

EA02-025

FORD 10/27/03

APPENDIX N

BOOK 35 OF 61

PART 5 OF 6

BATON ROUGE FIRE DEPARTMENT INSPECTIONS
- EXECUTIVE SUMMARY -

BACKGROUND

- The Automotive Consumer Services Group, Public Affairs Office, was contacted by Barry Mounce of the Baton Rouge Fire Department Public Information Office on or about 6/21/2001, regarding four 1993MY Lincoln Town Cars that were involved in fires in the Baton Rouge area in the last four months. Mr. Mounce was also planning on notifying the NHTSA about these vehicles.
- On June 22, Public Affairs contacted Automotive Safety Office & Design Analysis Engineering, also, the Baton Rouge Advocate published a newspaper story regarding these vehicles and the fact that some of them were not subject to Ford Safety Recall #99S15, involving the Speed Control Deactivation Switch (copy of news article included as Attachment D).
- On June 28, a Design Analysis Engineer participated in inspections of two of these vehicles with Haley Carter, the Baton Rouge Fire Department's Chief Fire Investigator.

INITIAL INSPECTIONS

- **FIRST** vehicle, inspected at the fire scene, was 1993 Town Car, VIN 1LNLM82W3PY [REDACTED], owned by [REDACTED]. Vehicle build date was 5/28/1993, approximately 7 months after the 99S15 recall population. Burn patterns on the vehicle were similar to those found on recall vehicles which had experienced a fire. [REDACTED] was interviewed and reported that he had recently noticed his speed control did not work, but he had not taken vehicle in for service yet (this is a symptom which could be caused by a failing Speed Control Deactivation Switch). The switch was removed from the vehicle and retained by Mr. Carter for analysis (switch build date code is 4/14/1993). Mr. Carter also agreed to return when the vehicle is removed from the scene to gather fall-downs material under the vehicle, also for analysis. Analysis scheduled for TBD date.
- **SECOND** vehicle (inspected at CoParts Salvage Yard, Greenwell Springs, La) was 1993 Town Car, VIN 1LNLM82W8PY [REDACTED], owned by [REDACTED]. Vehicle build date was 10/9/1992, making this vehicle part of the 99S15 recall population. Vehicle was totally destroyed in the fire incident and the Proportioning Valve Assembly, which includes the Speed Control Deactivation Switch, had been removed by an unknown, previous inspector.
- Neither of the other two vehicles mentioned by [REDACTED] could be located at this time. The second fire incident mentioned in the Advocate article occurred at the [REDACTED] residence. The vehicle VIN is 1LNLM81W4PY [REDACTED] (build date 1/6/1993, 7 weeks after end of recall population) and the last known owner in Ford records is D. Mayer of New Orleans, La. Mr. Carter thought he recalled that the vehicle was in storage in Metairie, La (New Orleans area).
- The last vehicle, VIN 1LNLM81W7PY [REDACTED] (build date 7/29/1993, 8-1/2 months after end of recall population) last owner in Ford records is [REDACTED] Baton Rouge, La. A drive-by inspection of this address indicated that major exterior renovation/reconstruction was underway but the vehicle was no longer present.

OTHER INFORMATION

- On June 28, 2001, a 1994MY F150 with 125,000 miles, was inspected by BAA personnel in Cleveland, Mississippi. The inspector reported burn patterns similar to those seen in vehicles in the recall population (refer to Investigation Report in Attachment II). The Speed Control Deactivation switch had already been removed by Charlie Miller, a plaintiff's witness who is an acquaintance of the owner.

July 18, 2001

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BATON ROUGE FIRE DEPARTMENT INSPECTIONS
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NEXT STEPS

- (1) Contact Mr. Carter to schedule inspection of debris from Crapanzano vehicle; dis-assemble switch (left voice mail message 7/10).
- (2) Attempt to locate the Mayer & Sims vehicles, first through Mr. Carter, then via direct contact.
- (3) Review vehicles & switches from three vehicles identified by plaintiff's expert, Richard Clarke of Hoschton, Georgia, as possible switch failures (scheduled for 7/27).
- (4) Search NHTSA data for other possible occurrences (by 7/13).

Ford investigating fires in Lincoln Town Cars

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ATTACHMENT I
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Ford investigating fires in Lincoln Town Cars

By **MARLENE NAANES**
Advocate staff writer

Ford Motor Co. will put investigators to work on three of four cases of 1993 Lincoln Town Cars spontaneously catching fire in the past four months in Baton Rouge, a company spokesman said Thursday.



Advocate staff photo by
Bradly J. Boer

The fires apparently started under the left side of the hoods of the cars, and one blaze destroyed the home and belongings of a Baton Rouge couple, said Barry Mounce, a spokesman for the Fire Department.

They found the car on fire in the carport June 14, and a neighbor helped hew flames at bay with a garden hose until the Fire Department arrived.

One of the four cars was part of a 1999 recall by the company for a faulty switch in the electrical system, which could possibly ignite the car. The recall was in response to 147 reports of fires due to the switch, said Mike Vaughn, a spokesman for Ford Motor Co.

The company recalled 279,000 Lincoln Town Cars, Mercury Grand Marquis and Ford Crown Victorias because of the faulty switch in vehicles produced between dates in 1991 and 1992.

The electrical-system recall was also listed in a National Highway Traffic Safety Administration recall database. The agency was investigating 49 reports of spontaneous fires before Ford Motor Co. began its recall, according to an agency report.

Ford sent letters to car owners "strongly urging" them to bring their cars into a dealership to replace the faulty switch, Vaughn said.

The company kept track of cars that owners brought in through an outside agency and then sent out reminder postcards and letters to owners who did not bring in their cars, he said.

The Town Car in Baton Rouge included in the recall was not brought into a dealership. The car caught fire May 13

Ford Investigating fires in Lincoln Town Cars

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at [REDACTED] after it was parked near the house for six hours.

The fire, which began under the hood, destroyed the house, Mounce said.

Two of the four car fires in question involved 1993 Lincoln Town Cars not included in the recall, Mounce said.

The latest fire occurred June 14 at [REDACTED] causing damage to the Town Car, a carport and a Chevrolet Tahoe parked next to the Town Car.

The owners of that Town Car, [REDACTED] said they were getting ready for bed when they heard three explosions.

[REDACTED] then got his wife and two small children out of the house, and saw the Town Car on fire. It was parked for five hours before it ignited.

"If we had been asleep, (the car) would have burned the house down," [REDACTED] said. "It's about as big as my thumb, that little switch."

[REDACTED] said her insurance company is covering her damages, and she only hopes that Ford Motor Co. looks into why her car and another car in Baton Rouge not included in the recall caught fire in a similar way to cars included in the recall.

Vaughn said Ford's investigators will look into the fires, but added that fires can start other ways than faulty speed-control switches.

"If a fire were to occur from the switch, it would originate in the left, front under-hood area," Vaughn said. "We have to look into it because fires can happen for a lot of reasons."

[REDACTED] said the similarities are too strong for her car not to be affected by the same faulty switch.

"We didn't get a recall notice, and we're going, 'Why?' It was a 1993 Town Car," she said. "People need to know about this."

Mounce said fires due to the faulty switch occur in the left, front area of the car and may ignite from a couple minutes to several hours after a car is parked.

The NHTSA will receive a report about the two vehicles not included in the recall that caught fire, Mounce said.

The Fire Department called the agency Thursday after Mounce ran a check on the two Town Car vehicle identification numbers.

Ford investigating fires in Lincoln Town Cars

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The numbers showed the vehicles were not included in the recall. NHTSA officials told Mounce they would investigate any cars not included in the recall that seemed to spontaneously catch fire in the area of the electrical-system switch.

The third of the four recent fires is still under investigation. The VIN was too burned to retrieve.

At least three other Town Cars have caught fire in Baton Rouge in recent years, but the nature of the fires were not as consistent as the past four months' fires, Mounce said.

One fire began in the left front area of a Lincoln Town Car and set an apartment complex at [REDACTED] on fire Feb. 19, 1999, causing \$600,000 worth of damage, Mounce said.

Fire Department investigators are also going through records of car fires and checking to see if 1992 or 1993 Town Cars, Grand Marquis or Crown Victorias were involved.

"If anyone has these cars, they need to contact their local dealer," Mounce said. "If they find they are not on the recall list and still have concerns, dealers can give them numbers for help."

Concerned car owners can call and check if their car was recalled by running their VINs, which is located in the left-hand, front corner of a car's dashboard, through Ford Motor Co.'s Customer Relations Center at 800-392-3673.

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77-01

Dear Brian -

Tammy White in Consumer
Affairs requested that I forward
this report to you.

Thanks!

Louise Fonseca-Nearm
5-4583

Ford investigating fires in Lincoln Town Cars

<http://www.theadvocate.com/news/story.asp?StoryID=22515>

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CASE #1559791781

A-II
Pg 2 of 6IV. ELECTRICAL SYSTEMA. Apparent point of fire origin UNDERHOOD IN THE VICINITY OF THE BRAKE MASTER CYLINDER AND THE FUSE RELAY CENTER ON THE LEFT SIDE OF VEHICLE.

B. Fuse Panel:

1. fuses/circuit breakers blown #8, 15a, COURTESY, SPEEDOMETER, ETC.2. overused fuses used NONEC. Note electrical component(s) damaged/destroyed FUSE RELAY CENTER AND WIRING HARNESSSES.

D. Wiring at point of fire origin:

1. wires penetrated by sheet metal or screws/nut/or spliced NONE2. proper/improper routing NONE3. insulation/connector condition - subject to chafing sources NONE4. color of any bare copper wires COPPER ONLY5. wire strands frayed/welded together NONE6. heating or bulging of wires where separated NONE

E. Check condition of components:

1. utilize external power source to determine if component still functions (excessive draw? drag?) NONE2. attempt to manually return electromechanical components (e.g. blower motor, etc.) NO DAMAGEV. EXHAUST SYSTEM

A. Check appearance of:

1. catalytic converter N/A2. muffler N/A3. exhaust manifold N/A4. component clearance to floor pan, crossmembers, other components, etc. N/A

5. Note any holes, dents, separation, missing components (e.g. heat shields, manifold bolts, etc.) NONE

VI. FUEL SYSTEM

A. Examine tank, lines, fuel metering systems for evidence of fuel leaks N/A

B. Note any evidence of modified or non standard items N/A

VII. OTHER FLUID LEAKS

A. Examine engine for evidence of possible oil leaks NONE DETECTED

B. Possible brake fluid leaks BRAKE FLUID RESERVOIR DESTROYED PER DRIVER.

C. Transmission cooler component leaks NONE DETECTED

D. Power steering fluid leaks NONE DETECTED

VIII. GENERAL COMMENTS:

A. Analyze and describe burn patterns:

1. paint bulged/puffed/blistered PAINT BURNED, PEELED HOOD PANEL ABOVE MASTER CYL.
2. bare metal/oxidized front end NO RED RUST METAL
3. low temperature metal heat damaged (refer to "Flash Point" chart if possible-available at most local fire departments) GRAY BURN ABOVE MASTER CYLINDER ON INNER & OUTER HOOD PANEL.
4. condition of plastic, rubber, cloth fabrics WIRING HARNESSSES DAMAGED UNDERHOOD ON THE LEFT SIDE OF VEHICLE.

B. Results of analysis There was a fire in the vicinity of the master cylinder and fuse/relay center on the left side of the vehicle, underhood. Wiring harnesses and fuse/relay center were damaged. The master cylinder/cruise de-activation switch had been removed and were not available for inspection.

C. When was the last time the customer was in for service? Customer performs it's own vehicle service.

D. Results of observations (confirm or discover the conditions cited) I MUST DISAVOW THAT THE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH CAUSED THE FIRE SINCE THEY HAD BEEN REMOVED AND TAKEN TO FORD BY ANOTHER INSPECTOR, PER HENRY ESCH.

E. Additional comments HENRY ESCH STATED THAT AN INSPECTOR REPRESENTING FORD HAD REMOVED THE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH AND TAKEN IT TO FORD IN ATLANTA, GA. I WAS UNABLE TO CONTACT THE INSPECTOR, CHARLIE MILLER, COMPANY UNKNOWN.

Inspector RICHARD B. MUNN, I.C.

Service Manager EAA SERVICE ASSOCIATE

Date JUNE 28, 2001

CASE #1568791781

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Division: FORD	VIN: 1FTEX15N2RKA
Claimant's Name	

Inspected by: RICHARD B. MUNN

Inspection Date: 6 / 28 / 01

Mileage at Inspection: 125,000

Seq #	Description
0	1994 FORD F150 EXTENDED CAB PICKUP
1.	MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH ON COMPARABLE VEHICLE
2.	
3.	
4.	VIN & GVWR STICKER
5.	INSTRUMENT CLUSTER AND STEERING WHEEL
6.	FRONT VIEW
7.	FRONT VIEW-HOOD PANEL
8.	HOOD PANEL-EXTERIOR-DAMAGED
9.	HOOD PANEL-WIPER-DAMAGED
10.	RIGHT SIDE VIEW
11.	LEFT SIDE VIEW
12.	REAR VIEW
13.	BRAKE BOOSTER (LESS MASTER CYLINDER)
14.	WIRING HARNESS TO WINDSHIELD WIPER MOTOR
15.	DAMAGED WIRING HARNESSES-NO SHORTS
16.	DAMAGED WIRING HARNESSES-NO SHORTS
17.	WIRING HARNESS AT FUSE/RELAY CENTER
18.	LEFT SIDE OF ENGINE
19.	WIRING HARNESS/HOSE DAMAGE AT COWL
20.	PEELING AND BURNED PAINT-HOOD PANEL-OUTER
21.	FUSE/RELAY CENTER
22.	FUSE/RELAY CENTER
23.	UNDERHOOD-RIGHT SIDE
24.	
25.	
26.	
27.	
28.	
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37.	

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INCIDENT REPORT

Cleveland Volunteer Fire Department

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NFIRS-1

FDID	INCIDENT NO	EXP NO.	MO	DAY	YR	DAY OF WEEK	ALARM TIME	ARRIVAL TIME	IN SERVICE
	008843	00	6	18	01	Tuesday 3	18:55	18:57	00:18
TYPE OF SITUATION FOUND						TYPE OF ACTION TAKEN			MUTUAL AID
Vehicle fire						Investigation only			None
FIXED PROPERTY USE						IGNITION FACTOR			
One-family dwlg; rear-rnd use						411			54
CORRECT ADDRESS							ZIP CODE	CENSUS TRACT	
708 Maple							38732	0	
OCCUPANT NAME						TELEPHONE		ROOM OR APT.	
Henry Esch						(982)848-8884			
OWNER NAME				ADDRESS			TELEPHONE		
Henry Esch				708 Maple			(982)848-8884		
METHOD OF ALARM FROM PUBLIC						CO. INSPECTION DIST.	SHIFT	NO. ALARMS	
Telephone direct to fire department						1		1	
NO. FIRE SERVICE PERSONNEL RESPONDING			NO. ENGINES RESPONDING		NO. AERIAL APPARATUS RESPONDING		NO OTHER VEHICLES RESPONDING		
26			2		0		2		
NUMBER OF INJURES					NUMBER OF FATALITIES				
FIRE SERVICE 0 OTHER 0					FIRE SERVICE 0 OTHER 0				
COMPLEX						MOBILE PROPERTY TYPE			
Dwelling (1-2 family)						Gen'l use sm trks - 1 ton			
41						22			
AREA OF FIRE ORIGIN						EQUIPMENT INVOLVED IN IGNITION			
Engine/wheel area, running op.						03			
FORM OF HEAT IGNITION			TYPE OF MATERIAL KNIGHTED			FORM OF MATERIAL KNIGHTED			
Unspecified src			Polyvinyl			Elec wh/chl insp			
24			43			61			
METHOD OF EXTINGUISHMENT			LEVEL OF FIRE ORIGIN			ESTIMATED LOSS (DOLLARS ONLY)			
Portable extinguishr			Grade to 9 feet			1			
						NUMBER OF STORES		CONSTRUCTION TYPE	
EXTENT OF FLAME DAMAGE						EXTENT OF SMOKE DAMAGE			
DETECTOR PERFORMANCE						SPRINKLER PERFORMANCE			
IF SMOKE BEYOND ROOM OF ORIGIN		TYPE OF MATERIAL GENERATING MOST SMOKE				AVENUE OF SMOKE TRAVEL			
		FORM OF MATERIAL GENERATING MOST SMOKE							
IF MOBILE PROPERTY	YEAR	MAKE	MODEL	SERIAL NO.	LICENSE NO.				
		Ford							
IF EQUIPMENT INVOLVED IN IGNITION	YEAR	MAKE	MODEL	SERIAL NO.					
OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT)									DATE
Chief John Abide									6/18/01
MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE)									DATE
Fire Inspector Gene Bishop									8/20/01

ATTACHMENT III
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CLARKE AUTOMOTIVE CONSULTANTS, INC.

Richard A. Clarke

3955 Highway 53 - Hoschton, Georgia 30646 • (706) 654-4830 • Fax (706) 854-2198
Email: richardclarke@mail.netzero.net

July 10, 2001

Mark Hoffman
Ford Motor Company
528 Parklane Towers West
Three Parklane Blvd.
Dearborn, MI 48126

RE: Ford Fires

Dear Mr. Hoffman:

As requested, please find the following information:

1994 Ford F-150 Vin. #1FTEX15N2RK [redacted] with build date of 1/94

1995 Ford Bronco Vin. #1FMEU15N5S [redacted] with build date of 4/95

1997 Ford F-150 Vin. #1FTEX17L6VN [redacted] with build date of 9/96

Mark as you well know Richard and I are going on vacation in the morning so if you have any questions or concerns, please feel free to call Charlie Miller At Merigold Automotive his number is 662-748-2328.

Sincerely,



Mary A. Clarke

cc: Charlie Miller

BATON ROUGE FIRE DEPARTMENT INSPECTIONS
- EXECUTIVE SUMMARY -

BACKGROUND

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Ford investigating fires in Lincoln Town Cars

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The latest fire occurred June 14 at [REDACTED] Drive, causing damage to the Town Car, a carport and a Chevrolet Tahoe parked next to the Town Car.

The owners of that Town Car, Trey and Patty Cook, said they were getting ready for bed when they heard three explosions.

[REDACTED] then got his wife and two small children out of the house, and saw the Town Car on fire. It was parked for five hours before it ignited.

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<http://www.theadvocate.com/news/story.asp?StoryID=2251>A-1
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The numbers showed the vehicles were not included in the recall. NHTSA officials told Mounce they would investigate any cars not included in the recall that seemed to spontaneously catch fire in the area of the electrical-system switch.

The third of the four recent fires is still under investigation. The VIN was too burned to retrieve.

At least three other Town Cars have caught fire in Baton Rouge in recent years, but the nature of the fires were not as consistent as the past four months' fires, Mounce said.

One fire began in the left front area of a Lincoln Town Car and set an apartment complex at [REDACTED] on fire Feb. 19, 1999, causing \$600,000 worth of damage, Mounce said.

Fire Department investigators are also going through records of car fires and checking to see if 1992 or 1993 Town Cars, Grand Marquises or Crown Victorias were involved.

"If anyone has these cars, they need to contact their local dealer," Mounce said. "If they find they are not on the recall list and still have concerns, dealers can give them numbers for help."

Concerned car owners can call and check if their car was recalled by running their VINs, which is located in the left-hand, front corner of a car's dashboard, through Ford Motor Co.'s Customer Relations Center at 800-392-3673.

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CASE #1659791761

PRODUCT INVESTIGATION REPORT
FIRES

P.1
ATTACHMENT II
PG 1 OF 6
MR #1559791761

Date of Incident 8/19/01 19__ Hour 6:45 P M**I. OWNER-DRIVER-CLAIMANT**

Owner name [REDACTED] Age _____
 Address [REDACTED] CLEVELAND, MS 38732 Phone No. [REDACTED]
 Driver Name [REDACTED] Age _____
 Address [REDACTED] CLEVELAND, MS Phone No. [REDACTED]
 Claimant Name [REDACTED] Age _____
 Address [REDACTED] CLEVELAND, MS Phone No. [REDACTED]

Is claimant represented by an attorney? Yes No
 If "Yes", give name and address _____

II. VEHICLE

Make FORD V.I.N. 1FTEX15N2RK Year 1994 Model F150
 Mileage 125,000 Trans. Type AUTOMATIC Axle Type SINGLE Engine Type 5.0 LITER
 Delivery Date 1/28/94 New, Used or Demo NEW Lic. No. VB3 631 State MS
 Dealer BOBO FORD Address CLEVELAND, MS
 Inspection Station No. _____ Inspection Station No. _____ Exp. Date _____
 Principal use(s) of vehicle BUSINESS—SERVICE TRUCK
 Special vehicle features, equipment, modifications MOBILE PHONE
 If vehicle is a truck, state gross pay load and location and description of load at time of incident. N/A

Nature and extent of damages to vehicle and estimated cost of repairs. (Attach copy of estimate.) NO ESTIMATE OF REPAIR AVAILABLE. HOOD, WIRING HARNESES, LEFT SIDE UNDERHOOD NEAR MASTER CYL. AND ALLEGED MASTER CYLINDER AND CRUISE DE-ACTIVATION SWITCH.

Is vehicle subject to any recall campaign(s)? Yes No If "Yes", identify _____
 Was campaign performed? Yes No

III. PROPERTY DAMAGE

Was another vehicle involved? NO Year, make and model _____
 Other vehicle speed estimate _____ MPH By whom _____
 Owner name and address _____
 Driver name and address _____
 Extent of damage _____
 Was property (other than a motor vehicle) damaged? (state nature and extent of damage, name of owner) _____

5. Note any holes, dents, separation, missing components (e.g. heat shields, manifold bolts, etc.) NONE

VI. FUEL SYSTEM

A. Examine tank, lines, fuel metering systems for evidence of fuel leaks N/A

B. Note any evidence of modified or non standard items N/A

VII. OTHER FLUID LEAKS

A. Examine engine for evidence of possible oil leaks NONE DETECTED

B. Possible brake fluid leaks BRAKE FLUID RESERVOIR DESTROYED PER DRIVER.

C. Transmission cooler connection leaks NONE DETECTED

D. Power steering fluid leaks NONE DETECTED

VIII. GENERAL COMMENTS:

A. Analyze and describe burn patterns:

1. paint burned/puffed/blistered PAINT BURNED, PEELED HOOD PANEL ABOVE MASTER CYL.
2. bare metal/oxidized (rust red) NO RED RUST METAL
3. low temperature metals heat damaged (refer to "Flash Point" chart if possible available at most local fire departments) GRAY BURN ABOVE MASTER CYLINDER ON INNER & OUTER HOOD PANEL
4. condition of plastic, rubber, cloth fabrics WIRING HARNESSSES DAMAGED UNDERHOOD ON THE LEFT SIDE OF VEHICLE.

B. Results of analysis There was a fire in the vicinity of the master cylinder and fuse/relay center on the left side of the vehicle, underhood. Wiring harnesses and fuse/relay center were damaged. The master cylinder/cruise de-activation switch had been removed and were not available for inspection.

C. When was the last time the customer was in for service? Customer performs it's own vehicle service.

D. Results of observations (confirm or disprove the conditions) exist(s) I MUST DISAVOW THAT THE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH CAUSED THE FIRE SINCE THEY HAD BEEN REMOVED AND TAKEN TO FORD BY ANOTHER INSPECTOR, PER HENRY ESCH.

E. Additional comments STATED THAT AN INSPECTOR REPRESENTING FORD HAD REMOVED THE MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH AND TAKEN IT TO FORD IN ATLANTA, GA. I WAS UNABLE TO CONTACT THE INSPECTOR, CHARLIE MILLER, COMPANY UNKNOWN.

Inspector RICHARD B. MUNN, I.C.

Service Manager FAA SERVICE ASSOCIATE

Date JUNE 28, 2001

CASE #1558791781

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Pg 5 of 6

Division: FORD	VIN: 1FTEX15N2RK
Claimant's Name	

Inspected By: RICHARD B. MUNN

Inspection Date: 6 / 28 / 01

Mileage at Inspection: 125,000

Num	Description
0	1994 FORD F150 EXTENDED CAB PICKUP
1	MASTER CYLINDER/CRUISE DE-ACTIVATION SWITCH ON COMPARABLE VEHICLE
2	
3	
4	VIN & GVWR STICKER
5	INSTRUMENT CLUSTER AND STEERING WHEEL
6	FRONT VIEW
7	FRONT VIEW-HOOD PANEL
8	HOOD PANEL-EXTERIOR-DAMAGED
9	HOOD PANEL-INNER-DAMAGED
10	RIGHT SIDE VIEW
11	LEFT SIDE VIEW
12	REAR VIEW
13	BRAKE BOOSTER (LESS MASTER CYLINDER)
14	WIRING HARNESS TO WINDSHIELD WIPER MOTOR
15	DAMAGED WIRING HARNESSES-NO SHORTS
16	DAMAGED WIRING HARNESSES-NO SHORTS
17	WIRING HARNESS AT FUSE/RELAY CENTER
18	LEFT SIDE OF ENGINE
19	WIRING HARNESS/HOSE DAMAGE AT COWL
20	PEELING AND BURNED PAINT-HOOD PANEL-OUTER
21	FUSE/RELAY CENTER
22	FUSE/RELAY CENTER
23	UNDERHOOD-RIGHT SIDE
24	
25	
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INCIDENT REPORT

Cleveland Volunteer Fire Department

A-II
Pg. 6 of 6
NFIRS-1

FDID	INCIDENT NO 000643	EXP NO. 00	MO 6	DAY 19	YR 01	DAY OF WEEK Tuesday 3	ALARM TIME 19:56	ARRIVAL TIME 18:57	IN SERVICE 00:16
TYPE OF SITUATION FOUND Vehicle fire 13					TYPE OF ACTION TAKEN Investigation only 3				MUTUAL AID None
FIXED PROPERTY USE One-family dwlg; year-nd use 411						IGNITION FACTOR Shrt circuitd ft 54			
CORRECT ADDRESS [REDACTED]							ZIP CODE [REDACTED]		GENBUS TRACT 0
OCCUPANT NAME [REDACTED]						TELEPHONE [REDACTED]		ROOM OR APT. [REDACTED]	
OWNER NAME [REDACTED]				ADDRESS 700 Maple			TELEPHONE [REDACTED]		
METHOD OF ALARM FROM PUBLIC Telephone direct to fire department 1					CO. INSPECTION DIST. [REDACTED]		SHIFT [REDACTED]		NO. ALARMS 1
NO. FIRE SERVICE PERSONNEL RESPONDING 26			NO. ENGINES RESPONDING 2		NO. AERIAL APPARATUS RESPONDING 0			NO OTHER VEHICLES RESPONDING 2	
NUMBER OF INJURIES FIRE SERVICE 0 OTHER 0				NUMBER OF FATALITIES FIRE SERVICE 0 OTHER 0					
COMPLEX Dwelling (1-2 family) 41					MOBILE PROPERTY TYPE Gen'l use sm trks/- 1 ton 22				
AREA OF FIRE ORIGIN Engine/wheel area, turning of 83					EQUIPMENT INVOLVED IN IGNITION [REDACTED]				
FORM OF HEAT IGNITION Unspecified arc 24			TYPE OF MATERIAL IGNITED Polyvinyl 43			FORM OF MATERIAL IGNITED Elec wire/cbl insul 51			
METHOD OF EXTINGUISHMENT Portable extgulsr 3			LEVEL OF FIRE ORIGIN Grade to 8 feet 1			ESTIMATED LOSS (DOLLARS ONLY) [REDACTED]			
					NUMBER OF STORIES [REDACTED]		CONSTRUCTION TYPE [REDACTED]		
EXTENT OF FLAME DAMAGE [REDACTED]					EXTENT OF SMOKE DAMAGE [REDACTED]				
DETECTOR PERFORMANCE [REDACTED]					SPRINKLER PERFORMANCE [REDACTED]				
IF SMOKE BEYOND ROOM OF ORIGIN [REDACTED]		TYPE OF MATERIAL GENERATING MOST SMOKE [REDACTED]				AVENUE OF SMOKE TRAVEL [REDACTED]			
		FORM OF MATERIAL GENERATING MOST SMOKE [REDACTED]							
IF MOBILE PROPERTY	YEAR	MAKE	MODEL	SERIAL NO.	LICENSE NO.				
[REDACTED]	[REDACTED]	Ford	[REDACTED]	[REDACTED]	[REDACTED]				
IF EQUIPMENT INVOLVED IN IGNITION	YEAR	MAKE	MODEL	SERIAL NO.					
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]					
OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT) Chief John Abida								DATE 8/19/01	
MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE) Fire Inspector Gene Bishop								DATE 8/20/01	

ATTACHMENT III Pg 1 of 1

CLARKE AUTOMOTIVE CONSULTANTS, INC.

Richard A. Clarke

3855 Highway 53 • Roswell, Georgia 30046 • (706) 654-4830 • Fax (706) 654-2198
Email: richardclarke@mail.netzero.net

July 10, 2001

Mark Hoffman
Ford Motor Company
528 Parklane Towers West
Three Parklane Blvd.
Dearborn, MI 48126

RE: Ford Fires

Dear Mr. Hoffman:

As requested, please find the following information:

1994 Ford F-150 Vin. #1FTEX15N2RK [REDACTED] with build date of 1/94

1995 Ford Bronco Vin. #1FMEU15N5S [REDACTED] with build date of 4/95

1997 Ford F-150 Vin. #1FTEX17L6VN [REDACTED] with build date of 9/96

Mark as you well know Richard and I are going on vacation in the morning so if you have any questions or concerns, please feel free to call Charlie Miller At Merigold Automotive his number is 662-748-2328.

Sincerely,


Mary A. Clarke

cc: Charlie Miller



ES62-326-9 14998

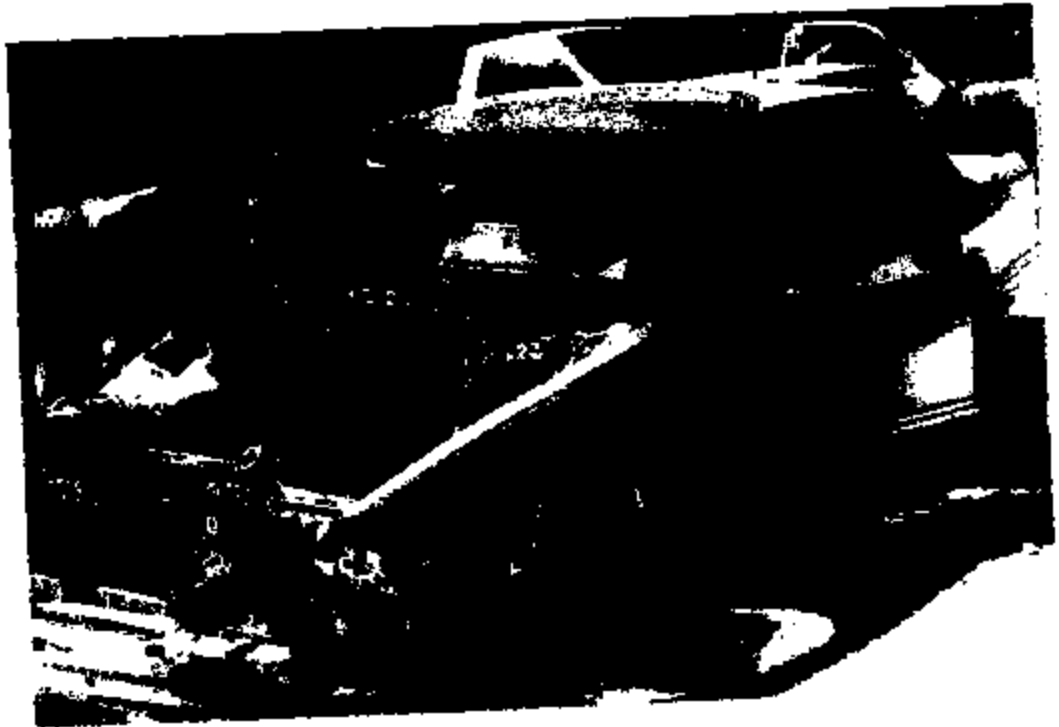


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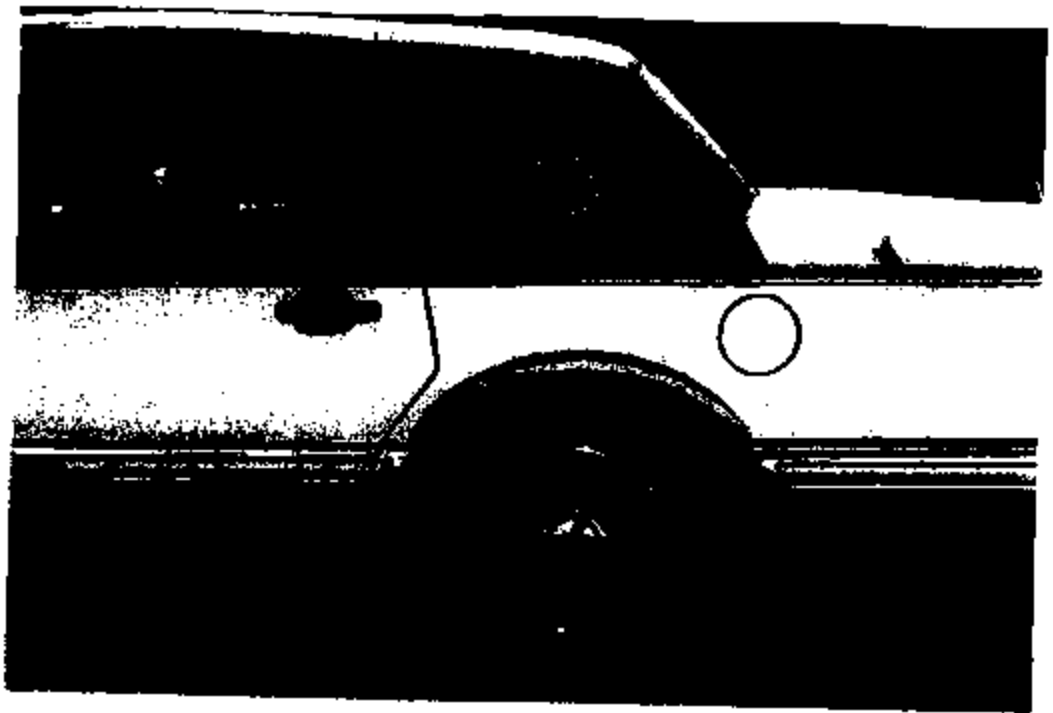


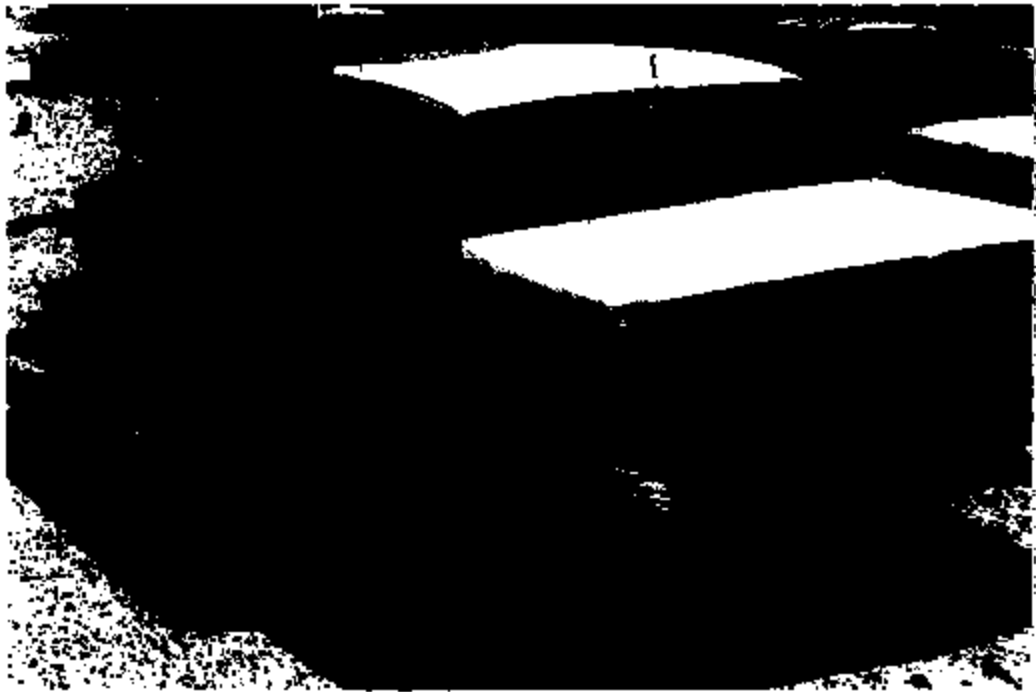
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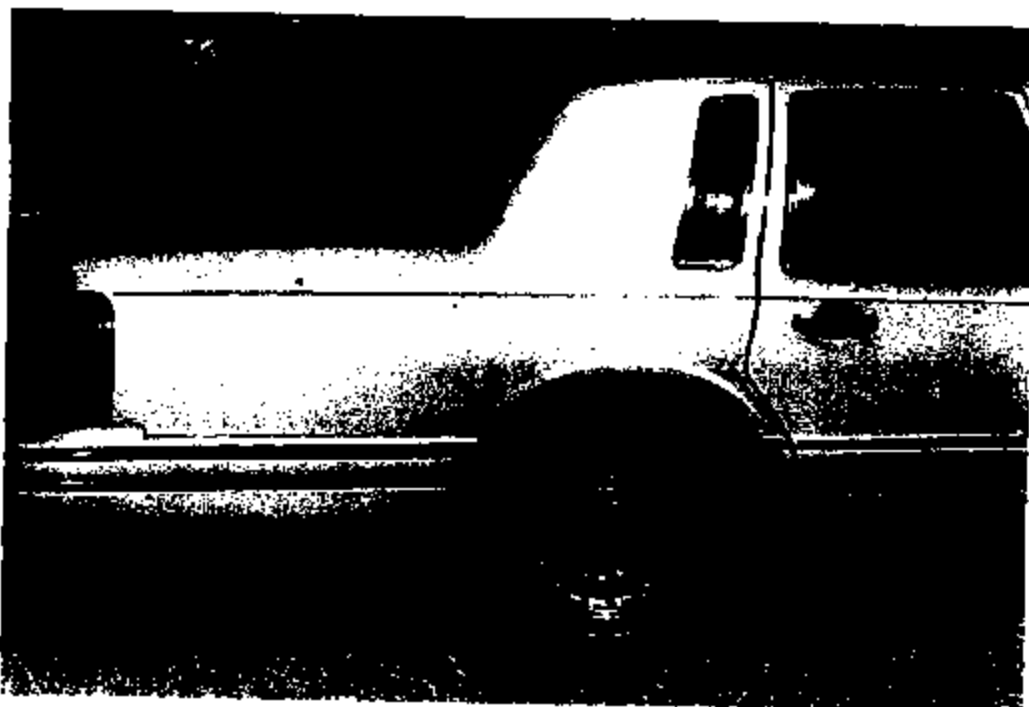


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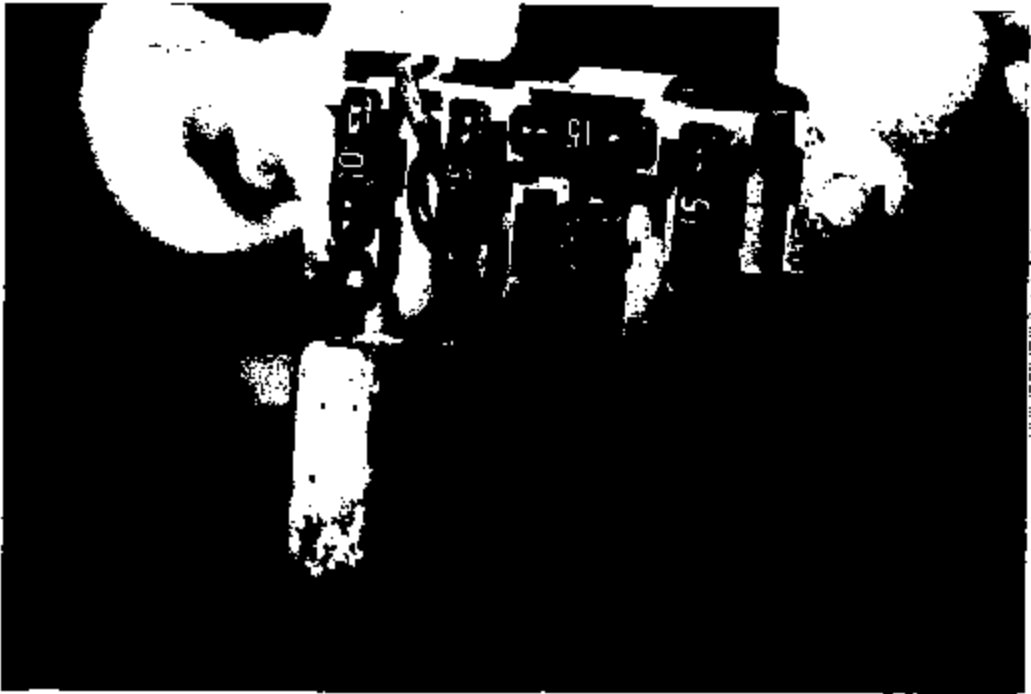


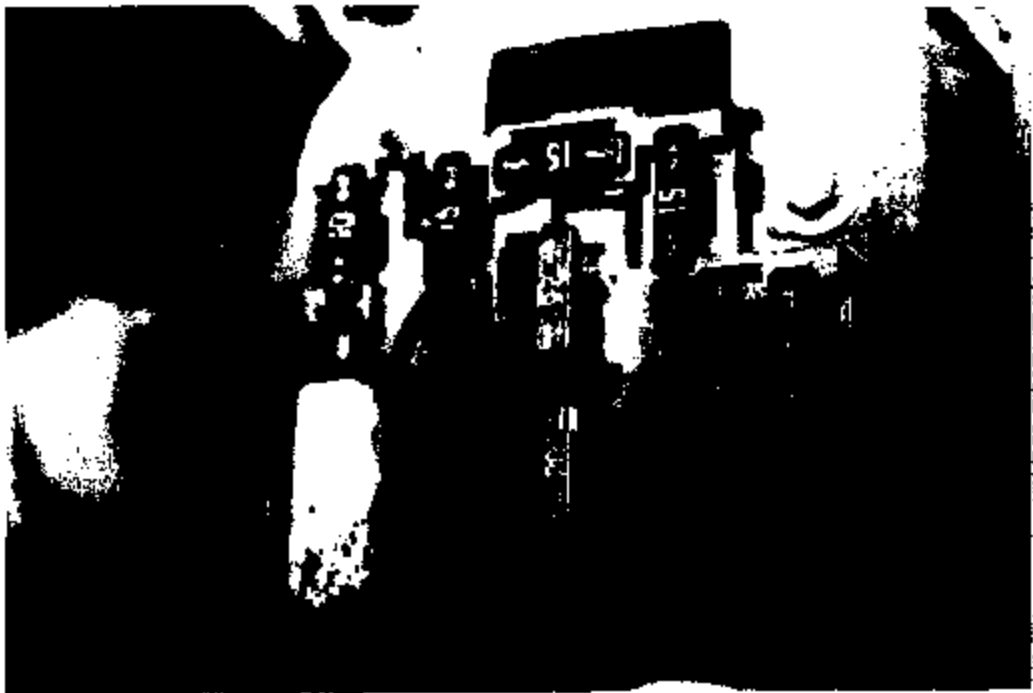


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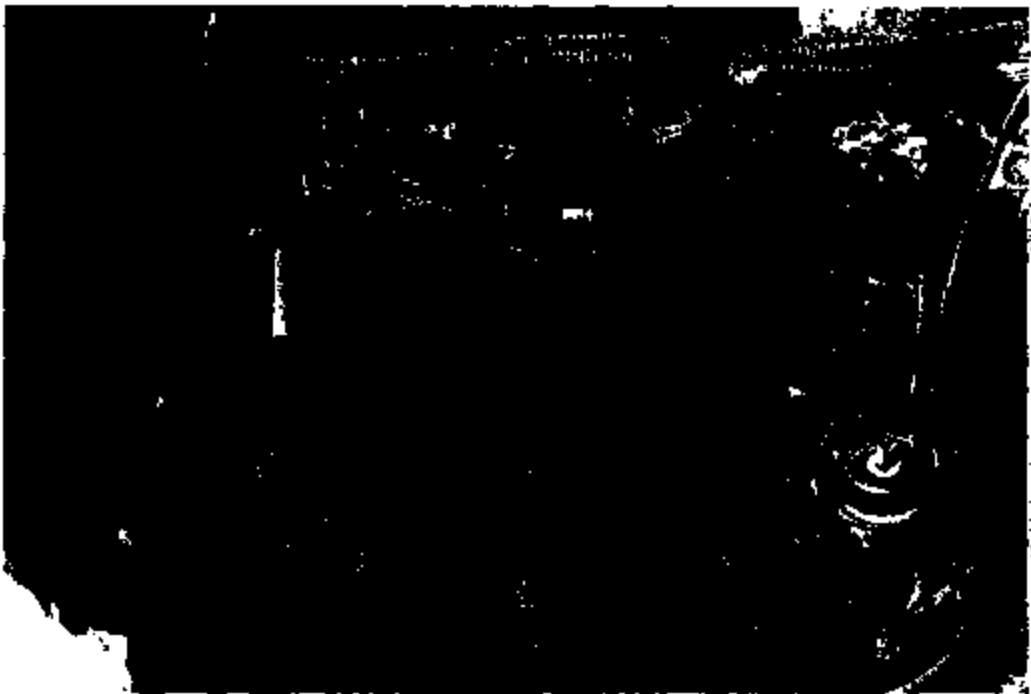
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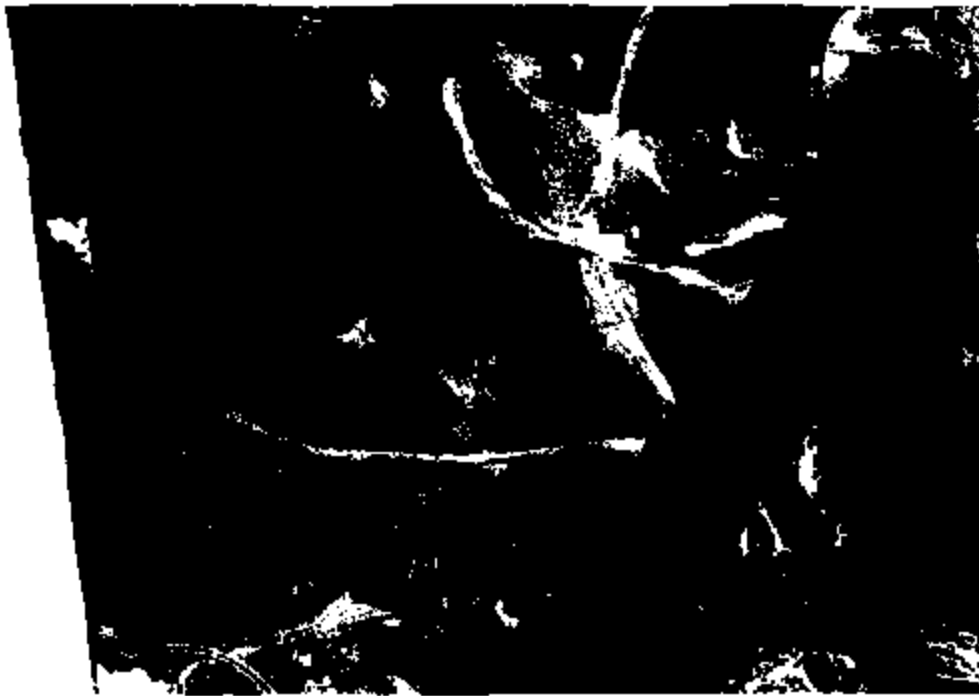




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EA82-825-A 14823





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ER02-825-A 14928



ER02-025-A 14829







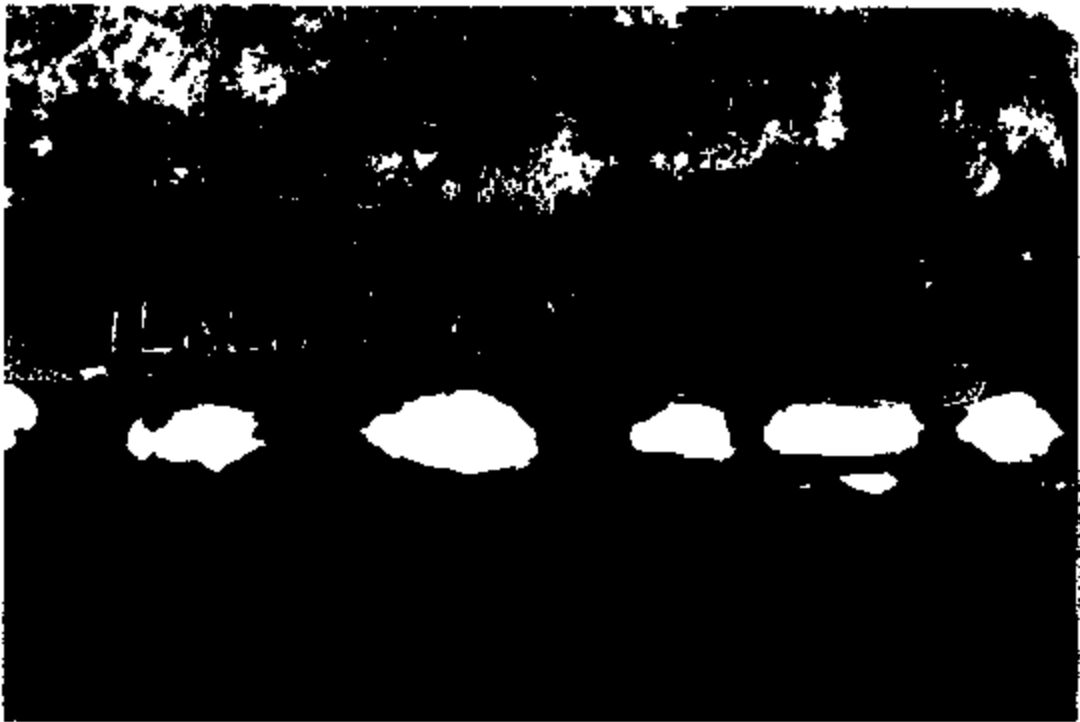
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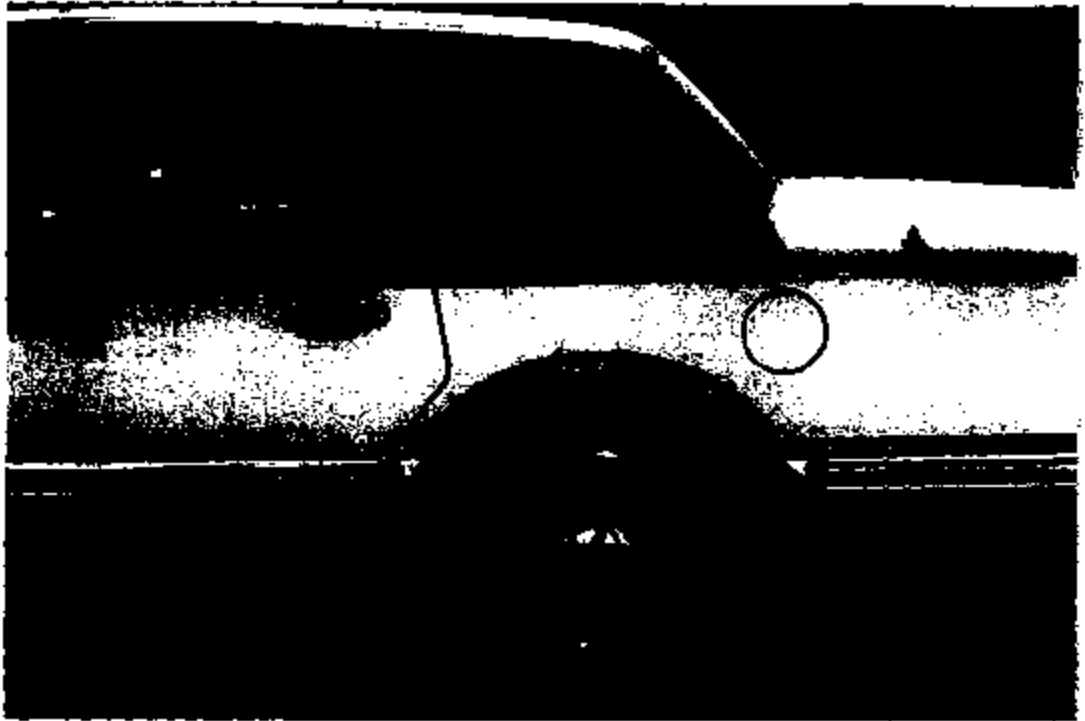


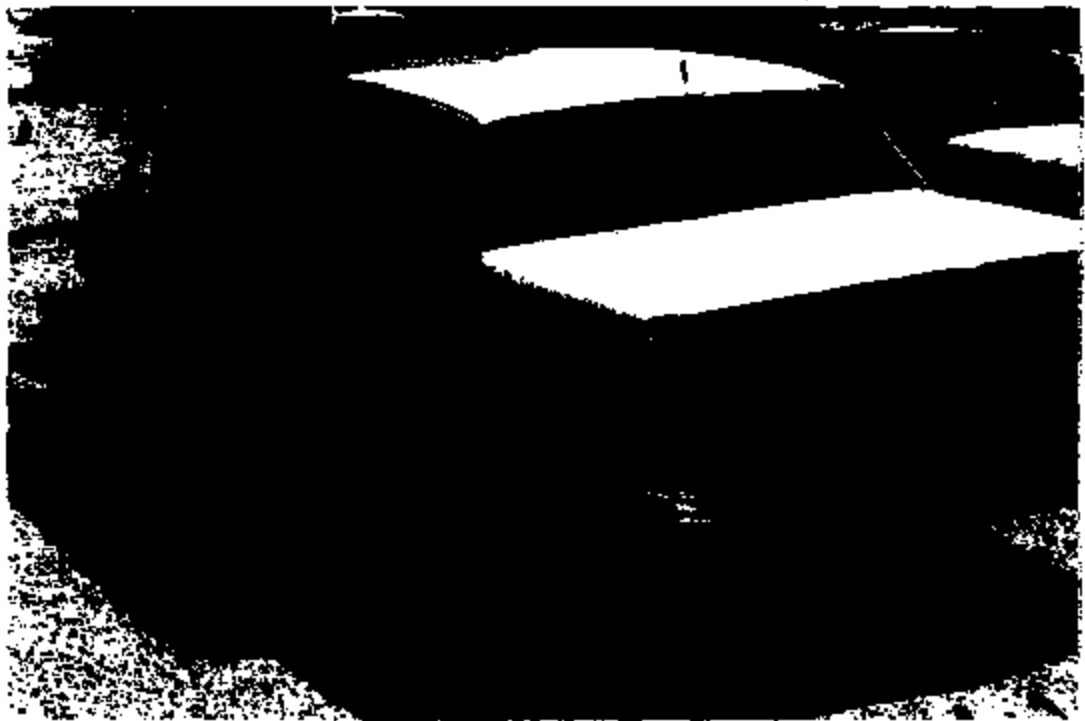
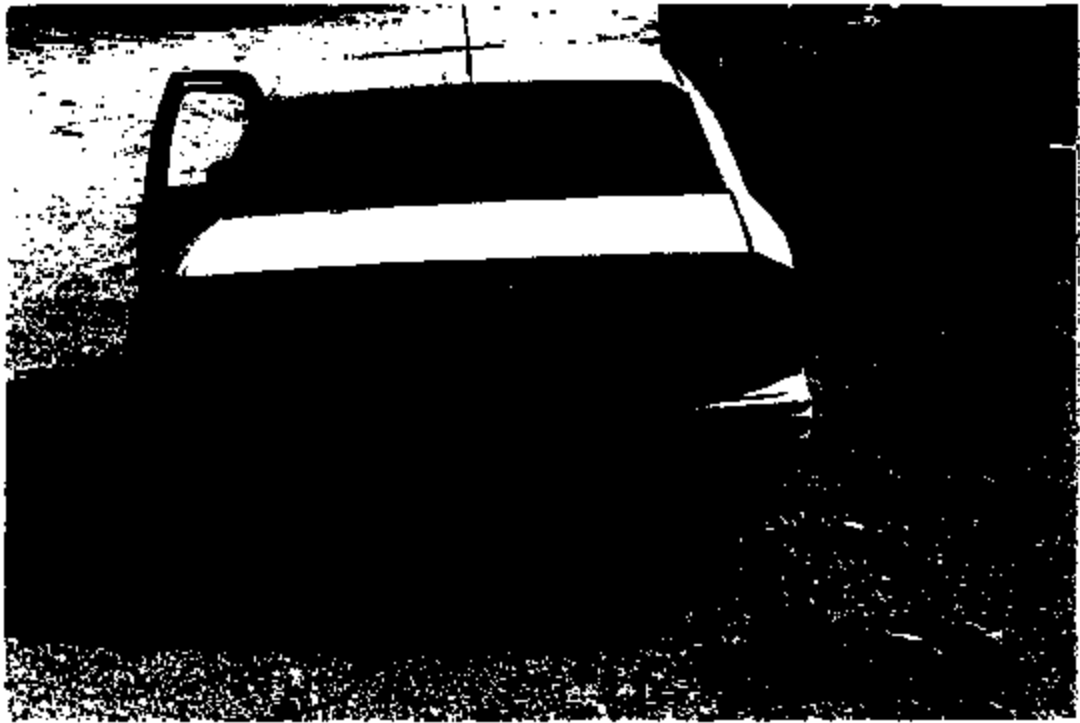
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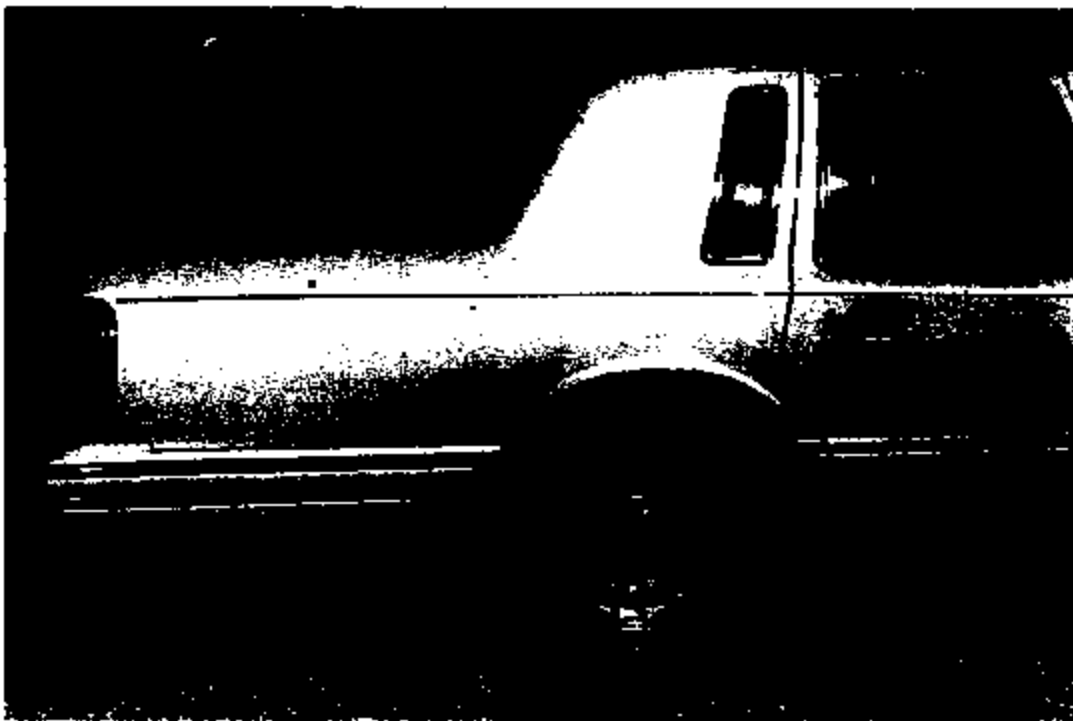






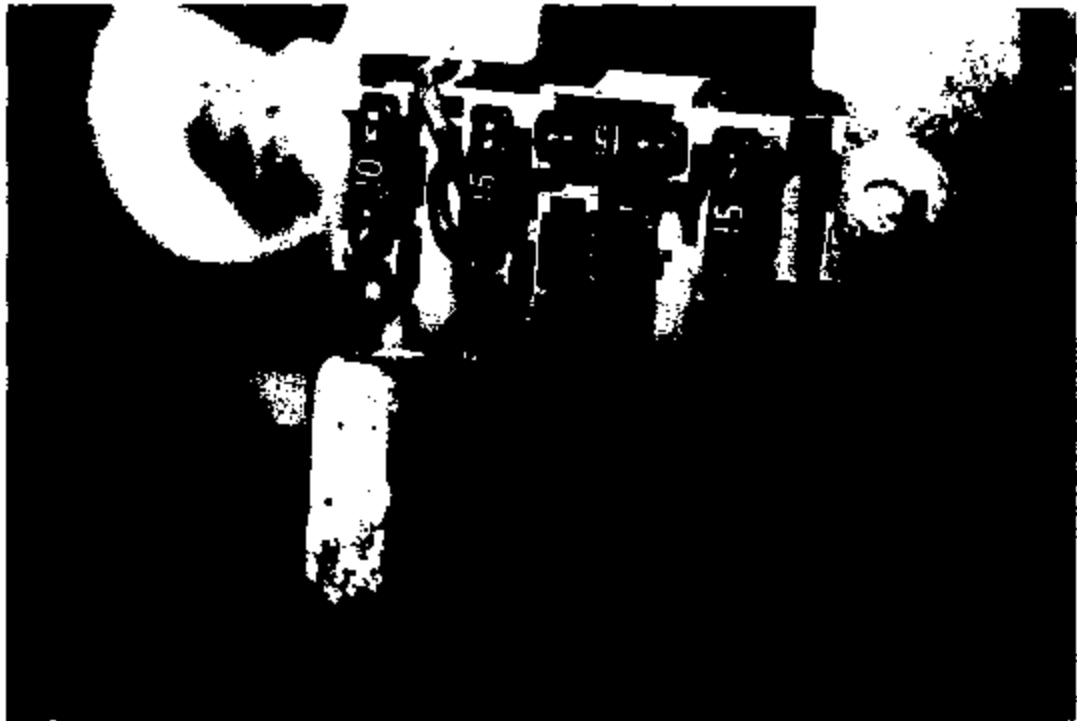


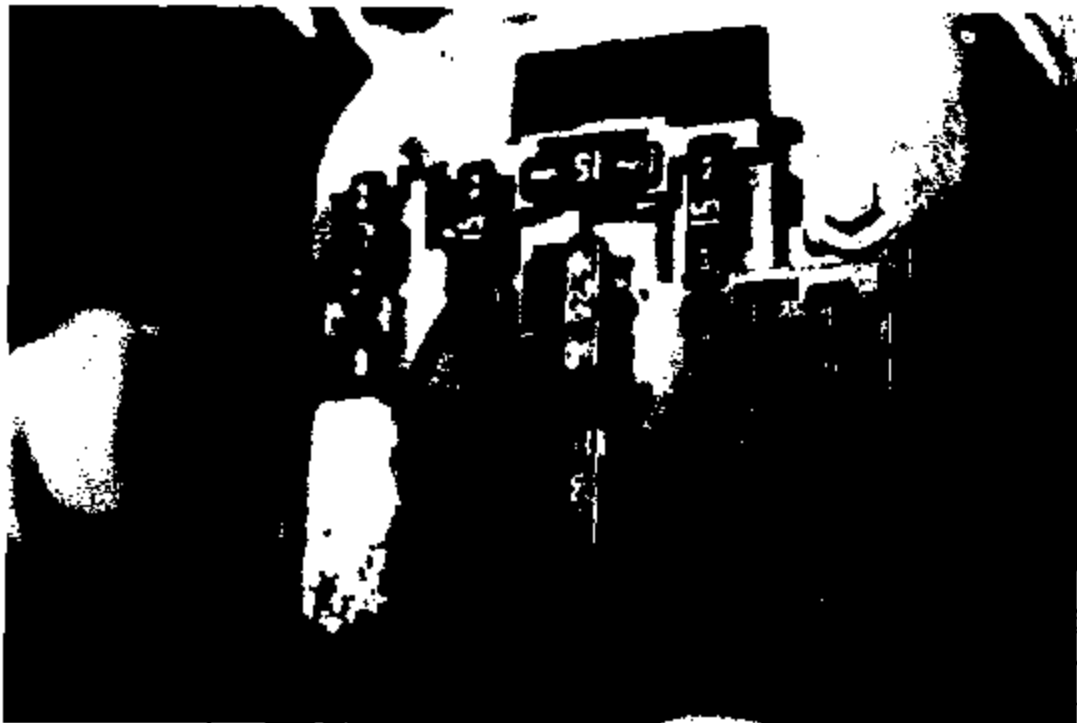
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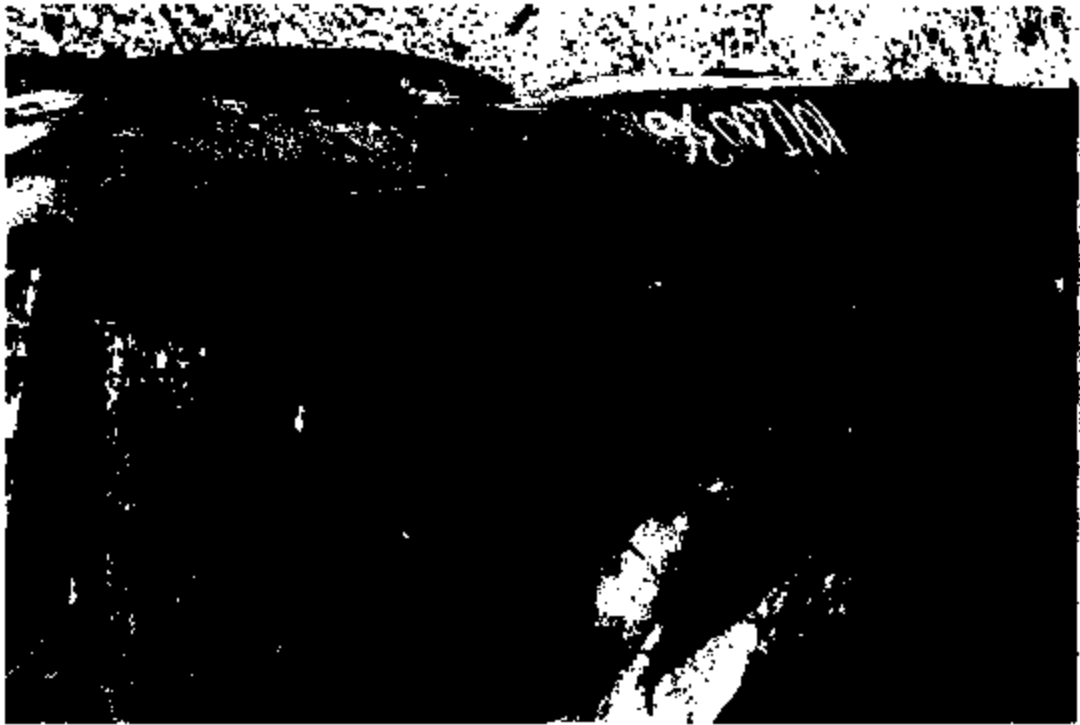


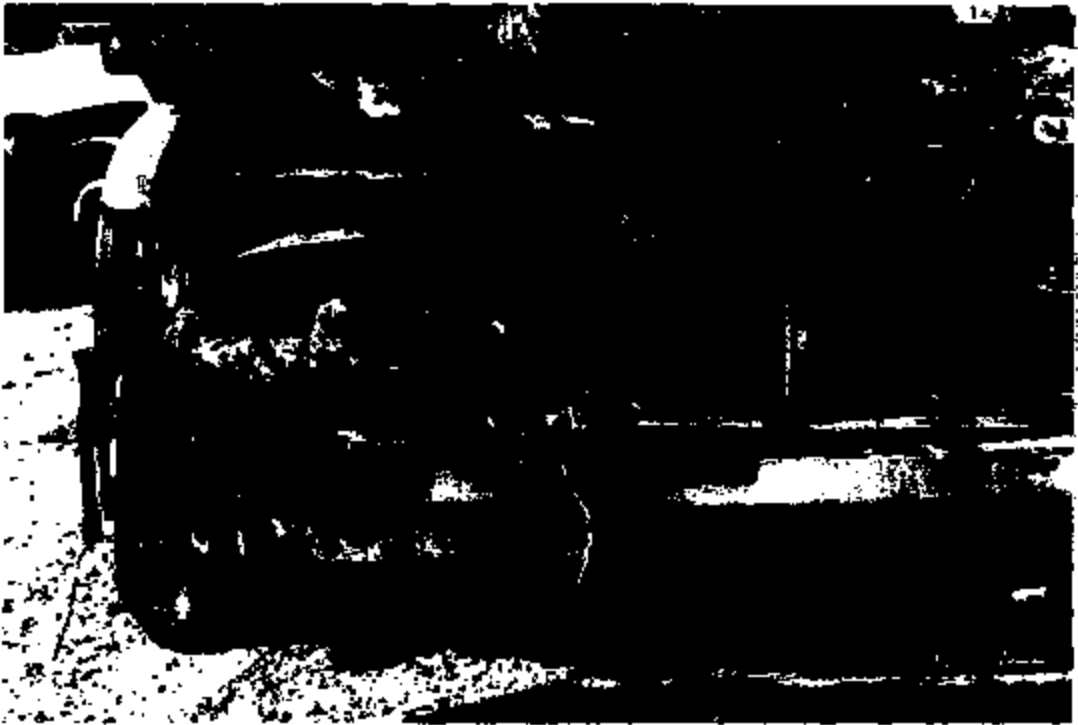






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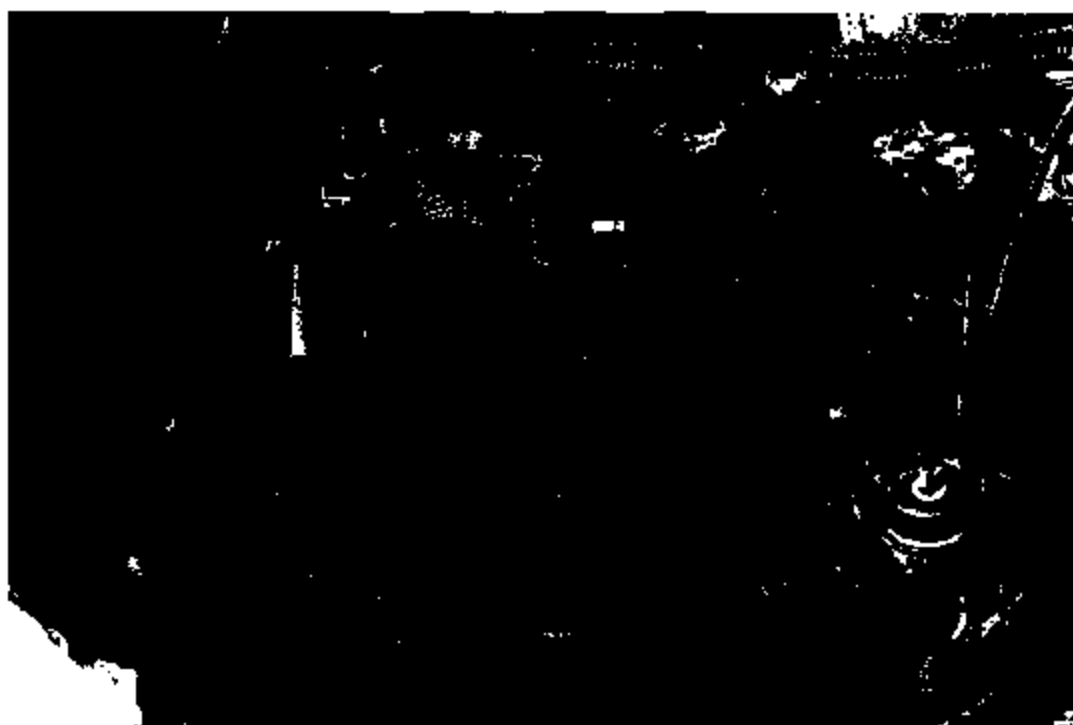


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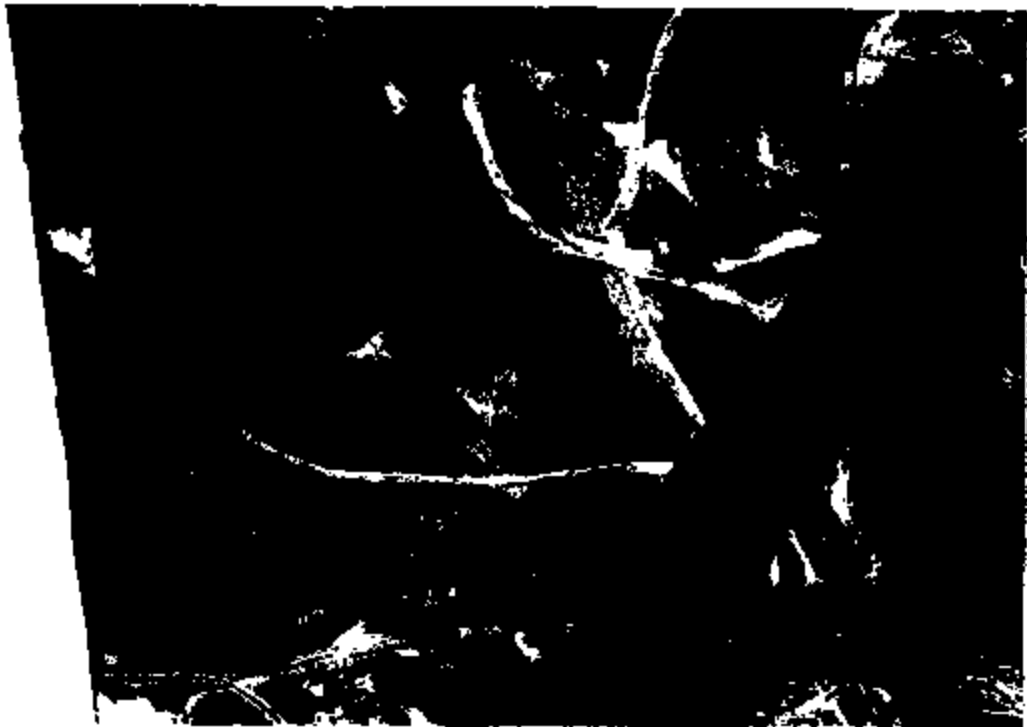




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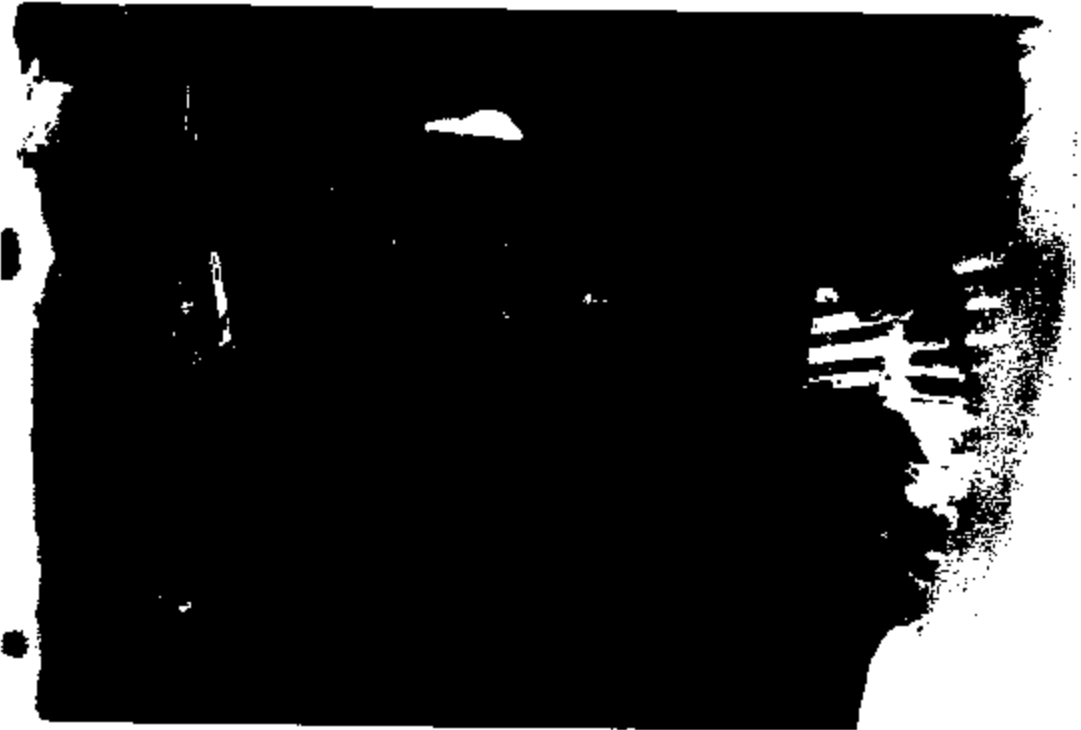


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EP82-025-A 14855



1482-025-A 14806



1A82-025-A 14857





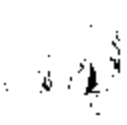
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SP-2-62-9 1494





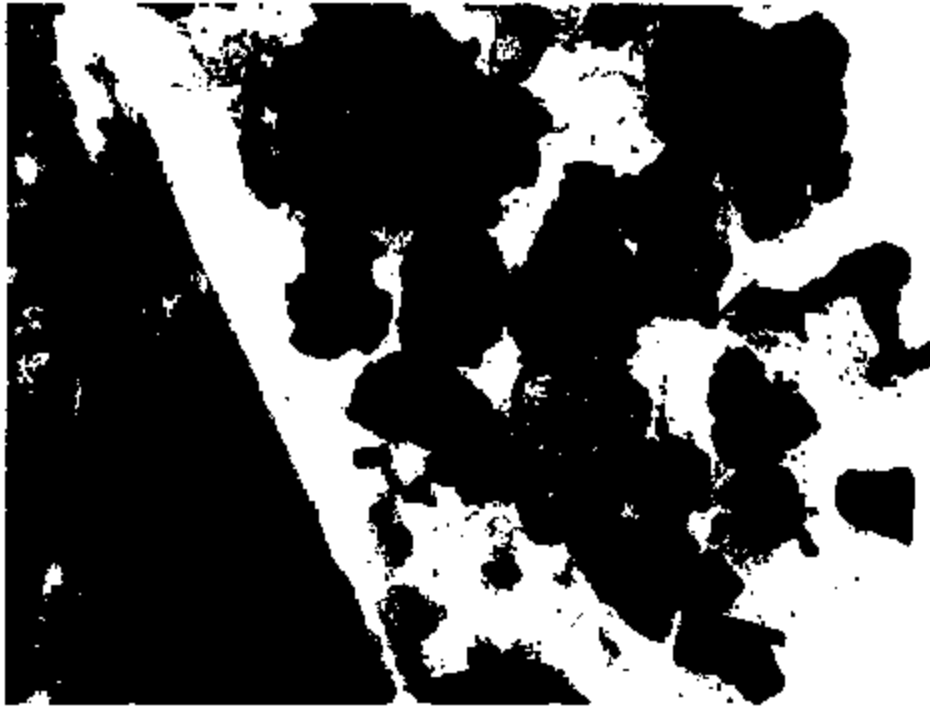


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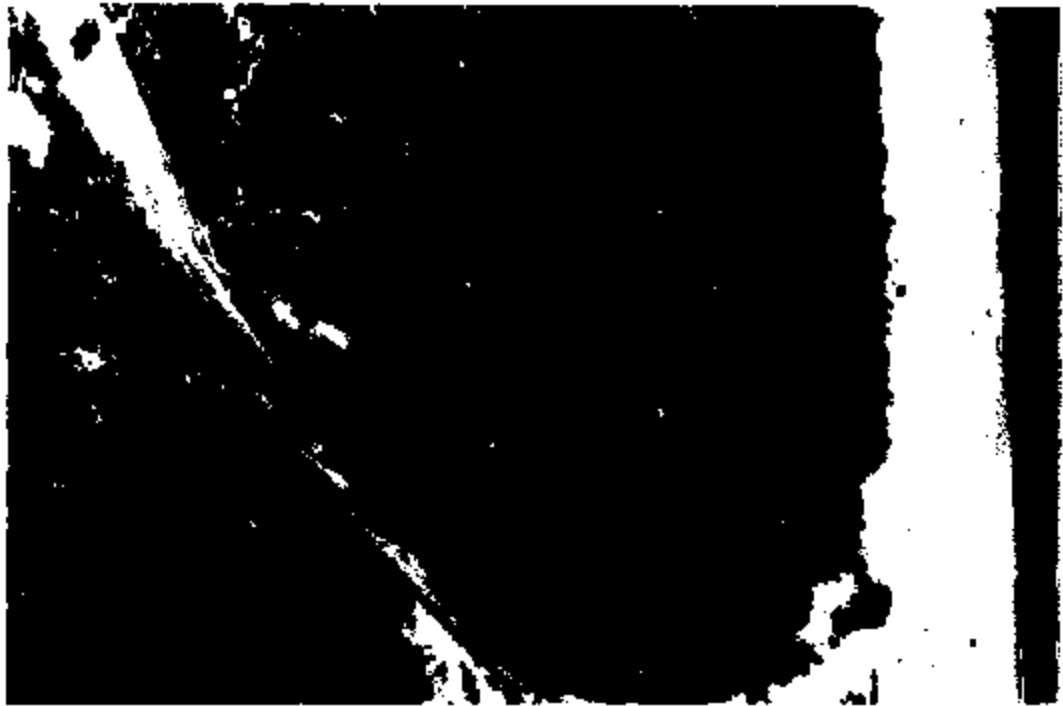




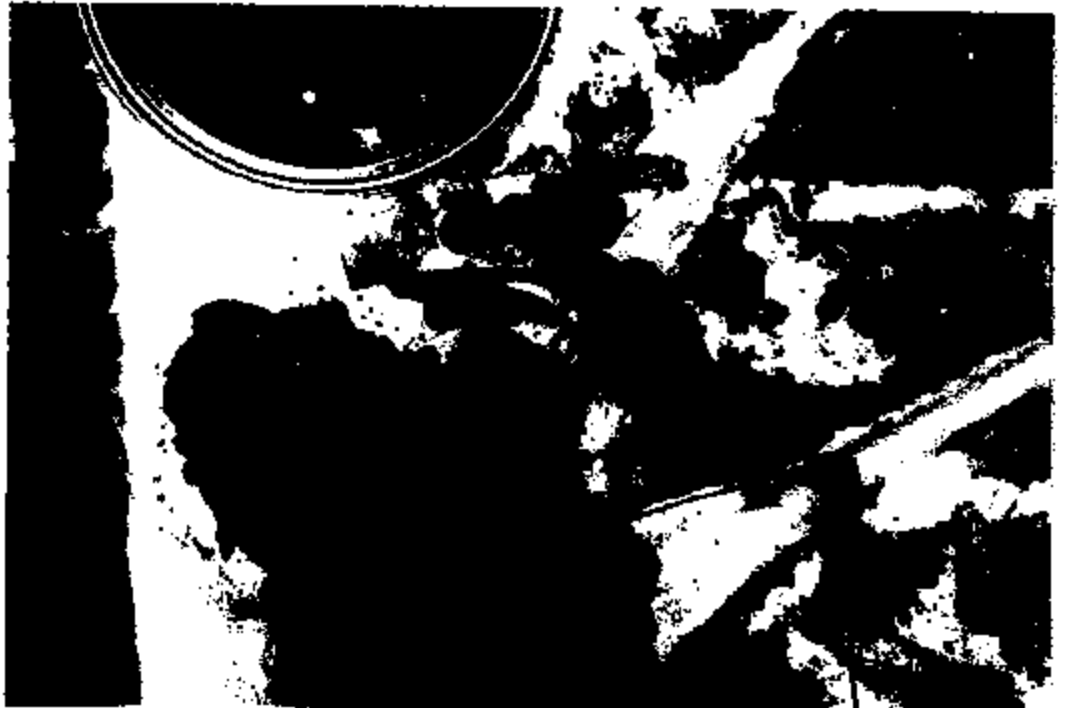


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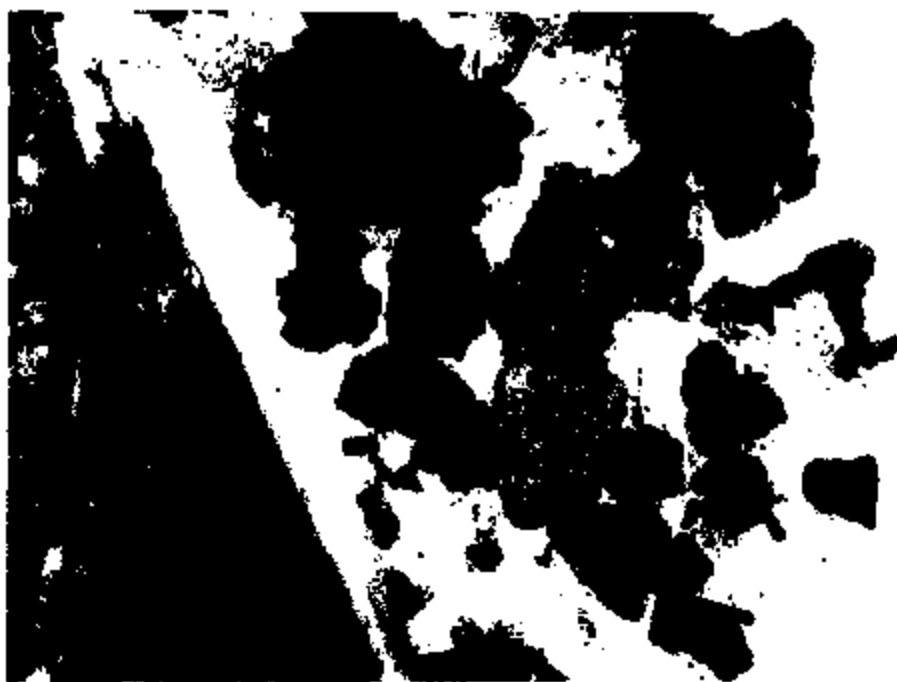




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