

EA02-025

FORD 10/27/03

APPENDIX N

BOOK 15 OF 61

PART 4 OF 4

* Note printed by FPORTER on 4 Feb 1999 at 12:46:12 *

From: DGOEL --DRBN005
To: FPORTER --DRBN007

Date and time 02/03/99 17:34:16

FROM: Deepak Goel
Subject: T/C Tech Review

USANT(UTC -05:00)

Regards,
Deepak Goel, Manager Restraints, Power Supply, Chassis & EMC
Bldg #5, MD 5011, room 2A019
(313) 13-75771, Fax: 62-148672, E-Mail: dgoel@ford.com
*** Forwarding note from SCOLE1 --DRBN005 02/03/99 15:32 ***
To: JNEME --DRBN005
cc: DGOEL --DRBN005 TDOROVAN--DRBN005

From: Sam L. Cole
Subject: T/C Tech Review

USANT(UTC -05:00)

JOE, THE POINT PERSON FOR KEE IS FRED PORTER. HE WORKS FOR DEEPAK GOEL.
THE MANAGER IN KEE FOR OUR CGRG PROCESS IS TIM DONOVAN.

I HAVE TALKED TO DEEPAK AND HE CONFIRMS THAT FRED HAS STARTED A 14D. THE
TECH REVIEW SHOULD BE SET UP WITH FRED, DEEPAK AND TIM.

PLEASE ADVISE IF YOU NEED ANY HELP, OR HAVE QUESTIONS.

Thank You,
Sam

Ext. 21959
BLDG. 3, 22J31 - MD# 1220 - SCOLE1@FORD.COM
*** Forwarding note from JNEME --DRBN005 02/03/99 09:54 ***
To: RNEVI --DRBN005
cc: CTESKE --DRBN005 WABRANCE--DRBN005
JNEME --DRBN005 ZDERNING--DRBN005
SCOLE1 --DRBN005

FROM: Joseph S. Nema
SUBJECT: T/C Tech Review
Ray,

USANT(UTC -05:00)

Chuck, Joe Bradley, and I discussed the T/C underhood tech review... we
agreed to hold a kick off/strategy type meeting that I will lead then we
will hand off the 14D to the appropriate activity. For a kick-off
meeting... I need the following facts (I think your discovery people
have all the answers):

- 1) how many 92-3 towncar underhood fires are there?
- 2) how many occurred while the vehicle were parked, running, unknown?
- 3) how many had the fire start of LHS of vehicle (claim photo's) and how many do we not know?
- 4) how many Crown Vic/Grand Marquis fires are there for 92-94 vehicles? include similar info as the T/C stuff
- 5) how many have claims from either dealer, insurance, NHTSA, etc that the fire initiation was the pressure switch?
- 6) anything else you think will be useful to put a "box" around the concern so that we can have a meaningful discussion

3713 1237

Please forward the info when you can... thanks

Joseph B. Neme

LVC - Safety

Phone: 39-08133, Fax: 39-07281, E-Mail: jneme@ford.com

Location: MD1255/Cube 2N17, Building #2 Textpager: 313-795-7003

SERVICE PART SALES

SERVICE PART: F2AZ- 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

02 1999 15

01 1999 65

12 1998 36

11 1998 36

10 1998 29 -

09 1998 40

08 1998 32

07 1998 26

06 1998 15

05 1998 9

SERVICE PART: F2AZ- 9F524-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	13			

03	1998	25			
----	------	----	--	--	--

02	1998	12			
----	------	----	--	--	--

01	1998	6			
----	------	---	--	--	--

12	1997	6	-		
----	------	---	---	--	--

11	1997	17			
----	------	----	--	--	--

10	1997	11			
----	------	----	--	--	--

09	1997	8			
----	------	---	--	--	--

08	1997	4			
----	------	---	--	--	--

07	1997	7			
----	------	---	--	--	--

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SERVICE PART: F2AZ- 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 3

05 1997 9

04 1997 3

03 1997 17

02 1997 7

01 1997 3

12 1996 0

11 1996 1

10 1996 1

09 1996 3

==>

SERVICE PART: F2AZ- 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	0		
--	----	------	---	--	--

	07	1996	1		
--	----	------	---	--	--

	06	1996	2		
--	----	------	---	--	--

	05	1996	7		
--	----	------	---	--	--

	04	1996	0	-	
--	----	------	---	---	--

	03	1996	0		
--	----	------	---	--	--

	02	1996	3		
--	----	------	---	--	--

SERVICE PART: P2VY- 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
---	-------	------	----------	----------------------	---------

-	--	----	-----	-----	-----
---	----	------	-------	-------	-------

	02	1999	42		
--	----	------	----	--	--

	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		
--	----	------	-----	--	--

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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

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		

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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

SERVICE PART: F2VY- 9F924-A SN ASY-SPD CONT DEACT

RECEIVING LOCATION: DEMAND GROUP: AP

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

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SERVICE PART: F3DZ- 9F924-A SW ASY-SPD CONT DEACT

RECEIVING LOCATION: DEMAND GROUP: AP

CUSTOMER TYPE: BACKCAST: Y

SDI Code:

A

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
---	-------	------	----------	----------------------	---------

	02	1999	4		
--	----	------	---	--	--

	01	1999	12		
--	----	------	----	--	--

	12	1998	10		
--	----	------	----	--	--

	11	1998	19		
--	----	------	----	--	--

	10	1998	16		
--	----	------	----	--	--

	09	1998	19		
--	----	------	----	--	--

	08	1998	6		
--	----	------	---	--	--

	07	1998	11		
--	----	------	----	--	--

	06	1998	16		
--	----	------	----	--	--

	05	1998	5		
--	----	------	---	--	--

3713 1247

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SERVICE PART: F3DZ- 9P924-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	12		

	03	1998	9		
--	----	------	---	--	--

	02	1998	14		
--	----	------	----	--	--

	01	1998	10		
--	----	------	----	--	--

	12	1997	10		
--	----	------	----	--	--

	11	1997	10		
--	----	------	----	--	--

	10	1997	15		
--	----	------	----	--	--

	09	1997	13		
--	----	------	----	--	--

	08	1997	20		
--	----	------	----	--	--

	07	1997	14		
--	----	------	----	--	--

3713 1248

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SERVICE PART: F3DZ- 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	14		
05	1997	8		
04	1997	9		
03	1997	11		
02	1997	6		
01	1997	9		
12	1996	10		
11	1996	8		
10	1996	13		
09	1996	10		

3713 1249

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SERVICE PART: F3DZ- 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

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
-	--	----	-----	-----	-----
	08	1996	12		
	07	1996	8		
	06	1996	8		
	05	1996	12		
	04	1996	8	-	
	03	1996	6		
	02	1996	11		

SERVICE PART: F3TZ- 9F924-B SW ASY-SPD CONTR

RECEIVING LOCATION: DEMAND GROUP: AF

CUSTOMER TYPE: BACKCAST: Y

SDI Code:

A

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
---	-------	------	----------	----------------------	---------

-	-	-	-	-	-
	02	1999	122		

	01	1999	525		
--	----	------	-----	--	--

	12	1998	571		
--	----	------	-----	--	--

	11	1998	549		
--	----	------	-----	--	--

	10	1998	582	-	
--	----	------	-----	---	--

	09	1998	522		
--	----	------	-----	--	--

	08	1998	590		
--	----	------	-----	--	--

	07	1998	544		
--	----	------	-----	--	--

	06	1998	435		
--	----	------	-----	--	--

	05	1998	349		
--	----	------	-----	--	--

SERVICE PART: F3TZ- 9F924-B___ SW ASY-SPD CNTR

RECEIVING LOCATION: _____ DEMAND GROUP: AF

CUSTOMER TYPE: _____ BACKCAST: Y

SDI Code:

A

C MONTH YEAR Quantity Replaced Part Number Message

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
-	--	----	-----	-----	-----
	04	1998	367		
	03	1998	314		
	02	1998	251		
	01	1998	315		
	12	1997	325	-	
	11	1997	285		
	10	1997	389		
	09	1997	331		
	08	1997	328		MULTIPLE
	07	1997	276		

SERVICE PART: F3TZ- 9F924-B SW ASY-SPD CONTR

RECEIVING LOCATION: DEMAND GROUP: AF

CUSTOMER TYPE: BACKCAST: Y

SDI Code:

A

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
---	-------	------	----------	----------------------	---------

-	-	-	-	-	-
---	---	---	---	---	---

06	1997	229			
----	------	-----	--	--	--

05	1997	188			
----	------	-----	--	--	--

04	1997	216			
----	------	-----	--	--	--

03	1997	156			
----	------	-----	--	--	--

02	1997	203	-		
----	------	-----	---	--	--

01	1997	140			
----	------	-----	--	--	--

12	1996	148			
----	------	-----	--	--	--

11	1996	115			
----	------	-----	--	--	--

10	1996	157			
----	------	-----	--	--	--

09	1996	133			
----	------	-----	--	--	--

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SERVICE PART: F3T2- 9F924-B SW ASY-SPD CONTR

RECEIVING LOCATION: DEMAND GROUP: AF

CUSTOMER TYPE: BACKCAST: Y

SDI Code:

A

C MONTH YEAR Quantity Replaced Part Number Message

08 1996 140

07 1996 176

06 1996 150

05 1996 132

04 1996 176

03 1996 140

02 1996 127

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SERVICE PART: F3TZ- 9F924-B SN ASY-SPD CONTR

RECEIVING LOCATION: DEMAND GROUP: AF

CUSTOMER TYPE: BACKCAST: Y

SDI Code:

A

C MONTH YEAR Quantity Replaced Part Number Message

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
-	--	----	-----	-----	-----
	08	1996	140		
	07	1996	176		
	06	1996	150		
	05	1996	132		
	04	1996	176	-	
	03	1996	140		
	02	1996	127		

SERVICE PART: F58Z- 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

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
-	--	----	-----	-----	-----
	02	1999	24		
	01	1999	114		
	12	1998	156		
	11	1998	127		
	10	1998	129		
	09	1998	95		
	08	1998	104		
	07	1998	72		
	06	1998	74		
	05	1998	64		

SERVICE PART: F58Z- 9F924-A SW ASY-SFD CONT DEACT

RECEIVING LOCATION: DEMAND GROUP: AP

CUSTOMER TYPE: BACKCAST: Y

SDI Code:

A

C	MONTH	YEAR	Quantity	Replaced Part Number	Message
---	-------	------	----------	----------------------	---------

	04	1998	43		
--	----	------	----	--	--

	03	1998	60		
--	----	------	----	--	--

	02	1998	52		
--	----	------	----	--	--

	01	1998	50		
--	----	------	----	--	--

	12	1997	67		
--	----	------	----	--	--

	11	1997	62		
--	----	------	----	--	--

	10	1997	76		
--	----	------	----	--	--

	09	1997	48		
--	----	------	----	--	--

	08	1997	61		
--	----	------	----	--	--

	07	1997	62		
--	----	------	----	--	--

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SERVICE PART: F58Z- 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 46

05 1997 37

04 1997 45

03 1997 50

02 1997 52

01 1997 74

12 1996 43

11 1996 89

10 1996 72

09 1996 51

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SERVICE PART: F58Z- 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	69		
--	----	------	----	--	--

	07	1996	52		
--	----	------	----	--	--

	06	1996	62		
--	----	------	----	--	--

	05	1996	59		
--	----	------	----	--	--

	04	1996	65		
--	----	------	----	--	--

	03	1996	71		
--	----	------	----	--	--

	02	1996	89		
--	----	------	----	--	--

P.01

FAX NO. 5082363153

TEXAS INSTRUMENTS

FEB-08-88 MON 03:55 PM



TEXAS
INSTRUMENTS

FACSIMILE TRANSMITTAL

TO:

Name: Fred Porter

Location: Ford

Mail Station:

Phone Number: 313-845-3722

FAX Number: 313-390-4145

FROM:

Steven Brighthouse

TEXAS INSTRUMENTS MS

Phone Number: 508-236-3378

FAX Number: 508-236-3153

Total number of pages (including header page):

3

COMMENTS:

3713 1260

FEB 08 '88 14:51

5082363153

Page 01

Steven Beringhaus
Design Engineering Manager
Texas Instruments Incorporated
Andover, MA 02703

February 8, 1999

Fred,

As we discussed over the phone Friday, per your request we looked at the possibilities of adding a fuse in line with the pressure switch, however, we think a more appropriate solution might be to use a relay circuit (schematic attached). Our understanding of the application is that the brake pressure switch is a failsafe component to shut off the cruise control if the standard brake light switch fails. The brake switch therefore only needs to be powered when the cruise control is on. By placing a normally open relay in the circuit and only closing the relay when the cruise control is activated, the switch will only be powered when it needs to be, when the cruise control is enabled. If you are correct that the high current draw is the source of ignition a relay would be a better solution than an in line fuse because the relay prevents the high current situation from happening rather than reacting once it does occur. If you have any questions, please give me a call at 508-236-3378.

Regards,
Steven Beringhaus

3713 1281

PARENTBRAKE
LAMP
CIRCUIT
(VBAT)N/C
BRAKE SWITCHE M
CLUTCHCRUISE
CONTROLLER

DATE	BY	REV
02/09/99	STB	1
02/09/99	STB	2

PROPOSEDBRAKE (VBAT)
LAMP
CIRCUITCRUISE
CONTROL
INPUTN/O
RELAYN/C
BRAKE SWITCHE M
CLUTCHCRUISE
CONTROLLER



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

T. J. BOREAN

NOV 24 1998

NOV 23 1998

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

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

Dear Mr. Camp:

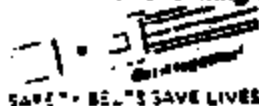
This letter is to advise you that the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA) is conducting a Preliminary Evaluation concerning engine compartment fires in certain Lincoln Town Car vehicles manufactured by the Ford Motor Company.

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.



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

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RETAIN Record Copy (Red Stamped) thru:	2018
Schedule Number:	27.03

NSA-12jfa
PE98-055

AUTO SAFETY HOTLINE
800-424-9393
NHTSA 335 4th St. SW Washington, DC 20590

3713 1263

- **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. § 30166, 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 VOO'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:dtd:6-5221:11/17/98
cc:
NSA-01
NSA-12/Subj/Chron/
Document: 1:/ABBOTT/Towncar.IR

1992 Lincoln Town Car (1LNLM81W2NY703705)



11/24/98

PE Opening Reports (PE98-055)
 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	821667	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	536206	MS	1LNLM83W8NY	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 1269

 AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION NATIONWIDE 1-888-324-4333 DC METRO AREA 202-366-0123		FOR AGENCY USE ONLY	
OWNER INFORMATION (TYPE OR PRINT)		DATE RECEIVED	CC, OF
		119 18 Jun 1987	813241
		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
VEHICLE YEAR			
CURRENT ODOMETER READING		DEALER'S NAME, CITY & STATE	
DATE PURCHASED		ENGINE SIZE	
NEW ☐ USED ☒		TOWING ☐	
TRANSMISSION TYPE		NO CYLINDERS	
MANUAL ☐	LOCK BRAKES	TWO CYL. ☐	
AUTOMATIC ☐	YES ☐ NO ☒	GAS ☐	
RESTRAINT SYSTEM		FUEL INJECTN ☐	
DRIVER'S SIDE AIRBAG		BODY STYLE	
PASSENGER'S SIDE AIRBAG		STANDARD ☐	
3-POINT BELT		MATCH BR ☐	
4-POINT BELT		VAN ☐	
BRAKE CONTROL		HY UP TRK ☐	
YES ☐ NO ☒		OTHER ☐	
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT	PART NAME	LOCATION	FAILED PARTS
25-00000	ENGINE	LEFT FRONT ☐ RIGHT REAR ☐	ORIGINAL REPLACEMENT ☐
NO. OF FAILURES	DATE(S) OF FAILURE(S)	MANUFACTURER CONTACTED	NHTSA PREVIOUSLY CONTACTED
	72-MAR-87	YES ☐ NO ☐	YES ☐ NO ☐
	MILEAGE AT FAILURE(S)		
	70		
	VEHICLE SPEED AT FAILURE(S)		
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT	FIRE	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
YES ☐ NO ☒	YES ☐ NO ☒		
PROPERTY DAMAGE \$			
POLICE REPORTED YES ☐ NO ☒			
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
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 Privacy Act of 1974 Public Law 93-579 This information is requested only when it is necessary 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 in making the NHTSA in determining whether a manufacturer should take corrective action to correct a safety defect. If the NHTSA believes that administrative enforcement or litigation against a manufacturer, your response, or a statement furnished in support, may be used in support of the agency's action.	

Apr-01-98 11:22A

P.01

Report: F-130
Date: 22 March 1997
Day of Week: Saturday

FIRE DEPARTMENT
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: Jordan Wykoff

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

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

Reported By: Deborah Sanner

Situation Found: Garage fire

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

FD-1030 (Rev. 1-97)
4-158

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

Injuries: ☐ No ☒ Yes ☐ Firefighter ☐ Civilian
Deaths: ☐ No ☒ Yes ☐ Firefighter ☐ Civilian

VEHICLE INFORMATION

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

Driver's Name: [REDACTED]

Owner's Name: [REDACTED]

Owner's Address: [REDACTED]

STRUCTURAL INFORMATION

Occupancy: ☐ Condo ☒ SFR ☐ Assembly ☐ Mercantile ☐ Other
Type Construction: ☒ Ordinary ☐ Wood Frame ☐ Other
Interior Finish: Drywall Height: 1 story Floor Involved:

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

Occupant:

Owner:

Owner's Address:

Phone:

Phone:

3713 1271

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-50 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. 3 hours. Released to owner.

BUQ

313.2211

15-58



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) 386-0123
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY 241

Date Received

Odor

Color

Odor

Updr

5 Jun 1998

Reference No.

824016

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) (Location of design of VIN on vehicle) **1LNLM8YH2N** Vehicle Make **LINCOLN** Vehicle Model **TOWN CAR** Vehicle Year **1992** Current Odometer Reading

Purchase Date

Dealer's Name

Engine Size

(CUB/CCA)

Type

Drive

Gas

Fuel Injection

☒ New ☐ Used

City

State

Zip Code

No. Cylinders

Transmission Type

Antilock Brakes

Restraint System

Cruise Control

Drive Train

Vehicle Type

Body Style

☐ Manual☒ Yes☐ Driver's Side Airbag☐ Manual☐ Yes☐ Front☐ Car☐ Station Wagon☐ 2-Door☐ Automatic☐ No☐ Passenger Side Airbag☐ 2-Point Belt☒ No☐ Rear☐ Van☐ Truck☐ 4-Door☐ 4-Wheel☐ 3-Point Belt☐ 3-Point Belt☐ 2-Point Belt☐ 4-Wheel☐ Other☐ Other☐ Other☐ Other

FAILED COMPONENT (S) PART(S) INFORMATION

Model No. **08530000** Part Name(s) **ELECTRICAL SYSTEM:IGNITION:WIRING:PRIMARY AND SECONDARY** Location ☐ Left ☐ Right ☐ Front ☐ Rear Failed Part(s) ☐ Original ☐ Replacement

No. of Failures **1** Details of Failure(s) **21-AUG-97** Mileage at Failure(s) **88** Vehicle Speed at Failure(s) **0** 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 **0** Number of Fatalities **0** Estimated Property Damage **0** 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 if 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.

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,

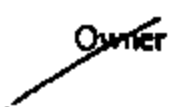
Enclosed is all the materials I have collected regarding the fire that totaled our 1992 Lincoln Town Car.

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 1276

 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)		DATE RECEIVED RECEIVED	DOJ NHTSA DOT USDOT
NAME AND ADDRESS 4172 SPARROW HAWK MELBOURNE FL		10 28 Jan 1997	REFERENCE NO. 903285
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.		DAY TIME TELEPHONE NO. (AREA CODE)	
SIGNATURE OF OWNER		DATE 3/3/97	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1LVL182W7N	VEHICLE MAKE LINCOLN	VEHICLE MODEL TOWN CAR	MODEL YEAR 1992
*LOCATED AT BOTTOM OF WHEELWELL ON DRIVER'S SIDE			
CURRENT COMPUTER READING N O N G	DATE PURCHASED 10/10/86 ☐ NEW ☒ USED	DEALER'S NAME, CITY & STATE VIC CROWN 625 East Nasa Blvd Melbourne FL 32901	ENGINE SIZE 1000CC NO. CYLINDERS 4 ☐ TURBO ☒ DIESEL ☐ GAS ☐ FUEL INJECTN
TRANSMISSION TYPE ☐ MANUAL ☒ AUTOMATIC	MY LOCK BRAKES ☐ YES ☒ NO	RESTRAINT SYSTEM ☐ DRIVER SIDE AIRBAG ☐ NO TOP BELT ☐ PASSENGER SIDE AIRBAG ☐ 3-POINT BELT ☐ 2-POINT BELT	STEERING CONTROL ☐ YES ☒ NO
		DRIVETRAIN ☒ FRONT ☐ REAR ☐ 4-WHEEL	BODY STYLE STATION WAGON ☒ HATCH BK ☐ VAN ☐ PICK UP TRK ☐ OTHER
FAILED COMPONENTS/PARTS INFORMATION REPORT TIME INFORMATION ON BACK			
COMPONENT 2510000	PART NAME(S) ENGINE	LOCATION ☐ LEFT FRONT ☐ FRONT ☐ REAR	FAILED PART(S) ☐ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES 1 if only acc 2 fire!	DATE(S) OF FAILURE(S) January 10, 1997 About 8:30 AM	MANUFACTURER CONTACTED ☒ YES ☐ NO	NHTSA PREVIOUSLY CONTACTED ☐ YES ☒ NO
MILEAGE AT FAILURE(S) 67,000		VEHICLE BEING AT FAILURE(S) PARKED	
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT ☐ YES ☒ NO	FIRE ☐ YES ☒ NO	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
PROPERTY DAMAGE EST. \$0.00		POLICE REPORTED ☒ YES ☐ NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(ES)			
NE WAS IN THE DEFROSTER ON EARLY IN THE DAY FOR RAIN, TURNED IT OFF ON THE WAY TO TOWN. BETH SHOLEM, 5005 N.W. CARMAN RD., MELBOURNE FL. WE PARKED THE CAR, I CONTINUED TO WORK, AND SOMEONE ELSE BEFORE THE CAR STARTED TO BURN. 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 BOSS ON THE STREET OF THE STREET. WE WERE ONLY STARTED IN THE CAR, ENGINE CONTINUED TO BURN. ON THE STREET.			

3713 1278

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO.		MANUFACTURER/TIRE NAME	SIZE
D D T			

The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

then engulfed the passenger compartment (destroying everything in the car) and then moving into the trunk. The front tires were rolled away. No glass remained in the car. The car was in complete loss. The cars parked on either side were damaged as well but were drivable.

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 own online research of the fire and recent recall notices, we suspect it may be the problem that caused our fire, but we have not had that confirmed by State Farm's fire investigator.

U.S. Government Printing Office: 1985-0-250-288

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

Department of Transportation
Washington, D.C. 20590

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

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO. 7073 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY MAIL-POST OFFICE PERMIT NO. 7073 WASHINGTON, D.C.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline: 1-800-4-A-SAFE
400 M Street SW
Washington, DC 20590

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

3713 1277

Automotive Inquiry

Claim Number: 59-2614-288

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 MFL BOURNE, FL.
The call concerned Fire Engine Compartment.

Vehicle Detail

VIN: 1LNLM42W7NYX0000X
Model Year: 1992
Body Style: 4D-Sedan 4 Dr.
Eng. Size: 251 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
P/W Drive: No
4 W Drive: No
Sec Sys: Unknown

Mileage: 0 Miles
Make: LINCOLN
Series: TOWN CAR SIGNATURE
Cylinders: 6
Color: Fuel Injected
Base Ltr: 34222
Tire Size: 15R215
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

Personal 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 1:0
Claimant Loss Amount: Vehicle 2:

BI 1:0
BI 2:

Other PD 1:0
Other PD 2:

Auto Safety Hotline		Form Approved OMB No. 3-27-0008	
 U.S. Department of Transportation National Highway Traffic Safety Administration	Vehicle Owner's Questionnaire NATIONWIDE 1-800-434-2883 DC METRO AREA (202) 371-0123 INTERNET: http://www.nhtsa.dot.gov		FOR AGENCY USE ONLY 117
			Date Received 28 Feb 1998
		Reference No. 821067	
Ark 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) 1L4L88118W1	Vehicle Make LINCOLN	Vehicle Model TOWN CAR	Vehicle Year 1993
Purchase Date _____		Current Odometer Reading _____	
Dealer's Name _____		Engine Size (CC/CYL) No Cylinders _____	
☐ New ☒ Used	City _____ State _____ Zip Code _____	☐ Turbo ☐ Diesel ☐ Gas ☐ Fuel Injector	
Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☐ Yes ☒ No	Restraint System ☐ Diverside Airbag ☐ Side-vent ☐ Passenger-side Airbag ☐ 2nd-1st Seat ☒ 3-Point Belt	Cruise Control ☐ Yes ☒ No Drive/Tran ☐ Front ☐ Rear ☐ 4-Wheel
Vehicle Type ☐ Car ☐ Van ☐ Minivan ☐ Other		Seats in Front ☐ Seats in Rear ☐ Seats in Third Row ☐ Body Style ☐ 3-Door ☐ 4-Door ☐ Subcompact ☐ Full-Size Truck	
FAILED COMPONENT(S) INFORMATION			
Component 06310000	Part Name(s) ELECTRICAL SYSTEM WIRING HARNESS	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No. of Failures 1	Date(s) of Failure(s) 02-12-98 Mileage at Failure(s) 55 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: 1. Failure(s), Crash(es), and Injury(s) on the back of this form)			
Crash ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Involved 6	Number of Fatalities _____ Estimated Property Damage _____ Reported to Police ☐ Yes ☒ No
NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(S)			
HAD PARKED VEHICLE. SON NOTICED SM OKE FROM UNDER HOOD. FIRST IT WAS WHITE. THEN LATER TURNED BLACK. FINALLY S. W FLAMES. HOOD DID NOT COME UP. FIRE DEPT CALLED & PUT FLAMES OUT. BLACKNES: 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. Your responses may be used to assist the NHTSA in determining any defect, if the NHTSA proceeds with administrative enforcement or litigation. If, may be used in support of the agency's action.			

 AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE NATIONAL HIGHWAY Traffic Safety Administration NATIONWIDE 1-800-424-6383 DC METRO AREA 202-386-6127		FOR AGENCY USE ONLY	
OWNER INFORMATION (TYPE OR PRINT)		DATE RECEIVED	018 23-FEB-95 06.07 _____ 07.01 _____ 08.01 _____ 09.01 _____ 10.01 _____ 11.01 _____ 12.01 _____
		REFERENCE NO.	973634
NAME AND ADDRESS		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
11 MY MITSUBISHI		1990 OL	1990
*LOCATED AT BOTTOM OF VEHICLE ON DRIVER'S SIDE		*LOCATED AT BOTTOM OF VEHICLE ON DRIVER'S SIDE	
CURRENT ODOMETER READING	DATE PURCHASED	DEALER'S NAME, CITY & STATE	ENGINE SIZE (CID/CCL)
	☐ NEW ☐ USED		☐ 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
			☐ FRONT ☐ REAR ☐ 4-WHEEL
			BODY STYLE
			STATION WAGON ☐ HATCH BK ☐ 4 DR ☐ VAN ☐ 2 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	☐ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES	DATE(S) OF FAILURE(S)	MANUFACTURER CONTACTED	NHTSA PREVIOUSLY CONTACTED
	MILEAGE AT FAILURE(S)	☐ YES ☐ NO	☐ YES ☐ NO
	VEHICLE SPEED AT FAILURE(S)		
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT	FARE	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
☐ YES ☐ NO	☐ YES ☒ NO		
		PROPERTY DAMAGE ESTS	POLICE REPORTED
			☐ YES ☐ NO
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(ES)			
CAR CAUGHT ON FIRE IN THE MIDDLE OF THE NIGHT. KEY WAS NOT IN THE IGNITION. 'AE			
CONTINUE ON BACK IF NEEDED			
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 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 possesses with administrative enforcement or litigation against a manufacturer, your response, or a statement summary thereof, may be used in support of the agency's action.	

Auto Safety Hotline		FOR AGENCY USE ONLY	
Vehicle Owner's Questionnaire NATIONAL 1-800-424-9333 DC METRO AREA (202) 366-0123 INTERNET: http://www.nhtsa.dot.gov		Date Received RECEIVED Reported No. 521137	
OWNER INFORMATION (Type or Print)			
Name DURANT		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.	
Street 2400 DURANT		State OK Zip Code 74201	
Signature of Owner [Signature]		Date 8/12/97	
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) (Labeled at bottom of windshield on driver's side) 1LNLM81W2NV	Vehicle Make LYNC.	Vehicle Model EXC	Vehicle Year 1992
Purchase Date 3/24/97		Dealer's Name DURANT AUTO MART	
Engine Size (CID/CCL) 4.6		No. Cylinders 6	
Transmission Type ☒ Manual ☐ Automatic		Cruise Control ☒ Yes ☐ No	
Airbrake System ☒ Overdrive Airbrake ☐ No ☒ Powerbrake Airbrake ☐ No		Vehicle Type ☒ Car ☐ Van ☐ Truck ☐ Other	
FAILED COMPONENT(PARTS) INFORMATION			
Component Fire	Part Number(s) Complete	Location ☒ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☒ Crank ☐ Piston
No. of Failures 1	Date(s) of Failure(s) 8-27-97	Mileage at Failure(s) 12250	NHTSA Previously Contacted? ☒ Yes ☐ No
APPLICABLE INCIDENT INFORMATION (Please describe in detail the incident(s), failure(s), crashes, and injuries) 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 (include all numbers and letters). Note: This information not required for normal operation tires.			
DOT 0 0 T	Manufacturer [Blank]	Tire Name [Blank]	Complete Tire Size [Blank]
			
The Privacy Act of 1974—Public Law 93-579 This information is requested pursuant to authority vested in the Department of Transportation Traffic Safety Act and Executive Order 12067. 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 determines that corrective action is warranted, your responses or a separate summary report 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 basements.

A luxury car, costing over \$100,000 if new.

This car was not running well 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 in these cars.

If you have one of these vehicles parked in your garage or basement, you have a potential fire hazard sitting there. Because of liability laws, I can 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.

Adrian B. Smith, Dallas, TX

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 saw 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 7/2/99/ 845 AM
All they would do was out of warranty
* "Ford dealer works with other dealer"
Willard Line & son - LDS Highway Dallas TX
Salesman "Billy."

Post to show Return Address (or locally featured Postnet with type and code)

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

3713 1282

NFRS-1

☐ DELETE
☐ CHANGE

A	FOID 94400	INCIDENT NO 98-291287	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 22:45:00
B	TYPE OF SITUATION FOUND Vehicle Fire			TYPE OF ACTION TAKEN 13 Extinguishment				MUTUAL AID 1 [] Res [] Over		
C	FIXED PROPERTY USE 1-family Dwelling-year			IGNITION FACTOR 411 Short Circuit, Ground Fault				84		
D				CO.	TWR	ZIP CODE 38341	CENSUS TRACT 0212.02			
E				TELEPHONE 778-454-7814			BOOKMARK NO			
F										
G	METHOD OF ALARM FROM PUBLIC Telephone Tie Line			TYPE OF ALARM 7 EMERGENCY		DISTRICT 15	SECT A	STATION 18	NO. ALARMS 1	
H	STI USED			PERSONNEL RESPONDED 010	ENGINE RESPONDED 003	AERIAL APPARATUS 001		OTHER VEHICLES 001		

I	NUMBER OF ALARMS 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		22	EQUIPMENT INVOLVED IN IGNITION Electronic Equipment	07
L	FORM OF HEAT OF IGNITION Unspecified Short Circuit		04	TYPE OF MATERIAL IGNITED Material Not Classified	00
M	METHOD OF EXTINGUISHMENT Pressurized w/foam Water		1	LEVEL OF FIRE ORIGIN Grade to +5'	1
				ESTIMATED LOSS 10,000	ESTIMATED VALUE 127,000

N	NUMBER OF STORES		CONSTRUCTION TYPE
D	EXTENT OF FLAME DAMAGE		EXTENT OF SMOKE DAMAGE
F	DETECTOR PERFORMANCE		SPREAD OF FIRE DAMAGE
Q	IF SMOKE SPREAD BEYOND ROOM OF ORIGIN		TYPE OF MATERIAL GENERATED MOST SMOKE AVERAGE OF SMOKE TRAVEL
R			FORM OF MATERIAL GENERATING MOST SMOKE

DIST: 10 LL: 330

S	IF MOBILE PROPERTY	YEAR 82	MAKE LINCOLN	MODEL TOWN CAR	SERIAL NO. EJALM2W8N773	LICENSE NO. 816 KZZ
T	IF EQUIPMENT INVOLVED IN IGNITION	YEAR N/A	MAKE N/A	MODEL	SERIAL NO.	

[X] CHECK IF COMMENTS

OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT)

DATE

06/28/1998

JURY FROM RECORD

DATE

06/28/1998

3713 1283

FORD	ACCIDENT NO	EXP NO	ISO	DAY	TR	DAY OF WEEK	ALARM TIME
04400	00-301287	00	00	30	00	Wednesday 4	21:13:00

NARRATIVE

E16 ARRIVED TO FIND A 1981 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 AVE. VEHICLE OWNER/HOMEOWNER IS A [REDACTED]. HE STATED HIS WIFE SAW SMOKE COMING FROM THE DRYWASHER, 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. E16'S CREW EXTINGUISHED FIRE. AND E16 CREW CK FOR EXTENSION AND HANDLED SMOKE EVAC. FIRE WAS CAUSED BY ELECTRICAL SHORT CIRCUIT IN THE 1981 LINCOLN TOWNCAR.

AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION NATIONWIDE 1-800-434-3388 DC METRO AREA 202-366-6123		FOR AGENCY USE ONLY DATE RECEIVED 1 Nov 1996 REFERENCE NO. 804418 DAY TIME TELEPHONE NO. (AREA CODE)	
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.			
SIGNATURE OF OWNER		DATE	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1LALM81W8NY		VEHICLE MAKE LINCOLN	VEHICLE MODEL TOWN CAR
		MODEL YEAR 1992	
CURRENT MILEAGE (MILES) _____ DATE PURCHASED _____ ☐ NEW ☒ USED			
DEALER'S NAME, CITY & STATE		ENGINE SIZE (CUBIC IN.) _____ ☐ TURBO DIESEL GAS FUEL INJECTION NO CYLINDERS _____	
TRANSMISSION TYPE ☐ MANUAL ☐ AUTOMATIC	ANTI-LOCK BRAKES ☒ YES ☐ NO	RESTRAINT SYSTEM ☐ DRIVER SIDE AIRBAG ☐ MOTORCYCLE ☐ PASSENGER SIDE AIRBAG ☐ 3-POINT BELT ☐ 2-POINT BELT	CRUISE CONTROL ☐ YES ☒ NO DRIVE SHAFT ☐ FRONT ☐ REAR BODY STYLE STANDARD 1 OR 2 OR HATCH BACK VAN PICK UP TRUCK OTHER
FAILED COMPONENTS/PARTS INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT DETROIT	PART NAME TIRE	LOCATION ☐ LEFT FRONT ☐ RIGHT FRONT ☐ LEFT REAR ☐ RIGHT 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
	MILEAGE AT FAILURE 1000		
	VEHICLE SPEED AT FAILURE		
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT ☐ YES ☒ NO	FIRE ☒ YES ☐ NO	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
		PROPERTY DAMAGE (\$\$)	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			
This document is a revision of the 1974 NHTSA form 200-107.		Do not use this form to report a safety defect. If you believe your vehicle has a safety defect, contact the manufacturer or NHTSA.	
This document is a revision of the 1974 NHTSA form 200-107.		Do not use this form to report a safety defect. If you believe your vehicle has a safety defect, contact the manufacturer or NHTSA.	

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, 1996, 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 constituent 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 car model 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, 1938

PRIVILEGED AND CONFIDENTIAL

RE: YOUR FILE #

ASSURED :

ADDRESS :

2052

Date Of Loss :

FRC FILE # :

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, 1938 and damaged the captioned vehicle and residence.

DETAILS

The investigation was conducted on May 11, 1938. 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 1932, Lincoln, Towncar, automobile, White in color, with 4 doors, and 2 wheel drive. The vehicle was identified further by: VIN# 1LNLM81W3NY [REDACTED] and 1938, Florida, TAG [REDACTED]

PHYSICAL EXAMINATIONEXTERIOR

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

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 1992 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 1992 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
CC: File

JLN 2

PHOTOS

Assured _____

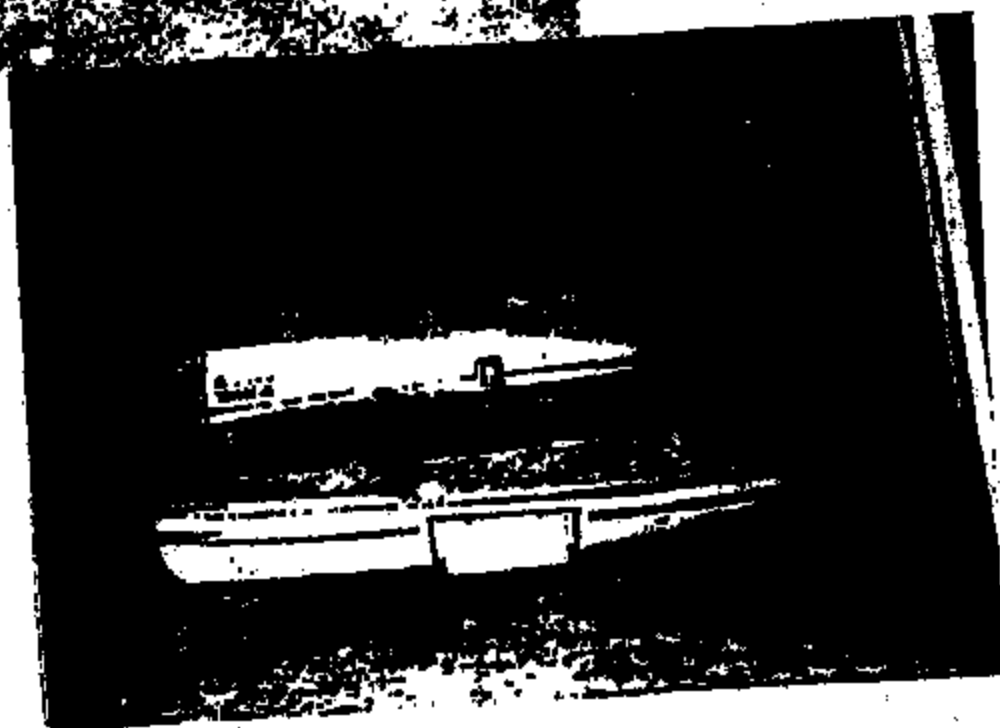
Claimant: _____

Date/Time Photographs: _____

By: _____

Picture # _____
Description (V) _____

Picture # 2
Description (M) _____



JUN 15

F. 12/18

PHOTOS

Insurer _____

Assured _____

Claimant: _____

Date/Time Photographs: _____

By: _____



Picture # 3
Description (V)

Picture # 4
Description (V)



3713 1293

PHOTOS

Assured _____

Claimant: _____

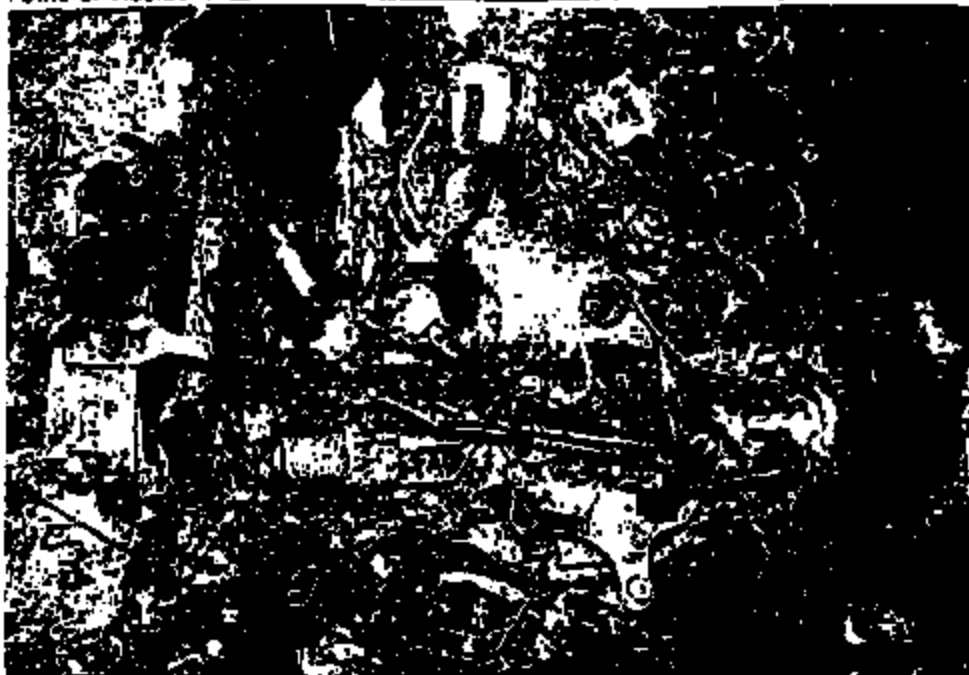
Date/Time Photographs: _____

By: _____

Picture # 5
Description (V)Picture # 6
Description (V) ▼

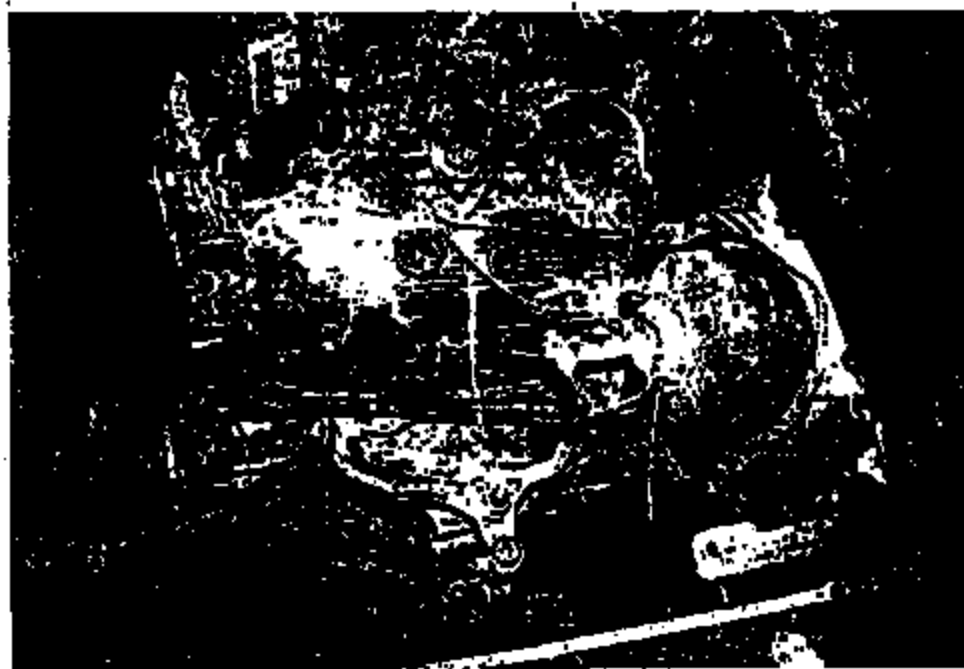
PHOTOS

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



Picture # 7 ▲
Description (H) .

Picture # 8
Description (H) ▼



PHOTOS

1.15/15

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



Picture # 9 ▲
 Description (H)

Picture # 10 ▼
 Description (H)



3713 1296

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.L. Deeling 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 Alarm T. 21:29 Arrival T. 21:38 Bath 4 75 SHR C

Situation Found PPL Ignition Factor Mobile PL Injuries Deaths

13 982 51 11 0 0

Street No. Street Name: Zip:

7602

Property Value: Property Loss: Contents Value: Contents Loss: Est. Loss:

20,000 10,000 0 0 10000

Investigator: Investigator 2:

David Pfl 21:47 12:48 12-26-97

Lead Agency: Other Agency Deputy Marshal Other Agency Rpt. No.

PDCFR PDCO

Juvenile Referral: Arrest: Photos Taken: Samples(s) Collected: Status:

yes 0 Completed

Owner Address: Company Address:

Property Description:

The property involved in this fire is a 1993 Lincoln Town Car. The vehicle identification number is 1JMLMB1W25W715372. The Florida assigned tag to the vehicle was HFW-788. The vehicle was parked in the driveway at the above address facing east. The vehicle was gray in color.

Area of Fire Origin:
Engine Comments:

Synopsis:

Based upon my investigation of 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 Mr. Laszlo:

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.

3713 1299

ENCLOSURES:

1. SIDA, INC.
2. seven 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.

i, 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:

JW.

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 fix 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

9713 1303



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) 368-0123
INTERNET: www.nhtsa.gov

Form Approved E.O. 12812-2000

FOR AGENCY USE ONLY 141

Date Received

6 Jan 1998

Co. or
n. st
Co. T
Co. V

Reference No.
820318

Number

34

Name 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 front of engine compartment)
1LNLM1W0N1
Vehicle Make
LINCOLN
Vehicle Model
TOWN CAR
Vehicle Year
1992
Current Odometer Reading

Purchase Date

Dealer's Name

Engine Size
(Cyl/CCL)

☐ Turbo
☐ Diesel
☐ Gas
☒ Fuel Injection

☐ New ☒ Used

City

State

Zip Code

Transmission Type

☐ Manual
☒ Automatic

Antilock Brakes

☒ Yes
☐ No

Restraint System

☐ Overhead Airbag ☐ Side-impact
☐ Passenger-side Airbag ☒ 2-Air Bag
☐ 3-Air Bag

Cruise Control

☒ Yes
☐ No

Drive Train

☐ Front
☒ Rear
☐ 4-Wheel

Vehicle Type

☐ Car
☐ Van
☐ Minivan
☐ Truck
☐ Motorcycle
☐ Other

Body Style

☐ 2-Door
☐ 4-Door
☐ Convertible
☐ Pick Up Truck
☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component
08000000

Part Name(s)

ELECTRICAL SYSTEM/IGNITION

Location

☐ Left ☐ Right
☐ Front ☐ Rear

Failed Part(s)

☐ Original
☐ Replacement

No. of Failures

Date(s) of Failure(s)

12-DEC-97

Mileage at Failure(s)

21000

Vehicle Used at Failure(s)

Failed Part(s)

Available?
☐ Yes ☐ No

NHTSA Previously

Corrected?
☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), including crashes, and injuries on the back of this form.)

Crash

☐ Yes ☒ No

Injury

☒ Yes ☐ No

Number of Persons Injured

0

Number of Failures

Estimated Property Damage

Repaired to Road

☐ 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

3307-104 301 0000

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to emergency vehicle 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 conducting research and development and the appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation, your response or a statistical summary thereof may be used in support of the agency's action.

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: 1LNLM1W3NY

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

DOB: [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 Pool, 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 5 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 Kaniff'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
1LNLM81W3HY[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 area 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:

, CPFI, CFI, AEPF, 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:

000 <NHT...

VEHICLE OWNER'S QUESTIONNAIRE

Submission Time: February 26, 1996 04:44:33PM

OWNER INFORMATION

NAME:
ADDRESS
Apartment

TELEPHONE
EMAIL:

Have NHTSA send signature card for authorization: Yes

VEHICLE INFORMATION

VIN: 1LNLM81W8NY
MAKE: Lincoln
MODEL: Town Car
YEAR: 1992

ODOMETER: unk
PURCHASE DATE: 08/12/92
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
3-POINT BELT
BODY STYLE 4-Door

FAILED COMPONENT(S)/PART(S) INFORMATION

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: 02/11/98

MILEAGE AT FAILURE(S):

SPEED AT FAILURE(S) parked for at least 8 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

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 1430 other vehicles we are aware of.

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

Auto Safety Hotline
Vehicle Owner's Questionnaire
NATIONWIDE 1-800-424-8383
DC METRO AREA (202) 384-0123
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY

Date Received

On: ☐ 1-97 ☐ 2-97 ☐ 3-97 ☐ 4-97

COPIED

Reference No.

536206

OWNER INFORMATION (Type or Print)

Name

Street No.

City No.

City

GREENWOOD

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

1LNLM63W9NY

Vehicle Make

LINCOLN

Vehicle Model

TOWN CAR

Vehicle Year

1992

Current Odometer Reading

67000

Purchase Date

5-16-97

Owner's Name

TOM WIMDERLEY AUTO WORK

Engine Size (CID/CC)

4.6L

☐ Turbo Diesel ☒ Gas ☐ Fuel Injection

☐ NEW ☒ USED

City

JACKSON

State

MS.

Zip Code

39236

No. Cylinders

6

Transmission Type

☐ Manual ☒ Automatic

Antilock Brakes

☒ Yes ☐ No

Restraint System

☒ Overlap Airbag ☐ Nonoverlap Airbag ☐ 2-Point Belt ☒ 3-Point Belt

Crash Control/Driver's Airbag

☒ Yes ☐ No

Vehicle Type

☒ Car ☐ Truck ☐ Motorcycle ☐ Other

Body Style

☐ 2-Door ☐ 4-Door ☐ Station Wagon ☐ Pick Up Truck ☐ Other

FAILED COMPONENT(PART(S)) INFORMATION

Component

WIRING

Part Name(s)

SHORT CIRCUIT IN WIRING HARNESS

Location

☒ Left ☐ Right ☐ Front ☐ Rear

Failed Part(s)

☒ Original ☐ Replacement

No. of Failures

1

Date(s) of Failure(s)

4-30-98

Mileage at Failure(s)

67,000

Vehicle Speed at Failure(s)

0

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 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)

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

D O T

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 other side of blackwall tire.

TIRE MANUFACTURER

The Privacy Act of 1974

1974-12-18

1974-12-18

1974-12-18

1974-12-18

1974-12-18

U.S. DOT 1998-11-17-00000000

Form 1088-1000

3713 1315

Narrative Description of Incident(s), Failure(s), Complaint(s), and Injury(ies):

ON 1-30-88 I LEFT MY HOME DOORWAY MARCH 4:35 PM TO GO TO
 GROCERY STORE WHICH IS 5 BLOCKS FROM MY HOME. I WENT TO
 151-24. GOT OUT OF CAR, LOCKED VEHICLE.
 I WENT INSIDE TO GET PHONE CALL AND PICK SOMETHING UP FOR
 DINNER. I WAS IN STORE APPROXIMATELY 10-15 MINUTES
 WHEN AN ANNOUNCEMENT CAME OVER THE PUBLIC ADDRESS SYSTEM. TELL
 MY CAR WAS ON FIRE.
 I RAN OUTSIDE AND WAS TOLD THE FIRE DEPT. WAS IN ROUTE. I NOTICE
 SMOKE COMING FROM THE REAR FRONT ENGINE COMPARTMENT.
 THE STORE MANAGER AND 20 EMPLOYEES WERE BY THE REAR FRONT TIRE USING
 FIRE EXTINGUISHER. I WHEN NOTICE FIRE WAS DRIPPING ON
 THE REAR 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. WILKINS

GREENWOOD, MO.

Fold to show Return Address (no stamp needed) Postage will be paid by addressee

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

400 Seventh St. SW
 Washington, DC 20590

2nd Class Business
 Return to Private Use 3500

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HIGHWAY TRAFFIC SAFETY ADMIN.

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

NO POSTAGE
 NECESSARY
 IF MAILED
 IN THE
 UNITED STATES

3713 1316

FIRE INVESTIGATION REPORT

GREENWOOD FIRE MARSHAL'S OFFICE
GREENWOOD, MISSISSIPPI☐ CommercialDate of Report 3-15-98 Time _____☐ Residential

Weather Conditions During Fire _____

☒ Other Auto

Officer in Charge of Fire: _____

Name of Owner: _____ Address: _____

Name of Occupant: Sam Address: SamAddress of Fire: _____ 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

NAME	MAKE	YEAR	TAX NO.	OWNER	EST. VALUE
Estimated Damage to Property	<u>500</u>				

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

Attends: _____

Date Investigation Closed: 3-4-98Investigating Officer: Michael Harris

Michael Harris, Deputy Fire Marshal

Approved: Michael Harris

Fire Marshal

(Witnesses and Statements on Reverse Side)

3713 1317

OFFENSE/INCIDENT REPORT

PRIMARY INCIDENT

OFFENSE INCIDENT (SECONDARY)

OFFENSE INCIDENT (TERTIARY)

DATE (YR. MO. DAY) 98-04-30		DATE (YR. MO. DAY) 98-04-30	
STATE CODES MS		STATE CODE MS	
VICTIM'S HOME ADDRESS (IF DIFFERENT FROM ABOVE) GREENWOOD		CITY 05	
EMPLOYER AND OCCUPATION OR SCHOOL NA		BUSINESS PHONE NA	
COMPLAINANT'S LAST NAME SAME AS ABOVE		FIRST NAME NA	
COMPLAINANT'S STREET ADDRESS NA		CITY NA	
WEAPONS INVOLVED (KNIFE, PISTOL, ETC.) NA		STATE NA	
VICTIM STOLEN		VEHICLE TYPE PASS CAR	
SUSPECT WANTED		YEAR/MAKE 7 LINCOLN	
RECOVERED DAMAGED		MODEL TOWN	
IMPOUND TOWED		COLOR TOP-BODY BLU	
DOORS/TAG NO 2 4 DBRA89 MS		KEYS ACCOUNTED FOR Y	
LEASER (LAST NAME AND FIRST) NA		STREET ADDRESS NA	
CITY NA		STATE NA	
VALUE NA		DATE NA	
INSURANCE COMPANY NAME & ADDRESS TARM BUREAU		SIGNATURE OF PERSON RECEIVING VEHICLE (X)	
DATE NA		MO NA	
VICTIM STOLEN		VEHICLE TYPE NA	
SUSPECT WANTED		YEAR/MAKE NA	
RECOVERED DAMAGED		MODEL NA	
IMPOUND TOWED		COLOR TOP-BODY NA	
DOORS/TAG NO 2 4		KEYS ACCOUNTED FOR Y	
LEASER (LAST NAME AND FIRST) NA		STREET ADDRESS NA	
CITY NA		STATE NA	
VALUE NA		DATE NA	
INSURANCE COMPANY NAME & ADDRESS NA		SIGNATURE OF PERSON RECEIVING VEHICLE (X)	
DATE NA		MO NA	
DISPOSITION STATUS		DATE NA	
UNRECOVERED IS FURTHER POLICE ACTION REQUIRED?		YES NO	
Created by Agent OVER 18		UNDER 18 NA	
NAME NA		DATE NA	
STOLEN RECOVERED		DATE NA	
BOYS BRANKS		MAIND NA	
GEARS WHEEL		FRAME NA	
COLOR NA		ACCESSORIES & OTHER DESCRIPTION NA	
BRAND/NAME NA		MODEL NO. OR NAME NA	
SIZE/WEIGHT NA		CITY NA	
EX-EMPTED FROM REGISTRATION NA		VALUE NA	
STOLEN RECOVERED		DAMAGED LOST	
CONFISCATED NA		Y Y	
STOLEN RECOVERED		DAMAGED LOST	
CONFISCATED NA		Y Y	
STOLEN RECOVERED		DAMAGED LOST	
CONFISCATED NA		Y Y	
STOLEN RECOVERED		DAMAGED LOST	
CONFISCATED NA		Y Y	
STOLEN RECOVERED		DAMAGED LOST	
CONFISCATED NA		Y Y	
STOLEN RECOVERED		DAMAGED LOST	
CONFISCATED NA		Y Y	

3713 1319



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

Auto Safety Hotline Vehicle Owner's Questionnaire

NATIONWIDE 1-800-424-8383
DC METRO AREA (202) 386-0123
INTERNET: <http://www.nhtsa.dot.gov>

Form Approved OMB No. 2127-0001

Date Received

2 Dec 1997

Of or

For

By

At

Reference No.

819821

File Number

Phone 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) 1LNLM82W9Y Address to whom it was sold (if different from owner's) _____
Vehicle Make LINCOLN Vehicle Model TOWN CAR Vehicle Year 1992 Current Odometer Reading _____

Purchase Date _____ Dealer's Name _____ Engine Size (displacement) _____ Type _____
☐ New ☒ Used City _____ State _____ Zip Code _____ No. Cylinders _____ Date _____
Mileage at purchase _____

Transmission Type ☐ Manual ☒ Automatic Axle Drive ☐ Front ☒ Rear ☐ All-wheel
Restraint System ☐ Overhead Airbag ☐ Side-impact ☐ 2-Point Belt ☒ 3-Point Belt
Cruise Control ☐ Yes ☒ No Drive Train ☐ Front ☒ Rear ☐ All-wheel
Vehicle Type ☐ Car ☐ Sports Utility Vehicle ☐ Truck ☐ Motorcycle ☐ Other _____
Body Style ☐ 2-Door ☐ 4-Door ☐ Sedan ☐ Hatchback ☐ Van ☐ Other _____

FAILED COMPONENT(S)/PART(S) INFORMATION

Component ENGINE Part Number ENGINE Location ☐ Left ☐ Right ☐ Front ☐ Rear
No. of Failures _____ Date of Failure 10/20/97 Mileage at Failure 81 Failed Part(s) ☐ Original ☐ Replacement
Vehicle Spoke at Failure(s) _____ Rated Period Available? ☐ Yes ☒ No NHTSA Previously Contacted? ☐ Yes ☒ No

APPLICABLE INCIDENT INFORMATION

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

Was _____ Fire ☒ Yes ☐ No Number of Persons Injured _____ Number of Passengers _____ Bodily 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

10/20/97 Mike's Garage

CONTINUE ON BACK OF 480200

The Privacy Act of 1974 (Public Law 92-500) 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 in support of the NHTSA in determining whether a manufacturer should take corrective 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.

2000 TOWN CAR WITH AIR SUSPENSION - REPLACES AIR SUSPENSION
FIRE IN LEFT FRONT OF ENGINE COMPARTMENT JFA

3713 1320

From:
To:
Date:
Subject:

to <NHTSA>, ...

VEHICLE OWNER'S QUESTIONNAIRE

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

OWNER INFORMATION

NAME: J.
ADDRESS:
Apartment
Orlando, FL 32837

TELEPHONE:
EMAIL:

Have NHTSA send signature card for authorization: No

VEHICLE INFORMATION

VIN: 1G4LM92W4NY [REDACTED] JH
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 1321

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, METERS AWAY FROM ENGINE

1:00 PM 10/21 JAT

Auto _____

Member of *Travelers Group*

Let's Move, FI 22788-3417

November 10, 1998

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
400 Seventh St SW
Room 5326 NSA-12
Washington, DC 20590

Our Claim Number:
Date of loss: 08/24/98
Insured: .

Dear John Abbott:

This letter is in regards to the engine fire involving the 1992 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

AUTO AND HOME INSURANCE

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

CD LOG NO

ESTIMATE

06-25-98 1:09 PM

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-800-DN-ROC

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

WORK#
 HOME#

REPAIR

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

SHOP LIC# 999999999
 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 1LWLM82W4NT697817
 CODE Q516
 VEH INSP #

REMARKS:

THIS VEHICLE IS AN OBVIOUS TOTAL FIRE/LOSS. FRONT END COMPLETELY DESTROYED 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

MANUAL ENTRIES

GDE OPERATION

PRICE

LABOR RT

3 DAMAGE ENTRIES

R&I/OK

0.00*

0.0* 3M*

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 @ 6.000%		

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 @ 6.000%
TAX ON SUBLET @ 6.000%
SUBLET REPAIRS
TOWING
STORAGE

LESS: DEDUCTIBLE

UNKNOWN-

NET TOTAL

\$ 0.00 TOTAL LOSS

PXN Y/00/00/00/00/00 CUN 00/00/00/00/00 GEOCODE: 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 SETBACKMENT.
FACTORY APPROVED METHODS SHOULD BE USED ON ALL REPAIRS.

062478
INCIDENT NO.

CITY OF OKLAHOMA FIRE DEPARTMENT
FIELD INCIDENT REPORT
ALARM CODE: F

FIRE DEPT. I.D.
0701

FD JURISDICTION: 0701 EQ-NO: 00 BY OF WK: 4 DIST: 2 SHIFT: A CO: INSP. DIST: 10

CORRECT ADDRESS:

ZIP CODE:

REPORTED ADDRESS:

AVE

CENSUS TRACT: 14603

OCCUPANTS NAME:
BUSINESS/BLDG N.

APT: BAR: DOB:
TELEPHONE

OWNERS NAME:
ADDRESS:

BAR: DOB:
PHONE:

TYPE OF SITUATION STAND: 13 1130 VEHICLE FIRE

TYPE OF ACTION TAKEN: 2100 EXTINGUISHMENT

MUTUAL AID: NONE

NUMBER OF EACH USED AT THE SCENE

PERSONNEL: 0

ENGINE: 0

AERIALS: 0

OTHER VEHICLES: 0

FIRST DUE RESPONDED FROM: STA 10
KNOX BOX USED:

METHOD OF EXTINGUISHMENT: 0 METHOD UNDETERMINED

CASUALTIES	KILLED	INJURED
FIRE SERVICE	00	00
CIVILIANS	00	00

RESCUED CONECT: 00

UNCONECT: 00

TYPE OF COMPLEX: 42 APARTMENT COMPLEX
FIXED PROPERTY USE:
945 ROAD PARKING PROPERTY

MOBILE PROPERTY USE: 11 PASSENGER ROAD TRANSPORT VEHICLES
YEAR: 92 MAKE: LINCOLN MODEL: TOWN CAR
LICENSE NO: RMX092 SERIAL NO/VIN:

INVESTIGATORS SECTION REQUESTED: NO

CASE OPEN: CASE CLOSED: 062478 INVESTIGATOR NAME:
INVESTIGATING AGENCY: ID NUMBER:

AREA OF ORIGIN: 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: 2X 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 15:38

06242312 PAGE 02
11-10-98 03:03PM P224 P1

3713 1926

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:
SUPPLY :1-3/4"
4"3"
MASTER STREAM-GROUND: AERIAL:PUMPS PUMPED:
TOT WATER USED:280

GPM TO CONTROL:

LADDERS-ATTIC: AFRM: ROOF: AERIAL: 24: 25-30: 25: 34-50:

PWR SAW-K12: CHAIN: OTHER:

EXTRICATION-AMLS: PORTA PWR: OTHER:
EJECTOR: AIR BOTTLES:

EXTINGUISHING AGENT USED:ND

AGENT USED-AFFF: GAL. ALCOHOL FOAM: GAL. PROTEIN FOAM: GAL. OTHER: GAL.
W-EXP FOAM: GAL. WETTING: GAL. DRY CHEM: LBS. SPEC. POWDER: LBS.
OTHER AGENT:

INSURANCE INFORMATION

PROPERTY LOSS OCCURRED:Y/N

CLAIM FILED:

BUILDING OR MOBILE LOSS:MOBILE

AGENT:TRAVELERS

PHONE:8008429283

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:

UNINURED PLS LOSS:

UNINURED LOSS-CONTENTS:

UNINURED LOSS-MOBILE:

TOTAL DOLLAR LOSS:10471

PAGE 2 OF 2

JUL 27 '98 12:39

4872462512

PAGE 03

11-12-98 02:18PM P03 01"

3713 1327

0623498

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

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

E-10 RESPONDED TO A CAR FIRE AT PINE SHADOWS CONDO. 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 IGNITED. /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 13:39

08702482512

PAGE 24

TOTAL PAGE 25

11-10-98 11:18PM FIRE 01

3713 1329

INCIDENT REPORT DeKalb County Fire Rescue

SP NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME
09	06	13	98	Saturday	7 08:12:00

NARRATIVE

E16 ARRIVED ONE TO [REDACTED] 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 62 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 1 3/4" OF 1 3/4" HOSE LINE AND ONE SMOKE EXTRACTOR AT THE SCENE. NO OTHER STRUCTURES WERE INVOLVED IN FIRE. INVESTIGATOR 601 ARRIVED ONE 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.

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 1331

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 _____ 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 _____, 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.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 3 M.B. No. 2727-DE01

FOR AGENCY USE ONLY (8)

Date Received

Officer
FBI
DOJ
DOE

19 May 1998

Reference No.

823482

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

12NLM81W5P4

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Labeled at bottom of windshield or driver's side) Vehicle Make Lincoln Vehicle Model TOWN CAR Vehicle Year 1993 Current Odometer Reading

Purchase Date

Dealer's Name

Engine Size

1000CC

No. Cylinders

4

Trans

4-Door

3-Door

2-Door

1-Door

☐ 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

☐ Merse

☐ 2-Point Belt

Cruise Control

☐ Yes

☒ No

Drive Train

☐ Front

☐ Rear

☐ 4-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 08310000 Part Name(s) ELECTRICAL SYSTEM:WIRING:HARNES:FRONT:UNDERHOOD Location ☐ Left ☐ Right ☐ Front ☐ Rear Failed Part(s) ☐ Original ☐ Replacement No. of Failures Details of Failure(s) MAY 98 Mileage at Failure(s) 93,000 Vehicle Saved 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 Failures Estimated Property Damage Reported to Police ☐ Yes ☒ No

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

VEHICLE CAUGHT ON FIRE WHILE PARKED IN DRIVEWAY. THE FIRE STARTED UNDER THE HOOD IN THE ENGINE. FIRE DEPARTMENT SAID IT WAS A SHORT IN THE WIRING UNDER THE HOOD. *AK

CONTINUE ON BACK IF NEEDED

Privacy Act of 1974-Public Law 93-571: 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 voluntary 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.

L/A

S.B.

FFLR # . . . 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 [REDACTED] were occupied at the time of the fire.

The fire was discovered by [REDACTED] (casualty 3) of [REDACTED] Mr. [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. Mr. [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] was transported by private vehicle to the same hospital. Officer [REDACTED] was transported by police vehicle.

Investigator II Ellis 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



F.F.I.R. #

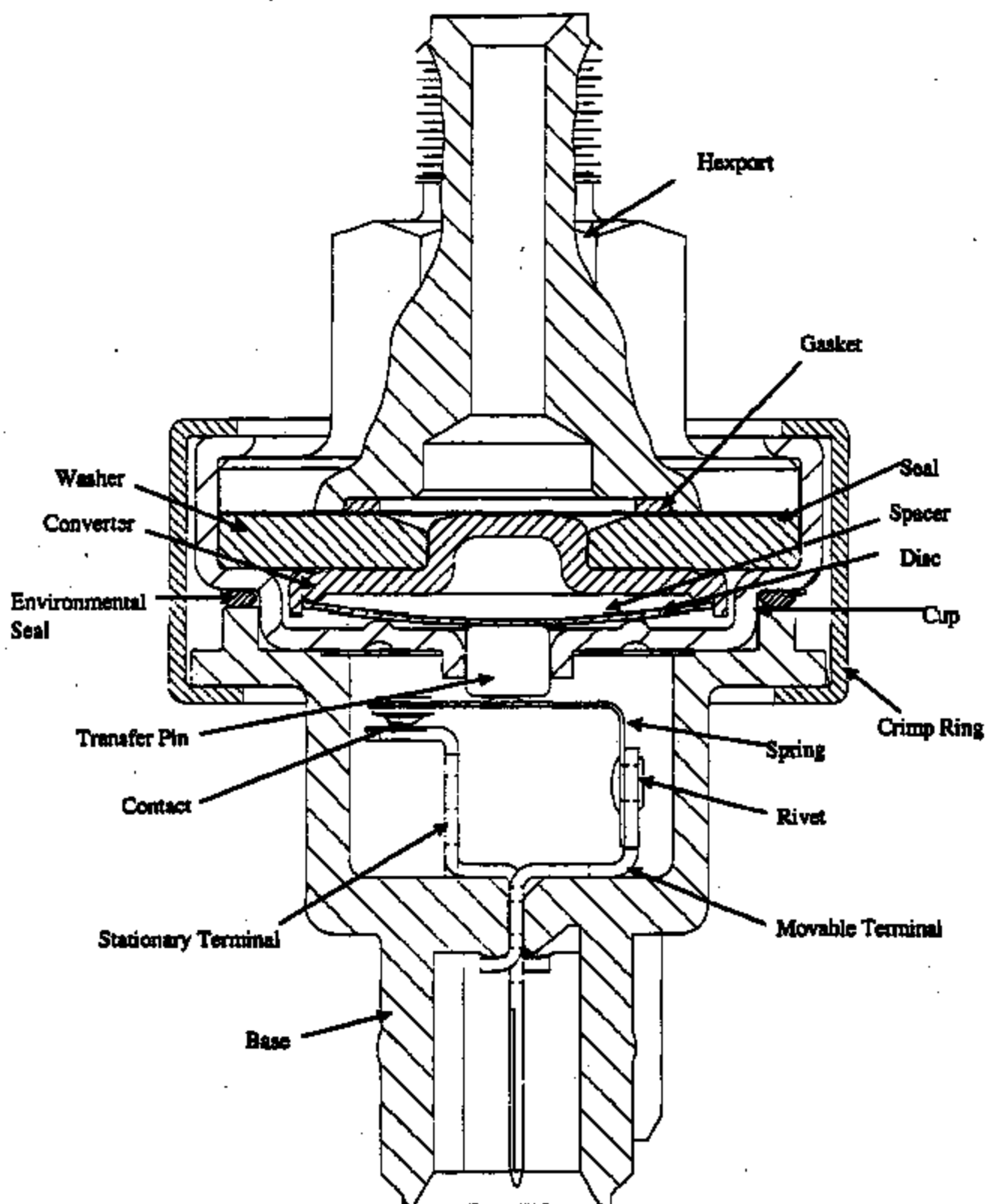
Investigation Narrative

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

Hydraulic Pressure Switch Cross Section



* Note printed by FPORTER on 30 Mar 1999 at 09:55:41 *

From: TBAIL --DREN008
To: JNEME --DREN008
cc: SREIMERS--DREN007
LSMITHS --DREN008
FPORTER --DREN007
TBAIL --DREN008

Date and time 03/25/99 17:18:11

RENGLISH--VISTHON
MRESE --DREN005
WARRANCE--DREN005

FROM: Tom Bazil
Subject: BP Switch Without Speed Control
Based on the '94 Service Manual, no switches were supplied with non-speed control vehicles. The junction block appears to be unique with no port for the switch.

USAET(UTC -05:00)

Have a good day!

Thomas E. Bazil (313) 59-47547 Lrg & Lux Car OFD Brake/Veh Supv
Drop 1229-LVC, Cube 24-H36, fax 62-16675, pager (888) 375-6449
*** Forwarding note from JNEME --DREN005 03/25/99 16:40 ***
To: TBAIL --DREN008
cc: SREIMERS--DREN007
FPORTER --DREN007

RENGLISH--DREN005
WARRANCE--DREN005

FROM: Joseph S. Neme
SUBJECT: BP Switch Without Speed Control
I can't answer... can either of you?

USAET(UTC -05:00)

Joseph S. Neme
LVC - Safety
Phone: 39-08133, Fax:62-18147, E-Mail:jneme@ford.com
Location: MD1255/Cube 2M17, Building #2 Textpager:313-795-7003
*** Forwarding note from SREIMERS--DREN007 03/25/99 14:03 ***
To: JNEME --DREN008
cc: FPORTER --DREN007 Porter, F.J.

WARRANCE--DREN005

FROM: Steve Reimers
Subject: BP Switch Without Speed Control
Did we sell cars with BP switches and harnesses without speed control?

USAET(UTC -05:00)

Steve Reimers
RVT Chassis E/E System Applications
39-03286 SREIMERS sreimers@ford.com

building 5 3E008
mail drop 5011
fax 39-04145 ;>

* Note printed by FPORTER on 30 Mar 1999 at 09:55:52 *

From: JNEME --DRBN005
To: TBAZIL --DRBN005
cc: SREIMERS--DRBN007
FPORTER --DRBN007

Date and time 03/25/99 16:40:53
RENGLIB1--DRBN005
WABRAMCE--DRBN005

FROM: Joseph S. Neme
SUBJECT: BP Switch Without Speed Control
I can't answer... can either of you?

USART(UTC -05:00)

Joseph S. Neme
LVC - Safety
Phone: 39-08133, Fax:62-18147, E-Mail:jneme@ford.com
Location: MD1285/Cube 2M37, Building #2 Textpager:313-795-7003
*** Forwarding note from SREIMERS--DRBN007 03/25/99 14:03 ***
To: JNEME --DRBN005
cc: FPORTER --DRBN007 Porter, F.J. WABRAMCE--DRBN005

FROM: Steve Reimers
Subject: BP Switch Without Speed Control
Did we sell cars with BP switches and harnesses without speed control?

USART(UTC -05:00)

Steve Reimers
RVT Chassis E/E System Applications
19-03286 SREIMERS sreimers@ford.com
building 5 18008
mail drop 5011
fax 39-04145 ;>

* Note printed by FPORTER on 30 Mar 1999 at 09:56:11 *

From: I4107541--EXTERNAL
To: JNEME --FORDMAIL
RNEVI --FORDMAIL
TMASTERS--FORDMAIL
I4107541--EXTERNAL I4107541

Date and time 03/23/99 15:45:57
WARRANCE--FORDMAIL
FPORTER --FORDMAIL
FANSARI1--FORDMAIL

From: I4107541
Subject: Daily Update -3-23-99

To: info@saassociates.com

Florida Fire Marshall requests attendance at Ft. Myers vehicle inspection.
Joe Nema was contacted by phone, voice mail message left on March 22. EAA
inspector is pursuing appointment for inspection this week, including the fire
marshall and the Nationwide Insurance adjuster.

See EXCEL file for other details.

Alan Haas
EAA

Attachments sent separately:

Data Type	File Name
BINARY	FORDUM_4.XLS_PC

* Note printed by FPORTER on 29 Mar 1999 at 17:35:22 *

From: I4107541--EXTERNAL
To: JNEME --FORDMAIL
RNEVI --FORDMAIL
TMASTERS--FORDMAIL
I4107541--EXTERNAL I4107541

Date and time 03/26/99 18:57:59
NABRAMC2--FORDMAIL
FPORTER --FORDMAIL
FANSARI1--FORDMAIL

From: I4107541
Subject: Daily Update - 3/26/99

To: info@easassociates.com

EAA still has not had a return call from the Florida state fire marshall, Jack Olen or Jack Ward of Ward and Whitmore, fire investigators, to schedule the inspection of case 17W in Ft Myers. Mike Sanderlin, Nationwide Insurance special investigator (727) 712-8877 X113 or pager (888) 980-3611, has been contacted in an attempt to expedite the scheduling of the appointment to complete the inspection. Mike called on 3-26-99 at 3:45. The investigation had been tentatively scheduled for Monday, 3-29-99, but has been delayed until later next week due to a house fire investigation. The appointment could be as early as Monday afternoon or Tuesday).

Pending confirmation, case 15W in Houston is scheduled to be completed today, Friday, 3-26-99.

Alan Haas
EAA

* Note printed by FPORTER on 29 Mar 1999 at 17:35:38 *

From: PJHSYGET--EXTERNAL
To: JNEME --FORDMAIL
ENNEVI --FORDMAIL
TMASTERS--FORDMAIL
I4107541--EXTERNAL I4107541

Date and time 03/26/99 17:59:45
MABRAMEZ--FORDMAIL
FPORTER --FORDMAIL
FANSARI1--FORDMAIL

From: PJHSYGET--EXTERNAL
Subject: (no subject)

From: Eaasoc@aol.com
To: info@eaassociates.com

EAA still has not had a return call from the Florida state fire marshall, Jack Olan or Jack Ward of Ward and Whitmore, fire investigators, to schedule the inspection of case 17N in Ft Myers. Mike Sanderlin, Nationwide Insurance special investigator (727) 712-8877 X113 or pager (888)980-3511, has been contacted in an attempt to expedite the scheduling of the appointment to complete the inspection. Mike called on 3-26-99 at 3:45. The investigation had been tentatively scheduled for Monday, 3-29-99, but has been delayed until later next week due to a house fire investigation. The appointment could be as early as Monday afternoon or Tuesday).

Pending confirmation, case 18N in Houston is scheduled to be completed today, Friday, 3-26-99.

Alan Haas
EAA

* Note printed by FPORTER on 28 Mar 1999 at 15:53:13 *

From: SREIMERS--DREN007
To: JNAME --DREN005
cc: WABRANCE--DREN005
GSTEVEN1--DREN005

Date and time 03/25/99 11:57:31
FPORTER --DREN007 Porter, F.J.

FROM: Steve Reimers
Subject: Baton Rouge Leaker

USART(UTC -05:00)

Randy said he has not seen this on other vehicles. He works at a Lincoln/Mercury dealership and they don't see many other types of vehicles. He also told be that he used something called Contact cleaner by 3M to clean out the connector. This is not a Ford product. He says they may also use WD40 or most anything that is handy to remove brake fluid.

Steve Reimers building 5 3E008
RVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-04145
*** Forwarding note from JNAME --DREN005 03/25/99 10:09 ***
To: SREIMERS--DREN007
cc: WABRANCE--DREN005

FROM: Joseph S. Name
SUBJECT: Baton Rouge Leaker

USART(UTC -05:00)

Did you ask if he has ever seen anything like this on another vehicle? A Crown Vic perhaps? A windstar? etc...

Joseph S. Name
LVC - Safety
Phone: 39-08133, Fax:62-18147, E-Mail:jname@ford.com
Location: MD1285/Cube 2M37, Building #2 Textpager:313-795-7003
*** Forwarding note from SREIMERS--DREN007 03/24/99 17:28 ***
To: WABRANCE--DREN005
cc: JNAME --DREN005
JKAFATI --DREN004
SREIMERS--DREN007 Reimers, S. J.

FPORTER --DREN007 Porter, F.J.
TMASTERS--DREN005

FROM: Steve Reimers
Subject: Baton Rouge Leaker

USART(UTC -05:00)

Bill, I called Robinson Brothers L/M in Baton Rouge and spoke with Randy. He replaced the switch and is shipping it per the OASIS instructions. The car is a 92 Town Car, 76277 miles, VIN 1LNLM82W7NY708347. Car had no brake lights, nor speed control. He replaced the 15 amp fuse and test drove the car. Speed control was still inop and returned to the shop. On opening the hood to examine the BP switch he observed white smoke. When it stopped smoking he replaced it and the 15 amp fuse again. Connector did not appear to be damaged. He cleaned fluid from inside and outside the connector. Vehicle has been returned to customer. Randy says he is very familiar with the leaking bp switch and the symptoms it causes. Not sure what more we can get from this car by send EAA after it.

Steve Reimers building 5 3E008
RVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-04145

* Note printed by FPORTER on 25 Mar 1999 at 15:22:46 *

From: I4107541--EXTERNAL
To: JNEMS --FORDMAIL
RNEVI --FORDMAIL
TMASTERS--FORDMAIL
I4107541--EXTERNAL I4107541

Date and time 03/24/99 16:38:05
WARRANCE--FORDMAIL
FPORTER --FORDMAIL
FANBARTI--FORDMAIL

From: I4107541
Subject: Daily Update 3-24-98

To: info@saasociates.com

Yesterday's note mentioned that I left a voice-mail message with Joe Name.
That was incorrect -- it should have said that a message was left for Ray
Nevi. Sorry.

Attached is the latest update of the inspection matrix.

Alan Haas
EAA

Attachments sent separately:

Data Type	File Name
-----	-----
4INARY	FOI792_1.XLS_PC

* Note printed by FPORTER on 25 Mar 1999 at 15:24:02 *

From: I4107541--EXTERNAL
To: JNEME --FORDMAIL
RNEVI --FORDMAIL
TMASTERS--FORDMAIL
I4107541--EXTERNAL I4107541

Date and time 03/24/99 16:39:15
WABRAMCZ--FORDMAIL
FPORTER --FORDMAIL
FANSARI1--FORDMAIL

From: I4107541
Subject: More Daily Update Info. 3-24-99

To: info@haasassociates.com

The attached file revises the status and adds additional comments on the two Florida and two Texas under hood inspections.

Note that the Nationwide Insurance adjuster, Glen Bolton, would neither approve the removal of any parts nor a brake fluid sample from case #3 in Tyler, Texas.

Both the owner and the Dealership Service Manager were extremely cooperative on case #1 in Naples, Florida. The car has been repaired and is pristine. The owner is very agreeable to having any parts removed in the future or to sell the car back to Ford if desired. Observations from the repair that was completed in December 1998 are noted on the report. Supplemental information was also provided on similar conditions on other vehicles from the same technician.

On my previous e-mail I inadvertently stated that I had called Joe News regarding the Florida state fire marshal's request to be present at the case #17 inspection in Ft Myers. I actually called Ray Nevi. I regret any confusion the error may have caused.

The EXCEL was sent to you by separate note earlier today.

Alan Haas
EAA

3713 1347

* Note printed by FPORTER on 28 Mar 1999 at 15:26:41 *

From: SREIMERS--DREN007
To: WARRAMCZ--DREN005
cc: JNEPCH --DREN005
JKAFATI --DREN004
SREIMERS--DREN007 Reimers, S. J.

Date and time 03/24/99 17:28:29

FPORTER --DREN007 Porter, F.J.
TMASTERS--DREN005

FROM: Steve Reimers

USART(UTC -05:00)

Subject: Baton Rouge Leaker

Bill, I called Robinson Brothers L/M in Baton Rouge and spoke with Randy. He replaced the switch and is shipping it per the OASIS instructions. The car is a 92 Town Car, 76277 miles, VIN 1LNLM32W7NY. Car had no brake lights, nor speed control. He replaced the 15 amp fuse and test drove the car. Speed control was still inop and returned to the shop. On opening the hood to examine the BP switch he observed white smoke. When it stopped smoking he replaced it and the 15 amp fuse again. Connector did not appear to be damaged. He cleaned fluid from inside and outside the connector. Vehicle has been returned to customer. Randy says he is very familiar with the leaking bp switch and the symptoms it causes. Not sure what more we can get from this car by send EAA after it.

Steve Reimers
RVT Chassis E/E System Applications
39-03286 SREIMERS sreimers@ford.com

building 5 3E009
mail drop 5011
fax 39-04145

* Note printed by FPORTER on 28 Mar 1999 at 14:57:04 *

From: JNEME --DREN005 Date and time: 03/24/99 09:48:01
To: JKAFATI --DREN004 TMASTERS--DREN005
FPORTER --DREN007 WARRANCE--DREN005
RNEVI --DREN005 TRAZIL --DREN005
RENGLEIS--DREN005 BREIMERS--DREN007 Reimers, Steve
cc: JMCINHER--DREN008 ZDERING--DREN008

FROM: Joseph S. Neme USANT(UTC -05:00)
SUBJECT: fire file
I have received 2 packages from the field on underhood fire investigations... I will have them sitting out on my desk in GREEN folders... please stop by to review and make copies of what you want... I am in building #2, cube 22M37

when I receive more, I will add them to the file rack on my desk and send out a follow-up note

Joseph S. Neme
LVC - Safety
Phone: 39-08133, Fax:62-18147, E-Mail:jneme@ford.com
Location: MD1255/Cube 2M37, Building #2 Textpager:313-795-7003

* Note printed by FPORTER on 25 Mar 1999 at 14:56:54 *

From: FKOH1 --DEBN007
To: FPORTER --DEBN007

Date and time 03/24/99 13:11:41
SRINERA--DEBN007

FROM: Fred Kohl USART(UTC -05:00)
Subject: Brake Pressure Switch in Ground Circuit
I have updated the answer to your question on moving the pressure switch to the clutch ground circuit. However, further updates maybe coming. We are looking how the numbers in the FMEA will be affected. This will not be completed for a few days.

The concern is the system maybe less robust with the deact switch in the clutch ground circuit.

Also, I including an answer on moving the deact switch to the system ground circuit without any changes to the servo. Answer is NO. System would reset like an ignition OFF event every time the deact switch was cycled.

Regards, Fred Kohl, Precision Speed Control (Panther)
PROFE ID: FKOH1 Phone (313) 32-21801 Pager (888) 377-6280
IBM Mail(USFNCBJZ)
Mailing Address: EVB, 1WB05

* Note printed by FPORTER on 25 Mar 1999 at 15:01:00 *

From: SLAROUCH--FORDMAIL Date and time 03/24/99 13:20:55
To: SLAPOINT--FORDMAIL LaPointe, Norman SLAROUCH--FORDMAIL LaRouche, Steve
FPORTER --FORDMAIL Porter, Fred SHRINERS--FORDMAIL Rainers, Steve
GSTEVENL--FORDSMTP Stevens, Gregory

From: LaRouche, Steve (S.)
Subject: Switches from EAA

I have received two switches with filled out questionnaires from EAA. One is from a 92 Town Car (Davenport, FL), and the other is from a Town Car with no model year listed (Insurance Auto Auction in Aurora, IL). One vehicle caught fire while it was left idling (IL vehicle), the other caught fire ~15-20 minutes after it was parked. Owner couldn't get it out of park previous evening. Police changed fuse for her. Both switches badly burned. Probably won't be able to tell much from them. A 15A fuse was included with one of the switches. No other parts or brake fluid received with switches. Will not be able to make today's meeting.

Steve LaRouche (SLAROUCH)
Metallurgy Section, Central Laboratory, Room N410
(313) 848-4876 (313) 322-1614 FAX

* Note printed by FPORTER on 25 Mar 1999 at 15:57:56 *

From: SREIMERS--DRENO07

Date and time 03/25/99 14:03:14

To: JNEME --DRENO05

cc: FPORTER --DRENO07 Porter, F.J.

WARRANCE--DRENO03

FROM: Steve Reimers

USAST(UTC -05:00)

Subject: BP Switch Without Speed Control

Did we sell cars with BP switches and harnesses without speed control?

Steve Reimers

RVT Chassis E/E System Applications

39-03286 SREIMERS sreimers@ford.com

building 5 3E008

mail drop 5011

fax 39-04145 ;>

* Note printed by FPORTER on 22 Mar 1999 at 10:21:18 *

From: SREIMERS--DRBN007
To: JHAYDEN2--DRBN005
cc: TALLENT6--DRBN006
WGARDNER--DRBN004

Date and time 03/22/99 09:18:48

FPORTER --DRBN007 Porter, F.J.

FROM: Steve Reimers
Subject: Relay Requirements

USAST(UTC -05:00)

I will need to consider using the 80mAmp relay. The relay coil will be control led by a pressure actuated switch that closes to ground. NOTE**** My requiremen ts state continous operation, however, while the relay coil will be normally en ergized (except when brake is applied) the load current will only occur while speed control is engaged.

Steve Reimers building 5 3E008
RVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-04145 ;>
*** Forwarding note from JHAYDEN2--DRBN005 03/22/99 08:43 ***
To: SREIMERS--DRBN007

FROM: John T. Hayden
Subject: Relay Requirements

USAST(UTC -05:00)

Steve,

I am the Relay Engineer. We do not have a relay that will meet your requirements. The currently released relays require more than 12mA to actuate, approx. 80mA @ 25C. The relays need to switch a minimum of 500mA to prevent damage to the contacts. What would be controlling the relay (i.e telling the coil when to energize & de-energize)?

Regards,
John T. Hayden
Power Distribution Device Section
Phone (313) 32-29577

*** Forwarding note from SREIMERS--DRBN007 03/19/99 19:07 ***
To: WGARDNER--DRBN004
cc: JHAYDEN2--DRBN005

FPORTER --DRBN007 Porter, F.J.

FROM: Steve Reimers
Subject: Relay Requirements

USAST(UTC -05:00)

MUST: Operate underhood; Operate continuously (normally energized at all times by NOT ALL TIME circuit); Actuating current less than 12 milliamps; Actuating voltage is provided by closure to ground; One circuit normally-closed when energized; switch battery voltage to an inductive load (53 - 112 mH) of 500 milliamps (typical, 800 mA at -40 degrees). Flyback is clamped at load.*****
WANT: Opens circuit when load has exceded 1 amp to eliminate need for fuse; For d Qualified part; Stand-alone mounting; Available in large quantities (500,000 in 10 days).

Steve Reimers building 5 3E008
RVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-04145 ;>

* Note printed by FPORTER on 23 Mar 1999 at 10:13:55 *

From: SREIMERS--DERM007
To: WGARDNER--DERM004
cc: JHAYDEN1--DERM005

Date and time 03/19/99 19:07:33

FPORTER --DERM007 Porter, F.J.

FROM: Steve Reimers
Subject: Relay Requirements

USAEET(UTC -05:00)

MUST: Operate underhood; Operate continuously (normally energized at all times by NOT ALL TIME circuit); Actuating current less than 12 milliamps; Actuating voltage is provided by closure to ground; One circuit normally-closed when energized; switch battery voltage to an inductive load (53 - 112 mH) of 500 milliamps (typical, 800 mA at -40 degrees). Flyback is clamped at load.*****
WANT: Opens circuit when load has exceeded 1 amp to eliminate need for fuse; For d Qualified part; Stand-alone mounting; Available in large quantities (500,000 in 30 days).

Steve Reimers
RVT Chassis E/E System Applications
19-03286 SREIMERS sreimers@ford.com

building 5 3EQ06
mail drop 8011
fax 39-04145 ;>

* Note printed by FPORTER on 22 Mar 1999 at 10:18:34 *

From: SREIMERS--DREH007
To: FKOHL --DREH007
cc: FPORTER --DREH007 Porter, F.J.

Date and time 03/20/99 18:56:33

FROM: Steve Reimers USANT(DTC -05:00)
Subject: Brake Pressure Switch in Ground Path
I have review your response. All the things you state are possible without any required invention so it is viable. Suggest you remove the conclusion and just restate that the time to produce is not compatible with a near term implementation. Please add comments for the effect of moving the switch to the ground of the speed control servo without doing any redesign. Is it feasible? What will be the impact on the customer?
thanks,

Steve Reimers	building 5 3E008
HVT Chassis E/E System Applications	mail drop 8011
39-03286 SREIMERS sreimers@ford.com	fax 39-04145 ;>

* Note printed by FPORTER on 18 Mar 1999 at 17:27:35 *

From: SLAROUCH--FORDNA1 Date and time 03/12/99 13:03:30
To: NLAPOINT--FORDMAIL LaPointe, Norman SLAROUCH--FORDNA1 LaRouche, Steve
FPORTER --FORDMAIL Porter, Fred GREIMERS--FORDMAIL Rainers, Steve
GSTEVEN1--FORDSMTP Stevens, Gregory

From: LaRouche, Steve (S.)
Subject: OASIS

I received another switch from the oasis. 93 Town Car, ~83k miles. Dealer:
Robinson Brothers, Baton Rouge, LA. Complaint was that ABS light stays on,
brakes grab when vehicle is coasting as though brakes had been applied.
Replaced switch because it was found to be leaking.

Steve LaRouche (SLAROUCH)
Metallurgy Section, Central Laboratory, Room M410
(313) 845-4876 (313) 322-1614 FAX

* Note printed by FPORTER on 18 Mar 1999 at 17:28:48 *

From: SREIMERS--DRBN007 Date and time 03/16/99 17:27:25
To: FPORTER --DRBN007 Porter, F.J. GSTEVEN1--DRBN005
SLABOUCH--FORDMAIL

FROM: Steve Reimers USAET(UTC -05:00)
Subject: RE: Ford Brake Fluid Questions
fyi

Steve Reimers building 5 3E00B
AVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-03286 ;>
*** Forwarding note from OWOXLOSP--EXTERNAL 03/16/99 15:28 ***
To: SREIMERS--FORDMAIL Reimers, Steve
cc: O2421WP1--EXTERNAL Kitt, Michael

From: Urbina, Scott (SA)
Subject: RE: Ford Brake Fluid Questions

From: "Urbina, Scott (SA)"<surbiha@dow.com>
cc: "Kitt, Michael"<mkitt@dow.com>

Steve, I know that Mike was out today and is on vacation tomorrow. I will follow up with him on your request as well.

A few comments....

1. It was my understanding from our recent meeting that it was unknown as to what brake fluid was in the vehicles in question. From a testing standpoint, is Ford wanting to look at the "world" of brake fluids that are in the market. The reason I ask this is that the brake fluid GM uses for factory fill is different from Chrysler which is different from Ford. In fact, the Japanese all use different fluids and chemistries as well. I had mentioned this to several folks after our meeting was over. There are several producers of brake fluids (some for OEM and others for aftermarket) and these all use different formulation chemistry.

2. Conductivity of brake fluid will be contingent upon a number of factors including the chemistry of the "nest" (unused/unadulterated) fluid, water content, and whether or not any impurities have entered the fluid (i.e.: metals from the brake system, etc.)

3. I'll let Mike address this. I am aware of the paper although I don't have a copy of it. The comments I made in number one are valid for this test as well.

I'm sorry if this seems to be confusing or muddies up anything Ford was looking at. It's important, though, to recognize that due to the various fluids in the market that it's difficult to come up with a test procedure. Once a vehicle leaves the assembly plant the type and "mixture" of brake fluid is up in the air. While brake fluid chemistries are "similar" they are not the same....and I don't just mean for corrosion inhibitors, etc. The actual base chemistry can be very different.

Let me know of any questions you may have and anything I can do to help further. Again, I'll put a call into Mike to help on this request.

Scott A. Urbina
Account Manager
Dow Automotive
Phone: 248-351-5537
Fax: 248-948-1706
surbiha@dow.com

> -----
> From: Steve Reimers SMTP: sreimers@ford.com
> Sent: Tuesday, March 16, 1999 11:23 AM
> To: Urbina, Scott (SA)
> Subject: Ford Brake Fluid Questions
>
> TO: surbiha@dow.com
>
> This is text of message I sent to Mike Kitt today.
> Subject: Ford Brake Fluid questions
> 1. When will Brake Fluid without inhibitors be available?
> 2. Need to know conductivity of Brake Fluid?
> 3. SAE 971007 describes a way to lab-age brake fluid. Can DOW help
> Ford get some
> of this lab-aged Brake Fluid? (Is this the SAE paper you referred
> to in our
> meeting in Dearborn on 2/24/99?)
> thanks,
>
> Steve Reimers
> AVT Chassis E/E System Applications
> 39-01286 SREIMERS sreimers@ford.com
building # 3E008
mail drop 5011
fax 39-01286 1>

* Note printed by FPORTER on 18 Mar 1999 at 17:29:11 *

From: FKohl --DRBN007 Date and time 03/18/99 11:23:16
To: DRUDEYNS--VISTEON FPORTER --DRBN007
GHUBERTS--VISTEON SREIMERS--DRBN007
SSIMPSON--VISTEON TSCHRODY--VISTEON
cc: FKohl --DRBN007

FROM: Fred Kohl USAET(UTC -05:00)
Subject: Brake Pressure Switch in Ground Return Circuit
Fred Porter and Steve Rainers;

Attached file (GrdReturn.doc) details what it would take at a minimum to place the brake pressure switch (deactivation switch) in the ground return circuit.

Please note a complete design analysis would be needed to determine if other changes are required.

Visteon does not feel this change is a viable solution for fixing the issue. We will continue to support you and the teams efforts to resolve the issue.

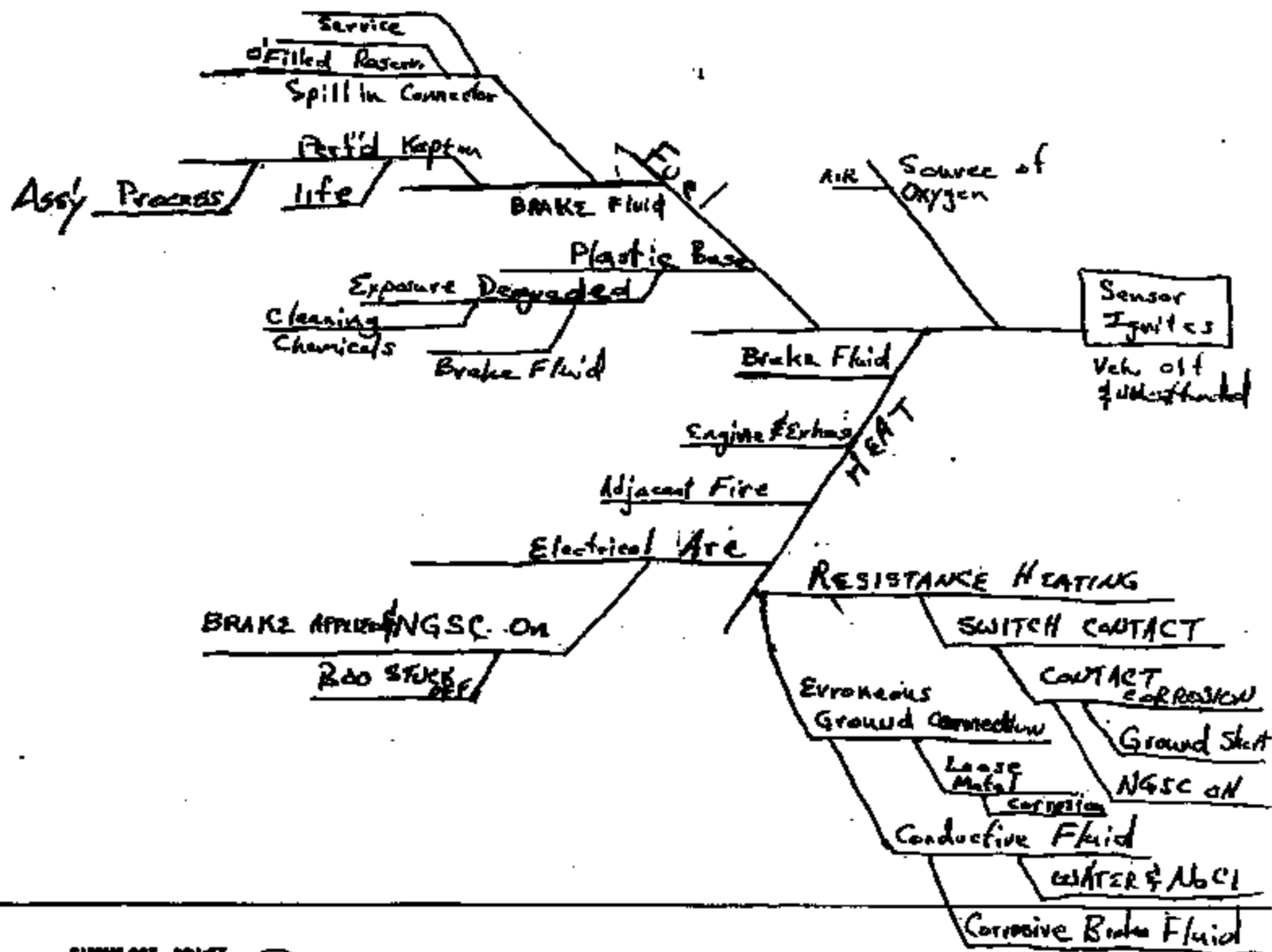
A reply on Visteon letterhead will come next week.

Regards, __ Fred Kohl, Precision Speed Control (Panther)
PROPS ID: FKohl Phone (313) 32-21801 Pager (888) 377-6280
IBM Mail(USFMCBJZ)
Mailing Address: EVE, 1NE05

Ignition Theory Fishbone

3/8/99

S. Rainers



3713 1380



* Note printed by FPORTER on 18 Mar 1999 at 17:13:30 *

From: I4107541--EXTERNAL
To: JNEME --FORDMAIL
RNEVI --FORDMAIL
TMASTERS--FORDMAIL
I4107541--EXTERNAL I4107541

Date and time 03/18/99 16:43:54
WABRAMCZ--FORDMAIL
FPORTER --FORDMAIL
FANSARI1--FORDMAIL

From: I4107541
Subject: Daily Update 3-18-99

To: info@easassociates.com

Shown below are the key outcomes of our meeting of March 17, 4:00PM. Items 1 through 6 are actions that Alan Haas of EAA will complete.

The bullet points are key instructions that will be shown in our status reports so that the summary is clearly understood.

We will be sending the updated EXCEL status report today in EXCEL format that should allow all Ford addressees to download it. If you have any issues with downloading, please let me know ASAP.

Of course, if you have any additions or revisions to the items below, please let me know ASAP.

Chuck White
whitewolnu@aol.com

- 1. Add "N" in suffix of all NHTSA cases in column called "CASE No."
2. See other changes noted below and add-in to the daily status report EXCEL file
3. Inform our 3 EAA Inspectors of the status of the program and the new items that affect them. This is very important regarding reports, photos, number of copies, addresses to be sent to, fastest means of mail to be used (Fed-ex or faster), retaining negatives and original of their report and other info to be in file folder labeled by Case No. which is to be same as Faresen's.
4. Keep Joe Neme and Ray Nevi very informed on current events where their help is needed or newsworthy discoveries.
5. NOT! - Each of the 3 Inspectors should call Joe Neme with any opinions or technical conclusions that they reach or ponder about. They should not include such opinions in written materials.
6. If in doubt, remove and return the part. If in doubt, take the photo and return with explanation of what the photo represents. Stick to the facts, no opinions - direct all opinions to Joe Neme.
7. Cases 3,15,16,17 are "N" cases, others are not (Memphis, 1,2)
8. Glen not John Bolton (Case 3)

State at bottom in list of Notes the following:

'N' in 'Case No.' column designates that this case was provided by NHTSA
Either add new column or add in "EAA notified column" the name of the person that notified EAA

All reports are double copied and photos triple copied and sent as follows:

1 copy of report and photos to 'Farane' (?)

1 copy of report and two copies of photos to Joe Neme

sent by fastest means available (overnight strongly desired)

All parts to be carefully packaged and sent to Ford Central Lab with the following:

sheet stating VIN number, date of inspection, name of EAA Inspector and phone, fax number of EAA Inspector, and "if any questions, please contact Joe Neme at phone no. _____", if you are having any difficulty reaching the EAA Inspector please immediately contact Alan Haas at phone: _____ or fax _____

sent by fastest means available (overnight strongly preferred)

to be addressed to "T118 Department - Project EAA# P002A"

When requested, EAA Inspector will provide extra copies of reports and/or photos. In such instances, Alan Haas should be contacted to arrange this.

EAA will setup the inspections and alert any Ford personnel desiring attendance; this alert to Ford personnel will be completed within one hour establishing the inspection date/time.

If insurance company is delaying NHTSA case or others assigned by the insurance company, EAA (Alan Haas) will immediately contact Ray Nevi to help resolve the issue. Similar delays with non-NHTSA assigned cases will be immediately directed to Joe Neme for help in resolving delay issues.

Farane will call Alan Haas regarding each case and also send the questionnaire (with her input added) to the assigned EAA Inspector's fax, and also send to Alan Haas by fax. (Alan Haas will provide name of assigned EAA Inspector to Farane.)

Priority of cases will as follows: (1) NHTSA, (2) other most recent, (3) other older cases

Daily status report to be sent by Alan Haas by e-mail to: Joe Neme, Bill Abranczyk, Ray Nevi, fporter@ford.com, tmaster@ford.com and fanserile@ford.com. The attached EXCEL file will be formatted at EXCEL level so that all addressees can download it.

Questionnaire 'rev' level will be added to status report for each case. As questionnaire revisions are made this will aid in understanding which questions were asked in any given case. Alan Haas to maintain an electronic file of these 'rev' levels.

Reports and photo negatives are to be maintained by EAA Inspectors until such time as Ford requests these materials to be sent to Ford. EAA will retain no copies of any of these materials after that point in time.

Prevent corrosion leak paths from starting a fire

Objects

St. Terminal

Sp. "

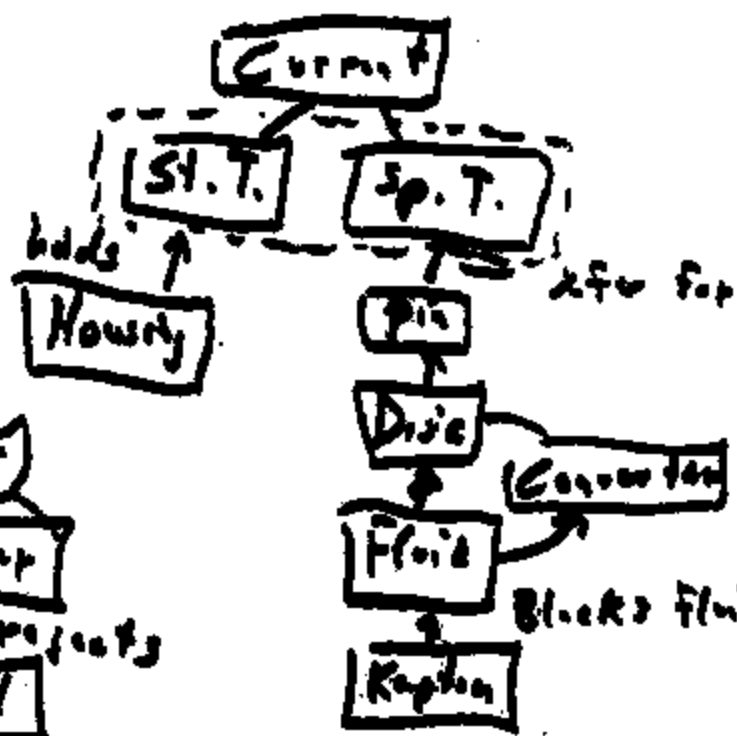
Cup

Pin

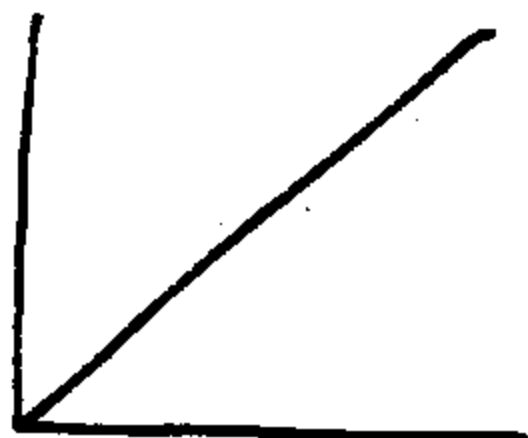
Disc

Fluid

Kapton

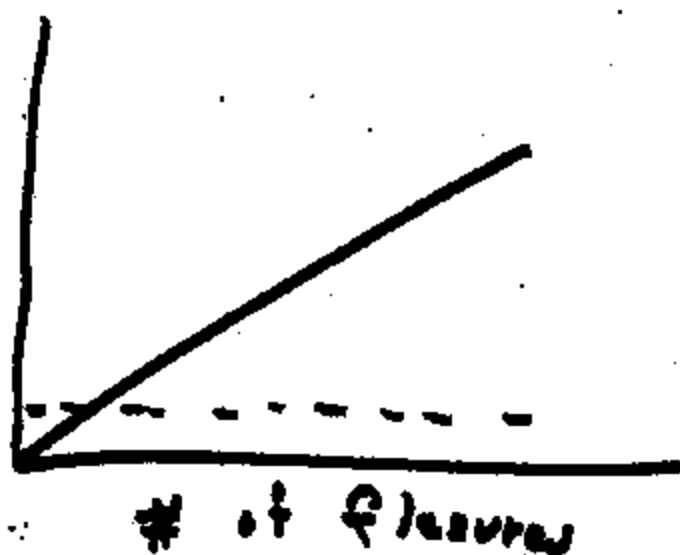


Prob.
of
Fire

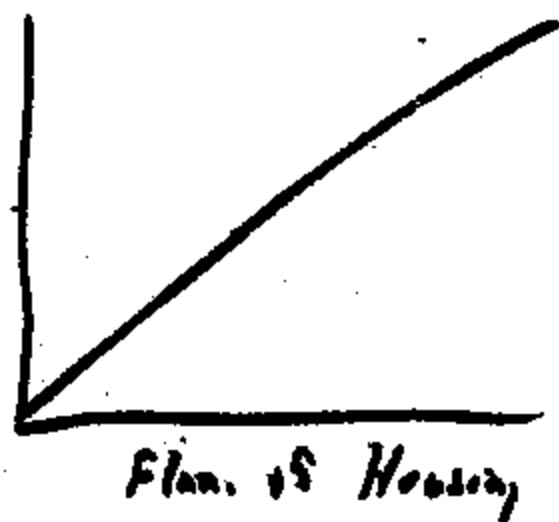


Seal deterioration, Kapton deterioration
Amount of current
Length of path from term. to ground

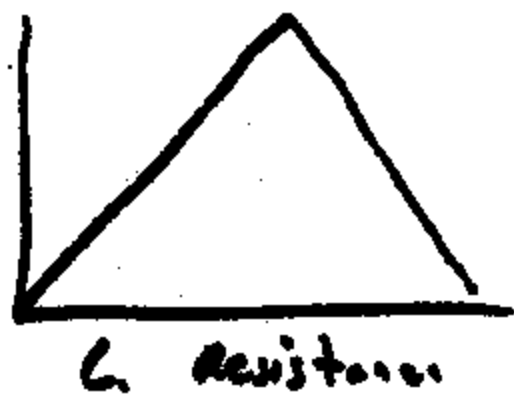
Ray's
defect



Prob
of
fire



Prob
of
fire



Uniqueness

There is always V on terminal

Small or very ^{large} current is OK

Major prob. is with system off

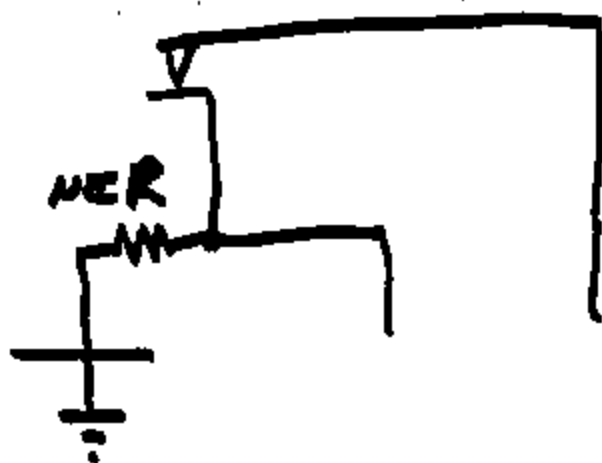
Brake fluid borne

Plus.

Drains

Distrib

1.)



- 2.) Ground fault interrupter
- 3.) Reverse polarity of terminals
- 4.) Turn upside down so slide ~~away~~ from ground & objects fall away from ground
- 5.) Plastic diaphragm btm. pin & spring arm (close off switch cavity)
- 6.) Coat all of terminals with plastic except for contacts
- 7.) Put switch after coil
- 8.) O-ring sliding seal
- 9.) Thermal fuse in circuit that melts below ign. temp. it plastic
- 10.) Fill lower half of cavity with gel

* Note printed by FPORTER on 3 Mar 1999 at 17:38:13 *

From: SREIMERS--DREN007 Date and time 03/05/99 17:24:12
To: JKAFATI --DREN004
cc: FPORTER --DREN007 Forter, F.J. MRESE --DREN005
FROM: --DREN007

FROM: Steve Reimers USABT(UTC -05:00)
Subject: Brake Dead Switch Re-location
Joe, Can you do the checking that Marty is requesting? Do you know who the design and release engineer(s) is for the brake pedal mounted switch and the harness?

Steve Reimers building 5 3E008
AVT Chassis R/H System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-03286 />
*** Forwarding note from MRESE --DREN005 03/05/99 14:27 ***
To: SREIMERS--DREN007
cc: TRAIL --DREN008 LSMITHS --DREN005
DSYLVEST--DREN006 WLIVINGS--DREN005

FROM: M. P. REESE USABT(UTC -05:00)
Subject: Brake Dead Switch Re-location - DESIGN ORDER RESULTS

STEVE, THERE IS A PLACE FOR A SWITCH TO BE LOCATED ON THE 1992/1993/1994 TOWN CAR BRAKE PEDAL ASSEMBLY. IT IS THE "KEYHOLE" IN THE PEDAL ASSEMBLY'S BRACKET, WORKING WITH THE FLAT SURFACE ON THE PLASTIC ADAPTER (ON THE PEDAL ASSEMBLY'S ARM). THESE FEATURES WERE USED TO MOUNT THE VALVE ASSEMBLY - SPEED CONTROL (-9C727-) AND THE CLIP - SPEED CONTROL VACUUM VALVE (-9C966-) ON OTHER MODEL YEAR/CARLINE PANTHER CARS. SWITCH AND WIRING CLEARANCE TO STEERING COLUMN CRUSH ZONE WILL DEPEND ON DIMENSIONS OF SWITCH TO BE USED, AND WIRING ROUTING. (THE 1999 MODEL SWITCH, AT THIS LOCATION, DOES INTERFERE WITH THE CRUSH ZONE.) A DIFFERENT/NEW SWITCH WILL BE NEEDED.

IT IS TIME FOR THE CHECK TO VERIFY THESE RESULTS, THAT I REQUESTED DURING THE 1999 MAR 03 MEETING. THE CHECK IS NEEDED, BECAUSE REFERENCES (DESIGN LAYOUTS, WERS, DOCMAN, ETC.) THAT WE HAVE AVAILABLE (AND RECOVERED FROM ARCHIVES) ARE NOT PERFECT. I REQUEST REVIEW BY THE APPROPRIATE DESIGN AND RELEASE (SWITCH AND WIRING) ENGINEER. PLEASE RELAY THIS REQUEST.

IF THIS SOLUTION DOES NOT HOLD UP TO THE CHECK, THEN WE WILL NOT BE ABLE TO ADD A SWITCH ON THE BRAKE PEDAL AND BRACKET ASSEMBLY.

Regards,
M. P. Reese 313-317-7142 (313-621-6675 FAX)
OPD LVC - Brakes Mail Drop 1229 BUILDING 2 24M31
*** Forwarding note from MRESE --DREN005 03/01/99 12:24 ***
To: SREIMERS--DREN007 FPORTER --DREN007
cc: TRAIL --DREN005 JNENE --DREN005

FROM: M. P. REESE USABT(UTC -05:00)
Subject: Brake Dead Switch Re-location - DESIGN ORDER

STEVE, THE RESULT OF THE MEETING THIS MORNING IS THAT WE WILL HAVE A FEASIBLE, CLEAR SOLUTION (FOR SWITCH MOUNTED TO BRAKE PEDAL ASSEMBLY, ON 1992/1993/1994 TOWN CAR) BY NOON FRIDAY 1999 MAR 05. IN MAKING THIS SOLUTION, WE ARE BEING VERY CAREFUL SO THAT WE DO NOT MAKE SOMETHING ELSE WORSE. THE HISTORY IS VAGUE.

ANY GOOD NEWS, ABOUT OTHER SOLUTIONS?

Regards,
M. P. Reese 313-317-7142 (313-621-6675 FAX)
OPD LVC - Brakes Mail Drop 1229 BUILDING 2 24M31
*** Forwarding note from SREIMERS--DREN007 02/27/99 16:19 ***
To: MRESE --DREN005
cc: FPORTER --DREN007 Porter, F.J.

FROM: Steve Reimers USANT(UTC -05:00)
Subject: Brake Deac Switch Re-location
Marty, Please call Fred Porter with the update from your meeting. I will be at
MPG most of the day.

Steve Reimers building 5 3E008
AVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-03286 />
*** Forwarding note from MRESE --DREN005 02/27/99 16:13 ***
To: SREIMERS--DREN007
cc: TRAXIL --DREN005 LEMITH9 --DREN005

FROM: M. P. REESE USANT(UTC -05:00)
Subject: Brake Deac Switch Re-location

I AM OPTIMISTIC ABOUT ABILITY TO PACKAGE THE CURRENT PRODUCTION SWITCH ON
THE BRAKE PEDAL AND BRACKET ASSEMBLY IN 1992/1993/1994 TOWN CARS. I WILL
KNOW MORE (BUT NOT EVERYTHING) ABOUT TIMING AT THE CONCLUSION OF A 9:00 AM
MEETING WITH CHASSIS DESIGNERS. GENERAL OPTIMISM COMES FROM THE BRAKE
PEDAL AND BRACKET ASSEMBLY DRAWINGS; THEY (SO FAR) SHOW EVOLUTION OVER THE
MODEL YEARS, AND INVOLVE ONLY ONE SUPPLIER.

WERS AND DOGMAN ARE NOT IN GOOD SHAPE FOR THIS 1992/1993/1994 MODEL TASK.
THAT SLOWS THE ADVANCE. FACILITATES AMBUSH.

ALWAYS, I MUST CONSIDER EFFECTS ON FVSS 105. VEHICLE TEST, BRAKE SYSTEM.

I INTEND T CALL YOU, ABOUT NOON ON MONDAY 1999 MAR 01.

Regards,
M. P. Reese 313-317-7142 (313-621-6675 FAX)
OPD LVC - Brakes Mail Drop 1229 BUILDING 2 24M31
*** Forwarding note from SREIMERS--DREN007 02/28/99 15:39 ***
To: MRESE --DREN005

FROM: Steve Reimers USANT(UTC -05:00)
Subject: Brake Deac Switch Re-location
Marty, I was asked what the status of this design work. Have you got any good
words I can pass on to my manager? I would like to give Jack Paskus a sense of
where we are on this task, what the next step(s) are and when they are targett
ed to complete. My meeting with Paskus is monday at 3:30.
thanks,

Steve Reimers building 5 3C043
AVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-03286 />

* Note printed by FPORTER on 5 Mar 1999 at 17:40:04 *

From: TRASIL --DREN005 Date and time 03/05/99 08:12:05
To: SREIMERS--DREN007 Reimers, Steve
cc: BEGEN --DREN007 MRESE --DREN005
BPEASE --DREN005 LSMITHS --DREN005
NLAPPOINT--DREN005 FPORTER --DREN007

FROM: Tom Bazil USAET(UTC -08:00)
Subject: Brake pressure Switch
I don't think so without greater risk than existing ideas, but I welcome ideas from ccs.

Have a good day!

Thomas B. Bazil (313) 59-47547 Lrg & Lux Car OPD Brake/Veh Supv
Drop 1229-LVC, Cuba 24-M36, fax 62-16675, pager (888) 375-6449
*** Forwarding note from SREIMERS--DREN007 03/04/99 11:15 ***
To: TRASIL --DREN005 Bazil, Tom
cc: NLAPPOINT--DREN005 FPORTER --DREN007 Porter, F.J.

FROM: Steve Reimers USAET(UTC -05:00)
Subject: Brake pressure Switch
Tom, Another potential solution... Isolate the pressure switch hydraulic port from the vehicle ground. Is there a way to connect the brake pressure switch to the prop-valve hydraulic port with a non-conductive tubing or spacer or something else????

Steve Reimers building 5 3E008
AVT Chassis E/E System Applications mail drop 5011
39-03286 SREIMERS sreimers@ford.com fax 39-03286 ,>

3713 1370

* Note printed by FPORTER on 4 Mar 1999 at 11:09:55 *

From: SLAROUCH--FORDMAIL Date and time 03/02/99 11:56:23
To: FPORTER --FORDMAIL Porter, Fred (F.J. LLAPOINT--FORDMAIL LaPointe, Norman (SREIMERS--FORDMAIL Reimers, Steve (S. I2060625--EXTERNAL 'A. Rahman' SMCCART3--FORDMAIL McCarthy, Shaun (S SLAROUCH--FORDMAIL LaRouche, Steve (S

From: LaRouche, Steve (S.)
Subject:

We have found three switches so far (including the one to be analyzed by the Sci Lab), that will not open electrically when disc is heard to snap under application of air pressure. I sectioned one of these switches and found what appears to be water (it evaporated rather quickly at room temp) and corrosion product. I found that the transfer pin has been stuck in place by the corrosion products. What this means, is that even if the disc snaps, the pin will not pull back, and the contacts will not open. None of these switches showed evidence of diaphragm leakage on the test stand.

Steve LaRouche (SLAROUCH)
Metallurgy Section, Central Laboratory, Room N410
(313) 848-4876 (313) 322-1614 FAX

Summary of Chemical Properties

3/2/99

The following pages were supplied by Dupont and show chemical and physical properties for Teflon and Kapton. In summary, water will degrade the mechanical properties of Kapton, but Teflon is unaffected by water. This is the reason why the Teflon-Kapton-Teflon system was selected for Texas Instruments switch diaphragm (3 mil thick Kapton layer coated with 1 mil Teflon on both sides). Page 1 (marked with "A") indicates that the Teflon is non-reactive with water. While page 2 shows Teflon has a relatively low vapor transmission rate (marked with "B"). Page 3 shows how the mechanical properties of Kapton degrade with water and temperature exposure (marked with "C").

End of document.

Chemical Properties

DuPont FEP fluorocarbon film is chemically inert and solvent resistant to virtually all chemicals except molten alkali metals, fluorine at elevated temperatures, and certain complex halogenated compounds such as chlorine trifluoride at elevated temperatures and pressures.

In circumstances where end-use temperatures are close to the upper service limit 205°C (400°F), 80% sodium hydroxide, metal hydrides, aluminum chloride, ammonia, and certain amines (R-NH₂) may attack the film in a manner similar to molten alkali metals. Special testing is required when such extreme reducing or oxidizing conditions are evident.

With these exceptions noted, DuPont FEP fluorocarbon films exhibit a very broad range of chemical and thermal serviceability.

Due to the many complex aspects of performance in severe environments, final selection should be based on functional evaluations or experience under actual end-use conditions.

The chemical substances listed in Table I are representative of those with which DuPont FEP film has been found to be nonreactive.

Table I
Typical Chemicals with Which DuPont FEP Film is Nonreactive*

Abietic acid	Cyclohexanone	Hydrofluoric acid	Phthalic acid
Acetic acid	Dibutyl phthalate	Hydrogen peroxide	Pinene
Acetic anhydride	Dibutyl sebacate	Lead	Pipridene
Acetone	Diethyl carbonate	Magnesium chloride	Polystyrene
Acetophenone	Diethyl ether	Mercury	Peracetic acid
Acrylic anhydride	Dimethyl formamide	Methyl ethyl ketone	Potassium hydroxide
Allyl acetate	Diisobutyl adipate	Metacrylic acid	Potassium permanganate
Allyl methacrylate	Dimethylformamide	Methanol	Pyridine
Aluminum chloride	Dimethylhydrazine, unsymmetrical	Methyl methacrylate	Serpentite
Ammonia, liquid	Dioxane	Naphthalene	Silver nitrate
Ammonium chloride	Ethyl acetate	Naphthalene	Silver hypophosphite
Aniline	Ethyl alcohol	Nitric acid	Silver peroxide
Benzonitrile	Ethyl ether	Nitrobenzene	Solvents, aliphatic and aromatic**
Benzoyl chloride	Ethyl hexanoate	Nitromethane	Sulfuric acid
Benzyl alcohol	Ethylene bromide	Nitrogen tetroxide	Sulfur
Boric acid	Ethylene glycol	2-Hydro-2-methylpropanol	Tetrahydrofuran
Bromine	Ferric chloride	1-Octadecyl alcohol	Tetrachloroethylene
n-Butyl amine	Ferric phosphate	Oil, animal and vegetable	Trichloroacetic acid
Butyl acetate	Fluoromethane	Quene	Trichloroethylene
Butyl methacrylate	Fluoromethane	Perchloroethylene	Triethyl phosphite
Calcium chloride	Formaldehyde	Perchloroethylene	Triethanolamine
Carbon disulfide	Formic acid	Phenol	Vinyl methacrylate
Cetane	Furane	Phosphoric acid	Water
Chlorine	Gasoline	Phosphorus pentachloride	Xylene
Chloroform	Hexachloroethane		Zinc chloride
Chlorosulfonic acid	Hexane		
Chromic acid	Hydrazine		
Cyclohexane	Hydrochloric acid		

*Based on observations conducted up to the boiling points of the liquids listed. FEP resins have thermal service temperatures up to 205°C (400°F). Absence of a specific chemical does not mean that it is reactive with FEP film.

**Some hydrocarbon solvents may cause moderate swelling.

Physical Properties

Absorption

Almost all plastics absorb small quantities of certain materials with which they come in contact. Submicroscopic voids between polymer molecules provide space for the material absorbed without chemical reaction. This phenomenon is usually marked by a slight weight increase and sometimes by discoloration.

DuPont FEP fluorocarbon films have unusually low absorption compared with other thermoplastics. They absorb practically no common acids or bases at temperatures as high as 200°C (392°F) and exposures of up to one year. Even the absorption of solvents is extremely small. Weight increases are generally less than 1% when exposed at elevated temperatures for long periods. In general, aqueous solutions are absorbed very little by DuPont FEP film. Moisture absorption is typically less than 0.01% at ambient temperature and pressure.

Permeability

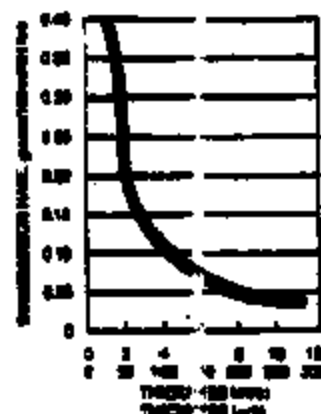
Many gases and vapors permeate FEP films at a much lower rate than for other thermoplastics (see Figure 13). In general, permeation increases with temperature, pressure, and surface contact area and decreases with increased film thickness. Table 6 lists rates at which various gases are transmitted through DuPont FEP fluorocarbon film, while Table 7 lists rates of vapor permeability for some representative substances. Note that the pressure for each material is its vapor pressure at the indicated temperature.

Table 6
Typical Gas Permeability Rates of DuPont FEP
Fluorocarbon Film, 25 μ m (1 mil) Thickness
(Test Method: ASTM D-1485 at 50°C (77°F))

Gas	Permeability Rate* cm ³ /in ² · 24 hr · atm
Carbon Dioxide	28.8 × 10 ⁻¹⁰
Hydrogen	34.1 × 10 ⁻¹⁰
Nitrogen	8.8 × 10 ⁻¹⁰
Oxygen	11.8 × 10 ⁻¹⁰

*To convert to cm³/in² (14.15 in² = 1 sq. dm), multiply by 1.0545.

Figure 13. Water Vapor Transmission Rate of DuPont FEP Film at -4°C (24°F) as ASTM E-96 (Modified)



Notes: Values are average only and not for specification purposes. To convert the permeation values for 100 in² to those for 1 m², multiply by 96.8.

Table 7
Typical Vapor Transmission Rates of DuPont FEP Fluorocarbon Film, 25 μ m (1 mil) Thickness
(Test Method: Modified ASTM E-96)

Vapor	Temperature		Vap. r. Transmission Rate	
	°C	°F	SI Units g/m ² ·d	English Units (lb/100 in ² ·d)
Acetic Acid	15	59	6.3	0.41
Acetone	15	59	14.7	0.95
Benzene	15	59	9.8	0.64
Carbon Tetrachloride	15	59	4.8	0.31
Ethyl Acetate	15	59	11.7	0.76
Ethyl Alcohol	15	59	10.7	0.69
Freon® R-12	13	73	372.0	24.0
Hexane	15	59	8.7	0.56
Hydrochloric Acid	25	77	<0.2	<0.01
Nitric Acid (Red Fuming)	15	59	108.5	10.8
Sodium Hydroxide, 50%	25	77	<0.2	<0.01
Sulfuric Acid, 98%	25	77	2 × 10 ⁻⁴	1 × 10 ⁻⁴
Water	39.5	103	7.0	0.45

CRITICAL EXPLOSIVE DATA ON KAPTON

CRITICAL EXPLOSIVE DATA ON KAPTON AND 200 IN					
CRITICAL	TIME	TIME	TIME	TIME	TIME
1. 10	10	10	10	10	10
2. 10	10	10	10	10	10
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4. 10	10	10	10	10	10
5. 10	10	10	10	10	10
6. 10	10	10	10	10	10
7. 10	10	10	10	10	10
8. 10	10	10	10	10	10
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98. 10	10	10	10	10	10
99. 10	10	10	10	10	10
100. 10	10	10	10	10	10

* Note printed by FPORTER on 4 Mar 1999 at 10:30:59 *

From: SREINERS--DERM007 Date and time 02/25/99 16:15:03
To: WBOYER1 --VISTEON
cc: FKohl --DERM007 TSCHRODY--VISTEON
GDYGERT --VISTEON GHEUBERTS--VISTEON
FPORTER --DERM007 Porter, F.J.

FROM: Steve Reimers USAST(UTC -05:00)
Subject: RE: Speed control servo
Thanks for the technical info. Did the bad R44 NGSC batch include any MY92 or MY 91 Town cars built after 11/1/91? If so, was there any corrective action for the vehicles already delivered? Also, are there other failure modes internal to the NGSC which result in the clutch coil being energized when it should be off?

Steve Reimers building 5 3C043
AVT Chassis E/E System Applications mail drop 5011
39-01286 SREINERS sreiners@ford.com fax 39-03286 >
*** Forwarding note from WBOYER1 --VISTEON 02/25/99 15:51 ***
To: SREINERS--FORDMAIL Reimers, Steve (S.)
cc: FKohl --FORDMAIL Kohl, Fred (F.H.) TSCHRODY--VISTEON Schrody, Thomas (T)
GDYGERT --VISTEON Dygert, Greg (G.J.) DUDZYNSKI--VISTEON Budzynski, Dan (D.)
GHEUBERTS--VISTEON Huberts, Garlan (G)

From: Boyer, Wes (W.D.)
Subject: RE: Speed control servo

Steve,

Greg Dygert helped me with this. He ran a dynamic transient response analysis on the flyback voltage appearing at the BPS - Deac node (our J1-9 terminal) when the clutch is engaged and switched off by the external BPS. With the flyback clamping resistor in place, the transient is limited to a relatively clean, exponentially decaying impulse peaking at about -50 volts, with or without the 22 nF capacitor in our module, confirming my description of 2/22/1999.

Without the 82 ohm resistor and diode across the clutch winding, the voltage is an underdamped oscillation that theoretically peaks at +/- 1000 volts and whose envelope decays exponentially. It is very likely that the switch and/or capacitor (rated at 100 volts dc, 200 v pk) would break down at a much lower voltage. The energy stored in the clutch winding could cause the switch to arc. For this to occur the ignition must be ON and speed control must have been "SET" (or #1 fault - shorted MOSFET driver) AND the flyback resistor, R44, is open (fault #2) AND the brake pressure builds up to open the switch. If fault #1 occurs without the switch opening, a continuous current of about 0.5 amp drains the battery rather rapidly (overnight) and the driver will be aware that something is wrong. Fault #2 is known to have caused fault #1 and the drained battery on a small population of vehicles built with Thin FR4 (non-ceramic) circuits and a bad batch of R44 resistors from the supplier. I do not believe these are in the same generation of NGSC modules as the present concern.

Please copy Huberts, Garlan (G.J.) and/or Dygert, Greg (G.J.) with any reply or response to this message.

Regards,

9713 1376

Wes (W. D.) Boyer
Visteon Automotive Systems
Precision Speed Control - Electronic Design
(Usually at work, Wednesday + Thursday, only;
w.d.boyer@ieee.org)

Phone: (313) 248-9417
Fax: (313) 322-3529
E-mail: WBoyer1@visteon.com
Personal e-mail:

> -----Original Message-----

> From: Steve Reimers SMTP: sreimers@gw.ford.com
> Sent: Monday, February 22, 1999 12:18 PM
> To: wboyer1@visteon.com
> Cc: fkohl@gw.ford.com
> Subject: RE: Speed control servo

> Can you model this with the flyback resistor disconnected?

> 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 SREIMERS--FORDMAIL 02/22/99 10:00 ***
> To: SREIMERS--FORDMAIL Reimers, Steve (S. WBOYER1 --VISTEON Boyer, Wes
> (W.D.)
> cc: FKOH1 --FORDMAIL Kohl, Fred (F.R.) TSCHRODY--VISTEON Schrody,
> Thomas (T

> From: Boyer, Wes (W.D.)
> Subject: RE: Speed control servo

> The transient pulse will be an identical mirror image of the one shown in
> the previous traces. That is, instead of floating at the Vbatt level,
> "charging" the inductance at zero the Vds(on) of the MOSFET and flying
> back to a positive voltage, the pulse on the EPS side (referenced to
> ground)
> will fly back to a negative voltage limited by the I*R drop across the
> clamping resistor. There will be a small difference in the dynamics due
> to
> a capacitor at the EPS-Decac node that doesn't enter the picture when the
> FET
> is switched. I will look into that on Wednesday.

> Wes
> w.d.boyer@ieee.org

> -----Original Message-----

> From: Steve Reimers
> To: wboyer1@visteon.com
> Cc: fkohl@gw.ford.com; tschrody@visteon.com
> Sent: 2/18/99 5:46 PM
> Subject: RE: Speed control servo

> Please re-run this model with the following condition: No Fly-back and
> FET alwa
> ys on and use the Brake Pressure switch to create the switching
> transient.
> What is the voltage at the brake pressure switch?

> 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 WBOYER1 --VISTEON 02/17/99 10:56 ***
> To: DPORTER1--VISTEON Porter, David (D.L SREIMERS--FORDMAIL Reimers,

> Steve (S.
> cc: FROM: --FORDMAIL Kohl, Fred (F.R.) TSCHRODY--VISTEON Schrody,
> Thomas (T
> DBUDZYNS--VISTEON Budzynski, Dan (D.
>
> From: Boyer, Wes (W.D.)
> Subject: RE: Speed control servo
>
> Attached is an analysis of the idealized flyback pulse of the turn-off
> transient on the clutch winding:
> <<Cl_82r44.pdf>>
>
> Regards,
> Wes (W. D.) Boyer Phone: (313) 248-9417
> Visteon Automotive Systems Fax: (313)
> 322-3529
> Precision Speed Control - Electronic Design E-mail:
> WBoyer1@visteon.com
> (Usually at work, Wednesday + Thursday, only; Personal e-mail:
> w.d.boyer@ieee.org)
>
> > -----Original Message-----
> > From: Porter, David (D.L.)
> > Sent: Wednesday, February 17, 1999 10:29 AM
> > To: Steve Reimers
> > Cc: Fred Kohl (E-mail); Tom Schrody (E-mail); Wes Boyer (E-mail)
> > Subject: RE: Speed control servo
> >
> > Steve, the inductance of the clutch was at one time called out as
> > 53-112
> > MH. This is measured at 1 KHz and in parallel.
> >
> > Dave Porter dporter1@visteon.com Phone: 313-390-8674
> > Fax
> > 313-322-3529
> >
> > -----Original Message-----
> > From: Steve Reimers SMTP:sreimers@w.ford.com
> > Sent: Wednesday, February 17, 1999 9:53 AM
> > To: dporter1@visteon.com; fkohl@w.ford.com
> > Subject: FW: Speed control servo
> >
> > Fred Kohl will bring the parts to Visteon. These were retrieved
> > from junkyards
> > as part of a sampling process related to Brake Pressure switch
> > function. The
> > Brake Pressure switch ES spec defines 300 milli-Henry as the
> > minimum
> > test induc
> > tance for life testing. Is this a good number? Can you measure
> > the
> > inductance
> > to establish a minimum and maximum?
> >
> > Steve Reimers building 5 3C043
> > AVT Chassis E/R System Applications mail drop 5011
> > 39-03286 SREIMERS sreimers@ford.com fax 39-03286 />
> > *** Forwarding note from DPORTER1--VISTEON 02/17/99 08:18 ***
> > To: SREIMERS--FORDMAIL Reimers, Steve (S.
> > cc: FROM: --FORDMAIL Fred Kohl (E-mail) WBOYER1 --VISTEON Wes

> > Boyer (E-mail)

> > From: Porter, David (D.L.)

> > Subject: FW: Speed control servo

> > Steve, the clutch resistance should be in the neighborhood of 26

> > Ohms. If

> > the clutch winding is intact, and nothing is mechanically

> > damaged,

> > etc. I

> > would assume the parts are functional. There is no specified

> > inductance on

> > the clutch, because it varies with gear position (open or

> > closed).

> > If it

> > is important to check functionality of these parts, bring them

> > to

> > our lab,

> > and I can bench test them for you. Are these parts off vehicles,

> > or

> > just

> > unused parts that have been lying in a corner for a few years?

> > You

> > did not

> > mention motor phase inductance or resistance. Generally, the

> > motors

> > are OK

> > if they rotate freely, and the three phases all have a

> > resistance of

> > about

> > 2.5 Ohms.

> > Dave Porter dporter1@Visteon.com Phone:

> > 313-390-8674

> > Fax

> > 313-322-3529

> > -----Original Message-----

> > From: Boyer, Wes (W.D.)

> > Sent: Wednesday, February 17, 1999 8:05 AM

> > To: Porter, David (D.L.)

> > Subject: FW: Speed control servo

> > f.y.i.

> > Regards,

> > Wes (W. D.) Boyer Phone: (313)

> > 248-9417

> > Visteon Automotive Systems Fax: (313)

> > 322-3529

> > Precision Speed Control - Electronic Design E-mail:

> > wboyer1@visteon.com

> > (Usually at work, Wednesday + Thursday, only; Personal e-mail:

> > w.d.boyer@ieee.org)

> > -----Original Message-----

> > From: Fred Kohl SMTP:fkohl@w.ford.com

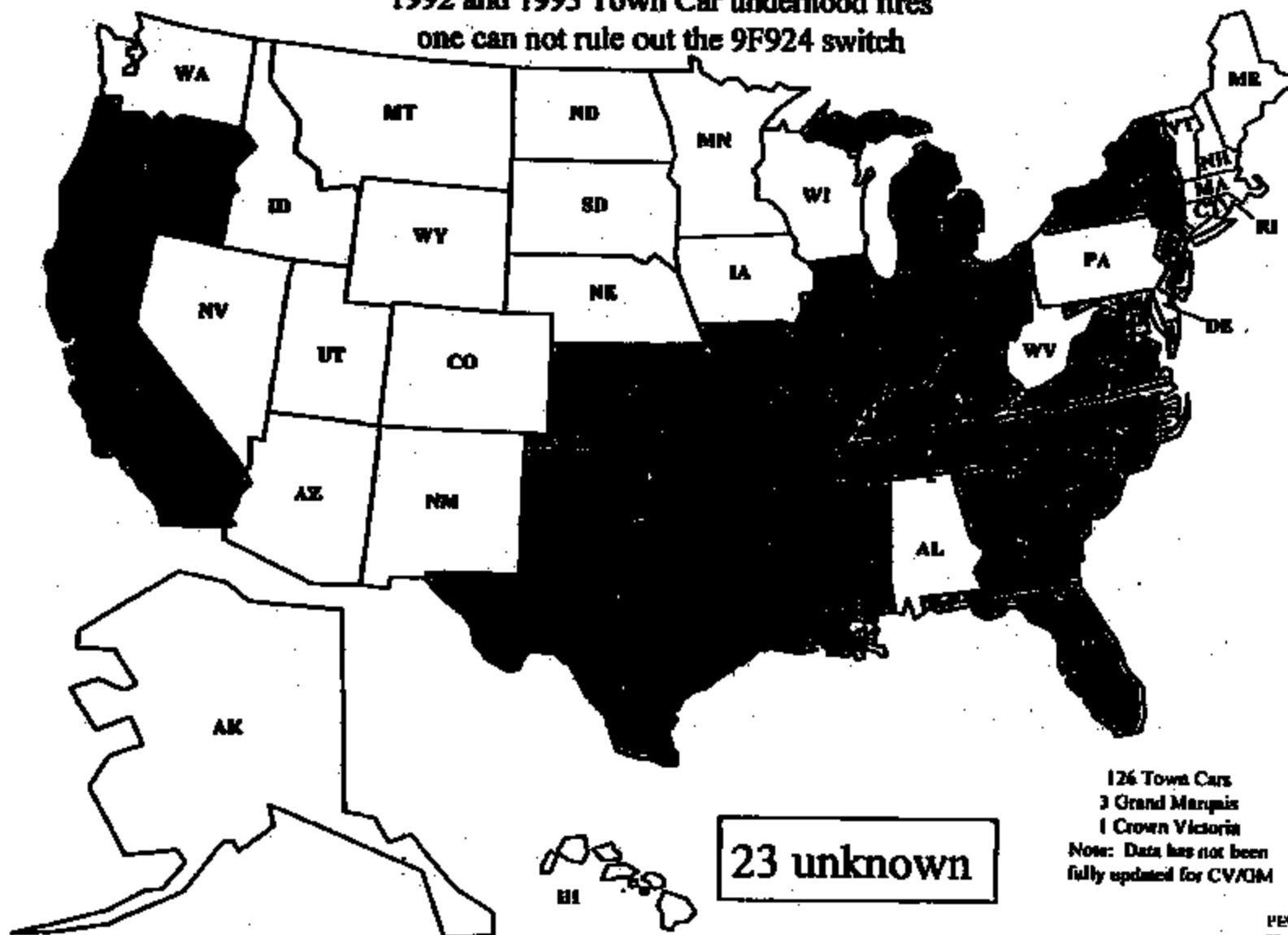
> > Sent: Tuesday, February 16, 1999 3:48 PM

> > To: wboyer1@visteon.com; techredy@visteon.com

> > Subject: RE: Speed control servo

> > > Cc: cloudsyn@visteon.com; fkhlgw.ford.com;
> sreiners@w.ford.com
> > > Sent: 2/16/99 7:59 AM
> > > Subject: Speed control servo
> > >
> > > Can you answer Steve questions?
> > >
> > > Regards, __ Fred Kohl, Precision Speed Control (Panther)
> > > PROFS ID: FKOHL Phone TBD Pager (888) 377-6280
> > > IBM Mail(USPMCEJZ)
> > > Mailing Address: ETC C375
> > > *** Forwarding note from SREINERS--DRBN007 02/15/99 18:14 ***
> > > To: FKOHL --DRBN007
> > >
> > > FROM: Steve Reiners USAET(UTC
> -05:00)
> > > Subject: Speed control servo
> > > What is the inductance and resistance of the clutch? What is
> used
> > to
> > > clamp the
> > > flyback voltage? What is the magnitude of the flyback
> voltage?
> > > I have collected at least ten speed servos from junk yards.
> Can
> > you test
> > > them if
> > > or function?
> > >
> > > Steve Reiners building 5 3CD43
> > > AVT Chassis E/S System Applications mail drop 5011
> > > 39-03286 SREINERS sreiners@ford.com fax 39-03286 ,>
>
> Attachments sent separately:
>
> Data Type File Name
> -----
> BINARY CL_S2R44.PDF_PC

1992 and 1993 Town Car underhood fires
one can not rule out the 9F924 switch



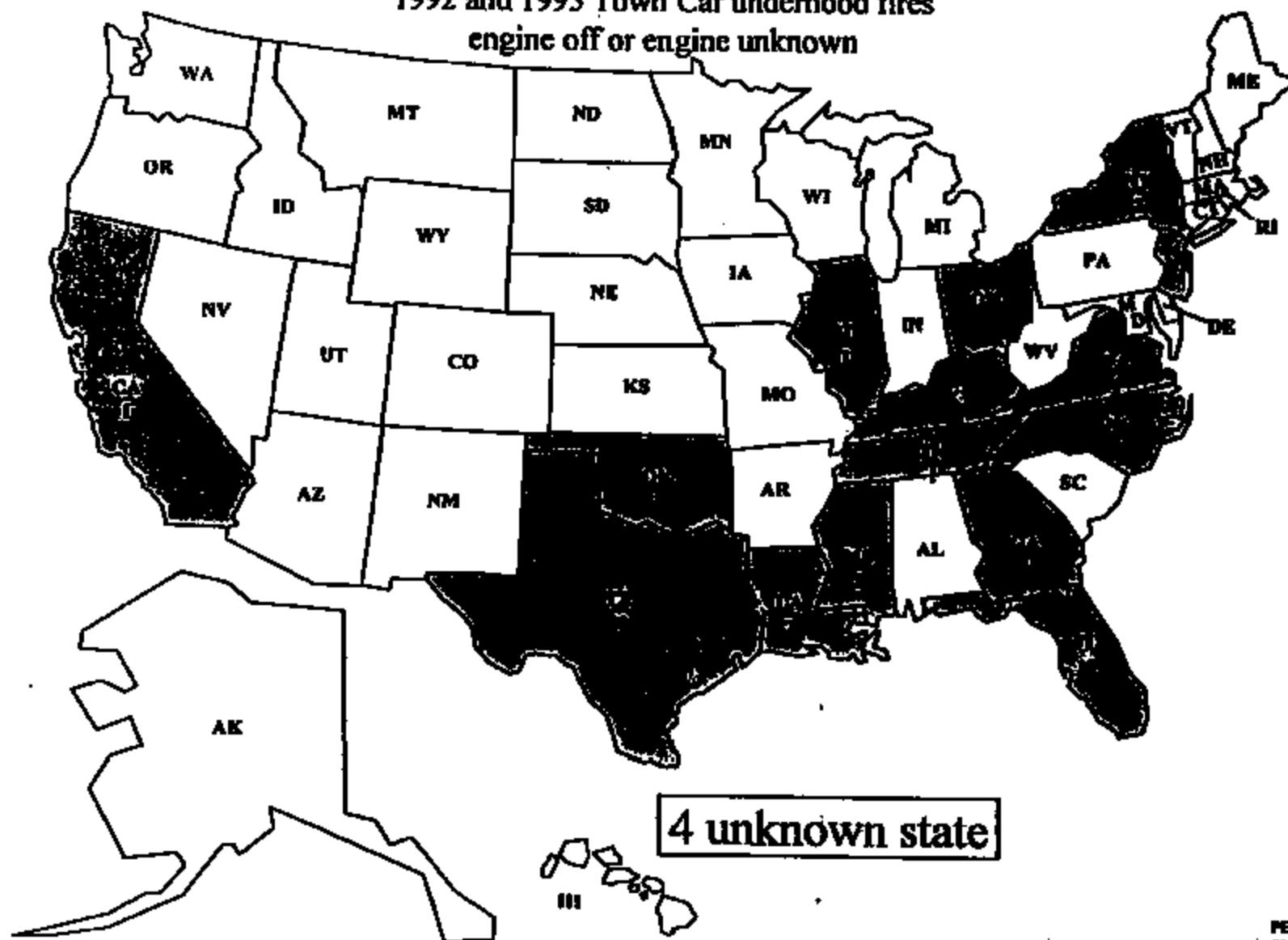
23 unknown

126 Town Cars
3 Grand Marquis
1 Crown Victoria
Note: Data has not been
fully updated for CVADM

PE98-055
99-Feb-99
map files possible sw.pdf

3713 1382

1992 and 1993 Town Car underhood fires
engine off or engine unknown



3713 1363

SUMMARY

- 1) Reviewed 156 82/83 Town Car reports which included:
Owner Reports (MORS)
Field Reports (CQIS)
Lawsuits and Claims Litigation Prevention Files
NHTSA Reports

There were 47 reports categorized engine off/unknown and underhood based on the information available.

30 out of 47 are reported engine off.
17 out of 47 are reported unknown.

Of the 30 vehicles reported with the engine off:
15 are reported to be unknown probable cause.
7 are reported to be electrical as a probable cause.
4 are reported as having started in the left front wheel area.
4 are reported as the brake pressure switch probable cause.

Of the 17 vehicles reported with the engine unknown:
11 are reported to be unknown probable cause.
3 are reported to be electrical as a probable cause.
1 is reported as the brake pressure switch as a probable cause.
1 is reported as spark plug wires as a probable cause.
1 is reported as the Solenoid pressure sensor as a probable cause.

Specific cause reports were ruled out other than the four components as defined by NHTSA, including the brake pressure switch.

- 2) The file of the 47 vehicles were sent to FCSD for review of option content.
- 3) Provided the list of the 47 vehicles to Vehicle Safety Office for further investigation of these vehicles.

TRAILER TOW - 2

TRACTION ASSIST - 2

NEXT STEPS:

Review CV/GM CQIS reports for the same criteria as Town Car.
Reviewing Town Car underhood hot circuits, engine off with UTA on 3/2/99.