

EA02-025

FORD

10/27/03

BOOK 26 OF 61

PART 3 OF 4

BOX 23 OF 28

* Note printed by NLAPOINT on 25 Mar 1999 at 08:38:07 *

From: SLAROUCH--FORDMAIL Date and time 03/24/99 13:20:55
To: NLAPOINT--FORDMAIL LaPointe, Norman SLAROUCH--FORDMAIL LaRouche, Steve
PORTER --FORDMAIL Porter, Fred BREIMERS--FORDMAIL Reimers, Steve
GSTVEN1--FORDMAIL 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 hay. 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) 845-4876 (313) 322-1614 FAX

2-23

* Note printed by NLAPPOINT on 22 Feb 1999 at 07:41:57 *

From: SRIMERS--DRBN007 Date and time 02/19/99 12:37:55
To: JNEME --DRBN005 SLAROUCH--FORDMA1
FPORTER --DRBN007 Frederick J. Ports RENGLESL--DRBN005
SSALTER --DRBN008 NLAPPOINT--DRBN005
TWASTERS--DRBN005 JKAPATI --DRBN004
SRIMERS--DRBN007 Steve Reimers TSCHRODY--VISTEON
FROHL --DRBN007 Fred Kohl BRAZIL --DRBN005
JMCINERN--DRBN005 DRUDEYNS--VISTEON
PSTOKES --VISTEON DGOEL --DRBN005
LBROWN --DRBN005 SCOLEL --DRBN005
HWELPER3--DRBN006 GSTVERN1--DRBN005
WABRAMCE--DRBN005 MRESE --DRBN005
12060625--EXTERNAL OTFWOQYK--EXTERNAL

FROM: Steve Reimers

USABT(UTC -05:00)

Requester: Steve Reimers
Date to be scheduled: 02/23/99
Starting time: 9:00AM USABT
Ending time: 11:00AM USABT

*Cancelled rescheduled
2/24 @ 2p.*

Location: bldg S 3A017

Subject: DOW Rep Meeting

Ln 3A039

Purpose: Discuss with DOW the brake pressure switch.
Attend Only if interested in materials questions?

Steve Reimers
AVT Chassis E/S System Applications
39-03286 SRIMERS sreimers@ford.com

building 5 3C043
mail drop 5011
fax 39-03286 ;>

 * Note printed by NLAPOINT on 18 Feb 1999 at 10:13:00 *

From: SREIMERS--DRBN007 Date and time 02/18/99 09:32:41
 To: JHEMM --DRBN005 SLAROUCH--FORDNA1
 PORTER --DRBN007 Frederick J. Porta REGLIS1--DRBN005
 SEALTER --DRBN005 NLAPOINT--DRBN005
 TMASTERS--DRBN005 JKAFATI --DRBN004
 SREIMERS--DRBN007 Steve Reimers TSCHRODY--VISTEON
 FKCHL --DRBN007 Fred Kohl TRASIL --DRBN005
 JMCINERN--DRBN005 DRUDSYNS--VISTEON
 PSTOKES --VISTEON DGOEL --DRBN005
 LBROWN --DRBN005 SCOLE1 --DRBN005
 KWELPER3--DRBN006 GSTEVEN1--DRBN005
 WABRAMCE--DRBN005 MREHSE --DRBN005
 12060625--EXTERNAL OTFWQSYX--EXTERNAL

FROM: Steve Reimers USAET(UTC -05:00)

Requester: Steve Reimers
 Date to be scheduled: 02/24/99 - 06/30/99
 Starting time: 2:00PM USAET
 Ending time: 4:00PM USAET

Location: Bldg 5 3A039

Subject: Brake Pressure Switch

Purpose: Team meeting

19 meetings will be scheduled. The dates are:

02/24/99 03/03/99 03/10/99 03/17/99 03/24/99 03/31/99
 04/07/99 04/14/99 04/21/99 04/28/99 05/05/99 05/12/99
 05/19/99 05/26/99 06/02/99 06/09/99 06/16/99 06/23/99
 06/30/99

 Steve Reimers building 5 3C043
 AVT Chassis E/E System Applications mail drop 5011
 39-03286 SREIMERS sreimers@ford.com fax 39-03286 12

 * Note printed by NLAPPOINT on 15 Feb 1999 at 13:40:50 *

From: SREIMERS--DRBN007 Date and time 02/11/99 15:00:20
 To: JNEME --DRBN005 SLAROUCH--FORDNA1
 SPORTER --DRBN007 Frederick J. Porta RENOLIS1--DRBN009
 SSALTER --DRBN005 NLAPPOINT--DRBN005
 TMASTERS--DRBN005 JKAFATI --DRBN004
 SREIMERS--DRBN007 Steve Reimers TSCHRODY--VISTEON
 SKOHL --DRBN007 Fred Kohl TBAZIL --DRBN005
 JMCIMERN--DRBN005 DRUDYNS--VISTEON
 PSTOKHS --VISTEON DGOEL --DRBN005
 LBROWN --DRBN005 SCOLE1 --DRBN005
 BHELPER3--DRBN006 GSTEVEN1--DRBN005
 WARRANCE--DRBN005

FROM: Steve Reimers USAFT(UTC -05:00)

Requester: Steve Reimers
 Date to be scheduled: 02/17/99
 Starting time: 2:00PM USAFT
 Ending time: 4:00PM USAFT

Location: building 5 3A039
 Subject: Brake Pressure Switch
 Purpose: Weekly team meeting.

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

 * Note printed by NLAPPOINT on 8 Feb 1999 at 14:01:09 *

From: SREIMERS--DRBN007
 To: JNEME --DRBN005
 FPORTER --DRBN007
 SSALTER --DRBN005
 TWASTERS--DRBN005
 TSCHRODY--VISTEON
 TBRAZIL --DRBN005
 DBUDZYNS--VISTEON
 DGOEL --DRBN005
 SCOLE1 --DRBN005
 GSTWEN1--DRBN005

Date and time 02/05/99 16:52:27
 SLAROUCE--FORDNA1
 BENGLIS1--DRBN005
 NLAPPOINT--DRBN005
 JKAPATI --DRBN004
 FKOHL --DRBN007
 JMCINERN--DRBN005
 PSTOKES --VISTEON
 LAROWN --DRBN005
 HWELFER1--DRBN005

FROM: Steve Reimers

USANT(UTC -05:00)

Subject: PC File(s) sent to you...

This file lists the actions, champion and target date for the Brake Pressure Sw
 itch Investigation. The next meeting is tentatively set for 2/16/99 afternoon.
 A meeting notice will be sent if there is going to be a meeting.

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

building 5 3C043
 mail drop 5011
 fax 39-03286 ;>

Brake Pressure Switch Questions

Competitive Vehicles

How is switch packaged?

Is it always Powered (HOT_ALL_TIME) ?

Are the contacts opened when pressure applied?

What is fuse limit?

What is being switched?

Is it a redundant switch?

Stewart Salter by 2/16/99

What are descriptions from AWS and CQIS?

Joe Neme/ Bill Abramczyk by 2/16/99

Are the switch materials compatible with brake fluid?

Greg Stevens by 2/16/99

Are the switch materials compatible with brake fluid in an electric field?

Greg Stevens by 2/16/99

Are the switch materials compatible with brake fluid and contaminants?

Greg Stevens by 2/16/99

Are the switch materials compatible with contaminated brake fluid in an electric field?

Greg Stevens by 2/16/99

What are we seeing in returned Speed control modules (FRACAS)?

Fred Kohl/ Dan Budzynski by 2/12/99

What does TI DFEMA say about this failure mode?

Rob Sharpe by 2/10/99

What are TI in-process test failures?

Rob Sharpe by 2/10/99

What does Speed control FMEA say about Brake Switch ?

Fred Kohl by 2/9/99

Brake Pressure Switch Questions

When was non-Pressure actuated switched introduced?	Steve Reimers	by	2/9/99
Is the Circuit drive hi-side or low-side?	Fred Kohl	by	2/8/99
Results of Central Lab analysis	Steve LaRouch	by	2/12/99
Analysis of harness pig-tails	Joe Kafati	by	2/16/99
If a switch is contaminated can it start the event?	Fred Porter	by	2/16/99
Flash points for all materials?	Greg Stevens	by	2/16/99
What heat is conducted internally?		By	
Don't understand this questions!!!!!!!!!!!!!!			
Provide color photos of Econoline?	Rob Sharpe	by	2/8/99
What is the difference in the base materials that look different?	Rob Sharpe	by	2/16/99
TI analysis results of the Memphis parts (crease marks in diaphragm, etc) ?	Rob Sharpe	by	2/9/99
What are the material call-outs for 1992 and 1993?	Rob Sharpe	by	2/9/99
Results of testing with corrosion simulation?	Fred Porter	by	2/16/99
What does it take to start an event?	Fred Porter	by	2/16/99
How does speed control use this switch?	Fred Kohl	by	2/11/99
Do all Ford applications use switch between fuse and load?			YES
	Fred Kohl	by	complete
Do all Ford applications have switch connected to HOT-ALL-TIMES?			
	Joe Kafati	by	2/16/99

Steve Reimers, 313 39 03286
file name BrkPSw.doc

uncontrolled document
2 of 3
printed on 02/08/1999 at 2:06 PM

original 2/5/99
revised 2/5/99

Brake Pressure Switch Questions

Why is this switch connected to HOT-ALL-TIMES?

Fred Kohl by Complete

Because the SDS requires it to be connected to the same fuse as the stoplamp.

What is SDS requirement number?

Fred Kohl by 2/16/99

Can the switch act as a fuse?

Team by complete

No.

Is it feasible to disconnect the switch as immediate containment?

Yes. The customer will not have use of the speed control.

Is it acceptable to Jumper out the switch as immediate containment?

Fred Kohl by 2/16/99

Other recommendations for immediate containment?

All by on-going

Can Brake Pressure Switch function be removed from power feed circuit and placed in ground return circuit?

Fred Kohl by thd

Brake Pressure Switch Questions

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Do all Ford applications use switch between fuse and load?			YES
	Fred Kohl	by	complete
Do all Ford applications have switch connected to HOT-ALL-TIMES?			
	Joe Kafati	by	2/16/99

Steve Reimers, 313 39 03286
file name BktPSw.doc

uncontrolled document
2 of 3
printed on 02/08/1999 at 2:06 PM

original 2/5/99
revised 2/5/99

Brake Pressure Switch Questions

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Yes. The customer will not have use of the speed control.

Is it acceptable to Jumper out the switch as immediate containment?

Fred Kohl by 2/16/99

Other recommendations for immediate containment?

All by on-going

Can Brake Pressure Switch function be removed from power feed circuit and placed in ground return circuit?

Fred Kohl by tbd

NHTSA Check NHTSA web page. com

① B. Sw

② 124581 ECC Hamaker

③ Power Relay Box

④ Relay pak - 3 relays - (WOT A/C cut-off)
(ECC relay) fuel pump. & ~~ECC~~ Diode

14D process & Tech Review by cross-function
initial doc to SVT, Eng. Directors,
set up documents

Opinions: disconnect sw. short term
re-connect long term

T.I usage 2-2.5 million sw/year.

Usage

Econoline 1st

T. Car 2nd

Meeting UTA. Name, Machinery, Tom Engel OPD
S. LaR., NRL, Farlaymer
100 2/12/99 ~~Tom~~ Mac LUNN design eng. engineer electrical
Fred Portas Will Dixon (connection group)
Tom Mastus

4^P-5:15 P Brainstorm w/ Len 2/10/99

4⁰-5:15 P

Brains form

c/can

- Get Dow on Team

ASK ~~THEM~~ THEM HOW FIRE STARTS
WITHIN CONSTRAINTS [14V, Black Substance,
15 AMP MAX CURRENT, VEH. TEMPERATURES.]

THEM HOW FIRE STARTS

WITHIN CONSTRAINTS [14 V, Black Substance,
15 AMP MAX CURRENT, VEH. TEMPERATURES.]

- Char's Real VEH Brake Pressure

IN ABSENCE
EVENT.

- Thermo-couple Bk Pr switch after Veh. Driven & turned off.

- Take Rate of ABS

AB5 w/TC

- Are Leaks/Fires common to ~~the~~ traction assist.

- Black Substance: Copper, Zinc, Silver, Sulfur,

- Understand TC/ABS Brake Fluid Pressure Pulse/

HISTORY OF ELECTROLYSIS IN Brake Fluid.

 * Note printed by NLAPPOINT on 10 Feb 1999 at 13:43:39 *

From: SREIMERS--DRBN007 Date and time 02/09/99 12:13:47
 To: JNEME --DRBN005 SLAROUCH--FORDM01
 FPORTER --DRBN007 Frederick J. Ports RHNGLS1--DRBN005
 SSALTER --DRBN005 NLAPPOINT--DRBN005
 TMASTERS--DRBN005 JKAFTI --DRBN004
 SREIMERS--DRBN007 Steve Reimers TSCHRODY--VISTEON
 FKohl --DRBN007 Fred Kohl TRAIL --DRBN005
 JMCINEM--DRBN005 DEUDZYNS--VISTEON
 PSTOKES --VISTEON DGOEL --DRBN005
 LBROWN --DRBN005 SCOLE1 --DRBN005
 HWELFER3--DRBN006 GSTEVEN1--DRBN005
 WARRANCZ--DRBN005

FROM: Steve Reimers USAET(UTC -05:00)

Requester: Steve Reimers
 Date to be scheduled: 02/10/99
 Starting time: 2:00PM USAET
 Ending time: 3:00PM USAET

Location: bldg 5 3A017

Subject: Brake Pressure Switch

Purpose: Review work plan status.
 Plan for Tech. Review on Thursday 2/11/99.

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

 * Note printed by WLAPPOINT on 5 Feb 1999 at 10:40:55 *

From: SREIMERS--DRBN007
 To: CSTEVEN7--DRBN005
 SLAROUCH--FORDNA1
 RENGLISI--DRBN005
 WLAPPOINT--DRBN005
 JKAFATI --DRBN004
 TSCHADY--VISTEON
 TRASIL --DRBN005
 DRUDZYNS--VISTEON
 DGOHL --DRBN005
 SCOLM1 --DRBN005

Date and time 02/04/99 16:48:19
 JHME --DRBN005
 FPORTER --DRBN007 Frederick J. Porta
 SSALTER --DRBN005
 TMASTERS--DRBN005
 SREIMERS--DRBN007 Steve Raimers
 FKOH --DRBN007 Fred Kohl
 JMCINEM--DRBN005
 PSTOKES --VISTEON
 LAROWN --DRBN005
 ENWELFER3--DRBN006

FROM: Steve Raimers

USART(UTC -05:00)

Requester: Steve Raimers
 Date to be scheduled: 02/05/99
 Starting time: 2:00PM USART
 Ending time: 3:00PM USART

Location: building 5 3A039

Subject: Brake Pressure Switch

Purpose: Develop Work Plan.

 Steve Raimers
 AVT Chassis E/E System Applications
 39-01286 SREIMERS sreimers@ford.com

building 5 3C043
 mail drop 5011
 fax 39-01286 ;>

 * Note printed by NLAPoint on 4 Feb 1999 at 13:16:44 *

From: SREIMERS--DRBN007 Date and time 02/04/99 11:29:14
 To: FPORTER --DRBN007 Frederick J. Forte DGOEL --DRBN005
 LERONW --DRBN005 CHEVEN7--DRBN005
 JNEME --DRBN005 ✓ DRUDXW8--VISTHON
 PSTOKES --VISTHON SLAROUCH--FORDN01
 RENG181--DRBN005 SSALTER --DRBN005
 NLAPoint--DRBN005 TMASTERS--DRBN005
 SREIMERS--DRBN007 Steve Reimers SCOLE1 --DRBN005
 JKAFATI --DRBN004

FROM: Steve Reimers

USAST(UTC -05:00)

Requester: Steve Reimers
 Date to be scheduled: 02/04/99
 Starting time: 2:00PM USAST
 Ending time: 3:00PM USAST

Location: building 5 conf rm 3A039

Subject: Brake Pressure Switch

Purpose: Kick-off meeting for Investigation of Brake Pressure switch
 in response to NHTSA investigation.
 1. Develop work plan
 2. Identify addition team players
 3. Establish meeting schedule and location.

 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 NLAPPOINT on 4 Feb 1999 at 13:17:02 *

From: SRINIMERS--DRBN007 Date and time 02/04/99 11:21:04
 To: CSTEVEN7--DRBN005 Stevens, Craig JNEME --DRBN005 Neme, Joseph
 DRUDEYNS--VISTEON Budsynski, Dan PSTOKES --VISTEON Stokes, Paul
 SLAROUCH--FORDWA1 LaRouchs, Steve FPORTER --DRBN007
 RENGLES1--DRBN005 English, Rob SSALTER --DRBN005 Salter, Stuart
 NLAPPOINT--DRBN005 LaPointe, Norman TMASTERS--DRBN005 Masters, Tom
 SRINIMERS--DRBN007
 cc: DGOEL --DRBN005 LNBROWN --DRBN005
 SCOLE1 --DRBN005 JKAFATI --DRBN004 Kafati, Joseph
 SRINIMERS--DRBN007 Rainers, S. J.

FROM: Steve Rainers USAET(UTC -05:00)
 Subject: Brake Pressure Switch Investigation
 A kick-off meeting is being planned for this afternoon to address a NHTSA inves-
 tigation. Meeting is at 2pm today in building 5. Room to be determined in fol-
 owing meeting notice. Your attendance or your representative is required.

Steve Rainers building 5 3C043
 AVT Chassis E/E System Applications mail drop 5011
 39-03286 SRINIMERS srainers@ford.com fax 39-03286 ;>

Brake Pressure Switch
Review

12/22/98

NAME	ORGANIZATION	PHONE
FRED PORTER	FORD AVT ESE	(313) 84-53722
JOLA LOTT	AVT MATLS ENGINEERING	(313) 24-83641
ZANDRA DEERING	LIC - SAFETY BURE.	(313) 97-41063
Jim Gregoire	AVT ESE OPD	(313) 33-79962
STEVE LaROUCHE	FORD CONTROL LABS	313 8454876
NORMAN LAPOINTE	AVT - DES. ANAL.	313 59/42686

~~BOARD~~ ~~PROBLE~~ SWISS MTK. 12-16-98

ROB EBLISH	AT-EE-EDS	73225	REKLIS1
NORM LAPointe	AVT-DES. ANAL.	42686	N LAPoint
Jim Gregoire	AVT EDE OPS	7962	J GREGORA
FRED PORTER	AVT-EESE	53722	F PORTER
WILLIAM ABAMCHUK	ASO	23284	WABAMCH
JOE NOME	LVL	00133	JOME
CHW MILLERLEY	LVC-SAFETY	32 26 276	JMILNEEN
		20376	

 * Note printed by NLAPOINT on 18 Dec 1998 at 14:44:58 *

From: FPORTER --DREB007
 To: WABRAMCZ--DREB005
 REMGLIS1--DREB005
 DGOBL --DREB005
 KGRIBBLE--DREB005
 SLAROOCH--FORDNA1
 JHENE --DREB005
 GSTEVEN1--DREB005
 BWELFHR3--DREB006

Date and time 12/18/98 13:19:09
 BEGEN --DREB007 Barry Egen
 JEVAMES --DREB005
 JGREGOIR--DREB005
 NLAPOINT--DREB005
 JWCINERN--DREB005
 RNEVI --DREB005
 CTHOMAS5--DREB005

FROM: F. J. Porter

USART(UTC -05:00)

Requester: Frederick J. Porter
 Date to be scheduled: 12/22/98
 Starting time: 10:00AM USART
 Ending time: 12:00PM USART

Location: Central Labs - Lobby Conference Room

Subject: Brake Pressure Switch Analysis

Purpose: Review brake pressure switch operation with Texas Instrument
 Review available data and determine next steps.

Regards,
 Fred Porter CV - fporter fporter@ford.com
 Chassis E/E Systems Applications (313) 845-3722
 Bldg 5 - Mail Drop 5030 - Cubicle 3E004 fax: 390-4145

 * Note printed by NLAPoint on 17 Dec 1998 at 13:42:00 *

From: FPORTER --DRBN007
 To: WABRANCE--DRBN005
 BEGEN --DRBN007
 JEVANS8 --DRBN005
 KGRIBBLE--DRBN005
 JMCINERN--DRBN005
 RNEVI --DRBN005
 CTHOMAS5--DRBN005
 RWELFER3--DRBN006

Date and time 12/17/98 00:48:51
 RCLAYTON--DRBN005
 RENGLIS1--DRBN005
 JGREGOIR--DRBN005
 NLAPoint--DRBN005
 JNEME --DRBN005
 GSTEVEN1--DRBN005
 DGOHL --DRBN005

FROM: F. J. Porter
 Subject: (U)

USAF (UTC -05:00)

1992-1993 Town Car F2VC-9F924-A Brake Pressure Switch Investigation

TEAM:

AVT ESE Chassis Electronics:	Fred Porter	x84-53722	fporter
AVT Chassis Engineering:	Joe Evans	x32-23832	jevans8
	Harry Egan	x32-39512	began
AVT ESE EOE:	Rob English	x33-73225	renglis1
AVT Design Analysis:	Norm LaPointe	x59-42686	nlapoint
AVT ESE OPE:	Jim Gregoire	x33-79962	jgregoir
ESE Prod. Veh. Safety:	William Abramczyk	x32-23284	wabramcz
	Ray Nevi	x59-47688	rnevi
Large Luxury VC:	Jon Neme	x39-08133	jname
	Ron Clayton	x32-24025	rclayton
Large Luxury VC Safety:	John McInerney	x32-20276	jmcinern
AVT Materials Engineering:	Ken Gribble	x32-38658	kgribble
	Clark Thomas	x59-41313	cthomas5
	Greg Stevens	x32-36686	gsteven1

INFORMATION:

NETSA letter: PE98-055

Vehicles identified: 21 initially identified.
 20 additional vehicles reported since publication of the investigation.

Warranty: A total of 89 warranty claims are identified in AWS on the F2VC-9F924-A for 1992 and 1993 Town Cars.

Two CQIS reports (WJIAA135 & VDUA322) mention underhood fire in connection with the brake pressure switch.
 WJIAA135 occurred at 51,500 miles.
 VDUA322 occurred at 56,802 miles.

Supplier: The pressure switch was manufactured by Texas Instruments. The switch was purchased in assembly with the brake proportioning valve bought from Surfaces.

Contacts: Surfaces - Mike Thomas (248)543-6520 [HILITE Industries]
 TI - Andy McGuirk (508)236-3080.

Function: The brake pressure switch is a redundant switch for turning off the

speed control function.

ON-GOING ACTIVITY:

Norm LaPointe and Clark Thomas will meet with engineers from Central Laboratory to x-ray one part on 12/17/1992.

QUESTIONS: (in no particular order)

- 1) What is the normal current in the brake pressure switch?
- 2) Was cruise control standard on Town Car in 1992 and 1993?
- 3) Under what circumstances is brake fluid flammable? 240-355°F
- 4) What is the repair history for vehicles that have exhibited a problem?
- 5) What other vehicles use this brake pressure switch? What are their electrical configurations?
- 6) Is this switch still in use? If not, why not? If so, what design changes have been implemented since 1992/1993?
- 7) What fault codes are stored if the brake pressure switch fails?

Regards,
Fred Porter OV - fporter fporter@ford.com
Chassis E/E Systems Applications (313) 845-3722
Bldg 5 - Mail Drop 5030 - Cubicle 3E004 fax: 390-4145

92-93 TownCar NHTSA PE 98-055
Warranty - not reviewed normally
because ↓
PIA w/ Master Ayl.

Customer Fail. Syst:

Sw - when sw of brake control sw.
failed

If sw failed open customer cannot get into
cruise control.

Is sw in use today? F. Porter to determine
my 4 vehicles →
41 T.C.
GM.

Fires: Southern States High Rates

CRIS: warranty 12k → 89 claim → 0 fire/melted.

GOAL: Define cause

If FMC ident safety defect from that day on FMC has
5 Days to inform ODI.

Can the sw → ECC code

Victim: Gary Klingler

Jan 15 response to NHTSA

I. OPD ~~take~~ lead > 140 (part owner)
Apple Control Group. (prob. F. Pitzer) ABS.
WERS → Yutron → T.I.

II. similar sur of B+ const. feed.

III. ~~For~~ FCSD Hattless if sur issue.
Tom Jonovick (?)

IV. T.I. (NRL) due asap.
fluid contamination
Temp vs cycle life.

 * Note printed by NLAPoint on 21 Dec 1998 at 06:58:12 *

From: FPORTER --DRBN007 Date and time 12/10/98 17:04:06
 To: WABRAMCE--DRBN005 BEGEN --DRBN007
 RENGLISH1--DRBN005 JEVANS8 --DRBN006
 DGOEL --DRBN005 JGREGOIR--DRBN005
 KGRIbble--DRBN005 NLAPoint--DRBN005
 SLAROUCH--FORDNA1 JMCINERN--DRBN005
 JNEVE --DRBN005 RNEVI --DRBN005
 GSTEVEN1--DRBN005 CTHOMAS5--DRBN005
 HWELFER3--DRBN006

FROM: F. J. Porter USABT(UTC -05:00)
 Subject: 9F924 Update (19981218)

1992-1993 Town Car F2VC-9F924-A Brake Pressure Switch Investigation

TEAM:

AVT ESE Chassis Electronics:	Fred Porter	x84-53722	fporter
AVT Chassis Engineering:	Joe Evans	x32-23832	jevans8
	Barry Egan	x32-39512	began
AVT ESE BOS:	Rob English	x33-73225	renglis1
AVT Design Analysis:	Morn LaPointe	x89-42688	nlapoint
AVT ESE OPE:	Jim Gregoire	x33-79962	jgregoir
ESE Prod. Veh. Safety:	William Abramczyk	x32-23284	wabramcz
	Ray Nevi	x59-47688	rnevi
Large Luxury VC Safety:	John McInerney	x32-20276	jmcinern
	Joe Neve	x39-08131	jneve
AVT Materials Engineering:	Greg Stevens	x32-36686	gstevan1
	Ken Gribble	x32-38658	kgribble
	Clark Thomas	x59-41313	cthomas5
Central Lab Services:	Steve LaRouch	x84-54876	slarouch

INFORMATION:

NHTSA letter: PB98-055

Vehicles identified: 21 initially identified.
 20 additional vehicles reported since publication of
 the investigation.

Warranty: A total of 89 warranty claims are identified in AWS on the
 F2VY-9F924-A for 1992 and 1993 Town Cars.

Two CQIS reports (WJIAA135 & VDUA322) mention underhood fire
 in connection with the brake pressure switch.
 WJIAA135 occurred at 51,500 miles.
 VDUA322 occurred at 56,802 miles.

Supplier: The pressure switch was manufactured by Texas Instruments. The
 switch was purchased in assembly with the brake proportioning
 valve bought from Surfaces.

Contacts: Surfaces - Mike Thomas (248) 543-6520 HILITE Industries
 TI - Rob Sharp (248) 305-5729

TI - Russ Baumann (508) 236-3314
TI - Charlie Douglas (508) 236-3857

Function: The brake pressure switch is a redundant switch for turning off the speed control function.

X-Rays: Taken by Steve LaRouche, Norm LaPointe & Clark Thomas on 12/17/1998. Original photographs and part are in Steve LaRouche's possession.

ON-GOING ACTIVITY:

2 service parts have been ordered from Fairlane Ford for X-ray and other testing by Central Lab Services.

Meeting with representatives of TI is planned for 12/22/1998 to discuss intended operation of the switch. The meeting will be at the Central Laboratory Conference room off of the lobby.

QUESTIONS: (in no particular order)

- 1) What is the normal current in the brake pressure switch?
- 2) Was cruise control standard on Town Car in 1992 and 1993?
- 3) Under what circumstances is brake fluid flammable?

FLASH PT. ~

DOT 3 325°F

DOT 5 500°F

According to Clark Thomas & Mary Hagg, brake fluid is flammable at approximately 300 degrees F.

- 4) What is the repair history for vehicles that have exhibited a problem?
Repair history for the two QJIS vehicles are being gathered by Fred Porter.
- 5) What other vehicles use this brake pressure switch? What are their electrical configurations?

MODEL YEAR	92	93	94	95	96	97	98
Town Car	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	
Crown Vic	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	
Grand Marquis	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	
Econoline	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
Club Wagon	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
F-Series		XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
Bronco		XXXX	XXXX	XXXX	XXXX		
Taurus SHO		XXXX	XXXX	----			
Capri			XXXX	XXXX	----		
Windstar			XXXX	XXXX	XXXX	XXXX	XXXX
Falcon				XXXX	XXXX	XXXX	XXXX
Explorer					----	XXXX	XXXX
Ranger					----	XXXX	XXXX
Expedition						XXXX	XXXX
Navigator							XXXX

XXXX = used in model year

---- = may have been used in model year

- 6) Is this switch still in use? If not, why not? If so, what design changes have been implemented since 1992/1993?

Charlie Douglas of TI is investigating the design changes that may have been implemented on the brake pressure switch beginning in 1992.

- 7) What fault codes are stored if the brake pressure switch fails?

Regards,
Fred Porter OV - fporter fporter@ford.com
Chassis E/X Systems Applications (313) 845-3722
Bldg 5 - Mail Drop 5030 - Cubicle 3E004 fax: 390-4145

CQIS Report Number: WJIAA135 Program Type: Q
Report Source: MSS - FCSD - QSF5

Orig Rpt #: 225951-98
Report Date: 10/09/1998

REPORT SUMMARY

VEHICLE: 1993 TOWN CAR, SIGN, SEDAN VIN : 1LWLM82W0F622977
Engine : 4.6L ROMEO BASE EFI Odometer: 31,300 MILES
Operating Environ: WCC : 5D05
Vehicle Use : Rsp. Act: **ZEDDICK**
SYNTHOM: 3 01 0 00 CHASSIS SERVICE BRAKE SYSTEM
OTHER (CODE NOT AVAILABLE) OTHER (CODE NOT AVAILABLE) **VEH.**
Additional Synptom:
Other Veh. With Concern: Severity Rating - Customer: Engineering:
Causal Component: 28264 SWITCH BRK PRES WRN L
Causal Factor: Features: LOC:
Causal Condition: Photo: Images: 0
Component Test Status: ---- Return Loc:
Vehicle Fixed?: YES Customer satisfied?: Repair Effectiveness (%): 100

COMMENTS

---TYPE--- COMMENT TEXT
CONCER INITIALLY THE CUSTOMERS CONCERN WAS THAT THE VEHICLE WOULD NOT COME
OUT OF PARK. WHILE IN THE DEALERSHIP, AN UNDERHOOD FIRE STARTED,
CAUSED BY A LEAKING BRAKE FLUID THROUGH THE SWITCH INTO THE CONNECTOR.
REPAIR REPLACED THE SPEED CONTROL SWITCH AND CONNECTOR. REPLACED THE STOP
LAMP SWITCH FOR THE ORIGINAL CUSTOMERS CONCERN. PER TECHNICIAN, THIS
IS THE THIRD UNIT THAT HAD AN UNDERHOOD FIRE THAT APPEARED TO
ORIGINATE FROM THIS AREA. THE OTHER TWO WERE TOO DAMAGED TO DETERMINE
THE SPECIFIC LOCATION OF THE POINT OF THE ORIGIN. THE SWITCH AND
CONNECTOR ARE PRESENTLY IN MY POSSESSION IN THE MEMPHIS REGIONAL
OFFICE.
AUDIT 10/16/1998 09:56AM BRENDA MENDEL MSS - FCSD - QSF5
DEALER ID 68523 CHANGED TO 12098 BY BWENDEL

CONCERN DETAILS

----- DIAGNOSTIC INFORMATION -----
Symp. Verif?: Base of Diagnosis: Level of Assistance:
Comp. Timing: Base Timing: MIL light on? :
Test Stand : Road Test : SD Number:
Prior Repair Attempts: Repair Prior to Call: NO
DTCs KOEO: ROEC:
KOER: CB:
Equipment/Procedure Used Effective? Equipment/Procedure Used Effective?

SERVICE ACTIONS

Repair Type	Component Number	Number Type	Description	Causal Comp.
RPL	28264	SERVICE	SWITCH BRK PRES WRN L	YES

VEHICLE DETAILS

Vehicle Build Date: 09/10/1992 Warranty Start Date: 02/08/1993
Date of Sale: 02/08/1993 Selling Dir (Mkt, Dir, Sub): 12098
Dealer Special Order: Gross Vehicle Weight:
LK/RH Drive:

ENGINE

Engine: 4.6L ROMEO BASE EFI Tag: 3G 812 AA
Sld Dt: Calb: 318JH10 A Serial #: W

REDACTED

3713 7150M

CQ15 Report Number: WJ1AAL35 Program Type: Q
Report Source: MSS - FCSD - QSP5

Orig Rpt #: 225951-98
Report Date: 10/09/1998

--- TRANSMISSION ---

Trans: AOD-E 4SP ELEC O/D

Part #:

Bld Dt:

Serial #:

Model:

Plt:

Shift:

Axle: B.8 3.08 CONVENTIONAL

ID Tag Code:

Bld Dt:

Serial #:

Plt:

Tire: P215/70R15 WSW

Brand:

Radio: ELKIN PREMIUM AM/FM STRO/ESTE

A/C:

ATC AIR CONDITIONER

Paint: BLUE EXTERIOR PAINT FAMILY

AQUAMARINE FROST C/C

----- AFTER MARKET MODIFICATIONS -----

NO AFTER MARKET MODIFICATIONS DATA AVAILABLE FOR THIS VEHICLE

----- REPORT ORIGINATOR - REPAIR FACILITY - CUSTOMER INFORMATION -----

Orig/Caller: KENNETH DYER

Title: OTHER

Repair Dir: 12098 - SCHILLING L-M/MENDERHALL INC Phe:(801) 794-4000

City: Memphis

State: Tennessee

Country: UNITED STATES

Region: Memphis - 23

Claim #/Date: LIC5777 07/19/1998

Customer Name: SANDRA

BEDDICK

City:

----- CQ15 VIN HISTORY -----

NO CQ15 VIN HISTORY AVAILABLE FOR THIS VEHICLE

--- SUPPLEMENTAL SURVEY: NONE ---

----- VEHICLE'S WARRANTY HISTORY (365 days only) -----

NO VEHICLE WARRANTY HISTORY AVAILABLE FOR THIS VEHICLE

CQ15 Report Number: VDUA322 Program Type: Q
Report Source: MSS - FCSD - QSVS

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

R E P O R T S U M M A R Y

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

VIN: 1LNLM61W8N
Odometer: 56,802 MILES
WCC: 5F07
Rep. Act:

SYMPTOM: 7 04 2 45 UNKNOWN SOURCE CONCERNS
SMOKE

FIRE/SMOKE
UNDERHOOD

Additional Symptom:

Other Veh. With Concern:

Severity Rating - Customer:

Engineering:

Causal Component: 2A574

SWITCH ASY LOW AIR P

Causal Factor:

Feature:

Loc:

Causal Condition:

Photo:

Images: 0

Component Test Status:

Return Loc:

Vehicle Fixed?: YES

Customer satisfied?:

Repair Effectiveness (%): 100

C O M M E N T S

TYPE COMMENT TEXT

CONCERN

THERE WAS SMOKE FROM UNDER THE HOOD.

REPAIR

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

AUDIT

04/23/1997 10:25AM DATA ENTRY

MSS - FCSD - QSVS

SYMPTOM 3 01 0 00

CHANGED TO 7 04 2 45

BY WBAKERS

C O N C E R N D E T A I L S

D I A G N O S T I C I N F O R M A T I O N

Symp. Verif?:

Ease of Diagnosis:

Level of Assistance:

Comp. Timing:

Base Timing:

MIL light on?

Test Stand:

Road Test:

SD Number:

Prior Repair Attempts:

Repair Prior to Call: NO

DTCs KOED:

KOER:

KOER:

CB:

Equipment/Procedure Used

Effective? Equipment/Procedure Used

Effective?

S E R V I C E A C T I O N S

Repair

Type

Component Number

Number

Type

SERVICE

Description

SWITCH ASY LOW AIR P

Causal

Comp.

YES

V E H I C L E D E T A I L S

Vehicle Build Date:

04/07/1992

Warranty Start Date:

10/02/1992

Date of Sale:

10/02/1992

Selling Dlr (Mkt, Dlr, Sub):

11627

Dealer Special Order:

Gross Vehicle Weight:

LH/RH Drive:

E N G I N E

Engine: 4.6L ROMEO BASE EFI

Tag: 2Q

812 BA

Bld Dt:

Calb:

218JROS A

Serial #: W

T R A N S M I S S I O N

Trans: AOD-E 4SP ELEC O/D

Part #:

Bld Dt:

Serial #:

Model:

Pit:

Shift:

Page: 02

CQIS DETAIL REPORT

12/07/98 16:14:12

CQIS Report Number: VDVAA322 Program Type: Q
Report Source: KES - FCSD - QSPSOrig Rpt #: 134596-97
Report Date: 04/21/1997Axle: 8.8 [REDACTED] Id Tag Code: [REDACTED]
Serial #: [REDACTED]Std Bt:
Plt:Tire : P215/70R15 MSW Brand :
Radio : ELSTER PREMIUM AM/FM STRO/CSTE A/C : ATC AIR CONDITIONER
Paint : BLUE EXTERIOR PAINT FAMILY CLEAR CRYSTAL BLUE FROST C/C

AFTER MARKET MODIFICATIONS

NO AFTER MARKET MODIFICATIONS DATA AVAILABLE FOR THIS VEHICLE

REPORT ORIGINATOR - REPAIR FACILITY - CUSTOMER INFORMATION
Orig/Caller [REDACTED] Title: OTHERRepair Dir: 11627 - Ft Lauderdale L-M Inc Pht: [REDACTED]
City: Ft Lauderdale State : Florida
Country: UNITED STATES Region : Orlando - 24

Claim #/Date : 129844

Customer name : STEED CORUILLA City :

CQIS VIN HISTORY

Date	CQIS Report #	Prog	Sympt	Cat	Causal	Part Description	Dealer ID
04/22/1997	VDVAA116	EDSR	ELECT.	VALVE-FRT	DISC	BRK P	11627

SUPPLEMENTAL SURVEY: NONE

VEHICLE'S WARRANTY HISTORY (365 days only)

Dealer ID	Repair Date	Repair Order	Odometer (Miles)	Rpr Causl	Service	Part Number	Labor
11627	04/21/1997		56802				

** TOTAL PAGE.84 **

3713 7153

ASB0 (500 ENST)

DATE	TIME	TO/FROM	MODE	MIN/SEC	PGS	CHG	STATUS
28	12/18 15:28	313-390-6882	EC-S	02'07"	005	019	OK

Ford Motor Company
Environmental and
Safety Engineering230 Trench Center Drive
Dearborn, Michigan 48128JW SMT 9165 TRANSMISSION
TELEPHONE: (313) 564-1282AUTOMOTIVE SAFETY OFFICE
PRODUCTION VEHICLE SAFETY
AND COMPLIANCE
FAIRLANS PLAZA SOUTH, Suite 200
DEARBORN, MI 48123DATE: 98-DEC-18TIME: 3:12 PM EST

Please deliver to:

Name: JOHN McINERNEY / JOE NEMEOrganization: OPD

Room # and Building: _____

Telephone: _____

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

Special Instructions/Notes:

I TALKED TO JAMES FARAS, SERVICE TECH AT
SCHILLING L/M REGARDING THE 3 PARTS. HE INDICATED
DISTRICT SERVICE ENGINEER TOM MEJERLY 901-757 7037
HAS THE PARTS. PLEASE ASSIST ME IN GETTING
THESE PARTS.

Transmission sent by (Name/Telephone):

W.M. ASBAM024E

X 23284

3713 7154



Provided to Ford (Jan 7, 1998)

FESS-085- Additional Fires Since Opening

ST	VR	DAY	FYDate	Summary
FL	1LNLM83W30N	92	Aug-92	Fire originated in the front drivers side of the engine compartment
FL	1LNLM82W30N	92	Jul-97	Fire originated in the front drivers side of the engine compartment
FL	1LNLM81W40N	92	Dec-97	Parsons torn left edge of hood and fender, spread to house
NC	1LNLM82W30N	92	Sep-98	While parked the vehicle caught on fire on the left side front underneath the hood
FL	1LNLM81W30N	92	Nov-98	Underhood fire while parked
FL	1LNLM81W30N	92	Sep-98	Fire underhood on drivers side

298-055- Additional Fires Since Opening

date

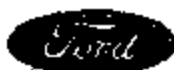
FL	1LNLM02VW4N	92	Sep-88	Parked for 2 days, engine fire, drivers side mid-area, fire dept said fuel pump running
MD	1LNLM81W6H	92	Oct-98	Parked for about half hour, fire under hood
TX	1LNLM82W4XN	92	98	Light fire damage left side of engine compartment
TX	1LNLM83W5N	92	Nov-98	Fire at left side of engine compartment, parked 24 hours
TX	1LNLM82W1P	93	Nov-98	Parked 45-50 min., engine compartment fire.
NY	1LNLM81W6P	93	Aug-98	Parked for 14 hours, fire in left side of engine compartment near master cylinder
CA	1LNLM81W2P	93	Feb-98	Parked 5 min., fire underhood on drivers side.
FL	1LNLM81W4XN	92	Nov-98	Parked 20 min, fire underhood on left side.
MI	1LNLM81W6N	92	Oct-98	Fire underhood while parked in garage.
TX	1LNLM81W6N	92	Oct-98	Parked 9 hours, fire in engine compartment in area of brake master cylinder and left front wheel.
	1LNLM81W3N	92	Sep-98	Fire originated around left side of engine.
	1LNLM81W6P	93	Sep-98	Fire originated around left side of engine.
	1LNLM82W3N	92	May-98	Fire originated at the brake pressure switch
	1LNLM82W3N	92	Jan-98	Fire originated at left side of engine compartment where electrical distribution located (Relays)
	1LNLM82W3N	92	Jun-98	Parked in garage, electrical fault in circuit 636 (brake pressure switch to speed control amplifier)
	1LNLM82W1N	92	Jun-98	Parked 5 hours, fire at left front fender area
TX	1LNLM82W3N	92	May-98	Parked 4 hours, fire originated in the drivers side of the engine compartment, above fender well
FL	1LNLM82W2	92	Oct-98	Fire originated in the front drivers side of the engine compartment
	2MECM75W	92	Jul-98	Caught on fire while sitting in parking lot, drivers side, brake pressure switch
	2MECM75W	92	Jun-98	Parked several hrs in airport, burn patterns surrounded brake booster.
FL	2MECM74WBXN	92	Sep-98	Parked in garage, fire under hood. (Colonial-Penn Ins.)

P. 83/83

313 554 2288 TO 76286

UNST 1900 0000 11:00 55. 98 NAC

3713 7157



Ford Motor Company
Environmental and
Safety Engineering

330 Town Center Drive
Dearborn, Michigan 48126

3M ENT™ 8165 TRANSMISSION
TELEPHONE: (313) 594-2268

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

DATE: 99-Jan-08

TIME: 8:55 AM

Please deliver to:

Name: NOAM LAPORTE

Organization: ~~ENGINEER~~ D/A

Room # and Building: _____

Telephone: _____

FAX: 78256

Number of Sheets being Transmitted (including this one): 3

Special Instructions/Notes:

Transmission sent by (Name/Telephone):

WM ABRAHAMCHIK 23284



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

N. J. BORAN--

NOV 24 1998

NO NOV 98 2:10

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

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

DISPOSE of Copies (Black Stamped) by:	
RETAIN Record Copy (Red Stamped) Thru:	2018
Schedule Number:	27.03

NSA-12jfa
PE98-055

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.

+ 30 T.C. fire since 12/15 & several G.M. rep'd by NHTSA.

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

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

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

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



AUTO SAFETY HOTLINE
1800 424-9393
Wash. D.C. Area (202) 386-0123

3713 7159

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

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

1992 Lincoln Town Car (1LNLM81W2NY [REDACTED])



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	536208	MS	1LNLM83W9NY	92
16	819621	LA	1LNLM82W5NY	92
17	I/Net	FL	1LNLM82W4NY	92
18	F.D.R.	GA	1LNLM82W1NY	92
19	A804221	FL	1LNLM81WP2Y	93
20	823462	MS	1LNLM81W5PY	93
21	F.D.R.	FL	1LNLM81WXPY	93

9713-7165

 AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE U.S. Department of Transportation National Highway Traffic Safety Administration NATIONWIDE 1-800-424-9393 DC METRO AREA 202-366-0122		FOR AGENCY USE ONLY	
OWNER INFORMATION (TYPE OR PRINT)		DATE RECEIVED	Od. of _____ Ft. of _____ Wt. of _____ 100 - Wt. _____ 100 - Wt. _____
		119 18 Jun 1997	REFERENCE NO. 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 MAKE		VEHICLE MODEL	MODEL YEAR
CURRENT ODOMETER READING _____ DATE PURCHASED _____ ☐ NEW ☒ USED		ENGINE SIZE _____ NO. CYLINDERS _____ ☐ GAS ☐ DIESEL ☐ FUEL INJECTN	
TRANSMISSION TYPE ☐ MANUAL ☐ AUTOMATIC		BODY STYLE STANAG _____ 4 DR _____ 2 DR _____ HATCH BK _____ VAN _____ PK UP TRK _____ OTHER _____	
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIME INFORMATION ON BACK)			
COMPONENT	PART NAME(S)	LOCATION	FAILED PART(S)
25100000	ENGINE	☐ LEFT FRONT ☐ RIGHT REAR	☐ ORIGINAL REPLACEMENT
NO. OF FAILURES	DATE(S) OF FAILURE(S)	MANUFACTURER CONTACTED	NHTSA PREVIOUSLY CONTACTED
	22-MAR-97	☐ 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 ESTS		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 pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may		be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.	

Apr-01-98 11:22A

P.01

FIRE DEPARTMENT

FIRE AND NON-FIRE REPORT

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



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 #: 3254

Response From: ☒ One ☐ Two ☐ Road

Type of Call: Structure/vehicle fire

Vehicle: ☐ Rescue ☒ T-10 ☐ E-6 ☐ E-8

Personnel: Borden Wyckoff

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

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

Reported By: Deborah Swonger

Situation Found: Garage fire.

Dispatch	Date	Time
4-1-98	11:22A	
By		
FL		
Phone		
Plan		

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

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

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

VEHICLE INFORMATION

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

Driver's Name: Curmitt Campbell
Owner's Name: Same
Owner's Address: 384 Formosa Dr.

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

Phone:
Phone:

3713 7167

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 gls. water. PPV set up. Primary search found birds in cages and were removed to back patio. House was vented and overhaul complete. F/M Highbarger called to investigate. State Fire Marshall also called. Fire personnel performed salvage and overhaul and monitored house for approx. 5 hours. Released to owner.

() B.D.

912-2217
183-3307



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) 388-0123
INTERNET: <http://www.nhtsa.dot.gov>

FOR AGENCY USE ONLY

241

Date Received

5 Jun 1998

Old or

n_d

od_it

up_it

Reference No.

824018

Work Number

Home Number

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

Signature of Owner

Date

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) Located at bottom of windshield on driver's side 1LNLM81W2NY	Vehicle Make LINCOLN	Vehicle Model TOWN CAR	Vehicle Year 1992	Current Odometer Reading [] [] [] [] [] [] [] [] [] []
Purchase Date	Dealer's Name	Engine Size (CID/CYL)	☐ Turbo ☐ Diesel ☐ Gas ☐ Fuel Injection	
☒ New ☐ Used	City	State	Zip Code	No. Cylinders
Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☒ Yes ☐ No	Restraint System ☐ Driverside Airbag ☐ Motorbelt ☐ Passengerside Airbag ☐ 2-Point Belt ☐ 3-Point Belt	Cruise Control ☐ Yes ☒ No	DriveTrain ☐ Front ☐ Rear ☐ 4-Wheel
Vehicle Type ☐ Car ☐ Van ☐ Minivan ☐ Other		Sports UT Truck Motorcycle Body Style ☐ 2-Door ☐ 4-Door ☐ Station Wagon ☐ Pick Up Truck ☐ Other		

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 06830000	Part Name(s) ELECTRICAL SYSTEM:IGNITION:WIRING:PRIMARY AND SECONDARY	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No. of Failures	Date of Failure(s) 21-AUG-97 Mileage at Failure(s) 22 Vehicle Speed at failure(s)	Failed Part(s) Available? ☐ Yes ☐ No	NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

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

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

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

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

CONTINUE ON BACK IF NEEDED

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

NHTSA Form 350 (Rev. 3/97)

3713 7169

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,

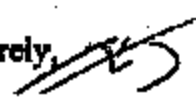
Enclosed is all the materials I have collected regarding the fire that totaled our 1992 Lincoln Town Car.

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 7171

 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) NAME AND ADDRESS MELBOURNE FL 32934		DATE RECEIVED RECEIVED 10 28 Jan 1987 OFFICE DEFECTS INVESTIGATION	OD. OF N. OF OD. OF OD. OF REFERENCE NO. 808285
Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES ☒ NO ☐ In the absence of an authorized signature, NHTSA will not be able to communicate with the vehicle manufacturer.		DAY TIME TELEPHONE NO. (AREA CODE) 407 737 9244	
SIGNATURE OF OWNER		DATE 3/3/97	
VEHICLE IDENTIFICATION NO. 1LYLM82W7N		VEHICLE MAKE LINCOLN	VEHICLE MODEL TOWN CAR
MODEL YEAR 1982		LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE CURRENT ODOMETER READING NONE	
DATE PURCHASED 10/1/86 ☐ NEW ☒ USED		DEALER'S NAME, CITY & STATE VIC. CRYMAN 625 East Nasa Blvd Melbourne FL 32901	
ENGINE SIZE (CID/CYL) NO. CYLINDERS 8		☐ TURBO ☐ DIESEL ☒ GAS ☐ FUEL INJECTN	
TRANSMISSION TYPE ☐ MANUAL ☒ AUTOMATIC	ANTILOCK BRAKES ☐ YES ☒ NO	RESTRAINT SYSTEM ☐ DRIVER'S SIDE AIRBAG ☐ PASSENGER'S SIDE AIRBAG ☐ 3-POINT BELT ☐ 2-POINT BELT	CRUISE CONTROL ☐ YES ☒ NO STEERING ☒ FRONT ☐ REAR ☐ 4-WHEEL
BODY STYLE STATION WAGON 2 DR HATCHBACK VAN PICK UP TRUCK OTHER			
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIME INFORMATION ON BACK)			
COMPONENT 05100000	PART NAME(S) ENGINE	LOCATION ☐ LEFT FRONT ☐ RIGHT FRONT ☐ REAR	FAULTY PART(S) ☐ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES 1 it only took 2 fire!	DATES OF FAILURE(S) January 10, 1987 About 8:20 PM MILEAGE AT FAILURE(S) 67,000 VEHICLE SPEED AT FAILURE(S) PARKED	MANUFACTURER CONTACTED ☒ YES ☐ NO	NHTSA PREVIOUSLY CONTACTED ☐ YES ☒ NO
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT ☐ YES ☒ NO	FIRE ☒ YES ☐ NO	NUMBER PERSONS INJURED _____	NUMBER OF FATALITIES _____
PROPERTY DAMAGE EST. \$1,000		POLICE REPORTED ☒ YES ☐ NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(ES)			
We had the defroster on earlier in the day for rain, turned it off on the way to Temple Beth Shalom, 5905 N. Wickham Rd., Melbourne FL. We parked the car, I went into gym. and some time later the car caught fire. PARKED CAR IN A PARKING LOT ABOUT 45 MIN AFTER THE CAR CAUGHT ON FIRE WHICH CAME FROM THE ENGINE. SOMEONE ELSE PARKED NEXT TO CAR 15 MINUTES AFTER WE PARKED. APPROX. 60 MINUTES AFTER WE PARKED, POLICE CAME TO SUMMON US TO THE BURNED-OUT CAR. THE BODIES IN THE CAR WERE ALIVE. WE APPEAR TO HAVE STARTED IN THE ENGINE. CONTINUE ON BACK IF NEEDED			
The Privacy Act of 1974 Public Law 93-579		Do not use to send the "SA" in determining whether a manufacturer should take appropriate steps to correct a safety defect. If the NHTSA receives information which indicates a manufacturer's product is defective, your response, or a statement concerning the defect, may be used in support of the agency's action.	

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

INFORMATION ON TIRE FAILURES (IF APPLICABLE)

TIRE IDENTIFICATION NO.

O O T

MANUFACTURER/TIRE NAME

SIZE

The identification number consists of 7 to 10 letters and numerals following the letters OOT. 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 melted 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 review in the days of the Volkswagen and recent recall notices, we suspect it may be the problem that caused our fire, + have not had that confirmed by State Police's the investigator.

U.S. Government Printing Office: 1986 - 625-382

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

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

Call Business
Only for Private Use 1200

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 70172 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY MAIL - ANY FRADING SAFETY ADMIN

U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NEF-11 H
400 7th Street, SW
Washington, DC 20590

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

3713 7173

Automotive Inquiry

Claim Number: 55-6014-626

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 SEELBOURNE, FL.

This call concerned Fire Engine Compartment.

Vehicle Detail

VIN: 1LNLM62N7NY [REDACTED]
 Model Year: 1992
 Body Style: 4D-Sedan 4 Dr.
 Eng. Size: 261 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 Wnd: Standard
 Tilt Wheel: Standard
 P/W Drive: No
 4 W Drive: No
 Sec Bys: Unknown

Mileage: 0 Miles
 Make: LINCOLN
 Series: TOWN CAR SIGNATURE
 Cylinders: 6
 Carb: Fuel Injected
 Base List: 34252
 Tire Size: 18R215
 D-T-R: Not Available
 Restraint: Air bags both sides / manual belt system
 Radio: AM / FM Cassette
 Opt 1: AM / FM CD
 Opt 2:
 Roof: None / Not Available
 Opt 1: Power Sun / Moon
 Opt 2:
 ABS: 4 Wheel Standard

Pertinent Vehicle Equipment**Description of Loss**

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

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

Number of Injuries: 0

Number of Deaths: 0

Total Loss? No

Insured Loss Amount: Vehicle \$:0
Claimant Loss Amount: Vehicle \$:BI \$:0
BI \$:Other PD \$:0
Other PD \$:

 U.S. Department of Transportation National Highway Traffic Safety Administration	Auto Safety Hotline Vehicle Owner's Questionnaire NATIONWIDE 1-800-434-383 DC METRO AREA (202) 341-5013 INTERNET: http://www.nhtsa.dot.gov		FOR AGENCY USE ONLY 117	
	Date Received 25 Feb 1998		Odor n_01 od_01 up_01	
	Form Number 821667			

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) 1LHLMB1WBN	Location of label (Found at bottom of dashboard on driver's side)	Vehicle Make LINCOLN	Vehicle Model TOWN CAR	Vehicle Year 1992	Current Odometer Reading		
Purchase Date	Dealer's Name	City _____ State _____ Zip Code _____			Engine Size ICE/CCL	☐ Turbo	☐ Diesel
☐ New ☒ Used					No. Cylinders	☐ Gas	☐ Fuel Injection
Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☐ Yes ☒ No	Restraint System ☐ Driver's Side Airbag ☐ Passenger's Side Airbag ☒ 3-Point Belt	Cruise Control ☐ Yes ☒ No	Drive Train ☐ Front ☐ Rear ☒ 4-Wheel	Vehicle Type ☐ Car ☐ Van ☐ Minivan ☐ Other	Body Style ☐ 3-Door ☐ 4-Door ☐ Station Wagon ☐ Pick Up Truck ☐ Other	

FAILED COMPONENT(S) INFORMATION			
Component 08310000	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) 06-11-97 Mileage at Failure(s) 88 Vehicle Speed at Failure(s)	Failed Part(s) Available? ☐ Yes ☐ No	NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION					
<i>(Please describe in detail the incident(s), failure(s), complaint(s), and injury(ies) on the back of this form)</i>					
Crash ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Injured 0	Number of Fatalities 0	Estimated Property Damage 0	Reported to Police ☐ Yes ☒ No

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)
HAD PARKED VEHICLE. SON NOTICED SM OKE FROM UNDER HOOD. FIRST IT WAS WHITE. THEN LATER TURNED BLACK. FINALLY SAW FLAMES. HOOD DID NOT COME UP. FIRE DEPT CALLED & PUT FLAMES OUT. BLACKNESS SURROUNDED ENGINE AREA. INSURANCE COMPANY HAS VEHICLE. *AK

CONTINUE ON EACH IF NEEDED

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

NHTSA Form 108-Rev. 3/97

FD-302 (Rev. 5-22)

Auto Safety Hotline		FOR AGENCY USE ONLY	
Vehicle Owner's Questionnaire U.S. Department of Transportation National Highway Traffic Safety Administration NATIONWIDE 1-800-424-9383 DC METRO AREA (202) 358-0123 INTERNET: http://www.nhtsa.dot.gov		Date Received RECEIVED Reference No. 521137	
OWNER INFORMATION (Type or Print) Name [REDACTED] Street [REDACTED] City DUCANT State OK Zip Code [REDACTED] Day Time Telephone Number [REDACTED]		POSTED	
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 [REDACTED] Date 8/12/97			
VEHICLE INFORMATION			
Vehicle Ident. No. (VIN) (Entered at bottom of windshield on driver's side) 1LNLM81W2N		Vehicle Make LYNC. Vehicle Model EXC Vehicle Year 1992 Current Odometer Reading 517200	
Purchase Date 3/24/97 Dealer's Name DUCANT AUTO MART		Engine Size (DISCC) 4.6 ☐ Turbo ☐ Diesel ☐ Gas ☒ Fuel Injection	
☐ New ☒ Used OVER City DUCANT State OK Zip Code 75701		No. Cylinders 6	
Transmission Type ☐ Manual ☒ Automatic		Antilock Brakes ☒ Yes ☐ No	
Restraint System ☒ Driver's Side Airbag ☐ Motorist ☒ Passenger's Side Airbag ☐ 3-Point Belt		Cruise Control ☒ Yes ☐ No	
Drive Train ☐ Front ☒ Rear ☐ 4-Wheel		Vehicle Type ☒ Car ☐ Sports Ut. ☐ Truck ☐ Motorcycle ☐ Other	
Body Style ☐ 2-Door ☐ 4-Door ☐ Station Wagon ☐ Pick Up Truck ☐ Other			
FAILED COMPONENT(S)/PART(S) INFORMATION			
Component Fire Part Name(s) Complete		Location ☒ Left ☒ Right ☐ Front ☐ Rear	
No. of Failures 1 Date(s) of Failure(s) 8-24-97 Mileage at Failure(s) 17250 Vehicle Speed at Failure(s) -		Failed Part(s) Available? ☐ Yes ☒ No	
NHTSA Previously Contacted? ☐ Yes ☒ No			
APPLICABLE INCIDENT INFORMATION (Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form)			
Crash ☐ Yes ☒ No		Fire ☒ Yes ☐ No	
Number Persons Injured -0-		Number of Fatalities 0	
Estimated Property Damage \$14,000.00		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		Manufacturer [REDACTED] Tire Name [REDACTED] Complete Tire Size [REDACTED]	
 TIRE SIZE TIRE NAME TIRE MANUFACTURER U.S. DOT safety standard code The number may be on the inner side of the tire and have up to 11 letters and numbers. Usually located near rim flange on side opposite whitewall or on either side of blackwall tire.			
The Privacy Act of 1974—Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Administration and subsequent amendments. You are under no obligation to respond to this questionnaire. Your responses may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect, if the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your responses, or a statement submitted thereto, may be used in support of the agency's action.			

To The Editor:

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

A luxury car, costing over \$31,000 if new.

This car was not running and had been parked for approximately 1 hour when, according to a witness, it exploded, blew the hood up, and crumpled into flames.

The engine of this vehicle is a 4.6 L V8. 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 carport, you have a potential fire bomb sitting there. Because of liability laws, I may not reveal the manufacturer's name in this petition. However, if you want to know the make of this car, call me and I will be happy to tell you.

Albert D. Smith, Insurance Clerk

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

This car had been parked more than 8 hrs.
A witness seen it explode & the hood came up
in a ball of fire. The fire dept. was here in five's
min. The car was complete burned.
I Reported it to Ford on 7/2/90/ 845 AM
All they would it was out of warranty
* "Ford dealer works with other dealer"
Village Line & more, L.B.S. Hwy. Dallas TX
Salesman "Billy"

Field to show Return Address (no stamp needed) Posters with zip and mail

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

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

Official Business
Penalty for Private Use \$300



BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

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

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

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

Intelligent Mail Barcode

NFIRS-1

[] DELETE
[] CHANGE

A	FDID	INCIDENT NO	EXP NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME	ARRIVAL TIME	IN SERVICE
	04405	98-221227	00	06	20	98	Wednesday 4	21:13:00	21:30:00	22:45:00
B	TYPE OF SITUATION FOUND						TYPE OF ACTION TAKEN		MUTUAL AID	
	Vehicle Fire						13 Extinguishment		1 [] Race [] Count	
C	FIXED PROPERTY USE						IGNITION FACTOR			
	1-family Dwelling-year						- 411 Short Circuit, Ground Fault		54	
D							CO.	TWN	ZIP CODE	CENSUS TRACT
										0212.02
E							TELEPHONE		ROOM/UNIT NO	
F										
G	METHOD OF ALARM FROM PUBLIC						TYPE OF ALARM	DISTRICT	SHIFT	STATION
	Telephone Tie Line						7 EMERGENCY	5	10	A 10
H	SIT USED		PERSONNEL RESPONDED		ENGINES RESPONDED		AERIAL APPARATUS		OTHER VEHICLES	
			016		003		001		001	

I	NUMBER OF INJURIES		NUMBER OF FATALITIES	
	FIRE SERVICE 000		FIRE SERVICE 000	
	OTHER 000		OTHER 000	

J	COMPLEX		MOBILE PROPERTY TYPE	
	Dwelling Complex		All Tenable Vehicles	
K	AREA OF FIRE ORIGIN		EQUIPMENT INVOLVED IN IGNITION	
	Engine Area, Running Gear		Electronic Equipment	
L	POINT OF HEAT OF IGNITION		TYPE OF MATERIAL KNITTED	
	Unspecified Short Circuit		Material Not Classified	
M	METHOD OF EXTINGUISHMENT		LEVEL OF FIRE ORIGIN	
	Preventive w/Task Water		Grade to +8'	
			ESTIMATED LOSS	
			15,000	
			ESTIMATED VALUE	
			187,000	

N	NUMBER OF STORIES		CONSTRUCTION TYPE	
O	EXTENT OF FLAME DAMAGE		EXTENT OF SMOKE DAMAGE	
P	DETECTOR PERFORMANCE		SPRINKLER PERFORMANCE	
Q	IF SMOKE SPREAD BEYOND ROOM OF ORIGIN		TYPE OF MATERIAL GENERATING MOST SMOKE	
			AVENUE OF SMOKE TRAVEL	
R			FORM OF MATERIAL GENERATING MOST SMOKE	

DIST: 10 LL: 328

S	IF MOBILE PROPERTY	YEAR	MAKE	MODEL	SERIAL NO.	LICENSE NO.
		82	LINCOLN	TOWN CAR	FLA1234	
T	IF EQUIPMENT INVOLVED IN IGNITION	YEAR	MAKE	MODEL	SERIAL NO.	
			NEA			

[X] CHECK IF COMMENTS

OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT)

DATE

08/25/1998

EXEMPT FROM ARCHIVE

DATE

08/26/1998

A

POD	INCIDENT NO	EXP NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME
04488	98-281287	08	08	28	98	Wednesday 4	21:13:00

NARRATIVE

E18 ARRIVED TO FIND A 1992 LINCOLN TOWNCAR FULLY INVOLVED IN FIRE. THE CAR WAS IN THE RESIDENT GARAGE AT THE TIME. WE EXTINGUISHED THE FIRE AT THIS ADDRESS 1808 FORESTA CT. VEHICLE OWNER/HOMESOWNER IS [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. E18'S CREW EXTINGUISHED FIRE. I AND E18 CREW CK FOR EXTENSION AND HANDLED SMOKE EVAC. FIRE WAS CAUSED BY ELECTRICAL SHORT CIRCUIT IN THE 1992 LINCOLN TOWNCAR.

 AUTO SAFETY HOTLINE VEHICLE OWNER'S QUESTIONNAIRE NATIONAL HIGHWAY Traffic Safety Administration NATIONWIDE 1-800-424-6383 DC METRO AREA 202-366-0123		FOR AGENCY USE ONLY	
OWNER INFORMATION (TYPE OR PRINT)		DATE RECEIVED	od. or n. ch od. n up. ly
		141 1 Nov 1996	REFERENCE NO 804418
		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. 1LNLM81W8N2		VEHICLE MAKE LINCOLN	VEHICLE MODEL TOWN CAR
MODEL YEAR 1992			
CURRENT ODOMETER READING		DATE PURCHASED	DEALER'S NAME, CITY & STATE
☐ NEW ☒ USED		ENGINE SIZE (DIS/COIL) ☐ TURBO ☐ DIESEL ☐ GAS ☐ FUEL INJECTION	
TRANSMISSION TYPE	ANTILOCK BRAKES	RESTRAINT SYSTEM	CRUISE CONTROL
☐ MANUAL ☐ AUTOMATIC	☒ YES ☐ NO	☐ DRIVER'S SIDE AIRBAG ☐ MOTORBELT ☐ PASSENGER'S SIDE AIRBAG ☐ 3-POINT BELT ☐ 2-POINT BELT	☐ YES ☒ NO
		DRIVETRAIN	BODY STYLE
		☐ FRONT ☐ REAR ☐ 4-WHEEL	STANBAG ☐ HATCH BK ☐ 4 DR ☐ VAN ☐ 2 DR ☐ PK UP TRK ☐ OTHER ☐
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TYPE INFORMATION ON BACK)			
COMPONENT 62700000	PART NAME(S) TIRES	LOCATION ☒ LEFT FRONT ☐ RIGHT REAR	FAILED PART(S) ☐ ORIGINAL ☐ REPLACEMENT
NO. OF FAILURES	DATE(S) OF FAILURE(S) 23 Oct. 96	MANUFACTURER CONTACTED	NHTSA PREVIOUSLY CONTACTED
	MILEAGE AT FAILURE(S) 1000	☐ YES ☐ NO	☐ YES ☐ NO
	VEHICLE SPEED AT FAILURE(S)		
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT ☐ YES ☒ NO	FIRE ☒ YES ☐ NO	NUMBER PERSONS INJURED	NUMBER OF FATALITIES
		PROPERTY DAMAGE EST.	POLICE REPORTED ☐ YES ☒ NO
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(ES)			
VEHICLE 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			
The Privacy Act of 1974 Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statement contrary thereto, may be used in support of the agency's action.			

ODIND 541041

From:
Sent:
To:
Subject:



ATT00029.html

Dear Congressman

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

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

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

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

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

Thank you,

You can contact me at

Congress of the United States
Washington, DC 20515

The Honorable Congressman

NOTICE

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

DATE: 8-23-98

NAME: _____

ADDRESS: _____

APT #: _____

CITY: _____

STATE: Florida ZIP CODE: _____

HOME PHONE: _____

WORK PHONE: _____

SOCIAL SECURITY: _____

DATE OF BIRTH: _____

ALIEN #: A _____ VETERAN CLAIM #: C _____

#: _____

Please state the problem briefly:

My Lincoln town car 1992 model caught on fire in my garage on May 8th 1998 which burned up the car and most of my house. I am staying with my son until my house is rebuilt. initial investigation reveals that it was the fault of the automobile and recent newspaper edition indicate that there is a problem with 1992 Lincoln town cars through the nation. 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.

JUN 19 '9

19

June 11, 1998

RE: YOUR FILE #
ASSURED :
ADDRESS :
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, 1998 and damaged the captioned vehicle and residence.

DETAILS

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

DESCRIPTION OF THE VEHICLE

The vehicle that was examined was a 1992, Lincoln, Towncar, automobile, White in color, with 4 doors, and 2 wheel drive. The vehicle was identified further by: VIN# 1LNLM81W3NY and 1998, Florida, TAG #

PHYSICAL EXAMINATION

EXTERIOR

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

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 4.5 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.

JUN 1

.12/19

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

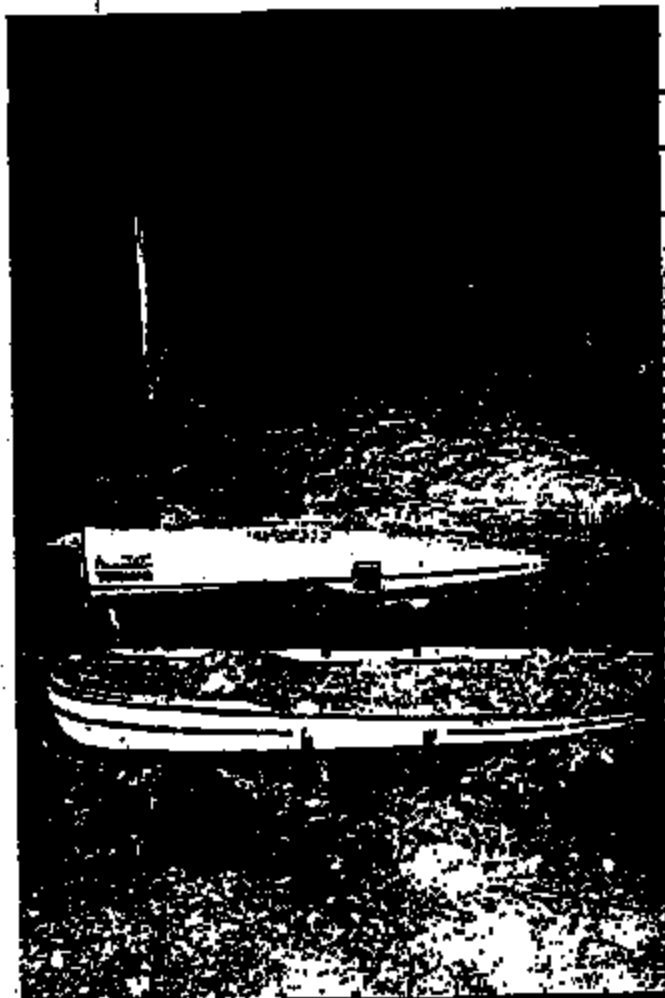
I have appreciated being of service to you and trust that this report is sufficiently complete. If, however, more detailed descriptions, additional information or photographs are needed, please advise.

Respectfully submitted,

Enclosures
CC: File

3713 7187

PHOTOS

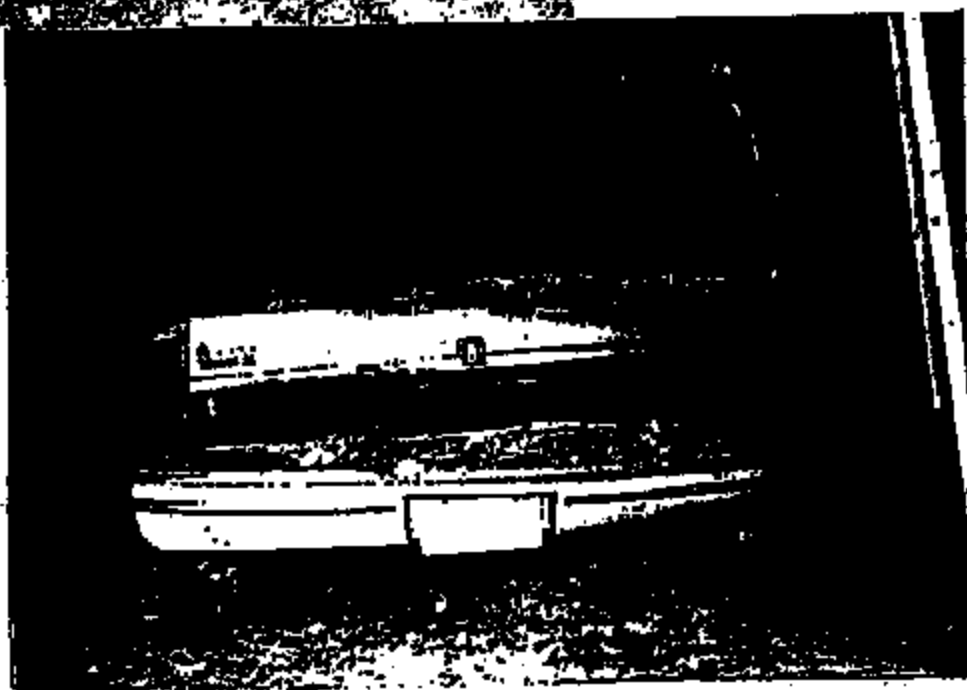


Assured _____

Claimant: _____

Date/Time Photographs: _____

By: _____

Picture # _____
Description (V) _____Picture # 2
Description (H) _____

PHOTOS

Insurer _____ Assured _____

File No _____ Claimant: _____

Date/Time Photographs: _____

By: _____

Picture # 3
Description (V) _____Picture # 4
Description (V) _____

JUN 11

3/19

PHOTOS

Assured _____

Claimant: _____

Date/Time Photographed: _____

By: _____

Picture # 5
Description (V)

Picture # 6
Description (H) ♥



3713 7190

JUN 15

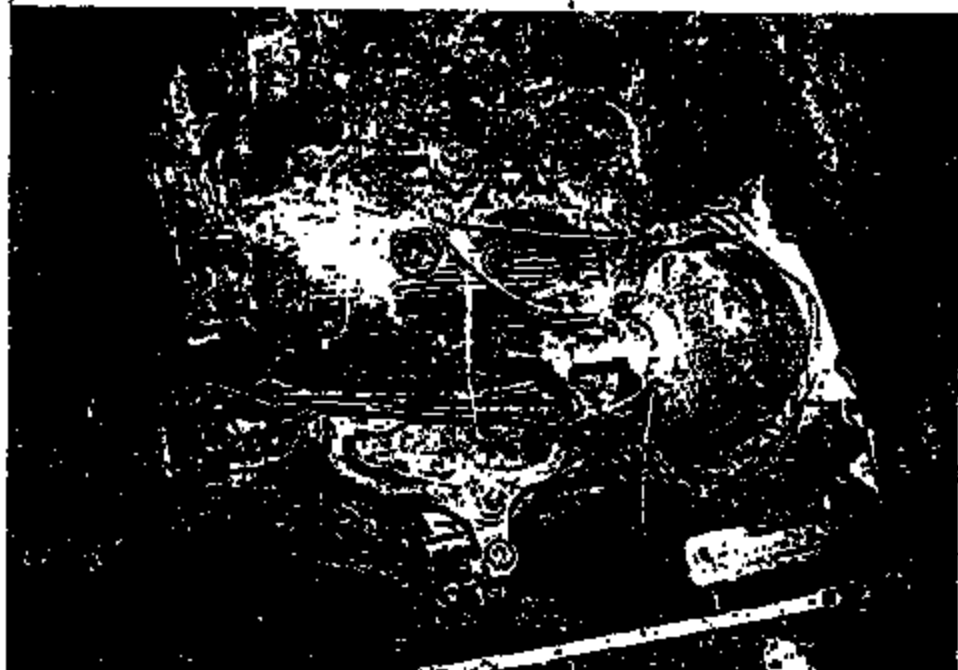
4/19

PHOTOS

Insurer _____ Assured _____

File No. _____ Claimant: _____

Date of Accident: _____ Date/Time Photographs: _____

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

PHOTOS

Insurer _____ Assured _____

File No. _____ Claimant: _____

Date of Accident: _____ Date/Time Photographs _____



Picture # 9 ▲
Description (H)

Picture # 10 ▼
Description (H)



ST-470002

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/Li. Deelling 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 thorough was above the are 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. 12-26-97 Mo. Dy. Yr. 6 Alarm T. 21:29 Arrived T. 21:39 Bath 4 To Shift C

Situation Found FPU Ignition Factor Mobile Pl. Injuries Deaths

13 962 51 11 0 0

Street No. Street Name: Zip:

1602

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

20,000 10,000 0 0 10000

Investigator: Street. call time: Street. Comp. time: Date Out: Investigator 2:

David Pitt 21:47 22:48 12-26-97

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

PSCFR PSCO

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

yes 0 Closed/no

Owner:

Occupant:

N/A

Owner Address:

Occupant Address:

Property Description:

The property involved in this fire is a 1992 Lincoln Town Car. The vehicle identification number is 1LNLM21V2N. The Florida assigned tag to the vehicle was HWV-768. The vehicle was parked in the driveway at the listed address facing east. The vehicle was gray in color.

Area of Fire Origin: Engine Compartment

Synopsis:

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

May 29, 1998

ATTN:

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

May 22, 1998

SUBMITTED WITHOUT PREJUDICE

Dear [REDACTED]

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

CONCLUSIONS:

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

ENCLOSURES:

1. JDA, INC.
2. 8x10 color 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. [redacted] 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 [redacted] 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:

W.

ENGINEERING REPORT'S**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 in be able to tie all the rest of these in.

EVIDENCE:

1992 Lincoln Town Car

April 27, 1998

ATTN: Dan Panipinto

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

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.

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

May-14-98

P. 91

FFLR # Investigation Narrative DATE - 05/10/98

Fire was located in the carport area in front of 1617 Minuteman Causeway unit 102. 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 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 unit 202 which was parked in front of unit 101. All units except 201 were occupied at the time of the fire.

The fire was discovered by F (casualty 3) of 1611 Minuteman Causeway unit 204. Mr. 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. 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 casualty 1), E (casualty 2), and 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. E was transported via ambulance to Cape Canaveral Hospital. II was transported by private vehicle to the same hospital. Office was transported by police vehicle.

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



3713 7201

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

NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION:

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

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 retring 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



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

Auto Safety Hotline

Vehicle Owner's Questionnaire

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

FOR AGENCY USE ONLY

131

Date Received

19 May 1998

 Od_or
rt_dt
od_r
up_lr

Reference No.

823462

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

1/LNLM81W5PY

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Locate it right in windshield on driver's side)	Vehicle Make LINCOLN	Vehicle Model TOWN CAR	Vehicle Year 1993	Current Odometer Reading
Purchase Date	Dealer's Name	City	State	Zip Code
☐ New ☒ Used	Engine Size (GDI/COI)	No Cylinders	☐ Turbo ☐ Diesel ☐ Gas ☐ Fuel Injection	
Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☐ Yes ☒ No	Restraint System ☐ Driver's Airbag ☐ Passenger's Airbag ☐ 3-Point Belt ☐ Motorist ☐ 2-Point Belt ☐ 3-Point Belt	Cruise Control ☐ Yes ☒ No	DriveTrain ☐ Front ☐ Rear ☐ 4-Wheel
Vehicle Type ☐ Car ☐ Van ☐ Minivan ☐ Other		Body Style ☐ 2-Door ☐ 4-Door ☐ 5-Door ☐ 6-Door ☐ 7-Door ☐ 8-Door ☐ 9-Door ☐ 10-Door ☐ 11-Door ☐ 12-Door ☐ 13-Door ☐ 14-Door ☐ 15-Door ☐ 16-Door ☐ 17-Door ☐ 18-Door ☐ 19-Door ☐ 20-Door ☐ 21-Door ☐ 22-Door ☐ 23-Door ☐ 24-Door ☐ 25-Door ☐ 26-Door ☐ 27-Door ☐ 28-Door ☐ 29-Door ☐ 30-Door ☐ 31-Door ☐ 32-Door ☐ 33-Door ☐ 34-Door ☐ 35-Door ☐ 36-Door ☐ 37-Door ☐ 38-Door ☐ 39-Door ☐ 40-Door ☐ 41-Door ☐ 42-Door ☐ 43-Door ☐ 44-Door ☐ 45-Door ☐ 46-Door ☐ 47-Door ☐ 48-Door ☐ 49-Door ☐ 50-Door ☐ 51-Door ☐ 52-Door ☐ 53-Door ☐ 54-Door ☐ 55-Door ☐ 56-Door ☐ 57-Door ☐ 58-Door ☐ 59-Door ☐ 60-Door ☐ 61-Door ☐ 62-Door ☐ 63-Door ☐ 64-Door ☐ 65-Door ☐ 66-Door ☐ 67-Door ☐ 68-Door ☐ 69-Door ☐ 70-Door ☐ 71-Door ☐ 72-Door ☐ 73-Door ☐ 74-Door ☐ 75-Door ☐ 76-Door ☐ 77-Door ☐ 78-Door ☐ 79-Door ☐ 80-Door ☐ 81-Door ☐ 82-Door ☐ 83-Door ☐ 84-Door ☐ 85-Door ☐ 86-Door ☐ 87-Door ☐ 88-Door ☐ 89-Door ☐ 90-Door ☐ 91-Door ☐ 92-Door ☐ 93-Door ☐ 94-Door ☐ 95-Door ☐ 96-Door ☐ 97-Door ☐ 98-Door ☐ 99-Door ☐ 100-Door		

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 00310000	Part Name(s) ELECTRICAL SYSTEM: WIRING: HARNESS: FRONT: UNDERHOOD	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No. of Failures	Date(s) of Failure(s) MAY 98	Mileage at Failure(s) 93,000	Vehicle Speed at Failure(s)
		Failed Part(s) Available? ☐ Yes ☐ No	NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

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

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

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

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

NHTSA Form 100 (Rev. 10/95)

L/M 10/20

3713 7204

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.

- 1 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.

PHOTOGRAPHS:

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

OTHER:**REMARKS:**

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

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

Very truly yours,

✓ Certified Fire Investigator



U.S. Department
of Transportation
National Highway
Traffic Safety

Auto Safety Hotline Vehicle Owner's Questionnaire

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

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Date Received

6 Jan 1988

Of or
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Reference No.

820316

Number

Home Number

34

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 origin of
manufacture on driver's side) 1LNLMSTWGN
Vehicle Make LINCOLN Vehicle Model TOWN CAR Vehicle Year 1982 Current Odometer Reading

Purchase Date

Dealer's Name

Engine Size

100/100

Turn

Drive

Gear

Fuel Injection

☐ New ☒ Used

City

State

Zip Code

No Cylinders

Transmission Type

☐ Manual☒ Automatic

Anti-lock Brakes

☒ Yes☐ No

Restraint System

☐ Overweight Adult☐ Passenger Adult☐ 3-Point Belt☐ Child Seat☒ 2-Point Belt

Cruise Control

☒ Yes☐ No

Drive Train

☐ Front☒ Rear☐ 4-Wheel

Vehicle Type

☐ Car☐ Van☐ Other☐ Sports Ut.☐ Truck☐ Motorcycle

Body Style

☐ 2-Door☐ 4-Door☐ Station Wagon☐ 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 Details of Failure(s) 20 DEC 87 Mileage at Failure(s) 81000 Vehicle Speed at Failure(s) Failed Part(s) Available? ☐ Yes ☐ No NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICABLE INCIDENT INFORMATION

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

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

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

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

AK

CONTINUE ON BACK IF NEEDED

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

Form 350 Rev. 10/87

5

FIRE INVESTIGATION REPORT**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:** 1LNLMALW3NY760463**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:** \$25,108.00**MORTGAGE COMPANY:** None**ACCOUNT NUMBER:** N/A

OWNER NAME:**RACE:** White**SEX:** Male**DOB:** 7-1-29**POB:** TN**ADDRESS:** [REDACTED]**ADDITIONAL OWNERS SEE NARRATIVE:****OCCUPANT NAME:****RACE:** [REDACTED]**SEX:** [REDACTED]**DOB:** [REDACTED]**POB:** CA**ADDRESS:** [REDACTED]**ADDITIONAL OCCUPANTS SEE NOTES:****FATALITY NAME:****RACE:****SEX:****DOB:****POB:****ADDRESS:****ADDITIONAL FATALITIES SEE NARRATIVE:****ARRESTED NAME:****RACE:****SEX:****DOB:****POB:****ADDRESS:**

ADDITIONAL ARRESTS SEE NARRATIVE:

NARRATIVE:

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

Upon arrival I met with Captain Poolt, he advised me of the events which occurred to this point. Fire suppression personnel were still on scene performing overhaul operations. I requested Captain Roy from the 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. was on the telephone and was reading a paper. It was approximately two hours after arriving home that the heard a sound in the garage. went to the passage way door that to the garage, opened it, and saw flames and heavy black smoke inside the garage. closed the door, his wife called 9-1-1, and then they exited the structure through the front door. 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 Kauff'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.

0 /

Mar 25.98

TO:

RE:

REPORT

VEHICLE EXAMINED:

The vehicle was a 1992 Lincoln Town Car with the VIN 1LNLM81W3NY760463.

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 pin-pointing 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:

CFEI, CFI, ABFH, 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:

ento <NHT...

VEHICLE OWNER'S QUESTIONNAIRE

Submission Time: February 25, 1998 04:44:33PM

OWNER INFORMATION

NAME:
ADDRESS:
Apartment:

TELEPHONE:
EMAIL: :

Have NHTSA send signature card for authorization: Yes

VEHICLE INFORMATION

VIN: 1LNLM61W0N
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:
2-POINT BELT:
BODY STYLE: 4-Door

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT: fuel monitor

PART NAME(S): Electronic component on drivers side fender wall 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 5 hours

MANUFACTURER CONTACTED: No

NHTSA CONTACTED: No

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No

FIRE: Yes

DRIVER SIDE AIRBAG DEPLOYED: NA

PASSENGER SIDE AIRBAG DEPLOYED: NA

NUMBER OF PERSONS INJURED: none

NUMBER OF FATALITIES: none

ESTIMATED PROPERTY DAMAGE: 11,000

REPORTED TO POLICE: No

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

OOT 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.:

SUBMITTED WITHOUT PREJUDICE

Dear Mr

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

CONCLUSIONS:

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

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

Auto Safety Hotline Vehicle Owner's Questionnaire

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

FOR AGENCY USE ONLY

Date Received

Of or

to

of

of

of

Reference No.

536206

COPIED

OWNER INFORMATION (Type or Print)

Name

Street No.

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

1LNLM83W9N

Vehicle Make

LINCOLN

Vehicle Model

TOWN CAR

Vehicle Year

1992

Current Odometer Reading

67000

Purchase Date

5-14-97

Dealer's Name

Tom WIMBERLEY Auto World

Engine Size

4.6L

City

JACKSON

State

MS.

Zip Code

39236

☐ New ☒ Used

Transmission Type

☐ Manual ☒ Automatic

Antilock Brakes

☒ Yes ☐ No

Restraint System

☒ Driver's Airbag ☐ Motorist

☒ Passenger's Airbag ☐ 2-Point Belt

☒ 3-Point Belt

Cruise Control

☒ Yes ☐ No

Drivetrain

☐ Front ☒ Rear

☐ 4-Wheel ☐ Other

Vehicle Type

☒ Car ☐ Sports Utv

☐ Van ☐ Truck

☐ Motorist ☐ Other

Body Style

☐ 2-Door ☐ 4-Door

☐ Station Wagon ☐ Pick Up Truck

☐ Other

FAILED COMPONENT(PART(S)) INFORMATION

Component

SUG. NO

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

\$11,039.84

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.

DOT

Manufacturer

Tire Name

Complete Tire Size



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

TIRE MANUFACTURER

The Privacy Act of 1974 (5 U.S.C. 552a) and subsequent amendments require that you be informed of your rights before we collect, use, or disclose your information. Your response may be used to assist the NHTSA in determining whether a manufacturer should take corrective action, or a statistical study.

Information is requested pursuant to authority vested in the National Highway Traffic Safety Act and the Department of Transportation. Your response may be used to assist the NHTSA in determining whether a manufacturer should take corrective action, or a statistical study.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

ON 4-30-92 I LEFT MY HOME APPROXIMATELY 4:35 PM TO GO TO BESS GROCERY STORE WHICH IS 5 BLOCKS FROM MY HOME. I TURNED OFF THE ENGINE, GOT OUT OF CAR, LOCKED VEHICLE. I WENT INSIDE TO PAY PHONE BILL AND PICK SOMETHING UP FOR DINNER. I WAS IN STORE APPROXIMATELY 10 TO 15 MINUTES WHEN AN ANNOUNCEMENT CAME OVER THE PUBLIC ADDRESS SYSTEM. THE MY CAR WAS ON FIRE! I RAN OUTSIDE AND WENT TO THE FIRE DEPT. WHO IN ROUTE. I NOTICE SMOKE COMING FROM THE LEFT FRONT ENGINE COMPARTMENT. THE STORE MANAGER AND AN EMPLOYEE WERE BY THE LEFT FRONT TIRE USING FIRE EXTINGUISHER. I THEN NOTICE FIRE WAS DRIPPING ON THE LEFT FRONT TIRE. I UNLOCKED THE DOORS AND PULLED INSIDE HOOD LATCH, SO WHEN I COULD GET THE EXTINGUISHERS UNDER THE HOOD. I RAN 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 INVESTIGATED, AND THIS PRODUCT SHOULD BE RECALLED AND CORRECTED IMMEDIATELY. BEFORE LOSS OF LIFE OCCURS.

SEE ENCLOSED PHOTOS & DOCUMENTS

Frank L. Lyle

Retha S. Smith

207 Williams St

Greenwood No. 38920

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

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

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

Official Business
Penalty for Private Use \$300

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

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

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

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

3713 7220

Case#: 98-011

FIRE INVESTIGATION REPORT

GREENWOOD FIRE MARSHAL'S OFFICE

GREENWOOD, MISSISSIPPI

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

Weather Conditions During Fire _____

☒ Other AUTO

Officer in Charge of Fire: _____

Name of Owner Retha Smith Address 2107 Williams StreetName of Occupant Same Address SameAddress of Fire 410 W. Bark Ave. Date of Fire 4-30-98 19____ Time 1710Point of Origin Under hood on driver's side Cause of Fire Suspect short circuit inwiring harnessConstruction: Wood, Stone, Brick, Other N/ASmoke Detector or Other Alarm Device N/AEstimated Value of Building: N/A Contents: N/AVehicle (If Involved) Lincoln 92

MAKE	MODEL	TAG NO.	OWNER	EST. VALUE
Estimated Damage to Property <u>60%</u>				

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

Arrests: _____

Date Investigation Closed: 5-4-98Investigating Officer Melvin Harris

Melvin Harris, Deputy Fire Marshal

Approved: T. A. Smith

T. A. Smith, Fire Marshal

(Witnesses and Statements on Reverse Side)

3713 7221

GREENWOOD FIRE DEPARTMENT

RUN REPORT

MAY 11 1995

DISPATCHER D. [unclear]

TIME ALARM RECEIVED 11:53

ALARM RECEIVED BY 911

STREET & NUMBER [redacted]

☒ OUTSIDE CITY LIMITS

WORKING TIME 58 mins.

ENGINES ANSWERING

☐ NO. 1 ☐ NO. 2 ☐ NO. 3 ☐ NO. 4

☐ NO. 5 ☐ NO. 6 ☐ NO. 10 ☐ NO. 11 ☐ NO. 12 ☐ NO. 13

☒ NO. 14 1657 ☐ NO. 15 ☐ NO. 16 ☐ NO. 17

FIRE IN BUILDING OR DWELLING

OWNER [redacted]

ADDRESS [redacted]

OCCUPANTS [redacted]

CONSTRUCTION [redacted] USED AS [redacted]

CAUSE [redacted]

VEHICLE FIRES

OWNER [redacted]

ADDRESS [redacted]

MAKE 1992 Lincoln TAG NO. [redacted]

CAUSE Under Investigation

VIN# 1LNLM83W4NY

OTHER FIRES OUTDOORS

GRASS ☐ OTHER ☐

GARBAGE BOX ☐ CAUSE [redacted]

BY EXTINGUISHED Booster line - 75 gals.

ALARM WHERE THERE WAS NO FIRE -- EXPLAIN [redacted]

REMARKS [redacted]

PUMP TIME NO. 10 [redacted] NO. 11 [redacted]

NO. 12 [redacted] NO. 13 [redacted] NO. 14 1657

NO. 15 [redacted] NO. 16 [redacted] NO. 17 [redacted]

WATER USED 75 gals FEET OF LADDER USED 0

FEET OF HOSE LINE USED

NOZZLE	SIZE	FEET
1"	Booster	200
	1-1/2" Lines	
	2-1/2" Lines	
	3" Lines	

OTHER EQUIPMENT USED Max bar,

batteries, pliers

ON DUTY

STA. 1

STA. 2

STA. 4

CH McDaniel

Capt. [unclear]

Lt. [unclear]

FF [unclear]

STA. 3

3713 7222

OFFENSE/INCIDENT REPORT

DISPATCH NO. RELATED CASE NO. RELATED CASE NO. PAGE NO. 98150007

PRIMARY OFFENSE/INCIDENT OFFENSE/INCIDENT (SECONDARY) OFFENSE/INCIDENT (THIRD)

VICTIM'S LAST NAME OR BUSINESS NAME FIRST NAME M: SR RACE SEX

DATE (YR. MO. DAY) 9810430 DATE (YR. MO. DAY) 980430

CITY GREENWOOD STATE IN CODES 5 6 7 DAY OF OFFENSE/INCIDENT 05 F O M MILITARY TIME 0 MILITARY TIME

VICTIM'S HOME ADDRESS (IF DIFFERENT FROM ABOVE) CITY STATE ZIP CODE

VICTIM'S HOME PHONE (A C & NON BUSINESS PHONE) EMPLOYER AND OCCUPATION OR SCHOOL

COMPLAINANT'S LAST NAME FIRST NAME M: HOME PHONE BUSINESS PHONE

COMPLAINANT'S STREET ADDRESS CITY STATE WEAPONS INVOLVED (KNIFE, PISTOL, ETC.)

VICTIM STOLEN VEHICLE TYPE YEAR/RANGE MAKE MODEL COLOR TOP-BODY

SUSPECT WANTED PASS CAR LINCOLN TOWN BLU 10N BLU

RECOVD DAMAGED DOORS TAG NO ST YR VEHICLE ID. NO KEYS ACCOUNTED FOR

IMPOUND TOWED 2 4 MS

LEASHOLDER (LAST NAME AND FIRST) STREET ADDRESS CITY STATE VALUE

INSURANCE COMPANY NAME & ADDRESS SIGNATURE OF PERSON RECEIVING VEHICLE DATE NCCT

VICTIM STOLEN VEHICLE TYPE YEAR/RANGE MAKE MODEL COLOR TOP-BODY

SUSPECT WANTED DOORS TAG NO ST YR VEHICLE ID. NO KEYS ACCOUNTED FOR

RECOVD DAMAGED 2 4

IMPOUND TOWED LEASHOLDER (LAST NAME AND FIRST) STREET ADDRESS CITY STATE VALUE

LEASE COMPANY NAME & ADDRESS SIGNATURE OF PERSON RECEIVING VEHICLE DATE NCCT

DISPOSITION STATUS Active Inactive CLEAR DATE YR MO DAY PRIMARY REPORTING OFFICER NO DATE

Unlocated IS FURTHER POLICE ACTION REQUIRED? YES NO SECONDARY REPORTING OFFICER NO DATE

Expect Cleared Investigating Officer (Last Name First) NO DATE

Cleared by Arrest OVER 15 UNDER 15 SWINDLE SUSAN 1122 980430

MAKE STOLEN BOYS BRAKES HAND GEARS WHEEL SIZE FRAME NUMBER

VALUE NA RECOVD ORLS PEDAL COLOR ACCESSORIES & OTHER DESCRIPTION

ITEM NAME MODEL NO. OR NAME ITEM CODE CITY DESCRIPTION MAKE/Model/Serial No. or Crime Desc. LIT VALUE

STOLEN RECOVD DAMAGED LOST CONFISCATED whole front end of vehicle 4K Y Y

STOLEN RECOVD DAMAGED LOST CONFISCATED Y Y

STOLEN RECOVD DAMAGED LOST CONFISCATED Y Y

STOLEN RECOVD DAMAGED LOST CONFISCATED Y Y

STOLEN RECOVD DAMAGED LOST CONFISCATED Y Y

STOLEN RECOVD DAMAGED LOST CONFISCATED Y Y

STOLEN RECOVD DAMAGED LOST CONFISCATED Y Y

STOLEN RECOVD DAMAGED LOST CONFISCATED Y Y

Auto Safety Hotline		FOR AGENCY USE ONLY	
Vehicle Owner's Questionnaire NATIONWIDE 1-800-424-8393 DC METRO AREA (202) 366-0123 INTERNET: http://www.nhtsa.dot.gov		Date Received: 2 Dec 1997 Reference No.: 819621	
U.S. Department of Transportation National Highway Traffic Safety Administration		Title: _____ Name: _____ Address: _____ City: _____ State: _____ Zip: _____	
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) (Last 8 of 2000 of VIN are of owner's info)	Vehicle Make	Vehicle Model	Vehicle Year
1LNLMZBW	LINCOLN	TOWN CAR	1992
Purchase Date	Dealer's Name	Engine Size (CID/KW)	Transmission
☐ New ☒ Used	City: _____ State: _____ Zip Code: _____	☐ 2-Valve ☐ 3-Valve ☐ 4-Valve	☐ Manual ☐ Automatic
Transmission Type	Anti-Lock Brakes	Restraint System	Crash Control
☐ Manual ☐ Automatic	☐ Yes ☒ No	☐ Overhead Airbag ☐ Side-Impact Airbag ☐ 2-Point Belt ☐ 3-Point Belt	☐ Yes ☒ No
Vehicle Type	Drive Train	Body Style	Other
☐ Car ☐ Van ☐ Minivan ☐ Other	☐ Front ☐ Rear ☐ 4-Wheel	☐ 2-Door ☐ 4-Door ☐ Station Wagon ☐ Max Up Truck ☐ Other	
FAILED COMPONENT(S)/PART(S) INFORMATION			
Component	Part Name(s)	Location	Failed Part(s)
81960000	ENGINE	☐ Left ☐ Right ☐ Front ☐ Rear	☐ Original ☐ Replacement
No. of Failures	Date of Failure(s)	Failed Part(s) Available?	NHTSA Previously Contacted?
	26 NOV 97	☐ Yes ☐ No	☐ Yes ☐ No
APPLICABLE INCIDENT INFORMATION			
(Please describe in detail the incident(s), failure(s), complaint(s), and injury(ies) on the back of this form)			
Crash	Fire	Number of Persons Injured	Number of Failures
☐ Yes ☒ No	☒ Yes ☐ No		
Estimated Property Damage		Reported to Police	
		☐ Yes ☒ No	
NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)			
WHILE PARKED THE VEHICLE CAUGHT ON FIRE IN THE ENGINE COMPARTMENT. CAUSE UNKNOWN. PLEASE PROVIDE FURTHER DETAILS. *AK 10/10 LHM PARKER OVERSIGHT			
The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.			

AKING PROBLEMS WITH AIR SUSPENSION - REPLACED AIR COMPRESSOR
 FIRECA LEFT, FRUIT OF ENGINE COMPARTMENT JFA

From:
To:
Date:
Subject:

to <NHTSA>, ...

VEHICLE OWNER'S QUESTIONNAIRE

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

OWNER INFORMATION

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

Have NHTSA send signature card for authorization: No

VEHICLE INFORMATION

VIN: 1LNLM82W4NY [REDACTED]
MAKE: LINCOLN
MODEL: TOWN CAR
YEAR: 1992

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

DEALER NAME:
ADDRESS:

ENGINE SIZE:
CYLINDERS:

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

10/20 JFA
10/21 JFA

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT: ENGINE

PART NAME(S):

LOCATION:

NUMBER OF FAILURES:

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

MILEAGE AT FAILURE(S):

SPEED AT FAILURE(S) N/A

MANUFACTURER CONTACTED: No

NHTSA CONTACTED: No

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: No

FIRE: Yes

DRIVER SIDE AIRBAG DEPLOYED: NA

PASSENGER SIDE AIRBAG DEPLOYED: NA

NUMBER OF PERSONS INJURED:

NUMBER OF FATALITIES:

ESTIMATED PROPERTY DAMAGE:

REPORTED TO POLICE: No

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

DOT NUMBER:

TIRE MANUFACTURER:

TIRE NAME:

TIRE SIZE:

ADDITIONAL COMMENTS

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

FIRE WAS AT LEFT FRONT WHEEL AREA, MELTED MASTER CYLINDER

1:00 PM 10/22 JAA

Auto

Member of Travelers Group

Late May, R 32795-3417

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

Q
 **** 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 #		POLICY #	
COMPANY	D/R 06/24/98 D/A 06/24/98	CLM REP/AGNT	276 KAM 407-804-60
INSURED		LOSS DATE	06-24-98
CLAIMANT		LOSS TYPE	COMPREHENSIVE
FILE HNDLR		FILE #	
LOSS PAYEE		ACCT #	

INSPECTION

TYPE	FIELD	
APPRAISER NAME		
WORK PHONE		
ADDRESS	F 417	FAX
CITY STATE	LAKE MARY, FL	INSP DATE
ZIP	32795-	LOCATION
		CITY STATE

OWNER

ORLANDO FL 32837

 WORK#:
 HOME# :

REPAIR

ATTN

*****TOTAL LOSS*****

 SHOP LIC# 9999999999
 CAR IN

VEHICLE

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

OPTIONS

 ANTI-LOCK BRAKE SYSTEM
 KEYLESS ENTRY SYSTEM
 PASSENGER SIDE AIR BAG

BODY COLOR	WHITE	MILEAGE	0
CONDITION	GOOD	VIN	1LNLM82W4MY
LICENSE #	FL	CODE	Q516
LICENSE STATE	FL	VEH-INSF #	

REMARKS:

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

PART	JOB OPERATION	PRICE	LABOR RT
MANUAL ENTRIES			
3 DAMAGE ENTRIES	RAI/ON	0.00*	0.0* RM*

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 CUM 00/00/00/00/00 GEOCODE: 32811 ORLANDO

ADP PENPRO W0335 SS LOG 462 -0 06-25-98 13:15:22 REL 3.35 CD 06/98

COPYRIGHT, AUTOMATIC DATA PROCESSING, INC. 1998

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

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

NO
JUL 70

04/86
R. UZ

062498
INCIDENT NO.

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

FIRE DEPT. I.D.
0701

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

CORRECT ADDRESS: .

ZIP CODE:

REPORTED ADDRESS: .

AVE

CENSUS TRACT: 114603

OCCUPANTS NAME:
BUSINESS/BLOG N

SAR: DOB:
APT: TELEPHONE

OWNERS NAME: .
ADDRESS: .

SAR: DOB:
PHONE: .

TYPE OF SITUATION FOUND: 13 1130VEHICLE FIRE

TYPE OF ACTION TAKEN: 11 2100EXTINGUISHMENT

MUTUAL AID: NONE

NUMBER OF EACH USED AT THE SCENE

PERSONNEL: 0

ENGINES: 0

AERIALS: 0

OTHER VEHICLES: 0

FIRST DUE RESPONDED FROM: STA 10

KNOX BOX USED: .

METHOD OF EXTINGUISHMENT: 10 METHOD UNDETERMINED

CASUALTIES

KILLED

INJURED

RESCUED CONSC: 00

UNCONSC: 00

FIRE SERVICE 00

00

CIVILIANS 00

00

TYPE OF COMPLEX: 142 APARTMENT COMPLEX

FIXED PROPERTY USE: .

965 ROAD PARKING PROPERTY

MOBILE PROPERTY USE: 11

PASSENGER ROAD TRANSPORT VEHICLES

YEAR: 92 MAKE: LINCOLN

MODEL: TOWN CAR

LICENSE NO: R00098

SERIAL NO: VIN:

INVESTIGATORS SECTION REQUESTED: NO

CASE OPEN: .

CASE CLOSED: 062498

INVESTIGATORS NAME: .

INVESTIGATING AGENCY: 000

NUMBER: .

AREA OF ORIGIN: 183 ENGINE/RUNNING GEAR

LEVEL OF ORIGIN: 1 GRADE/ GROUND LEVEL

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

EQUIPMENT INVOLVED: 141 FIXED WIRING

YEAR

MAKE

MODEL

SERIAL NO.

VOLTAGE

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

TYPE OF MATERIAL IGNITED: 40 PLASTIC

FORM OF MATERIAL IGNITED: 41 ELECTRIC WIRE

IGNITION FACTOR: 54 SHORT CIRCUIT, GROUND FAULT

PAGE 1 OF 3

JUL 87 '98 18:38

4872462512

PAGE 02

11-10-98 03:08PM 2004 507

R-98X

3713 7230

NFIRS-1

										DELETE CHANGE	
ZIP CODE		MO	DAY	YR	DAY OF WEEK	ALARM TIME	ARRIVAL TIME	IN SERVICE			
60		08	13	88	Saturday	7	08:12:00	08:22:00	01:27:00		
TYPE OF SITUATION FOUND					TYPE OF ACTION TAKEN			MUTUAL AID			
Structure Fire					Extinguishment			1 1 1			
FEDERAL PROPERTY LINE					IGNITION FACTOR			00			
1-family Dwelling-year					411			Undetermined			
CORRECT ADDRESS						CO.	TWN	3P CODE	GENUINE TRACT		
									0034.07		
OCCUPANT NAME						TELEPHONE			ROOM/RAFT NO		
						0004					
METHOD OF ALARM FROM PUBLIC					TYPE OF ALARM		DISTRICT	SHIFT	STATION	NO. ALARMS	
Telephone Tie Line					7		EMERGENCY	17	0	17	1
IN LINED		PERSONNEL RESPONDED		ENGINEERS RESPONDED		AERIAL APPARATUS		OTHER VEHICLES			
		012		004		001		000			
NUMBER OF INJURED					NUMBER OF CASUALTIES			OTHER			
FIRE SERVICE 000					OTHER 000			FIRE SERVICE 000			
COMPLEX					MOBILE PROPERTY TYPE			OTHER			
Dwelling Complex					41			Automobile			
AREA OF FIRE ORIGIN					EQUIPMENT INVOLVED IN IGNITION			00			
Engine Area, Running Gear					03			Vehicle			
FORM OF HEAT OF IGNITION			TYPE OF MATERIAL IGNITED			FORM OF MATERIAL IGNITED			00		
Undetermined			00			Gasoline			23		
METHOD OF EXTINGUISHMENT			LEVEL OF FIRE ORIGIN			ESTIMATED LOSS			ESTIMATED VALUE		
Preconnect w/Tank Water			6			Grade to +8'			1		
						22,000			29,500		
NUMBER OF STORIES					CONSTRUCTION TYPE			7			
Two Stories					2			Protected Wood Frame			
EXTENT OF FLAME DAMAGE					EXTENT OF SMOKE DAMAGE			6			
Room of Origin					3			Floor of Origin			
DETECTOR PERFORMANCE					SPRINKLER PERFORMANCE			0			
Detectors Present & Operated					1			Undetermined			
IF SMOKE SPREAD BEYOND ROOM OF ORIGIN		TYPE OF MATERIAL GENERATING MOST SMOKE			AVENUE OF SMOKE TRAVEL			6			
		Gasoline			23			Opening in Construction			
		FORM OF MATERIAL GENERATING MOST SMOKE						00			
		Fuel									
DIST: 15					LL: 044						
IF MOBILE PROPERTY		YEAR	MAKE	MODEL	SERIAL NO.	LICENSE NO.					
		92	LINCOLN	TOWN CAR	114146						
IF EQUIPMENT INVOLVED IN IGNITION		YEAR	MAKE	MODEL	SERIAL NO.						
			NA								
[X] CHECK IF COMMENTS											
OFFICER IN CHARGE (NAME, POSTING, ASSIGNMENT)								DATE			
								06/13/1988			
MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE)								DATE			
								06/13/1988			

INCIDENT REPORT DeKalb County Fire Records

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

NARRATIVE

E18 ARRIVED ONE TO 3310 SALEM RD. TO A TWO STORY DWELLING W/ LIGHT SMOKE SHOWING FROM THE GARAGE AREA. UPON INVESTIGATION IT WAS BELIEVED THAT THE ORIGIN OF SMOKE & FIRE WAS COMING FROM THE GARAGE. E18 CREW ADVANCED ONE (1) 1 3/4" LINE INTO THE HOUSE IN AN ATTEMPT TO SHOCK OFF AND EXTINGUISH THE FIRE. UPON FURTHER ADVANCEMENT OF HOSE LINE, THE ORIGIN WAS FOUND TO BE COMING FROM THE 82 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. E18 USED 180' OF 1 3/4" HOSE LINE AND ONE SMOKE EXTRACTOR AT THE SCENE. NO OTHER STRUCTURES WERE INVOLVED IN FIRE. INVESTIGATOR E41 ARRIVED ONE AND DETERMINED THAT ORIGIN OF FIRE WAS FROM THE AUTOMOBILE. E18 CREW CHECKED FOR FURTHER EXTENSION THROUGHOUT THE STRUCTURE AND FOUND NO OTHER DAMAGE. E18'S CREW RETURNED POWER TO THE STRUCTURE AND THEN E18 WENT AVAILABLE.

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:

NUMBER OF HEADS OPERATED:

EQUIPMENT USED:

HAND LINES— BOOSTER:
SUPPLY

1-3/4"
4"

3"
MASTER STREAM-GROUND: AERIAL:

PUMPERS PUMPER:
TOT WATER USED: 1250

GPM TO CONTROL:

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

PUR SAW-K12: CHAIN: OTHER:

EXTRICATION—AMOLB: PORTA PUR: OTHER:
EJECTOR: AIR BOTTLES:

EXTINGUISHING AGENT USED/NO

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

INSURANCE INFORMATION

PROPERTY LOSS OCCURRED: YES

CLAIM FILED:

BUILDING OR MOBILE LOSS: MOBILE

AGENT: TRAVELERS

PHONE: 800-843-7383

COMPANY: TRAVELERS

ADDRESS:

CITY:

ST:

POLICY NO:

INS. VALUE: 10471

ACTUAL VALUE: 10471

AMOUNT PAID: 10471

CONTENTS

AGENT:

PHONE:

COMPANY:

ADDRESS:

CITY:

ST:

POLICY NO:

INS. VALUE:

ACTUAL VALUE:

AMOUNT PAID:

UNINSURED BLDG LOSS:

UNINSURED LOSS-CONTENTS:

UNINSURED LOSS-MOBILE:

TOTAL DOLLAR LOSS: 10471

P.05/06

C.04

042499

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'S. 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 07 '98 18:39

4872462512

PAGE.04

2-97%

** TOTAL PAGE.06 **
11-19-98 03:02PM P009 #07

3713 7234

8713 7235

604 4-17-60

SMMPSYKA

First Stocking Demand by Year

02/18/99 17:08:54

==>

SERVICE PART: F2VY- 9F924-A SW ASY-SPD CONT DEACT
BACKCAST: Y DEMAND GROUP: _

C	YEAR	Quantity	Replaced Part Number	Message
-	1999	330		
	1998	2511		
	1997	1156		
	1996	606		
	1995	408		
	1994	363		
	1993	140		
	1992	20		
	1991	0		
	1990	0		
	1989	0		
	1988	0		
	1987	0		

F1=Help F2=FirstMonth
MORE RECORDS AVAILABLE

PD01572

3713 7236

SIMPSONKA

First Stocking Demand by Month

02/18/99 17:07:45

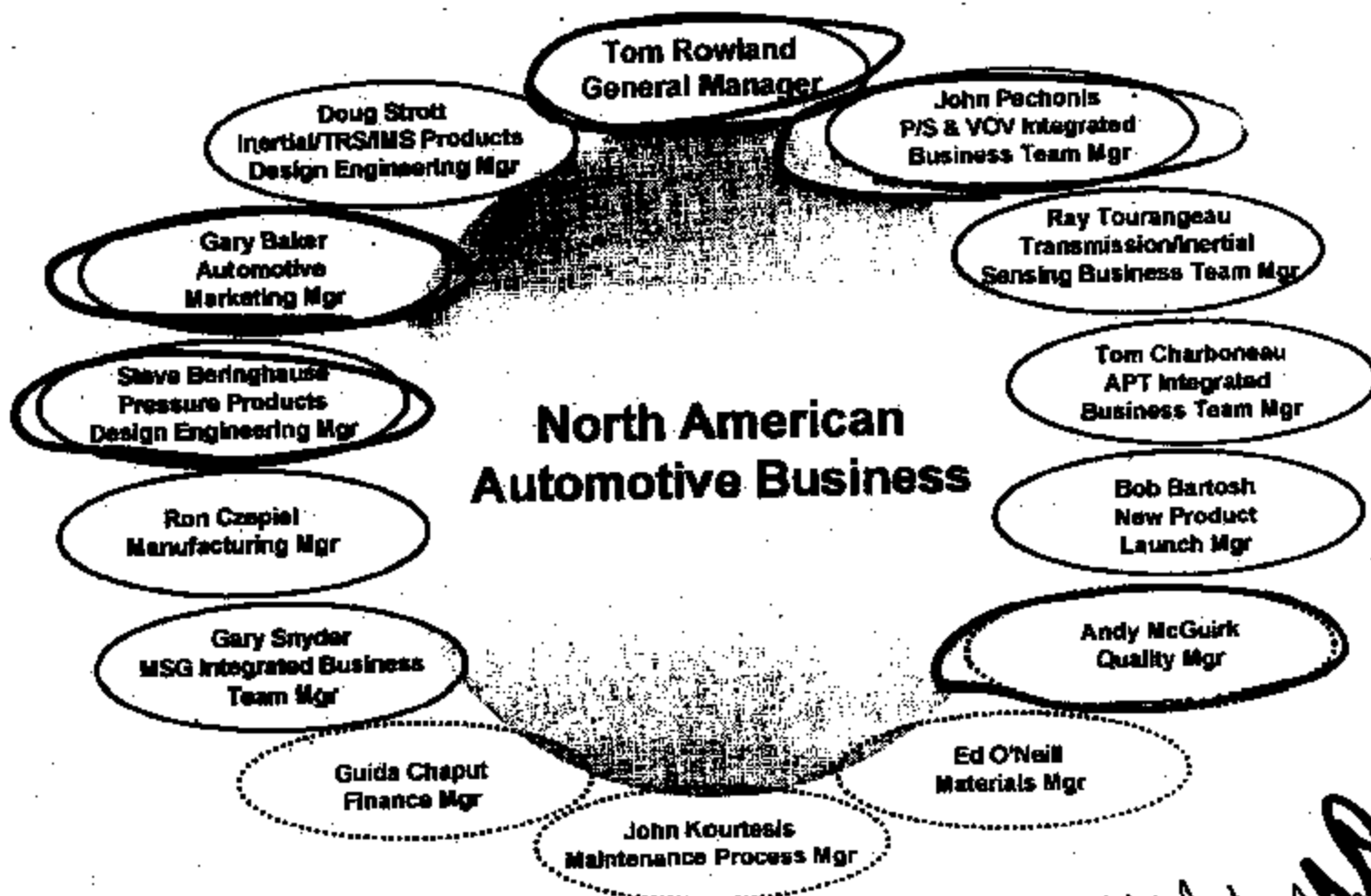
SERVICE PART: F2VY- 9F924-A SW ASY-SPD CONT DEACT
RECEIVING LOCATION: DEMAND GROUP:
CUSTOMER TYPE: BACKCAST: Y
F Code:

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		02	1999	118		
		01	1999	212		
		12	1998	238		
		11	1998	301		
		10	1998	254		
		09	1998	306		
		08	1998	270		
		07	1998	205		
		06	1998	243		
		05	1998	164		
		04	1998	165		

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

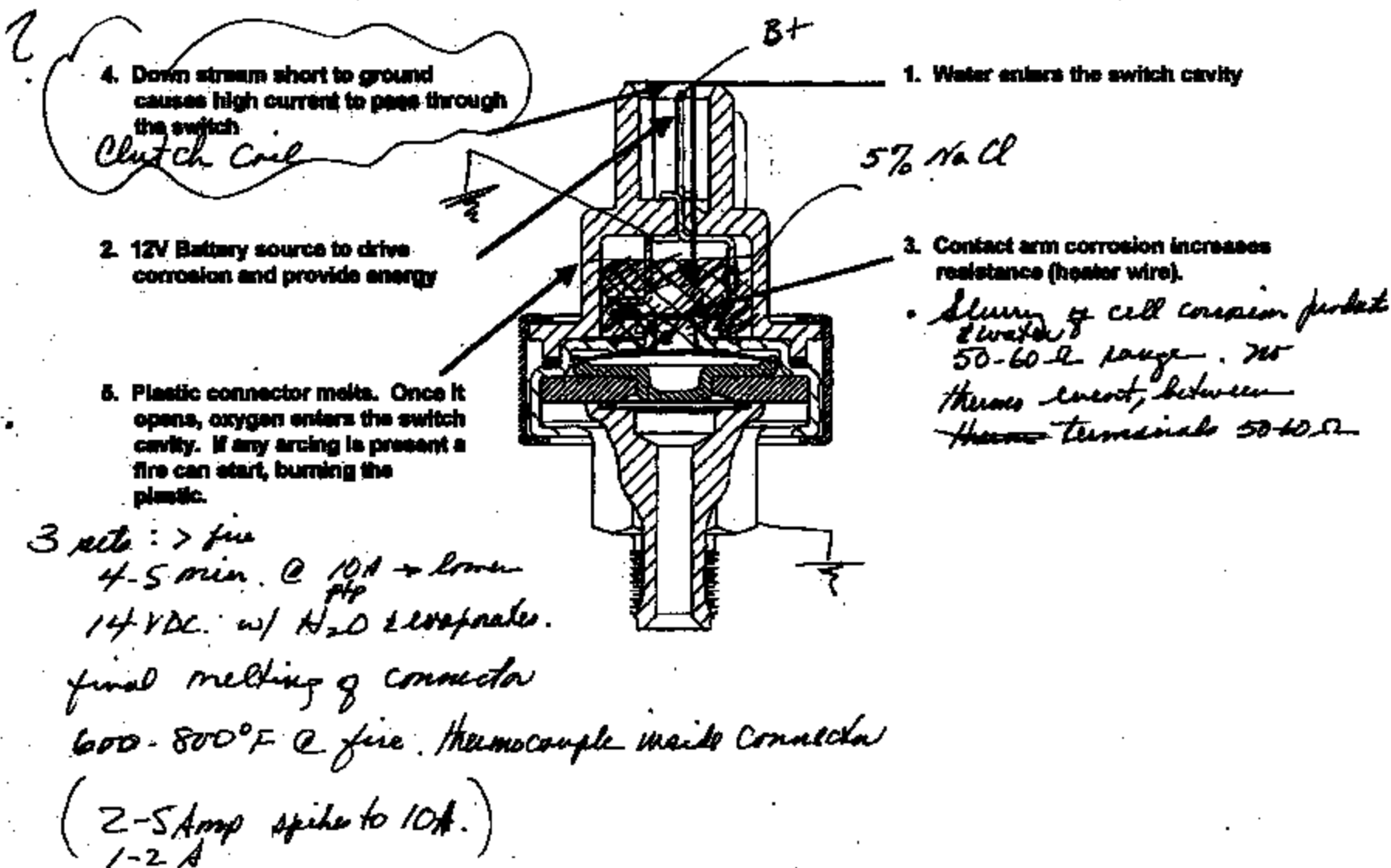
PD01572

*Meets daily 7⁰⁰ am to
discuss deliverables.*



APR 2/3/99

Brake Pressure Switch Potential Thermal Event Theory - 2/24/99

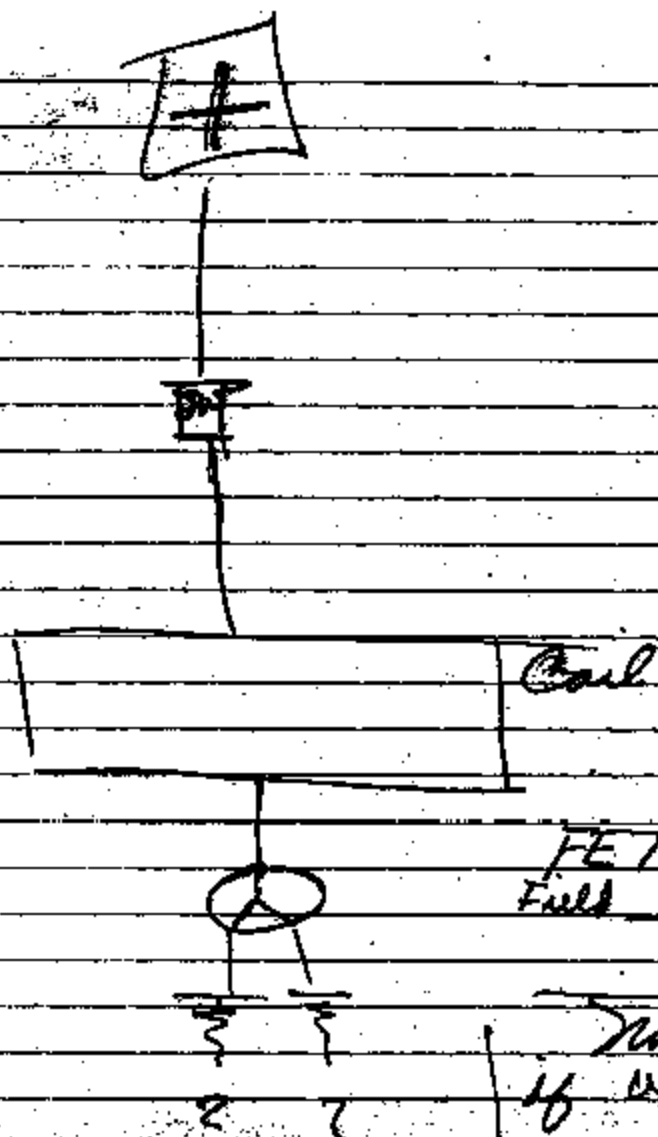




**Brake Pressure Switch
Potential Factors - 3/3/99**



- 1. Connector Seal**
- 2. Power continuously available**
- 3. Switch orientation**
- 4. Current limit / fuse**
- 5. Hexport isolation**
- 6. Higher temperature plastic**



FET.
Field Transistor

Normal op.
if veh. off
↓
FET off

is no I flow

