
1 only 1000 2 fire!	JANUARY 10, 1997 ABOUT 8:30 PM	☒ YES ☐ NO	☐ YES ☒ NO
MILEAGE AT FAILURE(S)		REASON FOR CONTACT AT FAILURE(S)	
67,000		PARKED	
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT	AGE	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
☐ YES ☒ NO	☒ YES ☐ NO		
PROPERTY DAMAGE ESTI		POLICE REPORTED	
\$0.00		☒ YES ☐ NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
We had the defroster on earlier in the day for rain, turned it off on the way to Tampa. Beth Snider, 5005 N. Wickham Rd., Melbourne FL we parked the car, I am in the 3rd row, and some 15-20 minutes later the car caught fire. PARKED CAR IN A PARKING LOT ABOUT 45 MIN AFTER THE CAR CAUGHT ON FIRE WHICH CAME FROM THE ENGINE. SOMEONE ELSE PARKED NEXT TO CAR 15 MINUTES AFTER WE PARKED APPROX. 60 MINUTES AFTER WE PARKED, POLICE CAME TO SUMMON US TO THE BURNED OUT CAR THE 2001 on the ground in fire damage. THE 2001 on the ground in fire damage. CONTINUE ON BACK IF NEEDED			

Based on the fact that the car burned after it was turned off, and both my wife and I do not smoke, we believe some latent defect caused the fire. Based on our use earlier in the day of the windshield and recent recall notices, we suspect that may be the problem that caused our fire, but have not had that confirmed by State Police's fire investigator.

3713 1133

Automotive Inquiry

Claim Number: 38-2514-656

Vehicle Info: 1992 LINCOLN TOWN CAR SIGNATURE
4D-Sedan 4 Dr.

Call Information

This call was taken on 01/14/97. This inquiry was taken from MELBOURNE, FL.

This call concerned Fire Engine Compartment

Vehicle Detail

VIN: 1LALJ12W7NY000000
Model Year: 1992
Body Style: 4D-Sedan 4 Dr.
Eng. Size: 281 CI 4.6 Liters
Fuel: Gas
Weight: 4025
Trans: 4 Speed Automatic with Overdrive
Opt 1:
Opt 2:
A/C: Standard
P/B: Standard
Power Win: Standard
Tilt Wheel: Standard
F/W Drive: No
4 W Drive: No
Sec Sys: Unknown

Mileage: 0 Miles
Make: LINCOLN
Series: TOWN CAR SIGNATURE
Cylinders: 6
Carb: Fuel Injected
Base Lst: 34352
Tire Size: 180318
D-T-R: Not Available
Restraint: Air bags both sides / manual belt system
Radio: AM / FM Cassette
Opt 1: AM / FM CD
Opt 2:
Roof: None / Not Available
Opt 1: Power Sun / Moon
Opt 2:
ABS: 4 Wheel Standard

Pertinent Vehicle Equipment:

Description of Loss

Details of Call: TOTAL FIRE WHILE PARKED AND UNOC. DOES NOT APPEAR TO BE ACCELERATED. ORIGIN APPEARS
IN ENGINE COMPARTMENT

Date of Loss: 01/10/97 12:00 AM

Number of Injuries: 0

Number of Deaths: 0

Total Loss? No

Insured Loss Amount: Vehicle \$:0
Claimant Loss Amount: Vehicle \$:

BI \$: 0
BI \$:

Other FD \$:0
Other FD \$:



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

Auto Safety Hotline
Vehicle Owner's Questionnaire
NATIONWIDE 1-800-424-9393
DC METRO AREA (202) 374-0123
INTERNET: <http://www.nhtsa.dot.gov>

Form Approved OMB No. 2127-0085

FOR AGENCY USE ONLY 117

Date Received

25 Feb 1998

Co. # _____
Rt. # _____
City # _____
Zip # _____

Reference No.

821867

Mark Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (located at bottom of dashboard on driver's side) **1LNLM81W8HY** Vehicle Make **LINCOLN** Vehicle Model **TOWN CAR** Vehicle Year **1993** Current Odometer Reading

Purchase Date

Dealer's Name

Engine Size

KCP/CCL

No. Cylinders

Transmission

☐ New ☒ Used

City

State

Zip Code

Auto

Gas

Passenger

Transmission Type

☐ Manual

☐ Automatic

Antilock Brakes

☐ Yes

☒ No

Restraint System

☐ Overhead Airbag

☐ Side-impact Airbag

☒ 3-Point Belt

Cruise Control

☐ Yes

☒ No

Drive Train

☐ Front

☐ Rear

☐ 4-Wheel

Vehicle Type

☐ Car

☐ Van

☐ Other

Body Style

☐ 2-Door

☐ 4-Door

☐ Station Wagon

☐ Pick Up Truck

☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component **08310000** Part Name(s) **ELECTRICAL SYSTEM-WIRING-HARNESSES: FRONT: UNDERHOOD** Location ☐ Left ☐ Right ☐ Front ☐ Rear Failed Part(s) ☐ Original ☐ Replacement
No. of Failures **1** Date(s) of Failure(s) **04-JAN-98** Mileage at Failure(s) **00** Vehicle Speed at Failure(s) **00** Failed Part(s) Available? ☐ Yes ☐ No NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident (i.e., failure(s), crash(es), and injury(ies)) on the back of this form.)

Crash ☐ Yes ☒ No Fire ☒ Yes ☐ No Number of Persons Injured **0** Number of Fatalities **0** Estimated Property Damage **0** Reported to Police ☐ Yes ☒ No

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

HAD PARKED VEHICLE. SON NOTICED SM OKE FROM UNDER HOOD. FIRST IT WAS WHITE. THEN LATER TURNED BLACK. FINALLY SAW FLAMES. HOOD DID NOT COME UP. FIRE DEPT CALLED & PUT FLAMES OUT. BLACKNESS SURROUNDED ENGINE AREA. INSURANCE COMPANY HAS VEHICLE. *AK

CONTINUE ON BACK IF NEEDED

The Privacy Act of 1974 (Public Law 93-579) This information is not to be used for any purpose other than that for which it was collected pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your responses may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your responses, or a statistical summary thereof, may be used in support of the agency's action.

4-1000-201 Rev. 3-97

3713 1135

 AUTO SAFETY NOTICE VEHICLE OWNER'S QUESTIONNAIRE NATIONALWIDE 1-800-334-6388 DC METRO AREA 202-366-8123		FOR AGENCY USE ONLY	
OWNER INFORMATION (TYPE OR PRINT) NAME and ADDRESS		DATE RECEIVED 018 12-FEB-85	DE, OF _____ R, ST _____ RD, # _____ AP, # _____ REFERENCE NO. 979634
		DAY TIME TELEPHONE NO. (AREA CODE) _____	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☐ NO ☐ In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER _____		DATE _____	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. _____		VEHICLE MAKE _____	VEHICLE MODEL _____
MODEL YEAR _____		MODEL YEAR _____	
CURRENT ODOMETER READING _____		DATE PURCHASED _____	DEALER'S NAME, CITY & STATE _____
☐ NEW ☐ USED		ENGINE SIZE (CID/CC/L) _____	☐ TURBO ☐ DIESEL ☐ GAS ☐ FUEL INJECTN
TRANSMISSION TYPE	ANTILOCK BRAKES	RESTRAINT SYSTEM	CRUISE CONTROL
☐ MANUAL ☐ AUTOMATIC	☐ YES ☐ NO	☐ DRIVER'S SIDE AIRBAG ☐ MOTORBELT ☐ PASSENGER'S SIDE AIRBAG ☐ 3-POINT BELT ☐ 2-POINT BELT	☐ YES ☐ NO
DRIVETRAIN	BODY STYLE		
☐ FRONT ☐ REAR ☐ 4-WHEEL	STANWAG _____ MATCH BK _____ 4 DR _____ VAN _____ 3 DR _____ PK UP TRK _____ OTHER _____		
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT	PART NAME(S)	LOCATION	FAILED PART(S)
		☐ LEFT FRONT ☐ RIGHT REAR ☐ LEFT REAR ☐ RIGHT FRONT	☐ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES	DATE(S) OF FAILURE(S) _____	MANUFACTURER CONTACTED	NHTSA PREVIOUSLY CONTACTED
	ANALYSIS AT FAILURE(S) _____	☐ YES ☐ NO	☐ YES ☐ NO
	VEHICLE SPEED AT FAILURE(S) _____		
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT	FIRE	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
☐ YES ☐ NO	☐ YES ☒ NO	_____	_____
PROPERTY DAMAGE \$/TS	POLICE REPORTED		
_____	☐ YES ☐ NO		
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
CAR CAUGHT ON FIRE IN THE MIDDLE OF THE NIGHT. KEY WAS NOT IN THE IGNITION. *AE			
CONTINUE ON BACK IF NEEDED			
The Freedom of Information Act of 1974 Public Law 93-578		Do not use this form to report a failure or accident unless a manufacturer should the information be used to correct a safety defect. If the NHTSA prohibits with administrative enforcement or litigation against a manufac- turer, your retailer, or a third-party supplier of parts, they will be used in support of the agency's action.	

Auto Safety Hotline		FOR AGENCY USE ONLY	
Vehicle Owner's Questionnaire U.S. Department of Transportation National Highway Traffic Safety Administration NATIONWIDE 1-800-424-4333 DC METRO AREA (202) 398-0123 INTERNET: http://www.nhtsa.dot.gov		Date Received RECEIVED Reference No. 521137	
OWNER INFORMATION (Type or Print)			
Name [REDACTED] Street [REDACTED] City DURANT State OK Zip Code [REDACTED]		Day Time Telephone Number [REDACTED]	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☒ NO ☐ In the absence of an authorization, NHTSA will NOT send your name and address to the vehicle manufacturer.			
Signature of Owner [REDACTED]		Date 8/12/97	
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side)	Vehicle Make	Vehicle Model	Vehicle Year
1LNLMRIW2NY	LINC.	EXC	1992
Purchase Date 3/24/97	Dealer's Name DURANT AUTO MART		Current Odometer Reading 51725
☒ New ☐ Used	Over OK to Con 2001		Engine Size (CID/CC) 4.6 Turbo Diesel Gas Fuel Injection
Transmission Type ☒ Manual ☐ Automatic	Antilock Brakes ☒ Yes ☐ No	Restraint System ☒ Driver's Airbag ☐ Passenger's Airbag ☒ 3-Point Belt	Cruise Control ☒ Yes ☐ No
Drive Train ☒ Front ☐ Rear ☐ All Wheel	Vehicle Type ☒ Car ☐ Van ☐ Minivan ☐ Other	Body Style ☒ 2-Door ☐ 4-Door ☐ Station Wagon ☐ Pick Up Truck ☐ Other	
FAILED COMPONENT(S)/PART(S) INFORMATION			
Component Fire	Part Name(s) Complete	Location ☒ Left ☒ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☒ Replacement
No. of Failures 1	Details of Failure(s) 6-24-97	Failed Part(s) Available? ☐ Yes ☒ No	NHTSA Previous Contacted? ☐ Yes ☒ No
APPLICABLE INCIDENT INFORMATION (Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form.)			
Crash ☒ Yes ☐ No	Fire ☒ Yes ☐ No	Number Persons Injured 0	Number of Fatalities 0
Estimated Property Damage 14000		Reported to Police ☒ Yes ☐ No	
INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)			
To report defective or failed tires provide the following: DOT Number, Tire Manufacturer, Tire Name, Tire Size (provide all numbers and letters). Note: This information not required for normal operation tires.			
DOT	Manufacturer	Tire Name	Complete Tire Size
TIME SIZE TIME NAME TIME MANUFACTURER U.S. DOT safety standard code The number may be on the inner side of the tire and have up to 11 letters and numbers. Usually located near rim flange on side opposite whitewall or on other side of blackwall tire.			
The Privacy Act of 1974—Public Law 93-579 The information is requested pursuant to authority vested in the Federal Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your answers may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with corrective enforcement or regulatory action a manufacturer, your responses or a statement otherwise made may be used in support of the agency's action.			

To The Editor:

This letter is to warn the public of a potential fire hazard that they may have parked in their garages or carports.

A luxury car, costing over \$91,000 if new.

This car was not running and had been parked for approximately 3 hours when, according to a witness, it exploded, blew the hood up, and erupted into flames.

The engine of this vehicle is a 4.6 L V6. The manufacturer denies any knowledge of this ever having happened before. However, I have been told by two people, that they know of this happening frequently to their cars.

If you have one of these vehicles parked in your garage or carport, you have a potential fire bomb sitting there. Because of liability laws, I may not reveal the manufacturer's name in this publication. However, if you want to know the make of this car, call me and I will be happy to tell you.

Jeffrey B. Thompson, DVM

3 Reps called
That the same
thing happened
to them different
cars. Same motor.
A Ford Mech. called
said it happened
all the time with
this motor

This car had been parked more than 3 hrs.
A witness seen it explode & the hood came up
in a ball of fire. The fire dept. was here in five's
min. The car was complete burned.
I Reported it to Ford on 7/2/92/ 845 AM
All they would it was out of warranty
* "Ford dealer works with other dealer"
Village Line Motors, L.D.S. Highway Dallas TX
Salesman "P. H."

Post to show Receipt Address 170 Street Address Person who type will mail

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

400 Seventh St. SW
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



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U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NSA-10.1
400 7th Street, SW.
Washington, DC 20590



NFIRS-1

										[] DELETE [] CHANGE		
A	FDID 04406	INCIDENT NO 98-301287	EXP NO 00	MO 06	DAY 20	YR 98	DAY OF WEEK Wednesday	ALARM TIME 21:13:00	ARRIVAL TIME 21:20:00	IN SERVICE 22:48:00		
B	TYPE OF SITUATION FOUND Vehicle Fire						TYPE OF ACTION TAKEN T3 Extinguishment		INITIAL AID 1 [] Rest [] Given			
C	FIXED PROPERTY USE 1-family Dwelling-year						IGNITION FACTOR 411 Short Circuit, Ground Fault		24			
D							CO.	TWN	ZIP CODE 30341	CENSUS TRACT 0212.02		
E							TELEPHONE 770-454-7814		ROOM/APT NO			
F												
G	METHOD OF ALARM FROM PUBLIC Telephone Tie Line						7	TYPE OF ALARM EMERGENCY	DISTRICT 10	SHIFT A	STATION 10	
H	NO. ALARMS 1		PERSONNEL RESPONDED 016		STORIES RESPONDED 003		AERIAL APPARATUS 001		OTHER VEHICLES 001			
I	NUMBER OF INJURIES FIRE SERVICE 000				OTHER 000		NUMBER OF FATALITIES FIRE SERVICE 000				OTHER 000	
J	COMPLEX Dwelling Complex						41	MOBILE PROPERTY TYPE All Terrain Vehicles				13
K	AREA OF FIRE ORIGIN Engine Area, Running Gear						83	EQUIPMENT INVOLVED IN IGNITION Electronic Equipment				21
L	FORM OF HEAT OF IGNITION Unspecified Short Circuit				24	TYPE OF MATERIAL IGNITED Material Not Classified		00	FORM OF LATERAL IGNITION Structural Member			17
M	METHOD OF EXTINGUISHMENT Preconnect w/ tank Water				1	LEVEL OF FIRE ORIGIN Grade to +8'		1	ESTIMATED LOSS 10,000		ESTIMATED VALUE 187,000	
N	NUMBER OF STORIES						CONSTRUCTION TYPE					
O	EXTENT OF FLAME DAMAGE						EXTENT OF SMOKE DAMAGE					
P	DETECTOR PERFORMANCE						SPRINKLER PERFORMANCE					
Q	IF SMOKE SPREAD BEYOND ROOM OF ORIGIN		TYPE OF MATERIAL GENERATING MOST SMOKE				AVERAGE OF SMOKE TRAVEL					
FORM OF MATERIAL GENERATING MOST SMOKE												
DIST: 10 LL: 008												
S	IF MOBILE PROPERTY	YEAR 82	MAKE LINCOLN	MODEL TOWN CAR	SERIAL NO. LALABZWHY73	LICENSE NO. 815 KZZ						
T	IF EQUIPMENT INVOLVED IN IGNITION	YEAR	MAKE N/A	MODEL	SERIAL NO.							

[X] CHECK IF COMMENTS

OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT)

DATE

06/20/1998

EXEMPT FROM ABOVE:

DATE

06/20/1998

3713 1139

A

FILED	INCIDENT NO	EXP NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME
04405	05-301257	05	05	20	05	Wednesday	21:13:00

NARRATIVE

ETS ARRIVED TO FIND A 1992 LINCOLN TOWNCAR FULLY INVOLVED IN FIRE. THE CAR WAS IN THE RESIDENT GARAGE AT THE TIME. WE EXTINGUISHED THE FIRE AT THIS ADDRESS 1600 FOREST A CT. VEHICLE OWNER/HOUSEOWNER IS A MR. JOE MERRITH. HE STATED HIS WIFE SAW SMOKE COMING FROM THE DISHWASHER, HE WENT DOWNSTAIRS TO INVESTIGATE & TO TURN CIRCUIT BREAKER OFF. WHEN HE OPENED THE GARAGE DOOR HE WAS HIT BY HEAT & SMOKE. HE THEN WENT OUTSIDE TO THE GARAGE DOOR, AND SAW THE FIRE. ETS'S CREW EXTINGUISHED FIRE. I AND ETS CREW OK FOR EXTENSION AND HANDLED SMOKE EVAC. FIRE WAS CAUSED BY ELECTRICAL SHORT CIRCUIT IN THE 1992 LINCOLN TOWNCAR.

AUTO SAFETY NOTICE VEHICLE OWNER'S QUESTIONNAIRE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION NATIONWIDE 1-800-434-6363 DC METRO AREA 202-366-0123		FOR AGENCY USE ONLY DATE RECEIVED _____ 141 1 Nov 1995 REFERENCE NO. 804418	
OWNER INFORMATION (TYPE OR PRINT)		DAY TIME TELEPHONE NO. (AREA CODE)	
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☐ NO ☐ In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.			
SIGNATURE OF OWNER _____		DATE _____	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1LNLM81W8N1		VEHICLE MAKE LINCOLN	VEHICLE MODEL TOWN CAR
MODEL YEAR 1992			
LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE CURRENT ODOMETER READING: _____ DATE PURCHASED _____ DEALER'S NAME, CITY & STATE _____ ENGINE SIZE (CID/CC) _____ NO CYLINDERS _____ ☐ TURBO ☐ DIESEL ☐ GAS ☐ FUEL INJECTN			
TRANSMISSION TYPE ☐ MANUAL ☐ AUTOMATIC	ANTILOCK BRAKES ☒ YES ☐ NO	RESTRAINT SYSTEM ☐ DRIVERSIDE AIRBAG ☐ MOTORISBL ☐ PASSENGERSIDE AIRBAG ☐ 3-POINT BELT ☐ 2-POINT BELT	CRUISE CONTROL ☐ YES ☒ NO
DRIVETRAIN ☐ FRONT ☐ REAR ☐ 4-WHEEL		BODY STYLE STANWAD _____ MATCH IN _____ 4 DR _____ VAN _____ 2 DR _____ PK LP TRK _____ OTHER _____	
FAILED COMPONENTS/PARTS INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT 02700002	PART NAME/S TIRES	LOCATION ☐ LEFT ☐ RIGHT ☐ FRONT ☐ REAR	FAILED PARTS ☐ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES	DATE(S) OF FAILURE(S) 23 Oct. 96	MANUFACTURER CONTACTED ☐ YES ☐ NO	NHTSA PREVIOUSLY CONTACTED ☐ YES ☐ NO
	VELOCITY AT FAILURE(S) 1000		
	VEHICLE SPEED AT FAILURE(S)		
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT ☐ YES ☒ NO	FIRE ☒ YES ☐ NO	NUMBER PERSONS INJURED _____	NUMBER OF FATALITIES _____
PROPERTY DAMAGE \$/TS _____		POLICE REPORTED ☒ YES ☐ NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
VEHICLE SITTING STILL. NEIGHBORS SAW SMOKE COMING FROM GARAGE, VEHICLE CAUGHT ON FIRE. THERE WAS AN EXPLOSION AND THE TIRES BLEW OUT/WINDSHIELD BLEW OUT AND DASH MELTED. *AK			
CONTINUE ON BACK IF NEEDED			

The above form is for use by the public in connection with the NHTSA's recall program. It is not to be used for any other purpose.

This information is released under the provisions of the Freedom of Information Act. It is not to be used for any other purpose.

Do not use this form to report a recall. It is for use only in connection with the NHTSA's recall program. It is not to be used for any other purpose.

10-10-95 10:00 AM 3425

3713 1141

ORDNO 541041

From:
Sent:
To:
Subject:



ATT00029.html

Dear Congressman :

I am very concerned about the safety of the 1992 Lincoln Towncar. My mother recently lost her house and all her property because her 1992 Lincoln Towncar caught on fire in her garage. She was lucky to escape with her life. Initial fire reports indicate that the fire started under the hood on the driver side of the vehicle while it was sitting in the garage and not running. My research indicates that this is not the first problem with this model Towncar.

An article in the Indian River County Press Journal dated 22 June, 1998, reports that Lincoln fires are set to ignite a national probe citing many fires that have started in the left front wheel well. My research also indicates that Ford issued a recall of 8.7 million vehicles targeting faulty ignition switches that included the 1992 Town Car. My mother never received notification of such a recall and a search of the vehicle identification number on her 1992 Lincoln revealed that it was never recalled.

I am enraged that a safety hazard such as this could exist and continue to destroy the lives of so many people with out the government stepping in to help. According to the Press Journal article, insurance companies are suing Ford Motor Company to recover their losses. What about the emotional and physical losses to the people who lost their cars and, in many cases, their homes.

I am writing this letter out of concern for the welfare of people like my mother who are driving a ticking time bomb and don't know it.

I am asking your help in addressing this problem. If you know of any ongoing investigation or have the address of anyone in the government that can help with this problem, please support their efforts. It is just a matter of time until someone will be burned to death in a house fire started by a 1992 Lincoln Town Car.

Thank you,

You can contact me at

The Honorable Congressman:

NOTICE

The PRIVACY ACT of 1974 requires that written consent be obtained from the individual before information can be disclosed from records with a federal agency. So that Congressman [redacted] might act on your behalf, he would appreciate that you sign the following statement. (If you are inquiring on behalf of another person, it is necessary that they sign the statement.)

DATE: 8-23-98

NAME: _____

ADDRESS: _____

APT #: _____

CITY: _____

STATE: Florida ZIP CODE: _____

HOME PHONE: _____

WORK PHONE: _____

SOCIAL SECURITY: _____

DATE OF BIRTH: _____

ALIEN #: A _____

VETERAN CLAIM #: C _____

* _____

Please state the problem briefly:

My Lincoln town car 1992 model caught on fire in my garage on May 8th 1998 which burned up the car and most of my house. I am staying with my son until my house is rebuilt. initial investigation reveals that it was the fault of the Automobile and recent newspaper articles indicate that there is a problem with 1992 Lincoln town cars. Lincoln should be made to recall faulty vehicles and provide compensation to those affected.

SIGNATURE: _____

Thank
you

(Please fill out both sides of form)

See enclosed article.

June 11, 1998

PRIVILEGED AND CONFIDENTIAL

RE: YOUR FILE #:
ASSURED :
ADDRESS :
Date Of Loss :
FRC FILE # :

2952

ASSIGNMENT

The above captioned matter was assigned in order to conduct an investigation to determine the origin and cause of the fire that occurred on May 8, 1998 and damaged the captioned vehicle and residence.

DETAILS

The investigation was conducted on May 11, 1998. Present during the investigation was Mr. Ray Davis an investigator for Ford Motor Company.

DESCRIPTION OF THE VEHICLE

The vehicle that was examined was a 1992, Lincoln, Towncar, automobile, White in color, with 4 doors, and 2 wheel drive. The vehicle was identified further by: VIN# 1LNLM81W3NY752533 and 1999, Florida, TAG # RRV 882.

PHYSICAL EXAMINATION

EXTERIOR

Inspection of the vehicle exterior revealed that the fire was initiated in the drivers side or left front of the vehicle engine compartment with flame spread toward the rear of the vehicle with penetration into the passengers compartment primarily through the

3713 1144

windshield. Fire patterns observed on the surrounding structural components of the residence also confirm flame spread from the left front of the vehicle.

ENGINE COMPARTMENT

Inspection of the engine compartment revealed a 4.6 liter, 8 cylinder, fuel injected gasoline engine. The majority of the damage appears on the drivers side of the engine compartment with damage to the rear half of the fiberglass valve cover. The other side of the engine, though damaged, exhibited evidence of rubber hoses and other combustible materials such as plastics, etc. The rubber hoses normally found extending from the ends of the metal fuel lines to the fuel rail assembly had burned away during the fire sequence allowing a small amount of fuel spillage that damaged the valve cover aft of the fuel line position. Below the master brake cylinder, at a position just above the steel frame, a brake system pressure switch was located that exhibited melting of it's metal components.

PASSENGER COMPARTMENT

Inspection of the passengers compartment revealed flame penetration through the windshield and to a smaller extent through some of the cutouts through the engine compartment firewall. There was no evidence of initiation of the fire sequence in the passengers compartment.

FUEL SYSTEM

Inspection of the fuel system revealed no evidence of rupture of the fuel tank or failure of the metal fuel lines from the tank to the engine compartment. There was no evidence of involvement of the fuel system in the initiation of the fire sequence.

ELECTRICAL SYSTEM

Inspection of the electrical system revealed no evidence of fault or failure in any of the wiring observed in the vehicle. The wiring in the area of fire origin did exhibit some annealing of copper connectors in the wiring harness adjacent to the area of the brake system pressure switch. The battery was melted from external flame impingement.

FIRE PATTERNS

Fire patterns were observed emanating from the area adjacent to the brake system pressure switch where a distinct truncated cone fire pattern was observed on the firewall with communication of the fire to wiring insulation, rubber hoses, other plastic components, brake fluid from the master cylinder, the aluminum hood and passenger compartment seats, headliner, etc.

SAMPLES

The entire 1982 Lincoln Towncar remains was taken into evidence.

SUMMARY

Analysis of the fire patterns, combined with observation of the several systems and areas of the vehicle has revealed that the fire initiated in the area of the brake system pressure switch located below the master cylinder on the drivers side of the engine compartment with flame spread upward and outward from that point.

Other information received from Island Lincoln Mercury indicates that they have had two (2) other Lincoln Towncars catch fire at their facility. One (1) was in the shop at the time the fire started and the other was in the service dept. parking area. The fire in the vehicle in the shop area was observed to have started from the ignition of brake fluid that had saturated the electrical connector to the brake system pressure switch located below the master brake cylinder, shorting across the connector. The fluid had come from a leak in the pressure switch. The other vehicle fire started in the same area. From looking at the 1982 Lincoln Town Car electrical & vacuum troubleshooting manual it was learned that the brake system pressure switch is always energized.

It is the opinion of this organization that the fire is, in all probability, the result of a fluid leak in the brake system pressure switch that allowed brake fluid to saturate the electrical connector to the switch, shorting out the connector, thereby, initiating the fire sequence.

PHOTOGRAPHIC INDEX

1. View of the rear of the vehicle sitting in the garage.
2. View of the vehicle license tag for identification.
3. View of the passengers side rear of the vehicle looking forward.
4. View of the drivers side rear of the vehicle looking forward.
5. View of the drivers side front of the vehicle showing more damage to the drivers side than to the passengers side.
6. View of the engine compartment prior to debris removal.
7. View of the drivers side of the engine compartment prior to debris removal.
8. View of the drivers side of the engine compartment after debris removal.
9. View looking toward the firewall on the drivers side of the engine compartment. The arrow points toward the remains of the brake system pressure switch.

10. Close-up of the brake system pressure switch remains. (Arrow)

I have appreciated being of service to you and trust that this report is sufficiently complete. If, however, more detailed descriptions, additional information or photographs are needed, please advise.

Respectfully submitted,

ENCLOSURES
Enclosures
CC: File

3713 1147

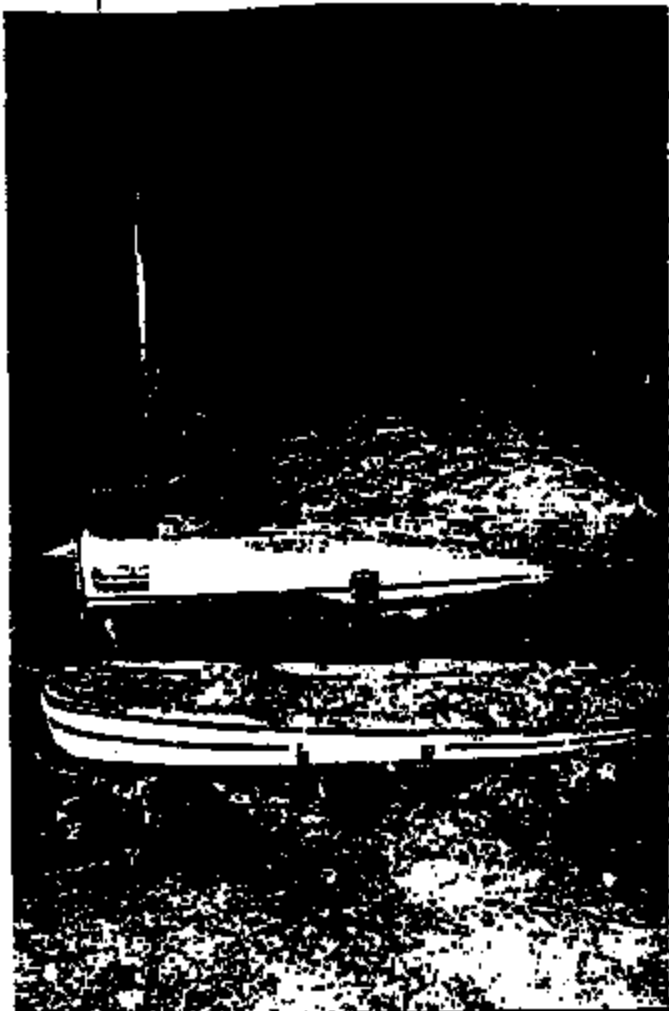
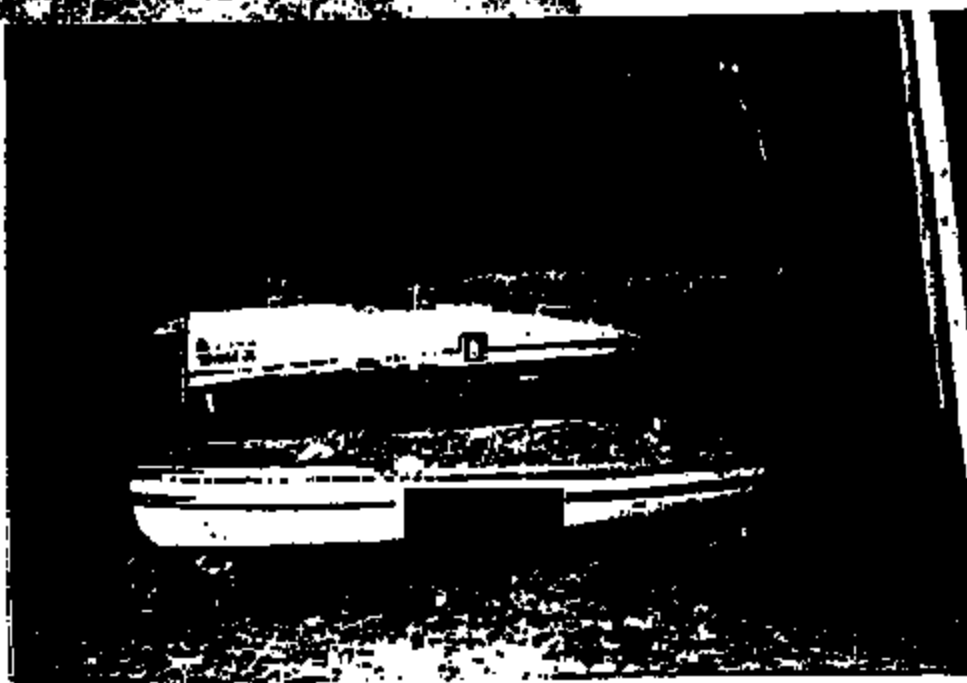
PHOTOS

Assured _____

Claimant _____

Date/Time Photographs: _____

By: _____

Picture # 1
Description (V) ☐Picture # 2
Description (H) ☐

JUN 19

PHOTOS

PHOTOS

Insurer

Assured

Claimant

Date/Time Photographs

By

Picture # 3
Description (V)



Picture # 4
Description (V)



3713 1148

PHOTOS

Assured _____
Claimant _____
Date/Time Photographs: _____
By: _____



Picture # 5
Description (V)

Picture # 6
Description (M)



JUN 15

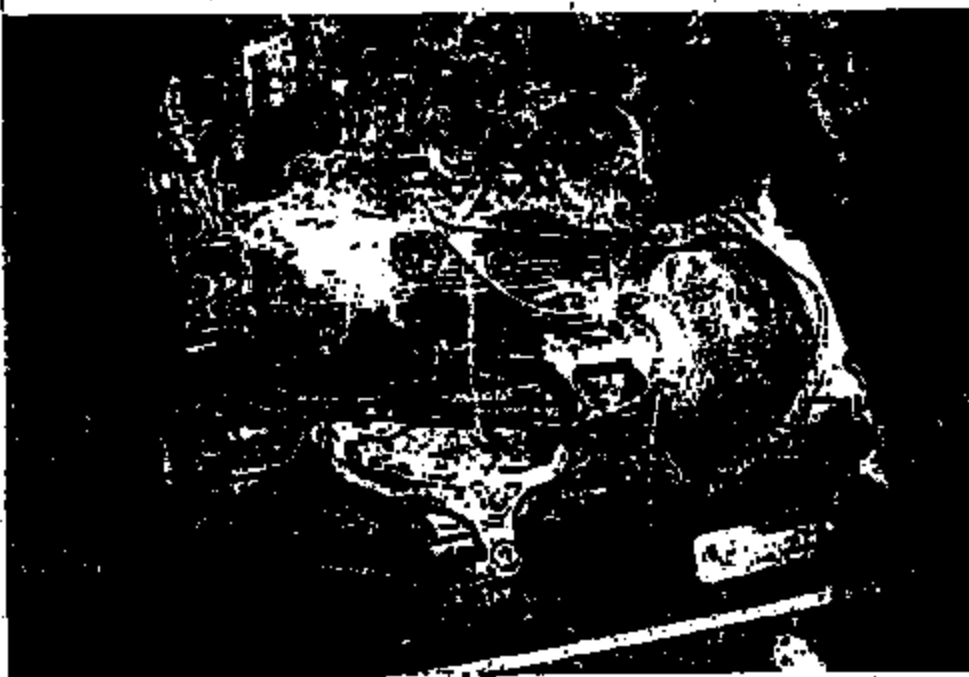
4/15

PHOTOS

Insurer _____ Assured _____

File No. _____ Claimant: _____

Date of Accident: _____ Date/Time Photographs: _____

Picture # 7 ▲
Description (H) .Picture # 8
Description (H) ▼

3713 1151

PHOTOS

Insurer _____ Assured _____
File No. _____ Claimant _____
Date of Accident _____ Date/Time Photographs _____



Picture # 9 ▲
Description (H)

Picture # 10 ▼
Description (H)



87-470632

Narrative:

PRELIMINARY INFORMATION

I was notified of this incident via telephone by the alarm office. At the time I was the on call investigator. Making a request for an investigator was A/L. Doelling of Engine Company 32. While responding to the incident the weather was clear with a breeze from the south at approximately 10 MPH. Post investigation ultimately eliminated the weather as a cause to this fire. Upon arrival I made contact with fire crews who advised that the fire was extinguished with out incident or injury. At that time the scene was turned over to me for investigation purposes.

ACTIONS AND OBSERVATIONS BY INVESTIGATOR

Prior to examining the vehicle I took 35mm photographs. Additional photographs were taken during the course of my investigation. After photographing the scene I did an area search for any suspicious container or incendiary devices. I found nothing of evidential value during this search. The following observations were noted:

- * the vehicle appeared to be in good condition consistent with its year
- * a large burn hole was noted on the engine compartment hood
- * the burn through was above the area where the master cylinder was located
- * the most damaged area of the engine compartment was in the area of the master cylinder
- * inspection of the under side of the hood noted burn damage from a slow burning fire, damage was consistent with a fire starting near the fire wall around the brake system. No signs of spraying fuel or fuel under pressure was noted on the under side of the hood
- * no electrical fault could be found that would have caused this fire. Any damage to wiring was as a result of the fire and not a fault
- * no major collision damage was noted to the vehicle
- * the owners told me that the vehicle was serviced for a brake problem the exact problem was not known.

CONCLUSION

Based upon investigation at the scene along with information provided this fire was determined to be accidental in nature, being started by a brake fluid leak in the area of the master cylinder. The brake fluid was most likely started by the heat of the exhaust manifold.

INCIDENT NO. 12-24-97 6 21:29 21:38 4 20 C

Situation Found 13 PPU 562 Ignition Factor: 51 Mobile Pt. 11 Injured: 0 Deaths: 0

Street No. Street Name: Zip:

Property Values: 20,000 Property Loss: 10,000 Contents Value: 0 Contents Loss: 0 Est. Loss: 10000

Investigator: David Pflig Invest. call time: 21:47 Invest. Comp. time: 22:44 Date Recd: 12-16-97 Investigator E:

Lead Agency: PBCFR Other Agency: PBCO Deputy Name: Other Agency Rpt. No.

Juvenile Referral: Arrest: Photos Taken: yes Sample(s) Collected: 0 Status: Cleared

Owner: Occupant: N/A

Owner Address: Company Address:

Property Description:

The property involved in this fire is a 1993 Lincoln Town Car. The vehicle identification number is 1LNLM1W2N7718272. The Florida assigned tag to the vehicle was HPTW-788. The vehicle was parked in the driveway of the listed address facing east. The vehicle was gray in color.

Area of Fire Origin:
Engine Compartment

Synopsis:

Based upon my investigation at the scene, along with information provided by first in fire crews, this fire was determined to be accidental in nature. It started from a brake fluid leak in the area of the master cylinder.

May 29, 1998

ATTN:

RE: Company Claim No.:
 Insured:
 Location:
 City:
 Phone:
 Address Investigation:
 City:
 Phone:
 Loss Date:
 Our File No:

May 22, 1998

PRIVILEGED AND CONFIDENTIAL
SUBMITTED WITHOUT PREJUDICE

Dear [REDACTED]

Our investigation into the above captioned loss has been completed. The following will report our findings.

CONCLUSIONS:

From the physical evidence found during our investigation of this loss, we determined this loss to be electrical in nature with subrogation potential. This risk appears to be another in a series of Lincoln Town Cars that are of the same identity starting on the drivers side fender well area.

ENCLOSURES:

1. IDA, INC.
2. each 35 mm colored photographs of risk, damage and investigative findings.
3. Automobile Inspection Report
4. Evidence Disposition Form.

CONSENT TO INVESTIGATION:

The consent to search was sent to the owner,
forwarded to your office for review as soon as we receive it.

l, and will be

INTERVIEW STATEMENT:

Discussion with Mr. He states he and his neighbor (7797) were sitting in front of his screened garage enclosure when they heard popping noises and then seen smoke. Gunther got the garden hose while I tried to get the hood open and back the car out of the garage. This happened around 11:00 a.m. He states he had no work done since the brakes were put on last December. I do my own work and the car never even leaked a drop of oil.

OFFICIAL REPORTS:

yw.

10-21-88 10:27AM P003 B01

3713 1150

ENGINEERING REPORTS

MECHANICAL:

This was inspected by [redacted] Certified Fire Investigator. This risk has an intact V-8 engine with all added on components such as the alternator, emission pump and air conditioner compressor still operational after the loss.

All fluid levels are full and clean with the exception of the master brake cylinder where the plastic reservoir for the fluid burned away during the ensuing fire. We found no mechanical reason this loss should have occurred especially after the owner stated it had sat approximately 12 hours prior to noticing the ensuing fire.

ELECTRICAL:

This was inspected by [redacted], Associate Electrical Engineer. This risk has a 12 volt direct current storage system and we found 12.59 volts at the initial time of our inspection. The cables were cut after the ensuing fire by the fire suppression company. This loss is determined to be electrical in nature and will be researched to the fullest at a future time.

RISK:

The risk is a 1992 Lincoln Town Car with a V-8 engine and automatic transmission. This risk reveals no prior body damage other than the ensuing fire.

This risk has a matching set tires, rims and hubcaps. This risk is worth approximately \$10,000.00 according to N.A.D.A.

INVESTIGATION:

We found this risk at _____ ry in _____, Florida. We secured all loose parts and secured the electrical cables as best we could for transport.

Due to the excellent condition this risk is in we are notifying the National Highway Safety Transportation Board, Ford Motor Company, the testing company our firm uses and Allstate officials and other insurance companies with a vested interest to obtain the best research team available for the inspection of this as a co-sponsored team to determine where this loss occurred in this specific vehicle and hopefully in the other 20 or 25 or more vehicles that are found within the state of Florida and other states causing extensive property damage.

The best inspection team will be assembled for visible and microscopic testing of this specific vehicle to determine the exact origin of this cause of which myself and others feel this is going to be a 98% positive chance to determine where and how all of the rest of these Lincoln Town Cars are burning and causing not only property damage but bodily injury.

Due to the Nalley Supreme Court decision it is imperative that Ford Motor Company be allowed to inspect or be present and photograph at the same time our destructive testing is done. If this is not done properly, subrogation will not be allowed to use our findings in any court in this land.

The set of keys were given to the wrecker driver who in turn turned them over to our personnel when it arrived at our office and is secured. This risk will be kept under secured conditions and will not be touched until June 23, 1998 at 10:00 a.m.

It is for this reason I feel that we only have one shot at this because of the minor damage this specific risk has suffered. We feel we can identify the exact component failure to be able to tie all the rest of these in.

EVIDENCE:

1992 Lincoln Town Car

PHOTOGRAPHS:

Photographs document our findings. These photographs are placed in sequence and will assist your review, not necessarily in the order taken.

OTHER:

REMARKS:

Our file activity is complete. We are now retiring our file and submitting our invoice for services rendered. Should further information become available after the completion of this file that may become pertinent to this case, please forward it to our office for consideration.

Thank you for allowing us to serve you in this matter. I trust we may assist you in the future. Please contact our office should you have further questions regarding this file.

Very truly yours,

✓ Certified Fire Investigator



U.S. Department
of Transportation
National Highway
Traffic Safety

Auto Safety Hotline Vehicle Owner's Questionnaire

NATIONWIDE 1-800-424-9393
DC METRO AREA (202) 366-0123
NHTSA MFT: (202) 366-0123 dot.gov

FOR AGENCY USE ONLY 141

Date Received

6 Jan 1998

Call or

or

or

or

Reference No.

820316

Number

54

Home Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date

VEHICLE INFORMATION

Vehicle Ident. No. (VIN)

Location at source of

1LNLM81W0N

Vehicle Make

LINCOLN

Vehicle Model

TOWN CAR

Vehicle Year

1992

Current odometer reading

Purchase Date

Owner's Name

Engine Size

KID/CC/L

No Cylinders

☐ New ☒ Used

City

State

Zip Code

Transmission Type

☐ Manual☒ Automatic

Antilock Brakes

☒ Yes☐ No

Restrain System

☐ Over-ride Airbag☐ Passenger Airbag☐ 3-Point Belt☐ Manual☐ 2-Point Belt

Cruise Control

☒ Yes☐ No

Drive Train

☐ Front☐ Rear☐ 4-Wheel

Vehicle Type

☐ Car☐ Van☐ Other

Body Style

☐ 2-Door☐ 4-Door☐ Station Wagon☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component

08500000

Part Name(s)

ELECTRICAL SYSTEM:IGNITION

Location

☐ Left☐ Right☐ Front☐ Rear

Failed Part(s)

☐ Original☐ Replacement

No. of Failures

Date(s) of Failure(s)

Make(s) of Failure(s)

Vehicle Speed at Failure(s)

Failed Part(s)

Available?

☐ Yes ☐ No

NHTSA Previously

Contacted?

☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

Please describe in detail the incident(s), failure(s), complaint, and injury(s) on the back of this form.

Class

☐ Yes☒ No

Fire

☒ Yes☐ No

Number of Persons Injured

0

Number of Fatalities

Estimated Property Damage

Reported to Police

☐ Yes ☒ No

NARRATIVE DESCRIPTION OF FAILURE(S)/INCIDENT(S)/INJURY(IES)

ELECTRICAL: DROVE CAR 8 HOURS FROM ATLANTA, PARKED CAR IN GARAGE. TWO HOURS LATER, SMELLED SMOKE, AND THE CAR WAS ENGULFED IN FLAMES AND GARAGE WAS ON FIRE. CAR WAS TOTALED. THE CAUSE OF THE FIRE HAS NOT BEEN DETERMINED.

*AK

CONTINUE ON BACK OF QUESTIONNAIRE

The Privacy Act of 1974 (Public Law 93-578) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation, your response or a summarized summary thereof may be used in support of the agency's action.

NHTSA Form 101-101

FIRE INVESTIGATION REPORT

"CONFIDENTIAL"

DATE OF FIRE: 12-30-97

CASE NUMBER: 97-140

RUN NUMBER: 1890

TIME OF FIRE: 1837 hrs

INVESTIGATION DATE: 12-30-97

INVESTIGATION TIME: 1926 hrs

FIRE CAUSE: Accidental

DAY OF WEEK: Tuesday

LOCATION:

DESCRIPTION: 1992 Lincoln Town Car / Single Family Dwelling

VIN: 1LNLMATW3NY

TAG:

DOLLAR VALUE: Vehicle \$20,000.00/Total Structure \$120,000.00/\$45,000.00

DOLLAR LOSS: See Above

INSURANCE COMPANY: State Farm

POLICY NUMBER: 881-5189-59

PROPERTY INSURED VALUE: Vehicle Structure \$113,470.00

CONTENTS INSURED VALUE: \$85,108.00

MORTGAGE COMPANY: None

ACCOUNT NUMBER: N/A

OWNER NAME:

RACE: White

SEX: Male

DOB: [REDACTED]

POB: [REDACTED]

ADDRESS: :

.ida

ADDITIONAL OWNERS SEE NARRATIVE:

OCCUPANT NAME:

RACE: White

SEX: Female

LOB: [REDACTED]

POB: [REDACTED]

ADDRESS: :

ADDITIONAL OCCUPANTS SEE NOTES:

FATALITY NAME:

RACE:

SEX:

DOB:

POB:

ADDRESS:

ADDITIONAL FATALITIES SEE NARRATIVE:

ARRESTED NAME:

RACE:

SEX:

DOB:

POB:

ADDRESS:

ADDITIONAL ARRESTS SEE NARRATIVE:

NARRATIVE:

Tuesday December 30, 1997 of the District requested I respond to the above address for the purpose of determining origin and cause of this fire incident.

Upon arrival I met with Captain Poolt, he advised me of the events which occurred to this point. Fire suppression personnel were still on scene performing overhaul operations. I requested Captain Roy from the S County Fire District to respond to this location to assist in this investigation, he did.

The owners of this property (), were across the street at a neighbors house. I went across the street to interview them. They advised me they had just returned home from a trip to Georgia around 4:30 pm. They parked in the garage, removed their suitcases, and went inside the house. After unpacking, sat down to relax in the front room. Mrs. was on the telephone and Mr. was reading a paper. It was approximately two hours after arriving home that the heard a sound in the garage. Mr. went to the passage way door that led to the garage, opened it, and saw flames and heavy black smoke inside the garage. Mr. closed the door, his wife called 9-1-1, and then they exited the structure through the front door. Mr. denies any problems with his car, nor has he had any work performed on the car recently.

I observed and photographed the exterior of the structure and surrounding area beginning at the front and progressing in a clockwise fashion. This is a single story single family dwelling constructed of concrete block. The roof is conventionally framed and is covered with plywood and fiberglass shingles. The structure lies in a east west plane, the front faces south. Heavy fire damage was observed on the south side around the garage area. The remainder of the structure received minor to moderate smoke damage to the soffit areas. Various windows had been broken out by fire suppression for ventilation purposes.

I gained entrance to the interior of this structure through the front door located on the south side of the building. I observed and photographed the interior beginning in the living room and progressing in a clockwise fashion. Minor heat and smoke damage was noted throughout the interior. The damage increased in severity as I proceeded towards the kitchen area. This is the area where the passage door leading to the garage is located.

I now focused my attention to the garage area. This area received heavy fire damage from the ceiling to the floor. This fire damage was fairly uniform throughout the garage area with the exception of the area directly over the car. A 1992 Lincoln Town Car was observed inside the garage, the front facing the north wall. Deep charring was noted above the car on the bottom of the roof trusses. This charring directed my attention to the car itself. A closer inspection of the car revealed the engine compartment hood was partially consumed, more on the left side than the right. The remainder of the exterior of the car was burned uniformly and consistent with fuel

loads in and around the car. The interior of the car received heavy fire damage throughout. The dashboard was consumed and the seats were consumed on the tops of the seat backs. The lower portions of the interior were damaged by the fire but were still intact. Window glass in the car had heavy carbon buildup and crazing. Interior fire damage was most severe towards the front of the passenger compartment.

The car was pulled from the garage by Kanff's Towing. I continued my inspection of the car outside of the garage. I performed layering of the engine compartment area. The rubber products within the engine compartment including the rubber portions of the fuel lines had turned to charcoal or was completely consumed, with the exception of the radiator hoses. Heat and fire damage was more severe on the left side of the engine compartment. The wheelwell on the left side was consumed as well as all of the components that were located in that area (fuse box, electrical circuits, etc.). The body to frame rubber mount on the left side was also burned away.

In conclusion, due to the facts and evidence noted at the fire scene, this fire will be classified as an accidental fire. The area of origin of this fire is the 1992 Lincoln engine compartment on the left side. The exact ignition source for this fire was not identified, although, due to the information and evidence I feel this fire would be consistent with an electrical malfunction within the engine compartment itself.

This case will be considered closed unless further information is obtained that would warrant its re-opening, at which time a supplement report will be added to this file.

11

TO:

RE:

REPORT

VEHICLE EXAMINED:

The vehicle was a 1992 Lincoln Town Car with the VIN
1LNLM81W2NY [REDACTED]

LOCATION:

The vehicle was located at the residence of the owner. This was the same location at which the vehicle was examined.

PURPOSE OF EXAMINATION:

The purpose of this examination was to determine the cause and origin of the fire the vehicle suffered.

PRELIMINARY:

The vehicle was identified by its VIN, year, make and model.

I was informed that this vehicle had suffered the same type of damage to the same location as a number of others in this area. Fire Marshal Anderson supplied the VINs on the affected vehicles and these vehicle were all within a relatively narrow range in the number sequence.

There are also two other vehicle of like make, model and similar circumstances of the fire occurred in the FL. area. One on the west coast in the Naples area and the other in the Jacksonville area. I also had a 1996 Lincoln Town Car that had similar damage and circumstances in the Boston Ma. area.

The circumstances of this fire was that the vehicle was parked in the garage two hours before the fire. The owner had passed by the front driver's side of the vehicle a number of times after the vehicle was parked. He stated he was unloading their baggage during this time.

Both the owner and his wife were sitting in the living room when they noticed smoke at the ceiling area of the house. When the owner went to the garage door and opened it he saw heavy smoke condition in the garage. He also stated he saw flames in the driver's side front wheel well area at this time.

Neither of the owners did not notice any problem with the vehicle prior to the fire. No unusual odors or noises or static on the radio. The vehicle had been driven for a distance on the day of the fire.

EXTERIOR EXAMINATION:

Examining the exterior, I found that the tires on the vehicle were all affected by direct fire exposure damage. The tires and the rest of the exterior was damaged as a result of both the vehicle fire and exposure to the drop fire from the burning garage it was located in.

The heaviest fire damage was to the engine compartment area on the driver's side front. The hood was melted in a manner that pointed to the driver's side front as the area from which the fire spread.

The driver's side front had no ignitable or melting materials left on the fender and bumper. On the passenger side however there was found signs of these ignitable materials being left, damaged, but still in place.

INTERIOR EXAMINATION:

Examining the interior, I found the majority of the damage being in the form of heat and smoke damage. There was direct fire damage to the ceiling and to the area immediately around the fire wall.

All of the indicators pointed to the fire entering the passenger compartment by way of the engine compartment. The avenue of entry was on the passenger side of the fire wall near the heat and vent fan housing.

The electrical wiring and components inside the vehicle were examined. None of these components or wiring were found to have had signs of electrical over heating or shorting. This included the wiring inside the dashboard area of the vehicle. The damage that was found to have occurred to the passenger compartment wiring was in the form of heat and smoke damaging.

ENGINE COMPARTMENT EXAMINATION:

The engine compartment was found to have suffered the most intense fire damage to the driver's side lower front. There was found almost complete consumption of the ordinary combustibles in this area. The other areas of the compartment were found to have damaged combustibles but they were in place and recognizable.

The hood damage, mentioned in the section labeled "EXTERIOR EXAMINATION" also pointed to the lower driver's side of the engine compartment. The area just to the right of this driver's side front area was damaged to a much lesser degree and can be seen in photo number 15.

The electrical wiring and components in the engine compartment vehicle were examined. None of these components or wiring were found to have had signs of electrical over heating or shorting. This included the wiring and cables near the battery. The battery was found not to have been distended or show other signs of over pressurizing.

There was one area that was the exception to the statement made above. The driver's side front lower area was this exception. The wiring in the area and harness that lead to the head light and across the front of the radiator area was the affected wiring. There was a section of the harness that was between the "RELAY CENTER" and the area behind the head light unit that was missing. The wiring that was left was found to have beading on it. This beading is consistent with electrical over heating and or shorting.

CONCLUSION:

ORIGIN OF THE FIRE:

The fire was found to have started in the driver's side lower front section of the engine compartment. The area of origin was in the space between the "RELAY CENTER" and the rear of the head light unit.

CAUSE OF THE FIRE:

The fire was determined, to a high degree of scientific certainty, to have been caused by electrical shorting or over heating in the wiring harness that was located in the area of origin. This harness was found to have been a factory type harness on the ends that were found to have been left.

NOTE:

The exact circuit and wiring that was over heated or shorted could not be determined based on the evidence left. Once there is evidence found that will aid in pinpointing the circuit and wiring involved this information will be forwarded to your office.

Should further information become available after the completion of this examination that may be pertinent to this file, please forward it to my office for review and possible further action.

Should you have any further questions in reference to this file, please do not hesitate to contact my office at your earliest convenience.

Signed by:

Reviewed by:

, CFZI, CFI, ASFE, FL

Senior Forensic Analyst

Member, American Board of Forensic Examiners

North East Association of Forensic Scientists

Society of Automotive Forensic Examiners

From:
To:
Date:
Subject:

.670 <NHT...

VEHICLE OWNER'S QUESTIONNAIRE
=====

Submission Time: February 26, 1998 04:44:33PM

OWNER INFORMATION

NAME:
ADDRESS
Apartment:

TELEPHONE:
EMAIL: .

Have NHTSA send signature card for authorization: Yes

VEHICLE INFORMATION

VIN: 1LNLM81W8N [REDACTED]
MAKE: Lincoln
MODEL: Town Car
YEAR: 1992

ODOMETER: unk
PURCHASE DATE: 05/12/92
NEW OR USED: New

DEALER NAME:
ADDRESS: .

ENGINE SIZE:
CYLINDERS: 08

FUEL INJECTION: on
TURBO:
FUEL TYPE: Gas
ANTILOCK BRAKES: Yes
CRUISE CONTROL: Yes
DRIVETRAIN: Rear
DRIVER AIRBAG:
PASSENGER AIRBAG:
3-POINT BELT: on
MOTOR BELT
2-POINT BELT
BODY STYLE: 4-Door

FAILED COMPONENT(S)/PART(S) INFORMATION

3713 1168

COMPONENT: fuel monitor

PART NAME(S): Electronic component on drivers side fender well of engine compartment

LOCATION: Left Front

NUMBER OF FAILURES: I am personally aware of 3 such vehicles

DATE(S) OF FAILURES: 02/11/95

MILEAGE AT FAILURE(S):

SPEED AT FAILURE(S) parked for at least 5 hours

MANUFACTURER CONTACTED: No

NHTSA CONTACTED: No

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No

FIRE: Yes

DRIVER SIDE AIRBAG DEPLOYED: NA

PASSENGER SIDE AIRBAG DEPLOYED: NA

NUMBER OF PERSONS INJURED: none

NUMBER OF FATALITIES: none

ESTIMATED PROPERTY DAMAGE: 11,000

REPORTED TO POLICE: No

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

DOT NUMBER:

TIRE MANUFACTURER:

TIRE NAME

TIRE SIZE

ADDITIONAL COMMENTS

This is the third vehicle I have investigated with similar type loss. We have nothing left of any electrical or electronic components in this area to identify the exact part that is causing these fires. Thank you

3713 1169

February 28, 1998

ATTN:

RE: Company Claim No.:
 Insured:
 Location:
 City:
 Phone:
 Address Investigation:
 City:
 Phone:
 Loss Date:
 Our File No.:

PRIVILEGED AND CONFIDENTIAL
SUBMITTED WITHOUT PREJUDICE

Dear Mr.

Our investigation into the above captioned loss has been completed. The following will report our findings.

CONCLUSIONS:

From the physical evidence found during our investigation of this loss, we determined this loss to be an accidental electrical fire and within a category of 1450 other vehicles we are aware of.

3713 1170

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

Auto Safety Hotline
Vehicle Owner's Questionnaire
NATIONWIDE 1-800-424-9383
DC METRO AREA (202) 366-0123
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY

Date Received

Order

COPIED

Page

Page

Page

Reference No.

536206

OWNER INFORMATION (Type or Print)

Name

Street No.

No.

City

Academy

State

MS.

Zip Code

Day Time Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date 5.28.98

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side)

1LNLM93W9NY

Vehicle Make

LINCOLN

Vehicle Model

TOWN CAR

Vehicle Year

1992

Current Odometer Reading

67000

Purchase Date

5-14-97

Dealer's Name

TOM WINTERLEY AUTO WORK

Engine Size

4.6L

No. Cylinders

6

Transmission

Automatic

Transmission Type

Manual

Automatic

Antilock Brakes

Yes

No

Restraint System

Overseas Airbag

Passenger Airbag

3-Point Belt

Cruise Control

Yes

No

Drivetrain

Front

Rear

4-Wheel

Vehicle Type

Car

Van

Motorcycle

Body Style

3-Door

4-Door

Station Wagon

Pick Up Truck

Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component

WIRING

Part Name(s)

SHORT CIRCUIT IN WIRING HARNESS

Location

Left

Right

Front

Rear

Failed Part(s)

Original

Replacement

Date of Failure

5-30-98

Date(s) of Failure(s)

5-30-98

Mileage at Failure(s)

67,000

Vehicle Speed at Failure(s)

0

Failed Part(s)

Available?

Yes

No

NHTSA Previous

Contact?

Yes

No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form)

Crash

Yes

No

Fine

Yes

No

Number Persons Injured

0

Number of Fatalities

0

Estimated Property Damage

\$16,039.84

Reported to Police

Yes

No

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

If a recent defective or failed tire, please provide the following: DOT Number, Tire Manufacturer, Tire Name, Tire Size (include all numbers and letters). This information not required for normal operation tires.

DOT

Manufacturer

Tire Name

Complete Tire Size



U.S. DOT safety standard code
The number may be on the inner side of the tire and have up to 11 letters and numbers. Usually located near rim flange on side opposite whitewall or on either side of blackwall tire.

TIRE MANUFACTURER

The Privacy Act of

1974

50 U.S.C. 552a

25 U.S.C. 2201

Information is requested pursuant to authority vested in the National Highway Traffic Safety Act and the National Highway Traffic Safety Administration. Your response may be used to assist the NHTSA in determining whether a manufacturer is in violation of the NHTSA process and administrative requirements or approval against a manufacturer, your response is not a statement of opinion or approval against a manufacturer.

ON 4-30-98 I LEFT MY HOME APPROX. 4:35 PM W/ EG TO 3055 GROCERY STORE WHICH IS 5 BLOCKS FROM MY HOME. I TURNED OFF THE RADIO, GOT OUT OF CAR, LOCKED VEHICLE. I WENT INSIDE TO PAY PHONE BILL AND PICK SOMETHING UP FOR DINNER. I WAS IN STORE APPROXIMATELY 10-15 MINUTES WHEN AN ANNOUNCEMENT CAME OVER THE PUBLIC ADDRESS SYSTEM THAT MY CAR WAS ON FIRE. I RAN OUTSIDE AND SAW THE FIRE DEPT. WAS IN ROUTE. I NOTICE SMOKE COMING FROM THE LEFT FRONT ENGINE COMPARTMENT. THE STORE MANAGER AND AN EMPLOYEE WERE BY THE LEFT FRONT TIRE USING FIRE EXTINGUISHER. I SAW NOTICE FIRE WAS DRIPPING ON THE LEFT FRONT TIRE. I UNLOCKED THE DOORS AND PULLED INSIDE HOOD LATCH. SO WHEN I COULD GET THE EXTINGUISHERS UNDER THE HOOD. I WENT TO THE FRONT OF MY CAR TO RELEASE OUTSIDE LATCH, BUT THE FIRE WAS TOO HOT TO OPEN. THE STORE MANAGER PULLED ME BACK AND TOLD ME I WAS IN DANGER. BEFORE THE FIRE DEPARTMENT ARRIVED ON SCENE THE ENTIRE ENGINE COMPARTMENT WAS DESTROYED. I HAVE NOT HAD ANY MECHANICAL PROBLEMS WITH THIS VEHICLE IN THE 11 MONTHS I OWNED IT. I FEEL THIS IS A DEFECTIVE FORD MOTOR COMPANY'S PRODUCT AND I SHOULD BE REIMBURSED FOR MY LOSS. THIS SHOULD BE INVESTED, AND THIS PRODUCT SHOULD BE RECALLED AND CORRECTED IMMEDIATELY BEFORE LOSS OF LIFE OCCURS.

SEE ENCLOSED PHOTOS & DOCUMENTS

JOHN L. WALKER

GREENWOOD, MO

Fold to show Return Address (no stamp needed) Fasten with tape and mail

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL HWY TRAFFIC SAFETY ADMIN

U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NSA-10.1
400 7th Street, S.W.
Washington, DC 20590

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

3713 1172

FIRE INVESTIGATION REPORT

GREENWOOD FIRE MARSHAL'S OFFICE

GREENWOOD, MISSISSIPPI

☐ CommercialDate of Report 5-4 1998 Time _____☐ Residential

Weather Conditions During Fire _____

☒ Other Auto

Officer in Charge of Fire: _____

Name of Owner _____ Address _____

Name of Occupant Same Address SameAddress of Fire 410 W. Park Ave. Date of Fire 4-30-98 19____ Time 1710Point of Origin Under hood on driver's side Cause of Fire Suspect short circuit inwiring harnessConstruction: Wood, Stone, Brick, Other: N/ASmoke Detector or Other Alarm Device N/AEstimated Value of Building: N/A Contents: N/AVehicle (If Involved) Lincoln 92

MAKE	MODEL	YAC NO.	OWNER	EST. VALUE
<u>Lincoln</u>	<u>92</u>			

Estimated Damage to Property: 600Insurance Information: Agency Farm BureauAmount: Building N/A Contents N/ADeaths (Names): NoneInjuries: NoneDisposition: Accidental ☒ Undetermined ☐ Incendiary ☐

Arrests: _____

Date Investigation Closed: 5-4-98Investigating Officer: Malcolm Harris, Deputy Fire MarshalApproved: Malcolm Harris, Deputy Fire Marshal

(Witnesses and Statements on Reverse Side)

3713 1173

GREENWOOD FIRE DEPARTMENT

RUN REPORT

DISPATCHER

DATE 11/17/81

TIME ALARM RECEIVED 11:53

ALARM RECEIVED BY 511

STREET & NUMBER

1000 State Street Center

OUTSIDE CITY LIMITS

WORKING TIME 58 mins

ENGINES ANSWERING

☐ NO. 1

☐ NO. 2

☐ NO. 3

☐ NO. 4

☐ NO. 5

☐ NO. 6

☐ NO. 10

☐ NO. 11

☐ NO. 12

☐ NO. 13

☒ NO. 14

☐ NO. 15

☐ NO. 16

☐ NO. 17

FIRE IN BUILDING OR DWELLING

OWNER

ADDRESS

OCCUPANTS

PUMP TIME

NO. 10

NO. 11

NO. 12

NO. 13

NO. 14

NO. 15

NO. 16

NO. 17

WATER USED 75 gals

FEET OF LADDER USED 0

FEET OF HOSE LINE USED

NOZZLE

SIZE

FEET

1"

Booster

25

1-1/2" Lines

2-1/2" Lines

3" Lines

OTHER EQUIPMENT USED

Hux box

hose, clips

CONSTRUCTION

USED AS

CAUSE

VEHICLE FIRES

OWNER

ADDRESS

MAKE

1981 Lincoln

TOWN CAR

TAG NO

CAUSE

Investigation

12-1-81 11:53 AM 8304 NY

OTHER FIRES OUTDOORS

GRASS

☐ OTHER

GARBAGE BOX

☐ CAUSE

1/2 EXTINGUISHED

Booster line - 75 gals

ALARM WHERE THERE WAS NO FIRE - EXPLAIN

REMARKS

ON DUTY

STA. 1

STA. 2

STA. 3

C. McDaniel

Capt. Bland

1st Lieut.

F. Montez

STA. 3

3713 1174

5500

STANDARD NUMBER 7-200

15-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-105

4-11-1984 11:45 AM

MILITARY FILE

STATE OF MISSISSIPPI

EMPLOYER AND OCCUPATION OF SCHOOL

PLANE 2043N

STATE WEAPONS INVOLVED (KNIFE, PISTOL, ETC.)

1 COLOR TOP-BOY

File: ON: 5/c

KEY ASSOCIATED
LEAD

VALUE

DATE: NOV 21 1964

COLOR TOP-85V

100

KEYS ACCOUNTS
FOR?

1000000

247

2012-11-19

[illegible]

१४८२३

1	Y	Y
---	---	---

Y	Y
---	---

Y	Y
---	---

The diagram shows a rectangular circuit loop. On the left vertical wire, there is a battery symbol consisting of four cells, each represented by a long vertical line and a shorter, thicker vertical line. On the right vertical wire, there is a battery symbol consisting of four cells, each represented by a long vertical line and a shorter, thicker vertical line. The top and bottom horizontal wires connect the two vertical wires. Two light bulbs are connected in parallel across the top horizontal wire. Each light bulb is represented by a circle with a cross inside. The first light bulb is connected between the left vertical wire and the top horizontal wire. The second light bulb is connected between the right vertical wire and the top horizontal wire.

✓ ✓

PK



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

Auto Safety Hotline Vehicle Owner's Questionnaire

NATIONWIDE 1-800-424-9393
DC METRO AREA (202) 368-0123
INTERNET: <http://www.nhtsa.dot.gov>

Form Approved 02-21-90

FOR AGENCY USE ONLY 112

Date Received

2 Dec 1997

Reference No.

819621

Alt Number

Home Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☐ NO
In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) *Location of VIN: on driver's side, below the hood* **1LNLM82W5HY** Vehicle Make **LINCOLN** Vehicle Model **TOWN CAR** Vehicle Year **1992** Current Odometer Reading **112**

Purchase Date

Dealer's Name

Eng. No. & Size

ICR/CCL

No. Cylinders

☐ New ☒ Used

City

State

Zip Code

Transmission Type

☐ Manual

☐ Automatic

Antilock Brakes

☐ Yes

☒ No

Restraint System

☐ Overhead Airbag

☐ Passenger Airbag

☐ 3-Point Belt

☐ Metered

☐ 2-Point Belt

Cruise Control

☐ Yes

☒ No

Drive Train

☐ Front

☐ Rear

☐ 4-Wheel

Vehicle Type

☐ Car

☐ Van

☐ Other

☐ Sports UR

☐ Truck

☐ Motorcycle

Body Style

☐ 2-Door

☐ 4-Door

☐ Convertible

☐ Part 16 Truck

☐ Other

FAILED COMPONENT(S) INFORMATION

Component **08100000** Part Name(s) **ENGINE** Location ☐ Left ☐ Right ☐ Front ☐ Rear Failed Part(s) ☐ Original ☐ Replacement

No. of Failures

Date of Failure(s) **26-NOV-97**

Mileage at Failure(s) **87**

Vehicle Speed at Failure(s)

Failed Part(s) Available?

☐ Yes ☐ No

NHTSA Previous Complaint?

☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

Please describe in detail the accident, failure, complaint, and injury on the back of this form.

Crash? ☐ Yes ☒ No Fire ☒ Yes ☐ No Number of Persons Injured Number of Fatalities Estimated Property Damage Reported to Police ☐ Yes ☒ No

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

WHILE PARKED THE VEHICLE CAUGHT ON FIRE IN THE ENGINE COMPARTMENT. CAUSE UNKNOWN. PLEASE PROVIDE FURTHER DETAILS. *AK

12/20/97

CONTINUE ON BACK IF NEEDED

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your responses may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response or a statistical summary thereof may be used in support of the agency's action.

4-750-10-90-2-97

THIS INFORMATION WILL BE SUSPENDED - RELATED TO COMPLAINT
FIRE IN FRONT OF ENGINE COMPARTMENT JFA

3713 1176

From:
To:
Date:
Subject:

to <NHTSA>, ...

VEHICLE OWNER'S QUESTIONNAIRE
=====

Submission Time: July 1, 1998 10:20:13AM

OWNER INFORMATION

NAME: [REDACTED]
ADDRESS: [REDACTED]
Apartment
Orlando, FL [REDACTED]

TELEPHONE:
E-MAIL:

Have NHTSA send signature card for authorization: No

VEHICLE INFORMATION

VIN: 1LNLM82W4N [REDACTED]
MAKE: LINCOLN
MODEL: TOWN CAR
YEAR: 1992

ODOMETER: 120000
PURCHASE DATE: 2/14/97
NEW OR USED: Used

DEALER NAME:
ADDRESS:

ENGINE SIZE:
CYLINDERS:

FUEL INJECTION: on
TURBO:
FUEL TYPE: Gas
ANTILOCK BRAKES: Yes
CRUISE CONTROL: Yes
DRIVETRAIN: Rear
DRIVER AIRBAG: on
PASSENGER AIRBAG: on
3-POINT BELT:
MOTOR BELT
2-POINT BELT:
BODY STYLE 4-Door

3713 1177

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT: ENGINE

PART NAME(S):

LOCATION:

NUMBER OF FAILURES:

DATE(S) OF FAILURES: 8/24/98

MILEAGE AT FAILURE(S):

SPEED AT FAILURE(S) N/A

MANUFACTURER CONTACTED: No

NHTSA CONTACTED: No

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No
FIRE: Yes

DRIVER SIDE AIRBAG DEPLOYED: NA
PASSENGER SIDE AIRBAG DEPLOYED: NA

NUMBER OF PERSONS INJURED:
NUMBER OF FATALITIES:
ESTIMATED PROPERTY DAMAGE:

REPORTED TO POLICE: No

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

DOT NUMBER:
TIRE MANUFACTURER:
TIRE NAME:
TIRE SIZE:

ADDITIONAL COMMENTS

PARKED CAR IN A PARKING LOT AND SOME 30 MINUTES, THEREAFTER, VEHICLE CAUGHT ON FIRE WHICH ORIGINATED IN THE ENGINE.

FIRE WAS AT LEFT FRONT WHEEL AREA, MELTED MASTER CYLINDER

1:02 PM 10/22 JPT

Aut

Member Travelers Group

Let's Mary, FL 32788-4417

November 10, 1988

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
400 Seventh St SW
Room 5328 NSA-12
Washington, DC 20590

Our Claim Number:
Date of loss: 08/24/88
Insured: .

Dear John Abbott:

This letter is in regards to the engine fire involving the 1982 Lincoln Town Car. I am enclosing the fire report from Orlando Fire Department and a copy of our appraisal of the vehicle which indicates it was a total loss.

If you need anything additional please contact me at .

Sincerely,

Claim Representative

11-10-88 02:08PM 7301 207

3713 1179

AUTO AND HOME INSURANCE

**** FOR ANY QUESTIONS REGARDING VEHICLE REPAIRS, CONTACT YOUR APPRAISER ****
 ***** FOR ANY OTHER QUESTIONS, CONTACT YOUR CLAIM REPRESENTATIVE *****

CD LOG NO

0

06-25-98 1:09 PM

ESTIMATE

CLAIM INFORM

CLAIM #
 COMPANY D/R 06/24/98 D/A 06/24/98
 INSURED
 CLAIMANT
 FILE HANDLER
 LOSS PAYEE

POLICY #
 CLM REP/AGENT 276 KAM 407-804-60
 LOSS DATE 06-24-98
 LOSS TYPE COMPREHENSIVE
 FILE #
 ACCT # PTL-900-DN-R0C

INSPECTION

TYPE FIELD
 APPRAISER NAME
 WORK PHONE
 ADDRESS
 CITY STATE LAKE MARY, FL
 ZIP

FAX
 INSP DATE 06-25-98
 LOCATION SADISCO
 CITY STATE

OWNER

ORLANDO FL 32837-
 LT

WORK#
 HOME#

REPAIR

ATTN
 *****TOTAL LOSS*****

SHOP LIC# 9999999999
 CAR IN

VEHICLE

1992 LINCOLN TOWN CAR SIGNATURE 4 DR SEDAN
 8CYL GASOLINE 4.6

OPTIONS

ANTI-LOCK BRAKE SYSTEM
 KEYLESS ENTRY SYSTEM

PASSENGER SIDE AIR BAG

BODY COLOR WHITE
 CONDITION GOOD
 LICENSE # FL
 LICENSE STATE FL

MILEAGE 0
 VIN 1LNLM82W4NT
 CODE Q516
 VEN INSP #

REMARKS:

THIS VEHICLE IS AN OBVIOUS TOTAL FIRE/LOSS. FRONT END COMPLETELY ENGULFED BY FIRE FROM DASH FORWARD. FIRE STARTED IN ENGINE COMPARTMENT. CAUSE UNKNOWN. SALVAGE ESTIMATE \$600.00. CCC REQUESTED. (REQUEST # 22342681). NO OLD DAMAGE. NO DEDUCTIONS. ODOMETER READING UNKNOWN.

PART	QDE	OPERATION	PRICE	LABOR	RT
MANUAL ENTRIES					
3 DAMAGE ENTRIES		RAI/OK	0.00*	0.0*	SM*

1992 LINCOLN TOWN CAR SIGNATURE 4 DR SEDAN
CLAIM #

06-25-98 1:09 PM

1 ITEMS

FINAL CALCULATIONS & ENTRIES

PARTS

GROSS PARTS
OTHER PARTS
PAINT MATERIAL

ADJUSTMENTS

DISCOUNT

MARKUP

ESTIMATE @ 10%

PARTS TOTAL

TAX ON PARTS & MATERIAL @ 6.0000%

LABOR	RATE	REPLACE HRS	REPAIR HRS
1-SHEET METAL	\$ 28.00		
2-MECH/ELEC	\$ 28.00		
3-FRAME	\$ 28.00		
4-REFINISH	\$ 28.00		
5-PAINT	\$ 15.00		

TAX ON LABOR @ 6.0000%

TAX ON SUBLET @ 6.0000%

SUBLET REPAIRS

TOWING

STORAGE

LESS: DEDUCTIBLE

UNKNOWN-

NET TOTAL

\$ 0.00 TOTAL LOSS

FXN Y/00/00/00/00/00 CUM 00/00/00/00/00 GECCODE: 32811 ORLANDO
ADP PENPRO W0335 ES LOG 462 -0 06-25-98 13:15:22 REL 3.35 CD 06/98
COPYRIGHT, AUTOMATIC DATA PROCESSING, INC. 1998

THIS ESTIMATE HAS BEEN PREPARED BASED ON THE USE OF CRASH PARTS
SUPPLIED BY A SOURCE OTHER THAN THE MANUFACTURER OF YOUR MOTOR VEHICLE.
THE AFTERMARKET CRASH PARTS USED IN THE PREPARATION OF THIS ESTIMATE ARE
WARRANTED BY THE MANUFACTURER OR DISTRIBUTOR OF SUCH PARTS RATHER THAN THE
MANUFACTURER OF YOUR VEHICLE.

SUPPLEMENTAL REPAIR CHARGES MAY BE REJECTED
UNLESS APPROVED BY THE TRAVELERS PRIOR TO REPAIRS.
THIS INSTRUMENT IS NOT AN AUTHORIZATION TO REPAIR.
REPAIRS MUST BE AUTHORIZED BY OWNER.
ALL WEAR ITEMS ARE SUBJECT TO BETTERMENT.
FACTORY APPROVED METHODS SHOULD BE USED ON ALL REPAIRS.

062498
INCIDENT NO.CITY OF ORLANDO FIRE DEPARTMENT
FIELD INCIDENT REPORT
ALARM CODE: FFIRE DEPT. I.D.
0701

FD JURISDICTION: 0701 EXP-NO: 00 BY OF MK: 4 DIST: 2 SHIFT: 1A CO. INSP. DIST: 10

CORRECT ADDRESS:

ZIP CODE:

REPORTED ADDRESS:

AVE

CENSUS TRACT: 14603

OCCUPANTS NAME:
BUSINESS/ALDR N

APT: GAR: DOB: TELEPHONE

OWNERS NAME:
ADDRESS:

GAR: DOB: PHONE:

TYPE OF SITUATION FOUND: 13 1130VEHICLE FIRE

TYPE OF ACTION TAKEN: 11 2100EXTINGUISHMENT

MUTUAL AID: NONE

NUMBER OF EACH USED AT THE SCENE

PERSONNEL: 0

ENGINES: 0

AERIALS: 0

OTHER VEHICLES: 0

FIRST DUE RESPONDED FROM: STA 10
KNEX BOX USED:

METHOD OF EXTINGUISHMENT: 10 METHOD UNDETERMINED

CASUALTIES	KILLED	INJURED	RESCUED CONSCIOUS	UNCONSCIOUS
FIRE SERVICE	00	00		
CIVILIANS	00	00		

TYPE OF COMPLEX: 42 APARTMENT (COMPLEX)

FIXED PROPERTY USE:

965 ROAD PARKING PROPERTY

MOBILE PROPERTY USE: 11

PASSENGER ROAD TRANSPORT VEHICLES

YEAR: 92 MAKE: LINCOLN

MODEL: TOWN CAR

LICENSE NO: RMX090

SERIAL NO/VIN:

INVESTIGATORS SECTION REQUESTED: NO

CASE OPEN:

CASE CLOSED: 062498

INVESTIGATORS NAME:

INVESTIGATING AGENCY: 102

NUMBER:

AREA OF ORIGIN: 11 ENGINE/RUNNING GEAR

LEVEL OF ORIGIN: 1 GRADE/ GROUND LEVEL

TERMINATION STAGE: 13 FIRE TERMINATED IN OR AFTER THE FLAME STAGE

EQUIPMENT INVOLVED: 41 FIXED WIRING

YEAR

MAKE

MODEL

SERIAL NO.

VOLTAGE

FORM OF HEAT IGNITION: 23 SHORT CIRCUIT, ARC-WORN INSULATION

TYPE OF MATERIAL IGNITED: 40 PLASTIC

FORM OF MATERIAL IGNITED: 41 ELECTRIC WIRE

IGNITION FACTOR: 54 SHORT CIRCUIT, GROUND FAULT

PAGE 1 OF 3

JUL 27 '98 12:38

4872452512

PAGE 02

11-10-98 03 38PM 2004 87

3713 1182

INCIDENT NO

FIELD INCIDENT REPORT
CONTINUED

STRUCTURE FIRE INFORMATION

CONST. TYPE:
EXTENT OF DAMAGE
FLAME:
SMOKE:DETECTOR PERFORMANCE:
FACTOR IN ALERT:
SPRINKLER PERFORMANCE:
CONTROLLED FIRE:

FACTOR IN SAVING LIFE:

EXTINGUISHED FIRE:

NUMBER OF HEADS OPERATED:

EQUIPMENT USED:

HAND LINES-- BOOSTER: 1-3/4" 3"
SUPPLY : 3" 4" MASTER STREAM-GROUND: AERIAL:

PUMPS (PUMP):

GPM TO CONTROL:

TOT WATER USED: 250

LADDERS-ATTIC: AFRM ROOF: AERIAL: 241 23-30: 251 34-50:

PWR SAW-K12: CHAIN: OTHER:

EXTRICATION-AMKUS: PORTA PWR: OTHER:
EJECTOR: AIR BOTTLE:

EXTINGUISHING AGENT USED: NO

AGENT USED-APF: GAL ALCOHOL FOAM: GAL PROTEIN FOAM: GAL OTHER: GAL
HI-EXP FOAM: GAL WETTING: GAL DRY CHEM: LBS SPEC POWDER: LBS
OTHER AGENT:

INSURANCE INFORMATION

PROPERTY LOSS OCCURRED: YES

CLAIM FILED:

BUILDING OR MOBILE LOSS: MOBILE

AGENT: TRAVELERS

PHONE: 800-843-9383

COMPANY: TRAVELERS

ADDRESS:

CITY:

ST:

POLICY N

INS. VALUE: 10471

ACTUAL VALUE: 10471

AMOUNT PAID: 10471

CONTENTS

AGENT:

PHONE:

COMPANY:

ADDRESS:

CITY:

ST:

POLICY NO:

INS. VALUE:

ACTUAL VALUE:

AMOUNT PAID:

UNINJURED PLOG LOSS:

UNINSURED LOSS-CONTENTS:

UNINSURED LOSS-MOBILE:

TOTAL DOLLAR LOSS: 10471

PAGE 2 OF 3

JUL 27 '98 18:39

4872462512

PAGE 03

11-12-98 11:03PM P005 507

3713 1183

062498

CITY OF ORLANDO FIRE DEPARTMENT
FIELD INCIDENT REPORT REMARKS
ALARM CODE: FFIRE DEPT. I.D.
0701

COMMENTS	UNIT	RECV	DISP	ARRV	AVAIL	G.I.C.	STATUS
1ST DUE	E 10	1331	1331	1336	1415	010	

E-10 RESPONDED TO A CAR FIRE AT PINE SHADOWS CONDOS. ON ARRIVAL WE FOUND THE ENGINE COMPARTMENT FULLY INVOLVED IN FIRE. E-10 PULLED 150 FEET OF 1 3/4" HAND LINE AND EXTINGUISHED THE FIRE USING APPX 250 GALLONS OF WATER. FIRE DAMAGE WAS HEAVY TO THE ENGINE COMPARTMENT, WITH EXTENSION TO THE INTERIOR, WHICH ALSO RECEIVED EXTENSIVE WATER DAMAGE. THE OWNER ADVISED THAT HE HAD NOT EXPERIENCED ANY PROBLEMS WITH THE VEHICLE. THE CAR WAS PARKED FOR APPX 30 MINUTES BEFORE THE FIRE INITIATED./JRC

REPORTED BY

INCIDENT COMMANDER

Entries contained in this report are intended for the sole use of the Fire Dept. Estimations and evaluations made herein represent "most likely" and "most probable" cause and effect. Any representation as to the validity or accuracy of reported conditions outside the Fire Dept. is neither intended or implied.

Reviewed by:

DATE PRINTED: 980707

JUL 27 '98 12:39

4972462512

PAGE 24

TOTAL PAGE 25
11-10-98 12:39PM 7008 807

3713 1184

INCIDENT REPORT
DeKalb County Fire Rescue

SP NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME
00	06	13	98	Saturday	7 00:12:00

NARRATIVE

E16 ARRIVED C18 TO E216 SALEM RD., TO A TWO STORY DWELLING W/ LIGHT SMOKE SHOWING FROM THE GARAGE AREA. UPON INVESTIGATION IT WAS BELIEVED THAT THE ORIGIN OF SMOKE & FIRE WAS COMING FROM THE GARAGE. E16 CREW ADVANCED ONE (1) 1 3/4" LINE INTO THE HOUSE IN AN ATTEMPT TO BLOCK OFF AND EXTINGUISH THE FIRE. UPON FURTHER ADVANCEMENT OF HOSE LINE, THE ORIGIN WAS FOUND TO BE COMING FROM THE SE LINCOLN TOWN CAR PARKED INSIDE THE GARAGE. THE FIRE TO THE CAR WAS EXTINGUISHED AND LIGHT TO MODERATE SMOKE DAMAGE WAS SUSTAINED TO FIRST FLOOR STRUCTURE. E16 USED 100' OF 1 3/4" HOSE LINE AND ONE SMOKE EXTRACTOR AT THE SCENE. NO OTHER STRUCTURES WERE INVOLVED IN FIRE. INVESTIGATOR 601 ARRIVED C18 AND DETERMINED THAT ORIGIN OF FIRE WAS FROM THE AUTOMOBILE. E16 CREW CHECKED FOR FURTHER EXTENSION THROUGHOUT THE STRUCTURE AND FOUND NO OTHER DAMAGE. E16'S CREW RETURNED POWER TO THE STRUCTURE AND THEN E16 WENT AVAILABLE.

3713 1186

April 27, 1998

ATTN: Dan Panipinto

RE: Company Claim No.:
Insured:
Location:
City:
Phone:
Address Investigation:
City:
Phone:
Loss Date:
Our File No.:

PRIVILEGED AND CONFIDENTIAL
SUBMITTED WITHOUT PREJUDICE

Our investigation into the above captioned loss has been completed. The following will report our findings.

CONCLUSIONS:

From the physical evidence found during our investigation of this loss, we determined this loss to be an accidental fire originating within the same area of wiring and electronics we have with other like vehicles.

3713 1187

ENCLOSURES:

1.

INC.

2.

and investigative findings.

3. Automobile Inspection Report

4. Evidence Disposition Form.

5. 1 Drawing of Risk.

CONSENT TO INVESTIGATION:

The consent to search was sent to the owner,
your office for review as soon as we receive it.

, and will be forwarded to

INTERVIEW STATEMENT:

Phone call to; He states that he got to an appointment early and went in to a coffee shop about 15 minutes later and was having a cup of coffee. Someone came in to the coffee shop and said someone's car was on fire. He did not get up to see who's car it was for he is not that kind of person who likes to see someone else's bad luck. A few minutes later he got up to go to his appointment and noticed that it was his car that was on fire. states there has been no work done on his car, except for oil and filter change.

OFFICIAL REPORTS:

A copy of the fire report has been requested from &
will be forwarded to your office as soon as we receive it.

department and

RISK:

This is a 1993 four door white Lincoln Town Car. The risk has a V-8 engine with an automatic transmission, rear wheel drive with keyless entry. The risk appears to be free of prior body damage. We could not access the trunk to verify contents, if any. This risk is worth \$12,600.00 according to N.A.D.A. with approx. 60,000 on the odometer we were told. This risk had matching tires and rims and were fairly new.

ENGINEERING REPORTS

MECHANICAL:

This was inspected by [redacted] Certified Fire Investigator. We found no indications this loss involved any engine component. All add on components such as the alternator, A/C compressor, power steering, A.B.S. brake pump and others were found to be victims to the cause of this loss. We found no mechanical cause that would contribute to or cause this loss. The alternator would not turn as the case melted as shown in photos nine and ten. This same photo combination reveals the top radiator burned but still intact.

ELECTRICAL:

This was inspected by [redacted] A.E.E. This is a 12 volt direct current storage system with both battery terminals connected prior to the loss. We could not measure any stored voltage as the battery was severely damaged by the ensuing fire shown in photo 20. This loss unless confirmed by the lab with new evidence, this loss is like others that completely burn away a two foot section wiring along with electronic modules over the drivers side front wheel well within the engine compartment.

INVESTIGATION:

This was accomplished on April 23, 1998 by

We started with an exterior walk around, as shown in photos one thru five. We found no evidence of prior body damage and there were no scratches or minor dents visible. As shown in photos nine and ten, this loss originated within the engine compartment and burned outward from there. As shown in photos 21 and 22 this loss breached the engine wall and entered the passenger compartment. Photo 24 reveals the ignition key lock is in the "off" position with no keys within, to indicate this risk was not moving or running at the time of this loss. Photos nine thru nineteen indicate this loss originated in an area on the drivers side front engine compartment fender well. We have some evidence of components to relays, primary fuse panel and unaffected wiring on top of the engine. This evidence indicates the engine did not overheat to cause this loss.

We did find some electrical wiring in this area having electrical current going thru it at the time of this loss to help support this as an electrical origin fire. We again could find no evidence of the electronic fuel sensing module or approximately two feet of the wiring harness or relays in this area, as shown in photos 15 and 16. We still have a tire on the passenger front but portions of the rim on the drivers side have melted, shown in photos 13 and 16. This indicates a hot localized fire from this area. The amount of debris found in the passenger compartment front seat area was done by the towing company during recovery.

It is from the physical evidence found and lack of physical evidence that we determined this loss to be centered in and around the fuel sensor and relay units mounted in this area to be our area and point of origin with it's associated wiring to cause this loss.

EVIDENCE:

Wiring harness that will be checked to see if we have additional data not previously found in others.

PHOTOGRAPHS:

27 Photographs document our findings. These photographs are placed in sequence and will assist your review, not necessarily in the order taken.

NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION:

No recalls found during our search. An investigation of this has been initiated by Steve Beretyky.

OTHER:

This loss adds to a list of others this investigator is aware of with like conditions. This loss is similar to the Ford ignition switch problem as it will take a stroke of luck to find a very minimal burn to identify the component failure. A history will force Ford to look at this and try and determine what is causing the losses. Pressure from all insurance companies must be asserted before someone's life is lost.

REMARKS:

Our file activity is complete. We are now retiring our file and submitting our invoice for services rendered. Should further information become available after the completion of this file that may become pertinent to this case, please forward it to our office for consideration.

Thank you for allowing us to serve you in this matter. I trust we may assist you in the future. Please contact our office should you have further questions regarding this file.

Very truly yours,

U

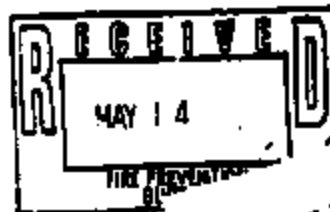
F.F.I.R. # . . . Investigation Narrative DATE - 05/10/98

Fire was located in the carport area in front of [REDACTED] unit [REDACTED]. The structure is a two story condominium building with six units and a carport structure attached to the front. Fire originated in a 1993 Lincoln Town Car (vehicle 1) Florida license number AMA-058 belonging to [REDACTED] unit 102. Fire spread to carport and front of units 101, 102 (exposure 1) and a 1990 Lincoln Town Car (vehicle 2) (exposure 2) belonging to [REDACTED] and [REDACTED] of unit 202 which was parked in front of unit 101. All units except 201 were occupied at the time of the fire.

The fire was discovered by [REDACTED] (casualty 3) of [REDACTED]. [REDACTED] advises he was awake and heard a noise just after 0500 hrs. He investigated and noticed the fire. He called 911 and attempted to notify the occupants of the structure by activating the local fire alarm and pounding on the front doors. He suffered smoke inhalation and was transported by private vehicle to the Cape Canaveral Hospital. [REDACTED] states that he observed fire in the front of vehicle #1 and then it "crowned" into the top of the carport.

Police Officer Ed Silva (casualty 4) was in the area of the Roosevelt School about one block away when the call was dispatched. He arrived on scene and began searching the endangered units. He located [REDACTED] (casualty 1), [REDACTED] (casualty 2), and [REDACTED] trapped in unit 202 by smoke and heat. He led the trapped occupants to the rear of the unit and radioed for assistance. FF/Paramedics Holzman and Willey removed all four via ground ladder. [REDACTED] was transported via ambulance to Cape Canaveral Hospital. [REDACTED] II was transported by private vehicle to the same hospital. Office. [REDACTED] was transported by police vehicle.

Investigator II Ellie Sorel of the State Fire Marshal Office investigated the fire and ruled it accidental. The specific cause of the fire was not determined, but it was



3713 1193

F.F.I.R. #

Investigation Narrative

DATE - 05/10/98

believed to have started in the front of vehicle 1. A propane cylinder stored in a grill with the main valve in the open position contributed to the fire intensity when the main line failed and the relief plug opened allowing burning propane to discharge into the front of Vehicle 1 and against the front wall of unit 101.

Signature

AWS

DATABASE SUMMARY - YTD

Cutoff Date: 30 Nov 1998
Last Load Date: 16 Dec 1998

Request Name: '93 Towncar
Description: Vehicle repair history for '93 Towncar #11m52wopy022977

Date/Time Run: 18 Dec 1998 / 13.52
Date/Time Printed: 21 Dec 1998 / 10.01

Result ID: 46520005
Generated By: AJANOT11

Data Selection Criteria:

Model Year	=	MY_93(1993)
Cost Category	=	All Vehicle Coverages / Contractual[1..7]
Region Sold	=	North America(NA)
Country Sold / Repaired [typed]	=	[USA,USA]
Vehicle Serial Number [typed]	=	022977
Vehicle Line WERS [VL]	=	TOWN CAR (FN36/FN118) [01-97][C/VB]

Report Selection Criteria :

Model Year(s)	=	1993
Rank	=	Cost
Page By	=	
Order By	=	CPSC-5 (Reported)
Minimum Repairs	=	0
Minimum Cost	=	0
Report Option	=	YTD (Claims)
Descriptions	=	Yes

Globalization Information:

Distance Reported	=	Miles
Distance Requested	=	Miles
Currency Reported	=	USD
Currency Requested	=	USD
Currency Exchange Version	=	v2.1

3713 1195

DATABASE SUMMARY - YTD

Cutoff Date: 30 Nov 1998

Vehicle repair history for '93 Towncar #1414422000222977

Currency Reported in: USD

Report ID: 48530005

Page: 2

Print Date: 21 Dec 1998

Print Time: 18.01

Model Year: 1993

Page By:

CPSC's (Reported)	REPAIRS	% Repairs	COST (USD)	% Cost	COST/REP
REARWHL - Not Available	2	40.00	278.58	36.45	139.29
080302 - Front Caliper And Attaching Parts	2	40.00	283.04	37.07	141.52
080301 - Front Brake (Disc)	1	20.00	228.94	30.48	228.94
1993 Report Grand Total:	5		790.56		158.11

END OF REPORT

3713 1196

AWS

DATABASE SUMMARY - YTD

Cutoff Date: 30 Nov 1998
Last Load Date: 16 Dec 1998

Request Name: '92 Towncar
Description: Vehicle repair history for '92 Towncar #1nm51w8ny714787

Data/Time Run: 18 Dec 1998 / 13.60
Data/Time Printed: 21 Dec 1998 / 10.02

Result ID: 48620004
Generated By: AJANOT11

Data Selection Criteria:

Model Year	=	MY_92[1992]
Cost Category	=	All Vehicle Coverages / Contractual[1,7]
Region Sold	=	North America[NA]
Country Sold / Repaired [typed]	=	[USA,USA]
Vehicle Serial Number [typed]	=	714787
Vehicle Line WERS [VL]	=	TOWN CAR (FN36/FN116) [91-97][C/VB]

Report Selection Criteria :

Model Year(s)	=	1992
Rank	=	Cost
Page By	=	
Order By	=	CPSC-5 (Reported)
Minimum Repairs	=	0
Minimum Cost	=	0
Report Option	=	YTD (Claims)
Descriptions	=	Yes

Globalization Information:

Distance Reported	=	Miles
Distance Requested	=	Miles
Currency Reported	=	USD
Currency Requested	=	USD
Currency Exchange Version	=	v2.1

3713 1197

DATABASE SUMMARY - YTD

Cutoff Date: 30 Nov 1998

Vehicle repair history for '92 Towncar #11nln81w8ny714787

Currency Reported In: USD

Result ID: 48528004

Page: 2

Print Date: 21 Dec 1998

Print Time: 10:52

Model Year: 1992

Page By:

CPSC-6 (Reported)

	REPAIRS	% Repairs	COST (USD)	% Costs	COST/REP
070180 - Automatic Transmission/Transaxle Sh	8	21.62	8,211.88	57.03	651.98
MANANA - Not Available	8	21.32	3,288.84	23.01	286.58
188181 - Control Module	4	10.81	1,953.84	13.84	488.96
128383 - Suspension/Steering Assembly	2	5.41	911.84	6.38	455.77
878120	1	2.70	838.88	5.85	838.88
088382 - Front Caliper And Attaching Parts	1	2.70	259.82	1.80	259.82
088482 - Rear Caliper And Attaching Parts	1	2.70	288.82	2.00	288.82
188483 - Horn And Buzzer	1	2.70	288.82	2.00	288.82
088000	1	2.70	288.82	2.00	288.82
088508 - Other Accessory Drive Pulleys	1	2.70	284.37	1.94	284.37
188280 - Power Steering Subsystem	1	2.70	188.14	1.31	188.14
038081 - Engine Assemblies - Ford Production	1	2.70	138.28	0.97	138.28
048801 - Suspension Lifting Power Source	1	2.70	82.78	0.58	82.78
038007 - Drive Belts	2	5.41	88.42	0.61	44.21
188481 - Steering Column And Shakt	1	2.70	88.42	0.61	88.42
011801 - Lock Set And Keys	1	2.70	45.81	0.32	45.81
011885 - Rear Door, Deck Lid, Luggage & Tr	1	2.70	38.43	0.27	38.43
1992 Report Grand Total:	37		14,338.88		387.48

END OF REPORT

3713 1188

AWS

CUSTOMIZED CLAIMS LIST

Cutoff Date: 30 Nov 1998
Last Load Date: 17 Dec 1998

Request Name: '93 Towncar
Description: Vehicle repair history for '93 Towncar #1nm82wopy622877

Date/Time Run: 21 Dec 1998 / 13.09
Date/Time Printed: 21 Dec 1998 / 14.48

Result ID: 45520009
Generated By: AJANOT11

Data Selection Criteria:

Model Year = MY_93[1993]
Cost Category = All Vehicle Coverages / Contracted[1,*,*]
Region Sold = North America[NA]
Country Sold / Repaired [typed] = [USA,USA]
Vehicle Serial Number [typed] = 622877
Vehicle Line WERS [VL] = TOWN CAR (FN38/FN116) [91-97][C/VB]

Report Selection Criteria:

Model Year(s) = 1993
Descriptions = YES
Order By =
Max. Number of Claims = 1000
Claims with Comments = ALL
Logic = Corp
TIS Claims = ALL
Columns Returned = Model Year, GPSC-6 (Reported), Condition Code Desc, Technician
Comments, Customer Comments, Vehicle Serial Number

Globalization Information:

Distance Reported = Miles
Distance Requested = Miles
Currency Reported = USD
Currency Requested = USD
Currency Exchange Version =

3713 1189

CUSTOMIZED CLAIMS LIST

Cutoff Date : 30 Nov 1996

Print Date : 21 Dec 1996
Print Time : 14.48

Vehicle repair history for '93 Towncar #11m182wopy622877
Distance Reported In: Miles
Currency Reported In: USD
Dates Reported In: DD-MMM-YY

Result ID : 48528508
Page : 2

Model Year : 1993

CPSC_RPT: COND_CD_DESC: BASE_SERIAL_NUM:

000361	CHAFED, EXCESSIVE WEAR, FRAID	622877
Technician Comments : BRAKES VERY NOISEY, EXCESSIVE BRAKE DUST		
000362	CHAFED, EXCESSIVE WEAR, FRAID	622877
Technician Comments : BRAKES VERY NOISEY, EXCESSIVE BRAKE DUST		
000363	LOWER CAR	622877
000364	OTHER/UNKNOWN/NO APPROPRIATE COND. CODE)	622877
Technician Comments : D01-CK CHARGING SYSTEM HAVING TO JUMP START		

Total Number of Repairs for Model Year 1993 = 4

END OF REPORT

3713 1200

Total Number of Repairs to this point = 4

AWS

CUSTOMIZED CLAIMS LIST

Cutoff Date: 30 Nov 1998
Last Load Date: 17 Dec 1998

Request Name : '92 Towncar
Description : Vehicle repair history for '92 Towncar #1hnm8fw8ny714787

Date/Time Run: 21 Dec 1998 / 13.06
Date/Time Printed: 21 Dec 1998 / 14.48

Result ID : 48520008
Generated By : AJANDT1

Data Selection Criteria:

Model Year = MY_92[1992]
Cost Category = All Vehicle Coverages / Contractual[1,*,?]
Region Sold = North America[NA]
Country Sold / Repaired [typed] = [USA,USA]
Vehicle Serial Number [typed] = 714787
Vehicle Line WERS [VL] = TOWN CAR (FN3BFN116) [01-07][C/V8]

Report Selection Criteria:

Model Year(s) = 1992
Descriptions = YES
Order By =
Max. Number of Claims = 1000
Claims with Comments = ALL
Logic = Corp
TIS Claims = ALL
Columns Returned = Model Year, CPSC-6 (Reported), Condition Code Desc, Customer Comments, Technician Comments, Vehicle Serial Number

Globalization Information:

Distance Reported = Miles
Distance Requested = Miles
Currency Reported = USD
Currency Requested = USD
Currency Exchange Version =

3713 1201

CUSTOMIZED CLAIMS LIST

Cutoff Date : 30 Nov 1988

Vehicle repair history for '82 Towcar #11n1n1w6ny714787

Distance Reported in: Miles

Date Reported in: DD-MMM-YY

Currency Reported in: USD

Result ID : 48528085

Page : 2

Print Date : 21 Dec 1988

Print Time : 14.48

Model Year : 1982

CPSC_8_RPT: COND_CD_DESC: BASE_SERIAL_NUM:

011401	BROKEN/CRACKED	714787
Customer Comments : 185 IGNITION KEY CAN BE PULLED OUT WHEN KEY IS NOT FULLY IN OFF POSITION ADVISE WUMP		
Technician Comments : 38827 81 REPLACE IGNITION KEY AND CYLINDER		
011405	DOES NOT OPERATE PROPERLY	714787
Customer Comments : 185 CUST SAYS TRUNK AUTOMATIC LOCK IS INOP WITH ADVISE NEW		
Technician Comments : TRUNK PULL DOWN SWITCH 42 FWPPOINT TEST TRUNK PULL DOWN NO CONTINITY THRU SWITCH REPLACE SWITCH RETEST OPERATE TRUNK OK IN		
030091	DOES NOT OPERATE PROPERLY	714787
Customer Comments : 023 CAR STALLS CUTS RIGHT OFF NO SPUTTER WHEN SITTING IN DRIVE AT IDLE AC ON RESTARTS RIGHT		
Technician Comments : 38827 42 INOPERATIVE ROAD TEST 3805 START UP DIAG TEST 3805 ECC TEST 111 10 111 3805 OCL DISPLAY 3805 FUEL PRESSURE TEST 30 PSI 3805 LEAKDOWN 3805 INJECTOR FLOW TEST 3805 POWER BALANCE TEST 3805 SPA RK CALIBRATION 3805 ENGINE RUNNING TEST 111 3805 OIL DATA DISPLAY REPLACE PCV HOSE ROAD TEST RETEST 111 38 111		
030097	OTHER/UNKNOWN/NO APPROPRIATE COND. CODE	714787
Customer Comments : PS BRIDE WITH WATER/TEST DRIVE MESS TO REPLACE BELT		
Technician Comments : PS 3805 TRIM WATER/TEST DRIVE MESS TO REPLACE BELT		
030097	OTHER/UNKNOWN/NO APPROPRIATE COND. CODE	714787
Customer Comments : 328 POWER STEERING STOPS WORKING AFTER GOING THROUGH FLOOD ADVISE WUMP		
Technician Comments : 65 NOISY BELT ROAD TEST CAN REPLACE SERPENTINE BELT		
030098	DOES NOT OPERATE PROPERLY	714787
Customer Comments : 1022 CUST STATES WHEN GOING THROUGH FLOOD OF WATER POWER STEERING CUTS OUT WITH ADVISE NEW SEE PRT V		
Technician Comments : 42 WEAK TENSIONER REPLACE BELT TENSIONER AND BELT WITH NEW KIT Y		
040001	BROKEN/CRACKED	714787
Customer Comments : 182 LOUD GRINDING NOISE COMES FROM UNDER HOOD INTERMITT AFTER STARTING POSSIBLE SUSPENSION PUMP		
Technician Comments : 38827 01 DIAG AIR SUSPENSION CODE 12 PASSED REMOVE AIR SUSPENSION COMPRESSOR TO REPLACE MOUNTING BUSHINGS BROKEN IN		
040002	SURFACE ROUGH/UNEVEN	714787
Customer Comments : 117 BRKES SQUEAL WHEN APPLIED ANYTIME INTERMITT ADVISE WUMP		
Technician Comments : REAR CALIPERS STICKING TEST DRIVE PULL ALL WHEELS AND INSPECT REMOVE ALL CALIPERS OVERHAUL REAR CALIPERS AND REPLACE REAR PADS MEASURE RUNOUT OF REAR ROTORS 009 012 MACHINE REAR ROTORS OCL REAR CALIPERS STICKING CAUSING PADS TO WEAR UNEVENLY AND WARP ROTORS 14 HAS AFTERMARKET FRONT PADS IN		
040003	SURFACE ROUGH/UNEVEN	714787
Customer Comments : 117 BRKES SQUEAL WHEN APPLIED ANYTIME INTERMITT ADVISE WUMP		
Technician Comments : REAR CALIPERS STICKING TEST DRIVE PULL ALL WHEELS AND INSPECT REMOVE ALL CALIPERS OVERHAUL REAR CALIPERS AND REPLACE REAR PADS MEASURE RUNOUT OF REAR ROTORS 009 012 MACHINE REAR ROTORS OCL REAR CALIPERS STICKING CAUSING PADS TO WEAR UNEVENLY AND WARP ROTORS 14 HAS AFTERMARKET FRONT PADS IN		
040004	SURFACE ROUGH/UNEVEN	714787
Customer Comments : 117 BRKES SQUEAL WHEN APPLIED ANYTIME INTERMITT ADVISE WUMP		
Technician Comments : REAR CALIPERS STICKING TEST DRIVE PULL ALL WHEELS AND INSPECT REMOVE ALL CALIPERS OVERHAUL REAR CALIPERS AND REPLACE REAR PADS MEASURE RUNOUT OF REAR ROTORS 009 012 MACHINE REAR ROTORS OCL REAR CALIPERS STICKING CAUSING PADS TO WEAR UNEVENLY AND WARP ROTORS 14 HAS AFTERMARKET FRONT PADS IN		

Total Number of Repairs to this point = 10

3713 1202



Ford Motor Company
Environmental and
Safety Engineering

330 Town Center Drive
Dearborn, Michigan 48126

3M EMT™ 9165 TRANSMISSION
TELEPHONE: (313) 594-2288

AUTOMOTIVE SAFETY OFFICE
PRODUCTION VEHICLE SAFETY
AND COMPLIANCE
FAIRLANE PLAZA SOUTH, Suite 500
DEARBORN, MI 48126

DATE: 99-FEB-02
TIME: 12³⁵

Please deliver to:

Name: FRED PORTER
Organization: _____
Room # and Building: _____
Telephone: _____
FAX: 24145

Number of Sheets being Transmitted (Including this one): 5

Special Instructions/Notes:

SERVICE PART SALES BY MONTH

Transmission sent by (Name/Telephone):

WILLIAM M ABRAMCZAK

23284

3713 1203

SNMPSMKA

First Stocking Demand by Month

02/02/99 07:41:26

-->

SERVICE PART: F2VY- 9F924-A SW ASY-SPD CONT DEACT
RECEIVING LOCATION: DEMAND GROUP: AF
CUSTOMER TYPE: RACKCAST: Y
SOL Code:

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		02	1999	9		
		01	1999	207		
		12	1998	238		
		11	1998	295		
		10	1998	250		
		09	1998	301		
		08	1998	268		
		07	1998	205		
		06	1998	242		
		05	1998	161		
		04	1998	161		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE

SRPWEBE

3713 1204

FEB 02 '99 12:31 PM ASES0 (508 E95T)

313 584 2265 10 04145

7.04/85

SMPSMKA

First Stocking Demand by Month

02/02/99 07:41:16

SERVICE PART: F2VY- 9F924-A SW ASY-SPD CONT DEACT
RECEIVING LOCATION: DEMAND GROUP: AF
CUSTOMER TYPE: BACKCAST: Y
SDI Code:

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		04	1998	161		
		03	1998	116		
		02	1998	118		
		01	1998	128		
		12	1997	125		
		11	1997	115		
		10	1997	150		
		09	1997	118		
		08	1997	113		
		07	1997	106		
		06	1997	77		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE

SRPNEBE

FEB 02 '99 12:31 PM AEDSO (588 EAST)

313 584 2265 TO 04145

P.01/03

3713 1205

SMK/SMKA

First Stocking Demand by Month

02/02/99 07:40:33

SERVICE PART: F2VY- 9F924-A SW ASY-SPD CONT DEACT
RECEIVING LOCATION: DEMAND GROUP: AF
CUSTOMER TYPE: BACKCAST: Y
SDI Code:

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		08	1996	62		
		07	1996	52		
		06	1996	40		
		05	1996	51		
		04	1996	44		
		03	1996	40		
		02	1996	37		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
NO MORE RECORDS AVAILABLE

SRPWERE

8713 1208

FEB 02 '99 12:31 PM HSEBU C500 E85TJ

313 554 2206 TO 04145

F.04/00

SMNPSMKA

First Stocking Demand by Month

02/02/99 07:41:05

SERVICE PART: F2VY- 9F924-A SW ASY-SPD CONT DEACT
RECEIVING LOCATION: DEMAND GROUP: AF
CUSTOMER TYPE: BACKCAST: Y
SDI Code:

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		06	1997	77		
		05	1997	65		
		04	1997	63		
		03	1997	86		
		02	1997	67		
		01	1997	53		
		12	1996	46		
		11	1996	47		
		10	1996	72		
		09	1996	58		
		08	1996	62		

F1=Help F4=FirstRecLoc F5=FirstCustType F6=FirstYear
MORE RECORDS AVAILABLE

SRPWEBE

FEB 02 '99 12:31 PM REC'D (500 GAST)

313 504 2266 TO 04145

P.05/05

SEE TOTAL PAGE FOR VUE

3713 1207

Texas Instruments Incorporated
8-D Problem Resolution Report # PS/CAR/93-3

CLOSED 12/1/93

Original Report: July 29, 1993
Update Report: October 18, 1993
Ford Part Number: F3TA-9F924-AA/BA/CA
Part Description: Speed Control Deactivation Switch

(STEP 1) PRODUCT TEAM

Manufacturing Engineering:	Matt Sellers
Quality Assurance Engineering:	Jim Watt
Product Marketing:	Charlie Douglas
Design Engineering:	Aziz Rahman (Champion)

(STEP 2) PROBLEM DESCRIPTION

Ford Light Truck Division Brake Engineering reported a noticeable increase in warranty returns, related to inoperative speed control systems for 1993 Econoline models during 4QTR'92 and 1QTR'93 time frame. Detailed breakdown of warranty data showed that a number of these claims were reported to be pressure switch related. Attachment "A" shows R/1000 data as collated from Ford warranty data. Texas Instruments and Ford started on 7/22/93 to call dealerships from the Master Claim list contacting over 150 dealerships. As of 10/18/93, (14) switches have been received, analyzed, and characterized.

The following table details the field data on these switches:

VID	Vehicle type	Switch date code
---	-----	-----
A84642	'93 Econoline	2316 November '92)
A35294	'93 Econoline	2294
A40855	'93 Econoline	3078
A70383	'93 Econoline	2345
A61611	'93 Econoline	2345
A34137	'93 Econoline	2243
A32248	'93 Econoline	2286
A47374	'93 Econoline	2307
A50451	'93 Econoline	2316
A49359	'93 Econoline	2338
A57954	'93 Econoline	2345
A92609	'93 Econoline	3037
B15536	'93 Econoline	3078
A40855	'93 Econoline	3175

(13) switches were confirmed to be inoperative switches due to liquid ingress resulting in severe corrosion. Switch with date code 2307 was operating normally.

(STEP 3) INTERIM CONTAINMENT ACTION

We have completed the following actions in assessing the integrity of our current product:

1. Verified environmental seal integrity and proper function.
2. Verified switch connector base dimensions that could affect the mating connector sealing ability to be within specification.

Based upon Texas Instruments' verification of the critical connector base dimensions, the functionality of the environmental seal, and observation of fluid ingress into the switch cavity through the terminal blades, an analysis/investigation of the mating connector sealing system is warranted.

3. Texas Instruments, in cooperation with Ford Light Truck Engineering, conducted a water ingress test with various component combinations of the mating connector, to determine relative susceptibility of each combination. The following combinations were tested:

Current Light Truck -----	Light Truck Before 11/92 -----	Current Pass Car -----
Black UTA shell	Black EPC shell	Black UTA shell
Gray Grommet	Gray Grommet	Gray Grommet
Red Silicon Seal	Red Sponge Seal	Red Sponge Seal

The matrix of components tested and the test sequence is outlined in attached charts. Preliminary data analysis did not show significant differences amongst various matrix elements. It has been concluded that the switches need extended exposure under shower to initiate water ingress. In addition to the above combination of components, 50% of the switches were tested with a "rocked" connector.

The shower test was halted on 10/6/93, when non-normal insulation resistance readings were observed on rocked switches. Upon removal of the connectors, water ingress was observed on all switches with rocked connectors. There was no ingress on correctly latched switches. The attached Table 1 summarizes the matrix of parts and visual observations. The ingress in vertical switches was of a magnitude higher than in horizontal switches. Photographs of the switches were sent to Ford Light Truck Engineering for review. The switches were calibrated for functionality. The attached Table 2 confirms the effect of ingress as seen in the reduction of insulation resistance and intermittent operation of the switches. The switches were then disassembled for internal inspection. It was observed that the ingress had proceeded through the connector cavity into the contact zone. Photographs are attached.

The ingress activity on the rocked switches was similar to that observed on parts returned from the field, albeit of a lesser magnitude. It is believed that, given sufficient time (to allow current to pass through the contacts), the ingress on the rocked switches would exhibit exactly the same failure as that observed on the warranty parts.

(STEP 4) ROOT CAUSE

The switches analyzed were inoperative since there was no electrical continuity between the terminals. Attachment '9' shows the fishbone diagram for a stuck open switch. The lack of continuity was due to presence of large amounts of corrosion products inside the switch cavity and, in some cases, failure of contact elements due to corrosion. The large quantity of corrosion products is due to fluid that entered the switch cavity. Because of the severe amount of corrosion observed, it is believed that the corrosion is accelerated by the potential difference between the grounded body of the switch and current carrying members.

Thorough visual observation concluded the fluid entry to be through the mating connector and of the switch as evidenced by brass corrosion products along the terminal blades in the connector cavity (see attached photographs). Two of the switches exhibited blue/green corrosion by-products covering more than one half of the connector cavity. The others showed similar corrosion products but in lesser amounts. None of the switches showed any evidence of fluid ingress by the environmental seal.

The snap acting disc in all the returned switches was functioning normally.

The following observations were made by Texas Instruments on '93 Econoline and F-Series Trucks at a local Ford dealership:

1. Econoline: The wire leads coming out of the switch were routed below and touching the rear A/C line. This will create a propensity for water/condensation traveling along the line to flow along the wire leads to the grommet.
2. F-Series: The observed vehicles had a Red Sponge seal inside the mating connector, as opposed to the expected Red Silicone seal.

Additional observations regarding face seal variations:

1. The target zone for pressure switch sealing surface is smaller on the sponge seal, than the silicone seal. The smaller target zone, may lead to a sub-optimal sealing condition under worst case dimensional stack-up.

2. It has been seen that during the mating connector assembly process, there is an opportunity for the silicone seal to be rolled over. This can happen during insertion of the plastic terminal separator. The insertion is done after the silicone seal is placed in the plastic shell. A rolled over silicone seal would not provide protection against water ingress.

3. The silicone seal, by design, has a lower percent compression than the sponge seal. The design limits for the silicone seal are 10 - 15%, whereas the limits for the sponge seal are 38 - 50%. The reduction in percent compression was intended to maintain similar loading forces. It has been observed that there is a tendency for the mating connector to 'rock' in the latched position. The rocking tendency would lead to a higher percent change in the level of compression of the silicone seal than on the sponge seal.

The shower test detailed above, leads to the conclusion that a 'rocked' connector was the most probable root cause of the observed problem. The impact of the problem is magnified in the Econoline platform due to the mounting location and vertical mounting position, both of which are unfavorable from a ingress point of view.

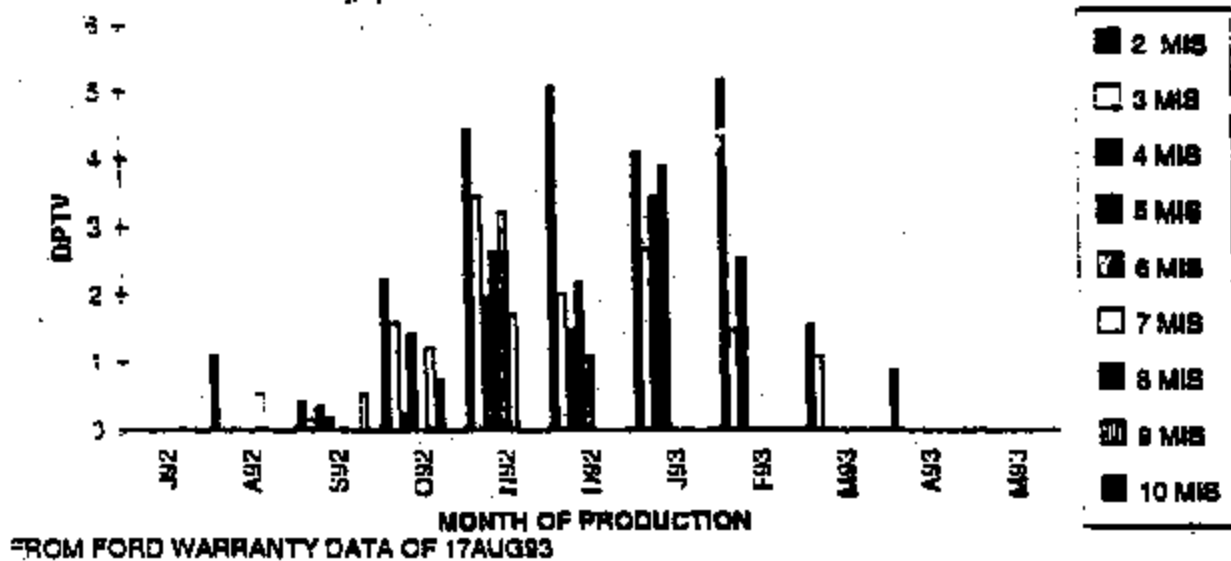
(STEP 5) PERMANENT CORRECTIVE ACTION

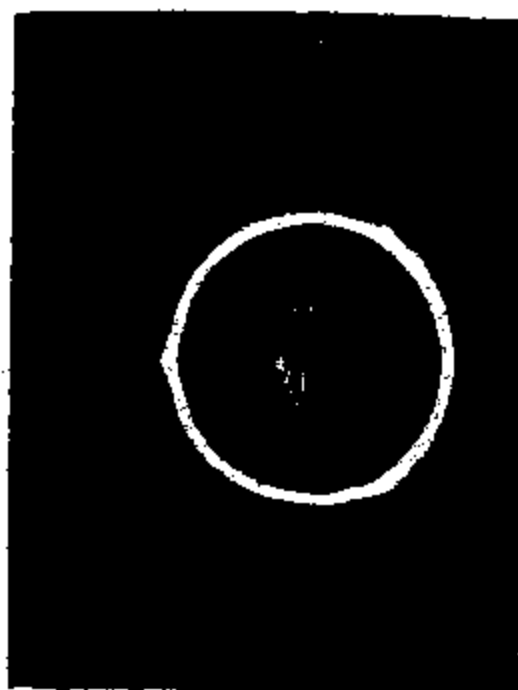
No corrective action is required from Texas Instruments at this point.

(STEP 6) VERIFY CORRECTIVE ACTION

(STEP 7) PREVENT RECURRENT

93 ECONOLINE

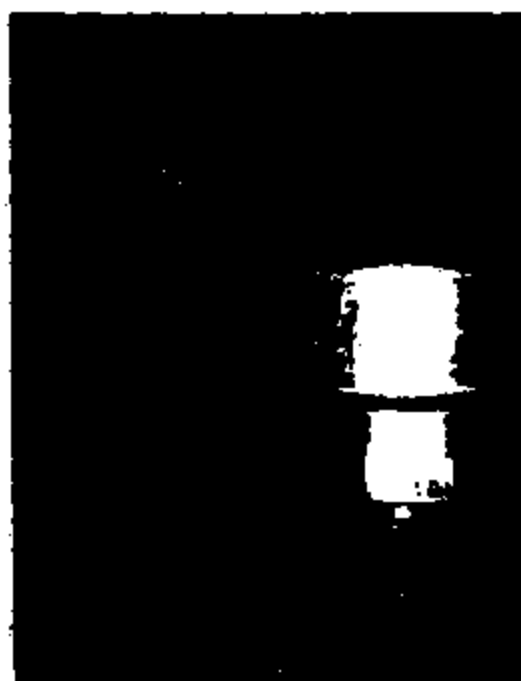




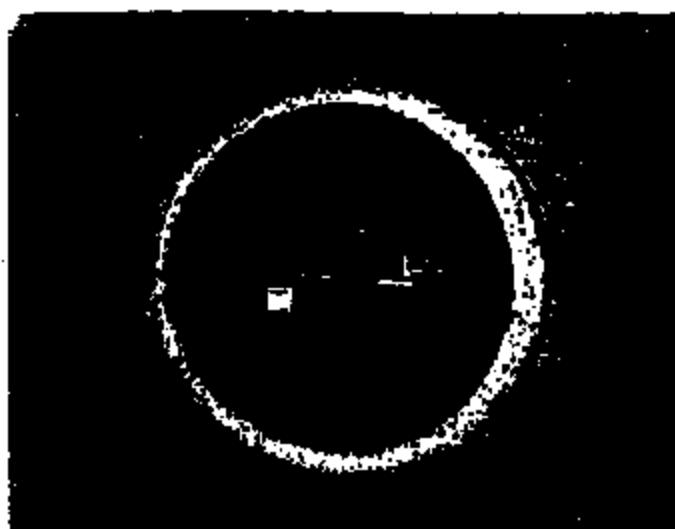
A40855 DC3078A



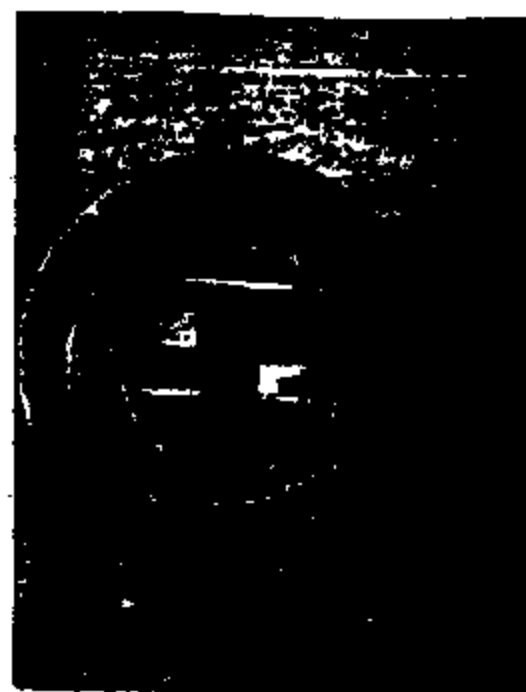
A40855 DC3078A



A40855 DC3078A



A35294

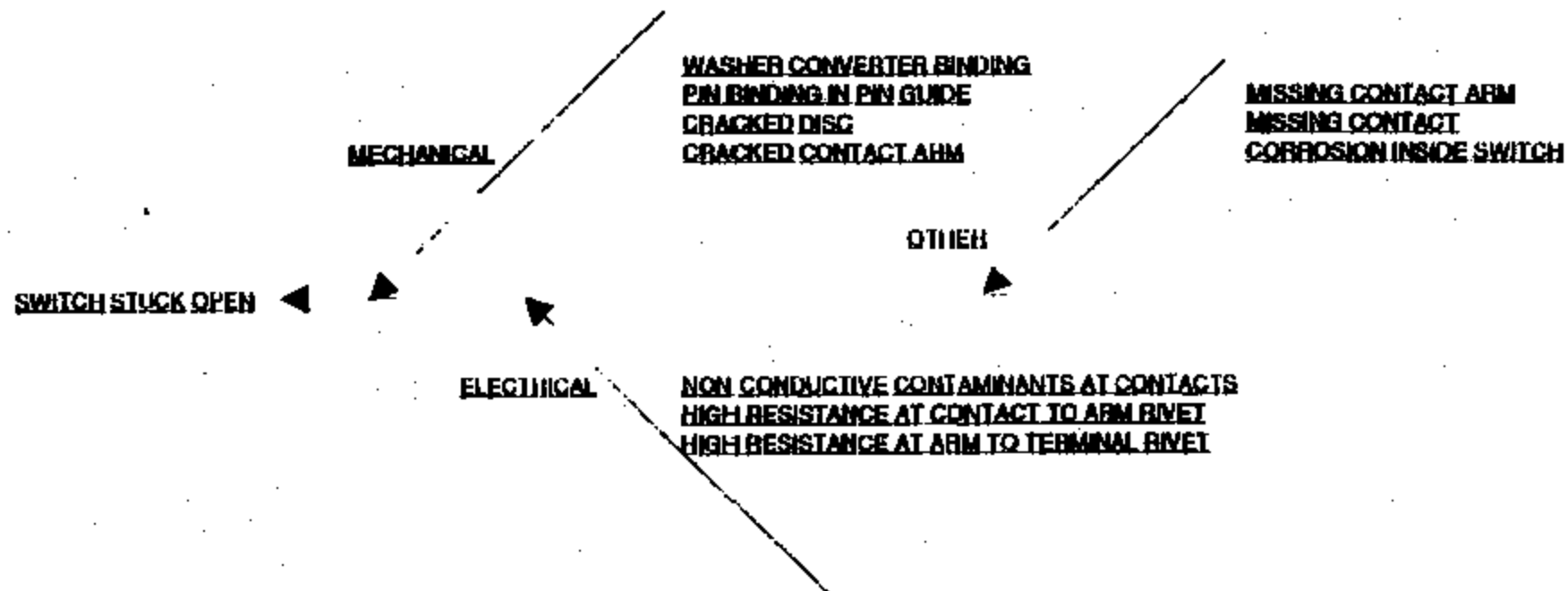


A35294



A35294

ATTACHMENT 'D'



3713 1215

connector system matrix for shower test		8/17/93				
	a	b	c	d	e	f
shell	ula	ula	ula	ula	epc	epc
grommet	gray	gray	gray	gray	gray	gray
face seal	sponge	sponge	silicone	silicone	sponge	sponge
wire leads	elack	tension	elack	tension	elack	tension
orientation	horizontal	horizontal	vertical	vertical	vertical	vertical
connect	pass-car/bronco	pass-car/bronco	econoline	econoline	econoline	econoline
# of switches	2	2	2	2	2	2

77PBL3-3 CONNECTOR MATRIX SHOWER TEST

PRE TEST MEASUREMENTS
ACT/REL/MV DROP/CNTCT RES/INS RES

2/12/93

POWER: 13 VDC, 750 mA
P-CYCLE: 0-350 ohm

SHOWER START
10 P-CYCLES

30 MIN

SHOWER STOP
MV DROP/CNTCT RES/INS RES

SHOWER START
10 P-CYCLES

30 MIN

SHOWER STOP
MV DROP/CNTCT RES/INS RES

SHOWER START
10 P-CYCLES

1 HR

SHOWER STOP
MV DROP/CNTCT RES/INS RES

SHOWER START
10 P-CYCLES

5 HR

SHOWER STOP
MV DROP/CNTCT RES/INS RES

POST TEST MEASUREMENTS
ACT/REL/MV DROP/CNTCT RES/INS RES

VISUAL INSPECTION

3713 1217

77PSL3-3 SHOWER TEST- RAW DATA B/2393

SW. #	ACT	REL	PRE-TEST MV DR.	C-RES	I-RES	MV DR.	30 MIN C-RES	I-RES	MV DR.	60 MIN C-RES	I-RES	MV DR.	120 MIN C-RES	I-RES	MV DR.	420 MIN C-RES	I-RES
A1	253	183	4.4	0.1	NA	29.5	0.1	NA	52.8	0.1	NA	41.9	0.1	NA	37.7	0.1	NA
A2	253	180	4	0.1	NA	31.4	0.1	NA	54.7	0.1	NA	43.8	0.1	NA	39.8	0.1	NA
B1	235	179	4.5	0.1	NA	29.5	0.1	NA	52.8	0.1	NA	41.7	0.1	NA	37.4	0.1	NA
B2	233	187	4.3	0.1	NA	25.3	0.1	NA	48.7	0.1	NA	37.7	0.1	NA	33.9	0.1	NA
C1	228	175	4	0.1	NA	32.4	0.1	NA	13.8	0.1	NA	44.7	0.1	NA	38.8	0.1	NA
C2	261	187	4.3	0.1	NA	16.1	0.1	NA	39.1	0.1	NA	24.9	0.1	NA	22.7	0.1	NA
D1	246	177	4	0.1	NA	30.1	0.1	NA	53.7	0.1	NA	42.7	0.1	NA	40.2	0.1	NA
D2	258	193	4.2	0.1	NA	25.4	0.1	NA	41.6	0.1	NA	37.8	0.1	NA	41.1	0.1	NA
E1	242	191	4.4	0.1	NA	33.8	0.1	NA	57.3	0.1	NA	48	0.1	NA	41.5	0.1	NA
E2	256	193	4.3	0.1	NA	29.1	0.1	NA	52.9	0.1	NA	38.8	0.1	NA	39.6	0.1	NA
F1	249	184	4.1	0.1	NA	36.2	0.1	NA	59.3	0.1	NA	48.5	0.1	NA	42.8	0.1	NA
F2	237	182	8.8	0.1	NA	31.1	0.1	NA	55.5	0.1	NA	43.9	0.1	NA	38.7	0.1	NA
			NA - GREATER THAN 20 MEGAOHMS														

Table 1

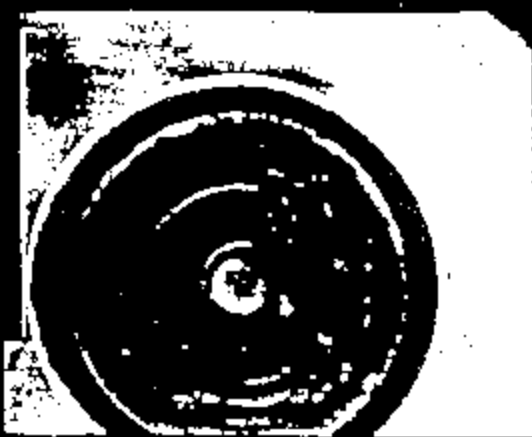
F3TA-8F824-CA SPEED CONTROL DE-ACTIVATION SWITCH												
T.I. P/N		77PSL3-3						10/8/93				
UPDATE OF RESULTS FROM SHOWER TEST												
HOURS OF EXPOSURE TO DATE:				324								
	a		b		c		d		e		f	
shell	uta		uta		uta		uta		epc		epc	
promoted	gray		gray		gray		gray		gray		gray	
face seal	sponge		sponge		silicone		silicone		sponge		sponge	
wire leads	tension		slack		tension		slack		tension		slack	
orientation	horizontal		horizontal		vertical		vertical		vertical		vertical	
content	pass-car/bronco		pass-car/bronco		econoline		econoline		econoline		econoline	
latching	a1	a2	b1	b2	c1	c2	d1	d2	e1	e2	f1	f2
	latched	rocked	latched	rocked	latched	rocked	latched	rocked	latched	rocked	latched	rocked
results	o.k	ingress	o.k	ingress	o.k	ingress	o.k	ingress	o.k	ingress	o.k	ingress
		(minor)		(minor)		(major)		(major)		(major)		(major)

Table 2.

F3TA-9F024-CA SPEED CONTROL DE-ACTIVATION SWITCH						10/18/93	
T.J. PM	77PSL3-3						
RESULTS FROM SHOWER TEST							
HOURS OF EXPOSURE TO DATE:				324			
SWITCH #	ACT	REL	mV DROP	TERM TO TERM @ 300 PSI	TERM TO CASE 500 VDC MEGGER	CONNECTOR STATUS	INGRESS
A1	280	182	4	> 20 MEGA-OHM	64 GIGA-OHM	LATCHED	NONE
A2	242	178	4	.	100 GIGA-OHM	ROCKED	MINOR
B1	239	172	4.2	.	68 GIGA-OHM	LATCHED	NONE
B2	268	185	4.2	.	50 GIGA-OHM	ROCKED	MINOR
C1	236	174	4	.	120 GIGA-OHM	LATCHED	NONE
C2	***	***	6.8	22.3 KILO-OHM	3 MEGA-OHM	ROCKED	MAJOR
D1	248	179	4.3	> 20 MEGA-OHM	130 GIGA-OHM	LATCHED	NONE
D2	285	186	4.1	25.4 KILO-OHM	7 MEGA-OHM	ROCKED	MAJOR
E1	257	182	4.1	> 20 MEGA-OHM	110 GIGA-OHM	LATCHED	NONE
E2	260	180	4.2	.	24 MEGA-OHM	ROCKED	MAJOR
F1	263	182	4	.	107 GIGA-OHM	LATCHED	NONE
F2	***	***	4	31.9 MEGA-OHM	< 1 MEGA-OHM	ROCKED	MAJOR
- INTERMITTENT ACTUATION							



C8



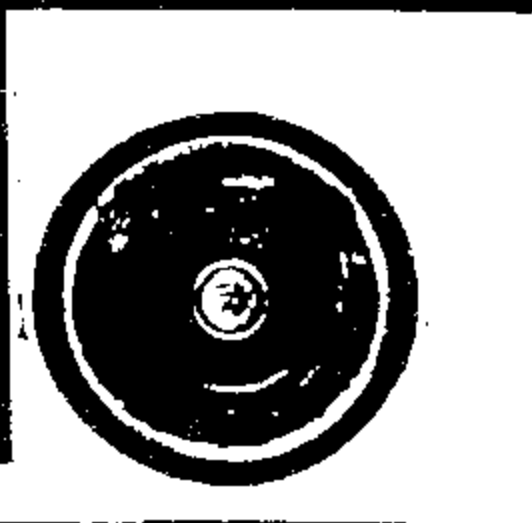
E2



E2



F2



F2

3713 1221

* Note printed by FPORTER on 23 Feb 1999 at 16:24:19 *

From: I2060625--EXTERNAL Date and time 02/23/99 12:13:50
To: FPORTER --FORDMAIL 'Fred Porter (For HLAPOINT--FORDMAIL 'Norm LaPointe (F

From: Rahman, Aziz
Subject: FW: (U)Pressure Tests

You may have received this from Steve R. Interesting info on pressure profiles at various nodes. we will try to factor this into our vehicle test.

Regards
Aziz.

From: Steve Reimers SMTP:sreimers@ford.com
Sent: Friday, February 19, 1999 8:13 AM
To: Aziz Rahman, Texas
Subject: (U)Pressure Tests

fyi... I gave him a copy of your test plan and asked what pressure range and fr
quency we should instrument for.

Steve Reimers building 5 3C043
AVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-03286 />
*** Forwarding note from JJOYCE1 --DRBN007 02/18/99 19:40 ***
To: SREIMERS--DRBN007
cc: FPORTER --DRBN007

FROM: John Joyce USANT(UTC -05:00)
Subject: (U)Pressure Tests

Steve,

I got your note and will be on vacation tomorrow through Wednesday. Here's the info.

The more I think about this, the more I think TC activation may be the mechanism.

I am not sure of the order of the things connected and that can influence the low frequency amplitude of the signals. But the short answer is to instrument for 0-250 Bar and sample at 1 kHz or more.

Since I'm not sure of where the pressure switch is hydraulically connected I'll give you pressures at nodes and states I do know. The worst case for the switch would be to be connected between the HCU and the prop valve, which is where I think it is.

This is the low frequency component of the signal, I'll talk about the high-frequency component further down.

MC - HCU NODE
Maximum Pressure - ~175 Bar

Achieved by getting maximum vacuum (high revving engine and suddenly close throttle) then standing on the pedal as hard as you can. I don't remember this number very well it might be as low as ~130 or as high as 220. It also depends on your leg strength. This type of pressure is VERY RARE at this node. For this car, the driver will typically apply <20 bar and vary rarely exceed 50 bar.

ECU - PROP VALVE MODE

Standing Still - Same as MC pressure - see above.

ABS Maximum - ~110 Bar

This is achieved by loading to GVW and performing an ABS stop, you may find that you are pedal effort limited, not limited by ABS control. It's pretty rare to get this high of pressure in this mode.

TCS Maximum - ~180 Bar

This is a good candidate. On this vehicle because the ECU had to pump through the prop valve to do the brakes-only traction control, the pressures coming out of the ECU got very high. The pressure relief valve on the pump VERY OFTEN dictated the peak pressure which could be developed - not the control - put another way, because the pressure at the rear brake had to restrain the entire powertrain (no engine intervention) and push through a prop valve, it was often possible to drive through the TC - the engine could overpower the brakes, even though very high pressures were being generated at the ECU. The noise during TC activation in these applications was very dependent upon the pressure relief valve opening point. So the pressure relief valve value got changed a few times over the years as performance was sacrificed for NVH. Also the tolerance on the pressure relief valves was fairly large - a total of 40 bar, at that time I believe. The pressure relief valve pressure might be anywhere from 90 to 180 bar depending on part-to-part variation and the design generation that was agreed upon.

You can achieve this easiest by getting the rear wheels off the ground and putting the car in drive. Get into the throttle hard, but not so hard that you drive out of first gear or faster than ~15 mph. If you maintain this for a while, the thermal model to protect the rear linings will disable the Traction Control. You will then need to wait for them to cool, before the function will be reenabled. You can dramatically accelerate

the cooling time by cruising (without braking) at about 40 mph.

Typical drivers can regularly get high pressures in this mode.

PROP VALVE - REAR BRAKE MODE

ABS Maximum Pressure ~70 Bar

Load to GVW and perform an ABS stop at maximum pedal effort.

TCS Maximum Pressure ~100 Bar

This pressure level is strongly dependent upon the pressure relief valve level - see above.

Standing Still

Same as ABS Maximum Pressure

High Frequency Content

The high frequency content has two parts. If you are not in ABS or Traction Control there is practically no high frequency content - the pressure is modulated at <10 Hz. This is basically limited by Booster response times

and hydraulic dampening in the ABS orifices.

High Frequency Content Due To Control

During ABS/TC events the pressure is changed in quick steps. Typically it will increase by 10 Bar in a few milliseconds, and this type of change occurs about every 100ms. The pressure will decrease by about 20 Bar every 200 ms. There can be quite a bit of variation in these numbers, but those are pretty typical. (Actually the numbers I assigned were for ABS, swap "increase" and "decrease" for TC activation.)

High Frequency Content Due to Shock Waves

This is a secondary effect from the control. Generally it is worst right at the outlet of the HCU. It is dampened and dissipated the further you get from the HCU. The shock wave is generated from the cyclical pulsing of the pump as well as the sudden changes in pressure when a solenoid valve is snapped open or shut.

The amplitude of this can be really big - I haven't looked at it in this generation unit for a few years, but I think it's about 50 Bar peak-peak right at the HCU. It will fall off as you move further away from the HCU.

The frequency is pretty high and I think some components are above the 1 kHz level, but you can get a very good idea of the disturbances by sampling at 1kHz.

Regards,
John Joyce

* Note printed by PORTER on 23 Feb 1999 at 11:16:50 *

From: I2060625--EXTERNAL Date and time 02/22/99 18:19:17
To: SREIMERS--FORDMAIL 'Steve Reimers (F SLAROUCH--FORDMAIL 'Steve LaRouche (F
NLAPPOINT--FORDMAIL 'Norm LaPointe (F PORTER --FORDMAIL 'Fred Porter (For

From: Rahman, Aziz
Subject: TI Durability

Norm,

I just confirmed. The durability tests were run at 135 C.

Regards
Aziz.

* Note printed by FPORTER on 23 Feb 1999 at 11:16:59 *

From: I2060625--EXTERNAL Date and time 02/22/99 10:35:35
To: SLAROUCE--FORDMAIL 'Steve LaRouche (SRHIMERS--FORDMAIL 'Steve Reimers (F
NLAPoint--FORDMAIL 'Norm LaPointe (F FPORTER --FORDMAIL 'Fred Porter (For
cc: OTFWDGYK--EXTERNAL Sharpe, Robert

From: Rahman, Aziz
Subject: TI Durability Samples

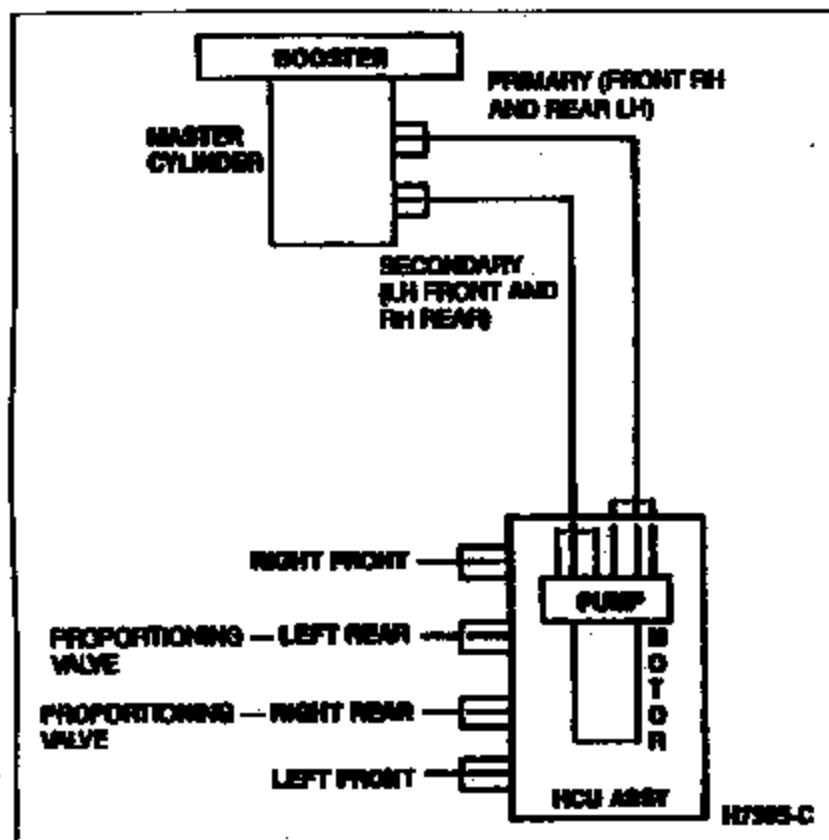
cc: "Sharpe, Robert"<rsharpe@mail.mc.ti.com>

I have the following disassembled samples with me and I will forward them to
Steve L. today pm.

200k Cycles	2 samples
400k Cycles	2 samples
600k Cycles	2 samples
728k Cycles	1 sample (observed leakage)
800k Cycles	2 samples

This will be part of the library to establish lab tests vs field data.

Regards
Aziz.



ABS Only

3713 1227

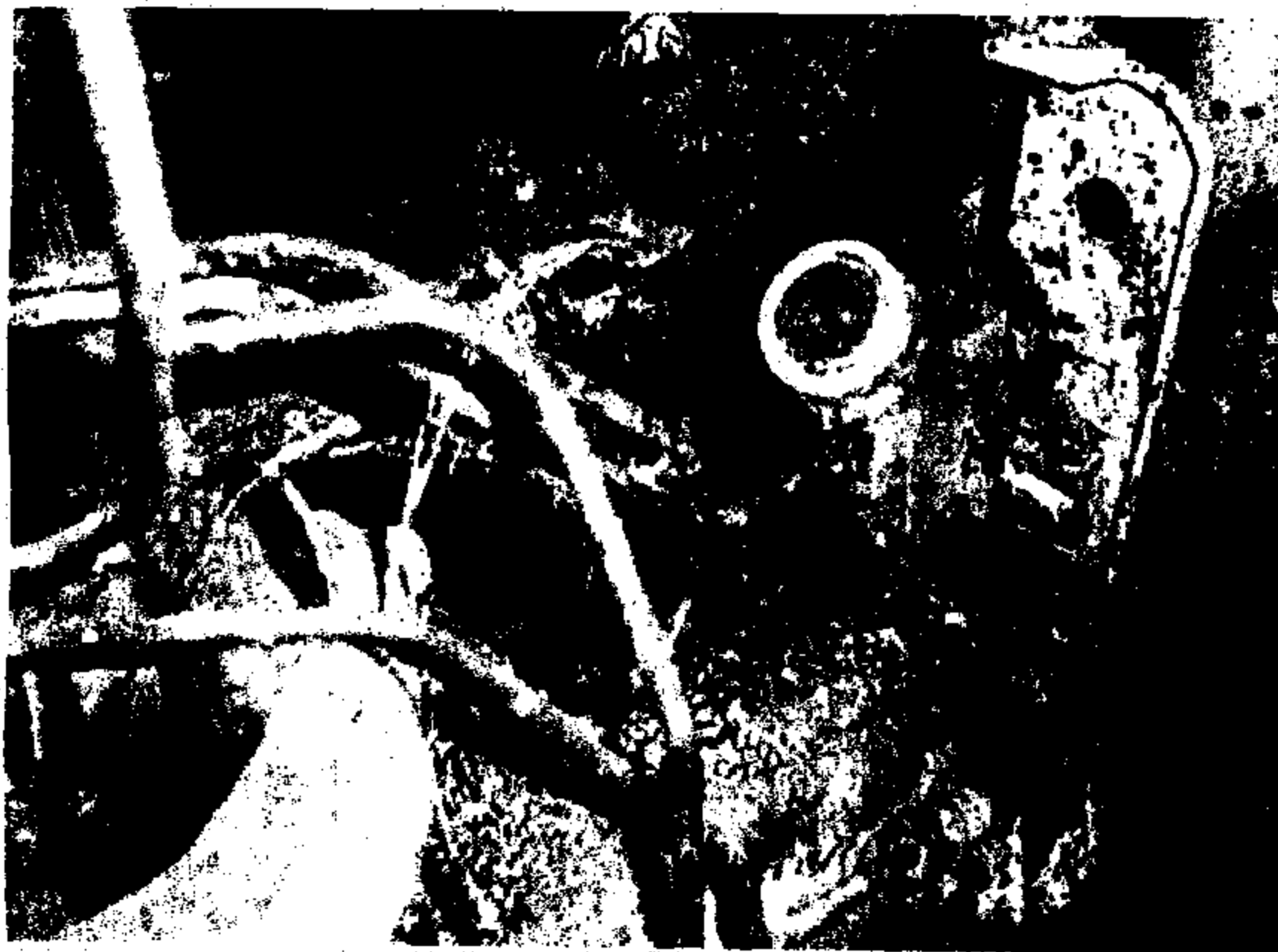
ULLA CASSEL 408 136



3713 1228



ULLA CASSEL 408 136

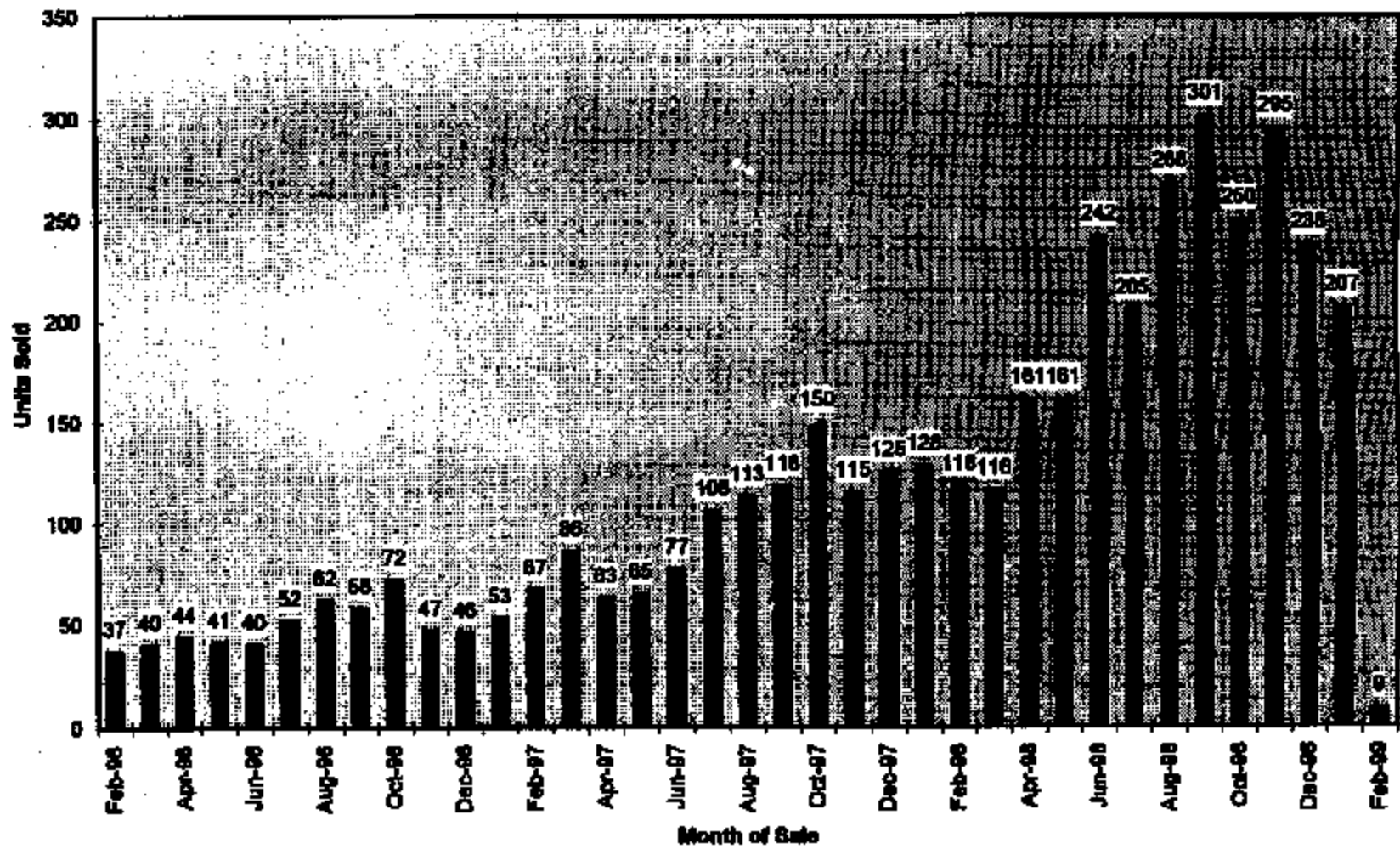


9713 1230

	Vehicle	92	93	94	95	96	97	98	99	00
F3TA BA	BRONCO		X							
F308 AA	CONTINENTAL				X			X		
F308 AA	CONTINENTAL							X	X	
K31T AC	CONTINENTAL								X	
F2AC AA	CV/GH	X			X					
F2VC AA	CV/GH	X								
F2VC AB	CV/GH	X								
F3AB AA	CV/GH							X		
F308 AA	CV/GH							X	X	
K31T AC	CV/GH								X	
F2VC AB	DEM98								X	
F68B AA	DEM98								X	
F42B AB	DEM98								X	
F308 AA	DEM98								X	
K31T AC	DEM98								X	
F3TA AA	ECONOLINE						X			
F3TA CA	ECONOLINE							X	X	
F3TA BA	EXPEDITION						X			
F3TA CA	EXPLORER							X		
F3TA BA	F-SERIES					X				
F68B AA	JAG X200								X	
F68B AB	JAG X200								X	
F308 AA	JAG X200								X	
K31T AC	JAG X200								X	
KR93 AA	JAG X200								X	
F2VC AB	MARK VIII		X	X						
F6LC AA	MARK VIII					X				
F62B AA	MUSTANG					X			X	
F62B AB	MUSTANG					X				
K3J3 AA	MUSTANG									
F3TA BA	P131		X							
F2VC AB	TAURUS/SABLE		X	X		X				
F308 AA	TAURUS/SABLE		X	X						
F308 AA	TAURUS/SABLE					X				
F408 AA	TAURUS/SABLE					X				
F608 AB	TAURUS/SABLE					X			X	X
F308 AA	TAURUS/SABLE							X		X
K31T AC	TAURUS/SABLE								X	X
F68B AA	TBIRD/COUGAR				X	X	X			
F2AC AA	TOMN CAR				X			X		
F2VC AA	TOMN CAR	X								
F2VC AB	TOMN CAR	X	X	X						
F2VC BA	TOMN CAR	X								
F2VC BB	TOMN CAR	X								
F3AB AA	TOMN CAR							X		
F308 AA	TOMN CAR							X	X	
K31T AC	TOMN CAR								X	
F3TA BA	VN50		X							
F58A AA	WIN114				X					
F58A AB	WIN114					X				

Chart1

**F2VY-8F924-A Service Part Sales
as of 2/2/1999**



3713 1232



January 15, 1999

Preliminary Findings:

The cup is partially covered with a greenish residue. Residue appears to be primarily an oxide of the brass contact material with possibly a sulfur compound. This suggests transfer of oxide or corrosion product from the brass contacts to the cup.

The stationary contact exhibits intergranular cracks which indicate stress corrosion cracking (SCC). SCC is caused by combination of a specific corrosive environment and a sustained tensile stress (can be localized). Ammonia, ammonia compounds, sulfur compounds, and moisture are known to cause SCC in brass. The contact material has been reported to be 360 brass, which is highly susceptible to SCC.

The presence of brake fluid on the switch side of the diaphragm has been determined. Black residues in the hex port and on the cup, converter, and disc appear to be compounds which may have formed from a reaction between decomposition products (acids) of the polyester base, the brake fluid, and metals in the switch. This suggests that the brake fluid was present on both sides of the diaphragm during the thermal event.

All three diaphragms exhibit what appears to be mechanical damage. The damage does not match up with any mating parts of the switch. This suggests that damage may have occurred prior to assembly. The diaphragm has become brittle and cracked in the vicinity of the damage. Brake fluid has become entrained between the layers (Teflon and capton) of the diaphragms.

The post of the movable contact melted back into the bulkhead between the switch and terminal cavities of the base. There is also arc damage (localized melting) to one corner of the bridge of the stationary contact. This damage appears fresh (surfaces bright and shiny) which suggests that it may have occurred in the later stages of the thermal event.

The terminals exhibit deposits which appear to be primarily sulfur compounds of the terminal material (tin plated brass). Although these deposits appear visually similar to the deposit found on the cup, they appear to be of different composition.

The white residue found in the connector cavity contains elements found in dry chemical fire extinguishers (Muscovite and phosphorus)

Steve LaRouche

Brake Pressure Switch Table:

DEFINITIONS:

Resistance Measurement #1 = Resistance reading between connector terminals (NC switch)

Resistance Measurement #2 = Resistance reading between sensor case and threaded fitting.

Resistance Measurement #3 = Resistance reading between both connector pins and sensor case.

Part #	Qty	Part #	Part #	Part #	Part #
2MELM74W7N	7-92	79164	0.4 Ohm	11.60 M Ohm	Inf. Ohm
ILNLM83W2P	7-92	67349	0.4 Ohm	1.0 Ohm	Inf. Ohm
ILNLM83W8P	3-93	71337	0.4 Ohm	3.3 Ohm	Inf. Ohm
ILNLM83W8P	9-92	88587	0.4 Ohm	16 M Ohm	Inf. Ohm
ILNLM82W4P	9-92	98399	0.3 Ohm	Inf. Ohm	Inf. Ohm
ILNLM83W0P	3-93	47325	0.4 Ohm	111.9 Ohm	Inf. Ohm
2MECM74W4P	4-92	86922	0.4 Ohm	6.80 Ohm	Inf. Ohm
2FALP74W4P	3-93	65614	0.4 Ohm	3.2 Ohm	Inf. Ohm
2MELM74W4P	12-92	58132	0.6 Ohm	Inf. Ohm	Inf. Ohm
ILNLM81W7P	12-92	82724	0.4 Ohm	Inf. Ohm	Inf. Ohm
ILNLM82W8P	3-93	91318	0.4 Ohm	Inf. Ohm	Inf. Ohm
ILNLM81W3P	3-93	88135	0.4 Ohm	0.6 Ohm	Inf. Ohm

* Note printed by FPORTER on 4 Feb 1999 at 13:47:55 *

From: SLAROUCH--FORDMAIL Date and time 02/02/99 09:51:57
To: FPORTER --FORDMAIL Porter, Fred (F.J. LAPOINT--FORDMAIL LaPointe, Norman (

From: LaRouche, Steve (S.)
Subject: Status of S/C Switches

Fred/Norm: The SEM portion of the work is pretty much complete. Pat has acquired all the spectra and is interpreting them. Copper and zinc were detected on the cup surfaces of the A, C, D, and F samples, which indicates transfer of oxide or corrosion product from the contacts to the cup. This suggests corrosion of the contacts as a common thread among the leaking and burned switches. The infrared work is in progress. We've given them alot of samples, so it is going to take them awhile to finish their analyses. Apparently, they can't take their sample until just before they analyze it and that has prevented me from routing these samples for further analyses. I asked them to give the seals priority so I can have Vlad in polymers look at them. I hope to have the seals later today.

Steve LaRouche (SLAROUCH)
Metallurgy Section, Central Laboratory, Room H410
(313) 845-4875 (313) 322-1614 FAX

Fred,

I believe that your list includes some service part numbers, older rev levels, as well as pre-production or prototype part numbers. Overall, including Ford Australia, there are eight different production parts. Differences from part to part are fairly minor and include, actuation calibration, release pressure, hexport style, position tab / color of connector base, thread style, and snap noise associated with the pressure disc. The following matrix, helps summarize this information:

<u>Part Number</u>	<u>Actuation</u>	<u>Release Horn</u>	<u>Hexport</u>	<u>Thread</u>	<u>S or Q</u>
F2VC 9F924 AB 90-160 (1)	20 min	Brown / pos 2	J512	3/8-24M	Soap
F6LC 9F924 AA 200-300 (2)	40 min	Black / pos 1	J512	3/8-24M	Soap
F2AC 9F924 AA 90-200 (3)	20 min	Natural / pos 2	J512	3/8-24M	Quiet
F35A 9F924 AA 90-160 (4)	20 min	Grey / pos 1	J512	3/8-24M	Quiet
F3TA 9F924 CA 200-300 (5)	40 min	Red / pos 1	J512	3/8-24M	Snap
94DA 9F924 AA 90-160 (6)	20 min	Natural / pos 2	o-ring	M10x1.0M	Quiet
F3DC 9F924 AA 90-160 (7)	20 min	Natural / pos 2	Snubber	3/8-24M	Quiet
94JA 9F924 AB 90-160 (8)	20 min	Grey / pos 1	o-ring	3/8-24M	Quiet

Vehicle - Part Number Correlation

- (1) Crown Vic, Grand Marquis, Mark, Town Car
- (2) Econoline, Club Wagon
- (3) Crown Vic, Grand Marquis, Mark, Town Car
- (4) Winstar
- (5) Bronco, F-Series, Ranger, Explorer, Navigator, Expedition, Econoline, Club Wagon
- (6) Falcon
- (7) SHO Taurus
- (8) Capri

TLP/N Correlation to Above

- (1) 77PSL2-1
- (2) 77PSL2-3
- (3) 77PSL3-1
- (4) 77PSL3-2
- (5) 77PSL3-3
- (6) 77PSL4-1
- (7) 77PSL5-2
- (8) 77PSL6-1