

EA02-025

FORD 10/27/03

APPENDIX N

BOOK 39

PART 1 OF 8



SAE

CLARKE AUTOMOTIVE CONSULTANTS

Richard A. Clarke, CR, CPE



FORD O.S.I.'S

**RE:
S.C.D.S.**

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GOHIL RC01

RE:



V

FORD

GOHIL

10:56:29 AM

08-15-2002

VINassist(R) Version 1.15

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Law Enforcement Edition

VIN:1LNLM81W1NY709074

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
L	Manufacturer	LINC LINCOLN
N	Vehicle Type	LINCOLN PASSENGER CAR
L	Restraint System	ACT. BELTS (ALL) W/AIR BAGS (FRONT)
M	Line	PASSENGER CAR
81	Body Style	TOWN CAR BASE/EXECUTIVE 4 DR SEDAN
W	Engine	4.6L EFI V8
1	Check Digit	CHECK DIGIT VALID
"	Year	1992
Y	Assembly Plant	WIXOM, MI
709074	Sequence Number	IN RANGE

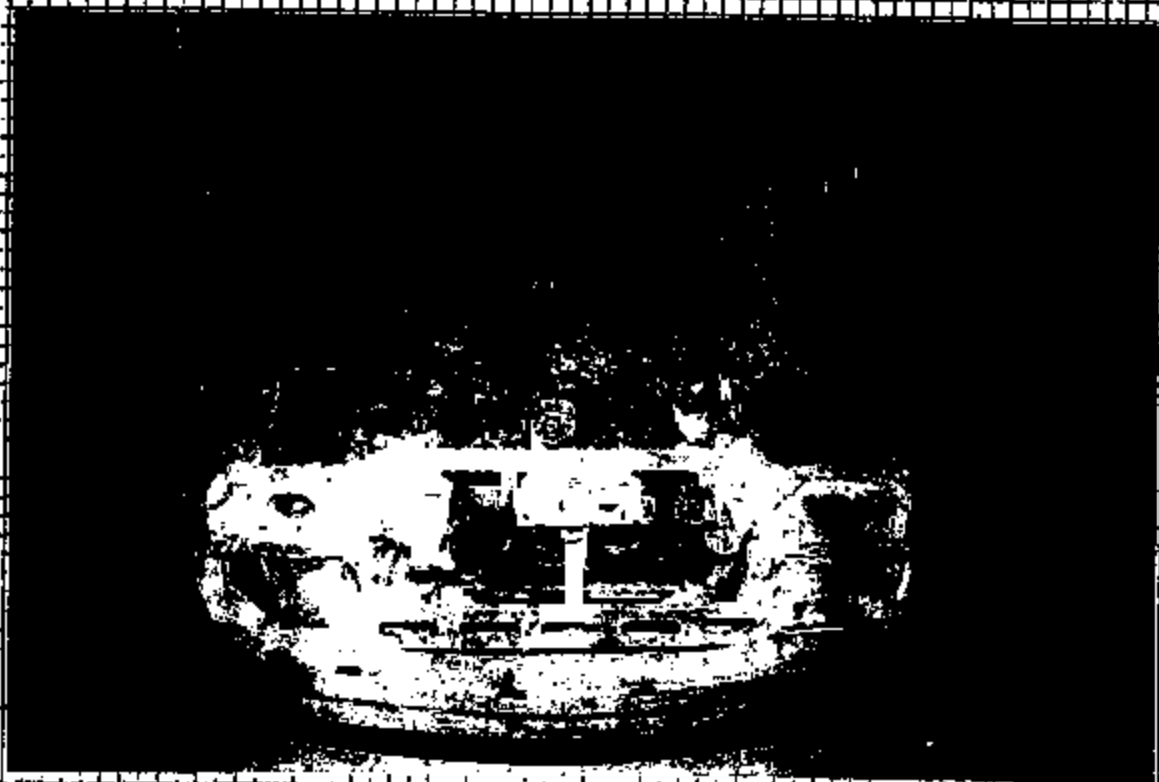
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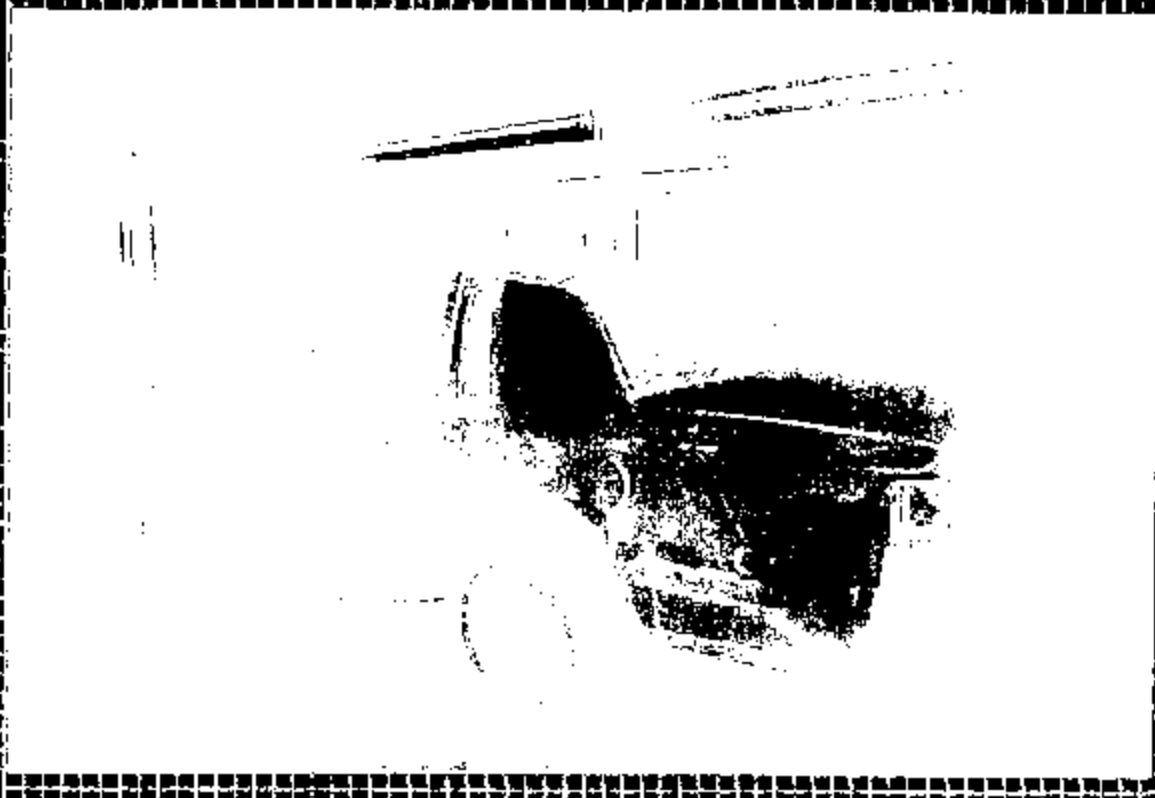
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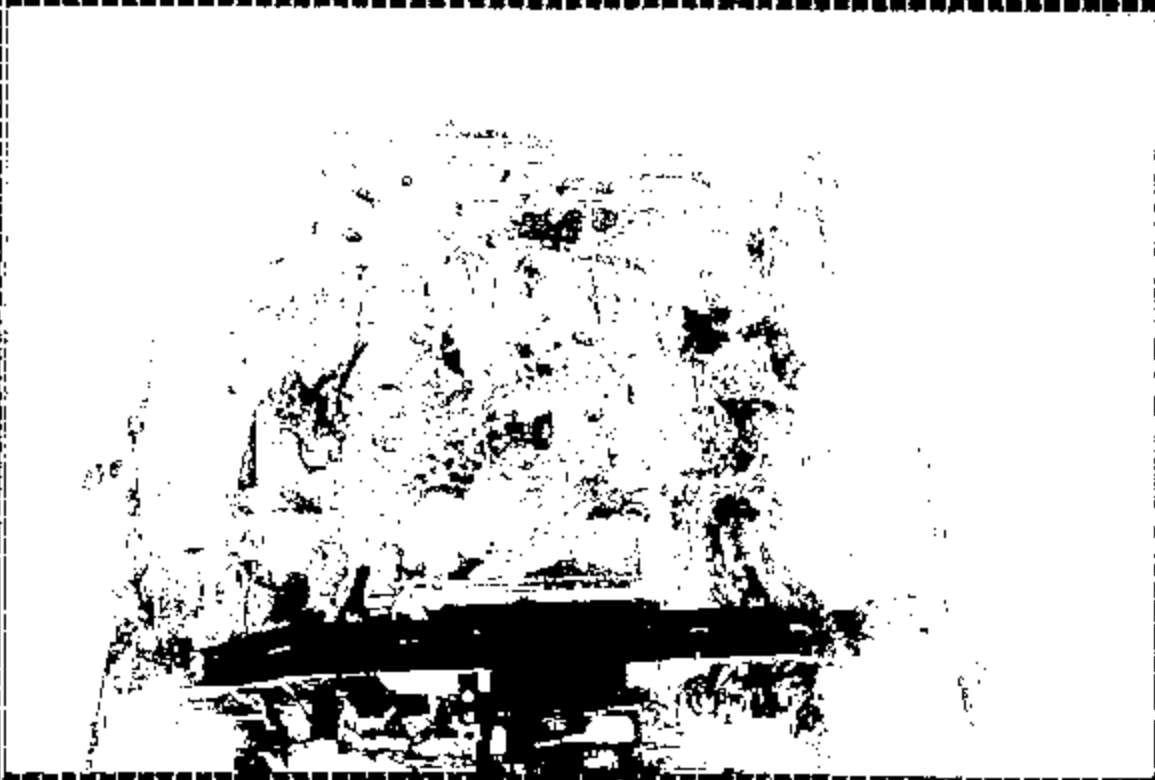
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ROLL # 2284
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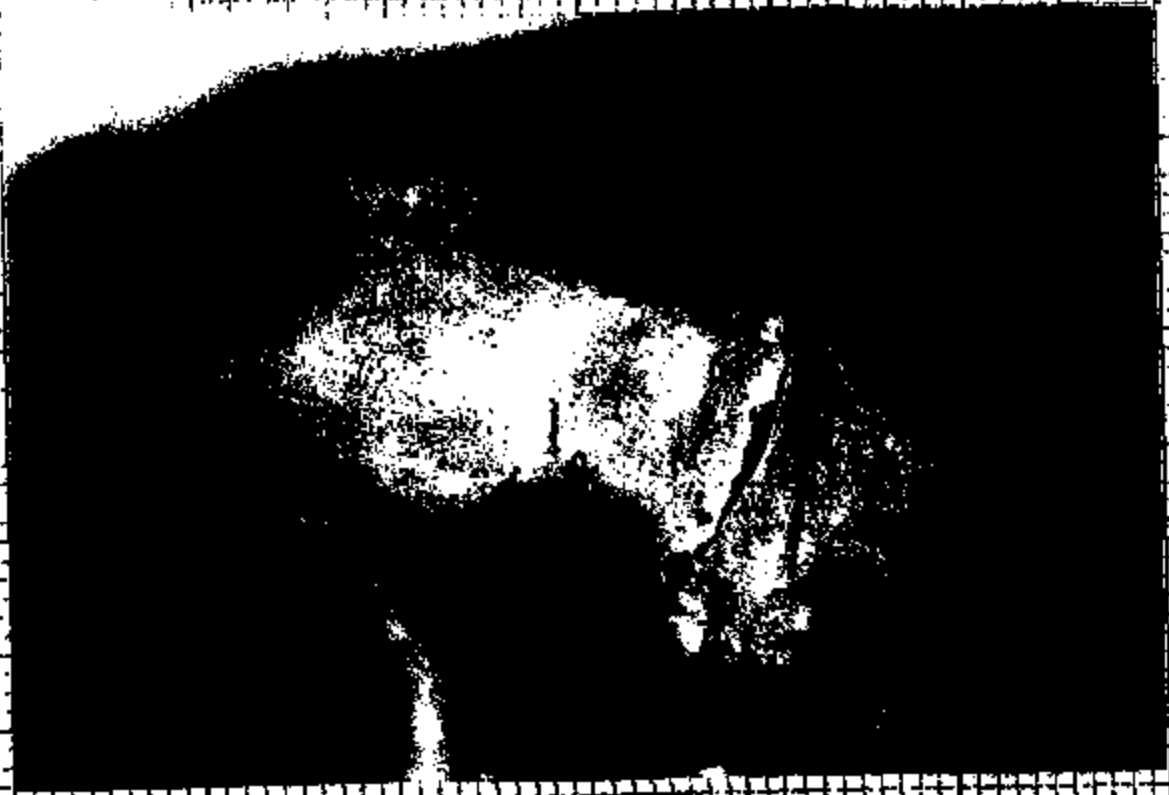


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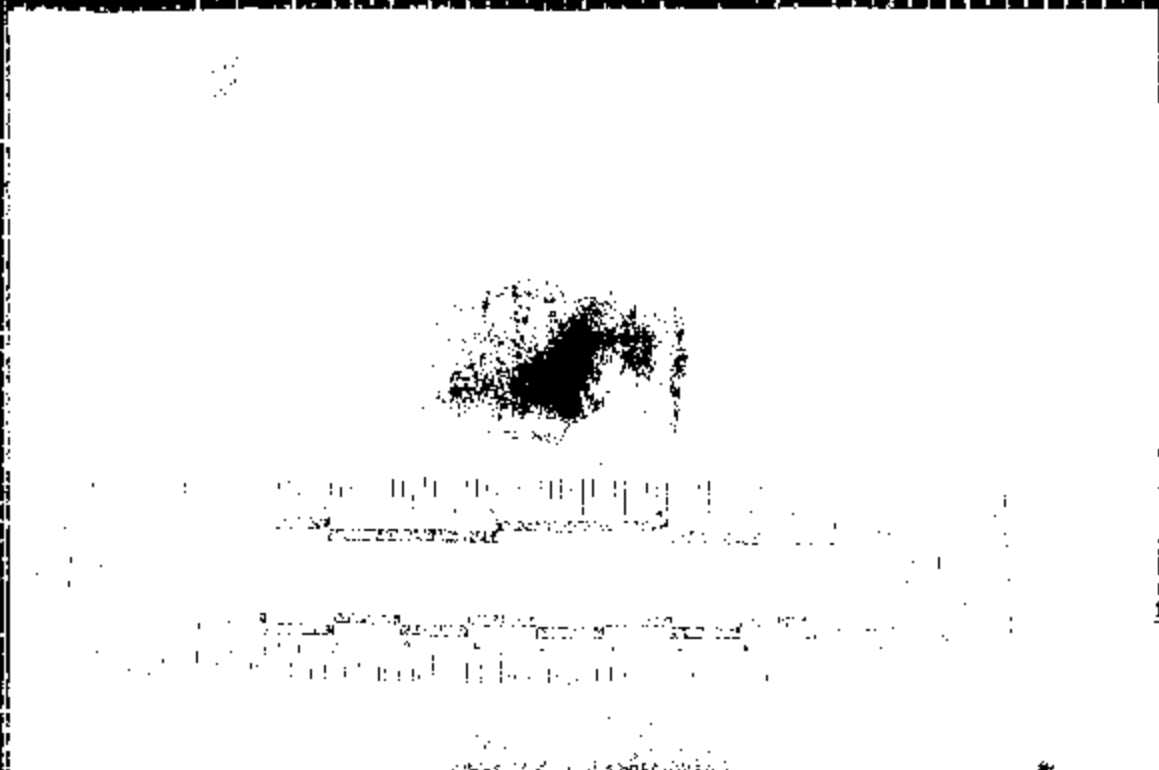


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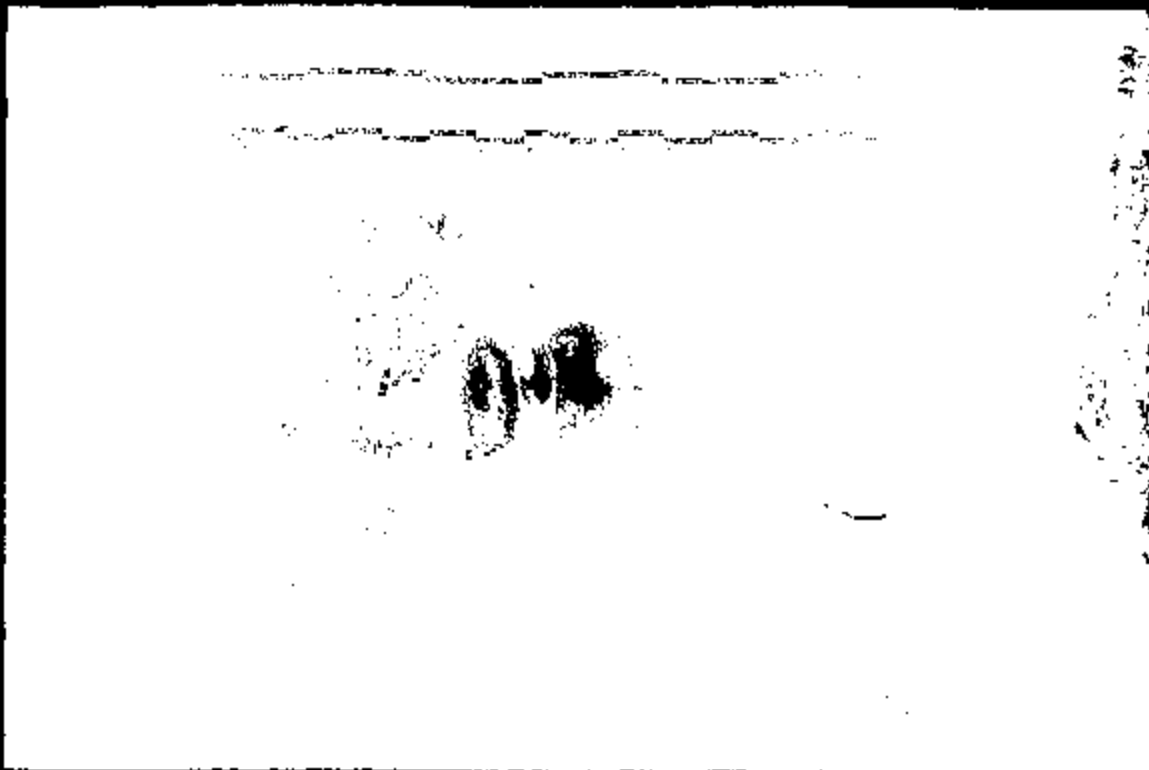


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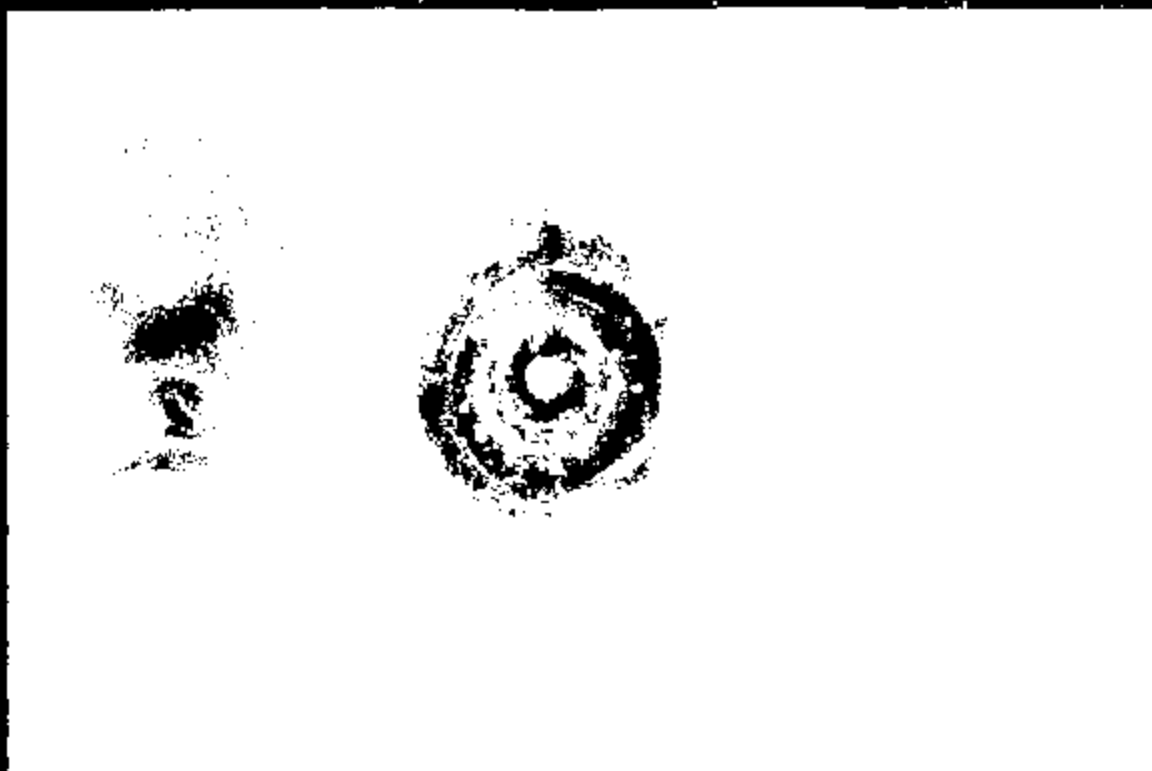


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EA02-025-A 0411



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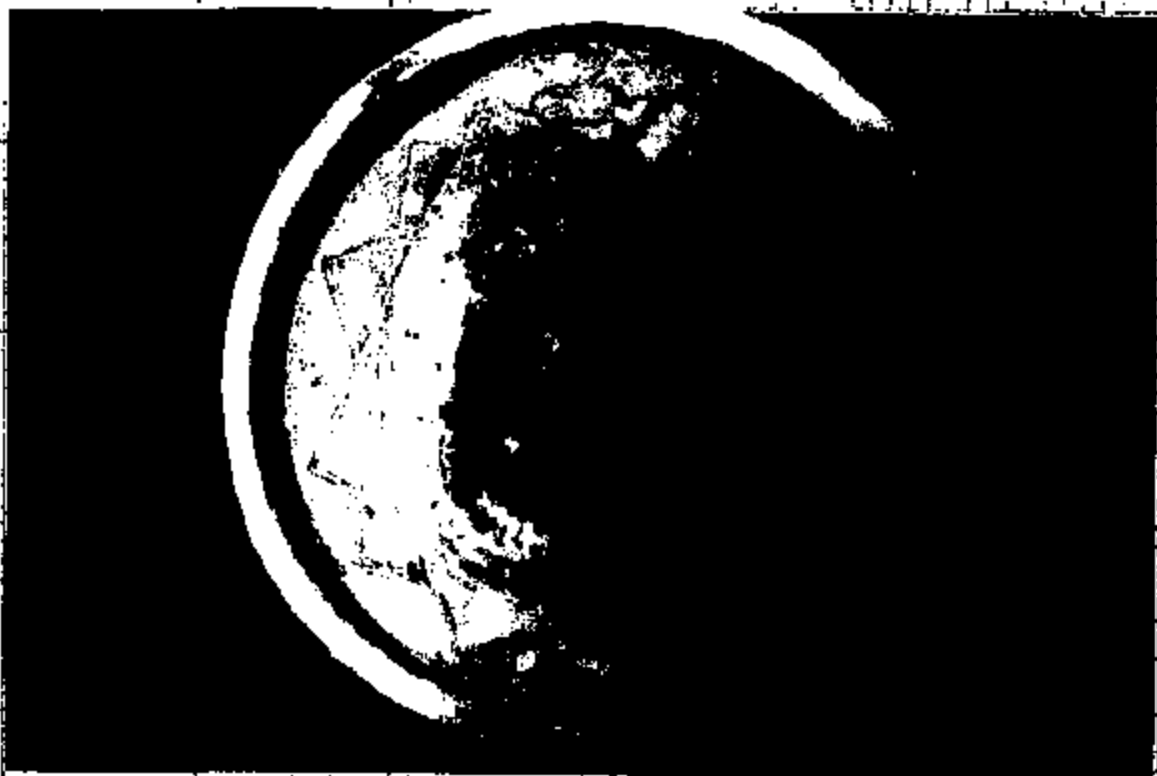


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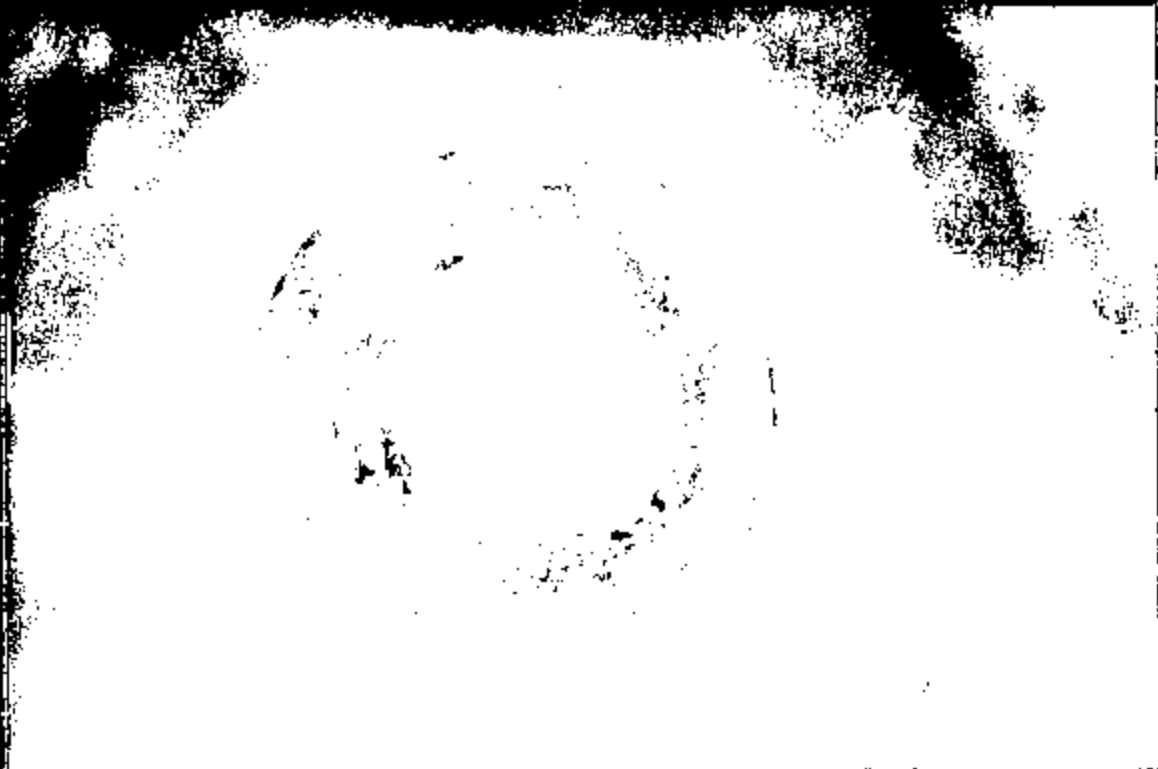


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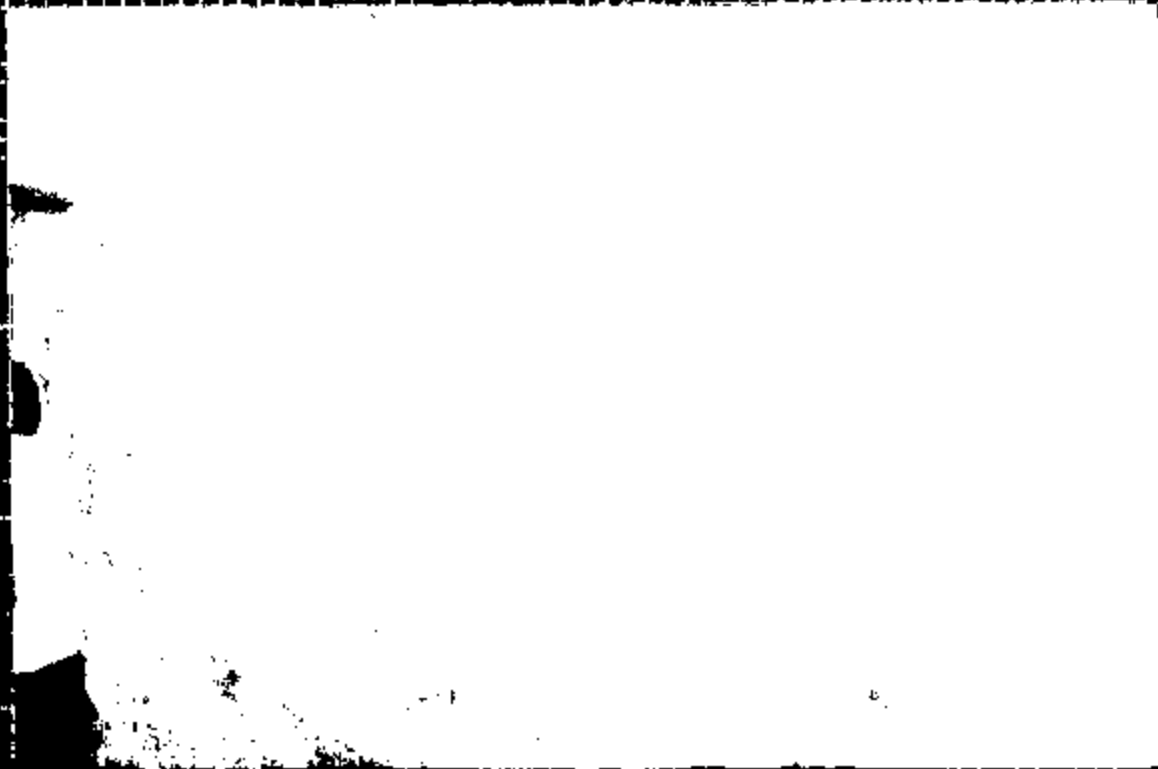


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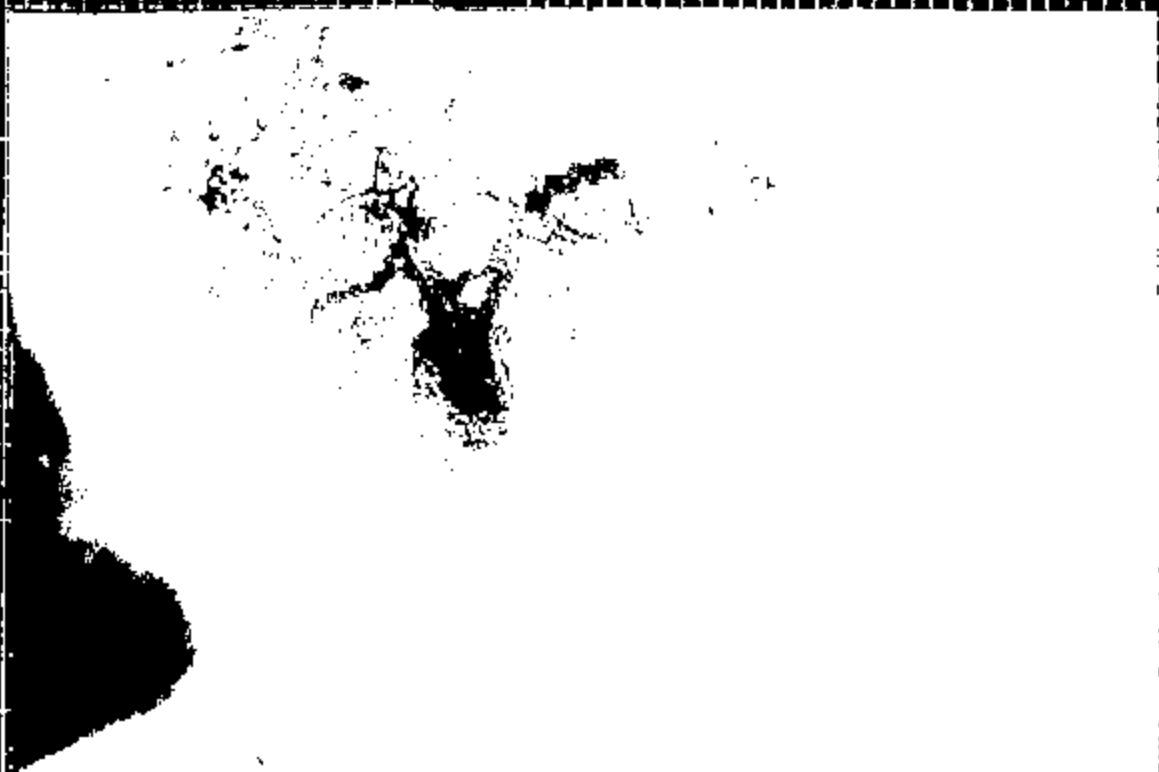
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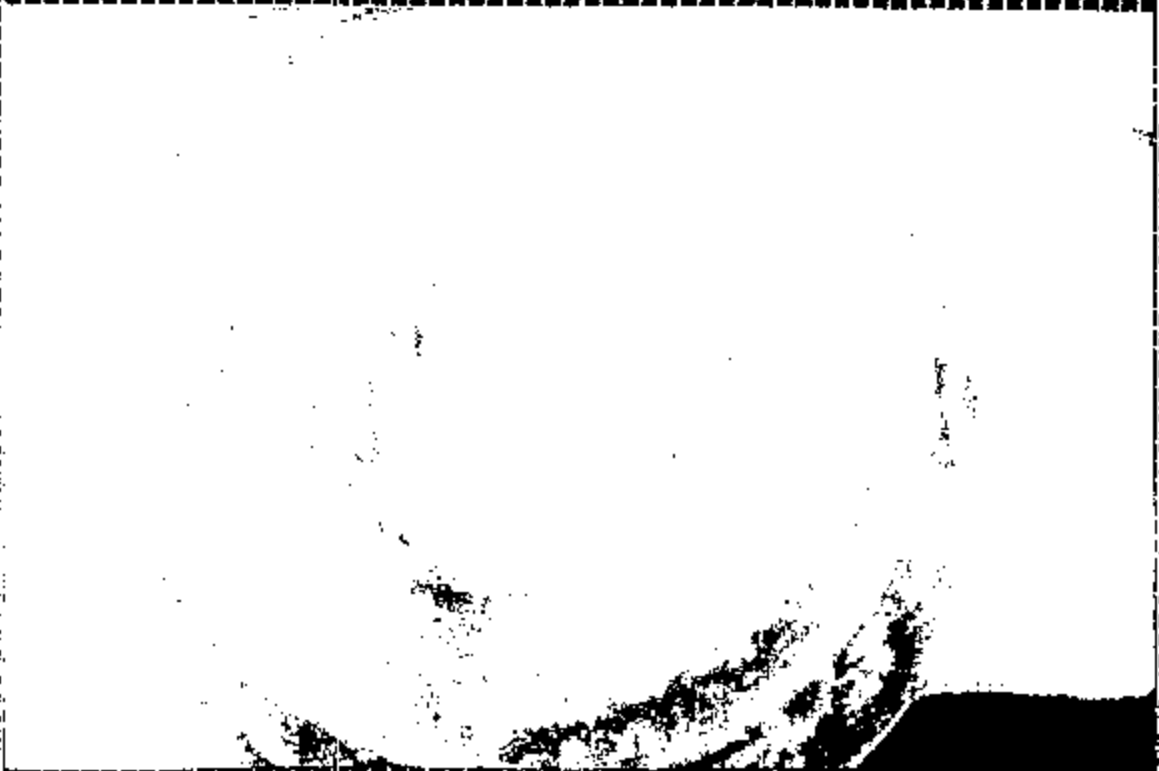
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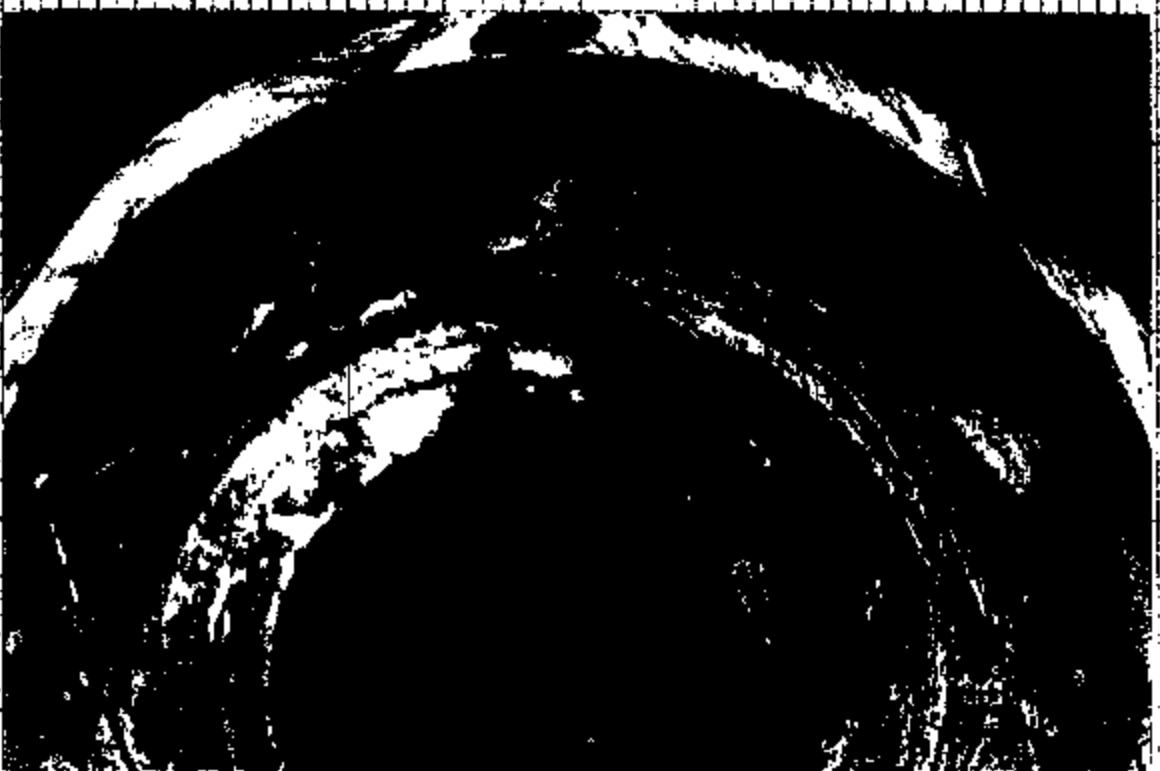


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2002-025-A 8418



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ROLL # 9093
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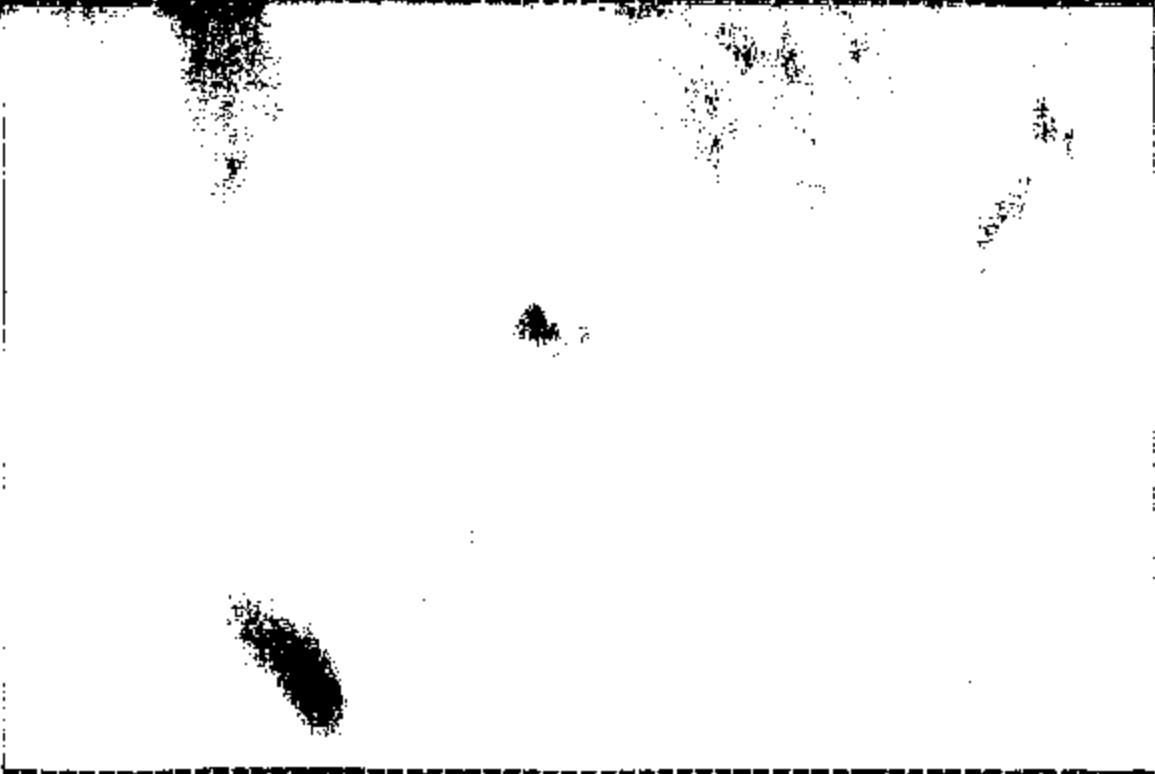


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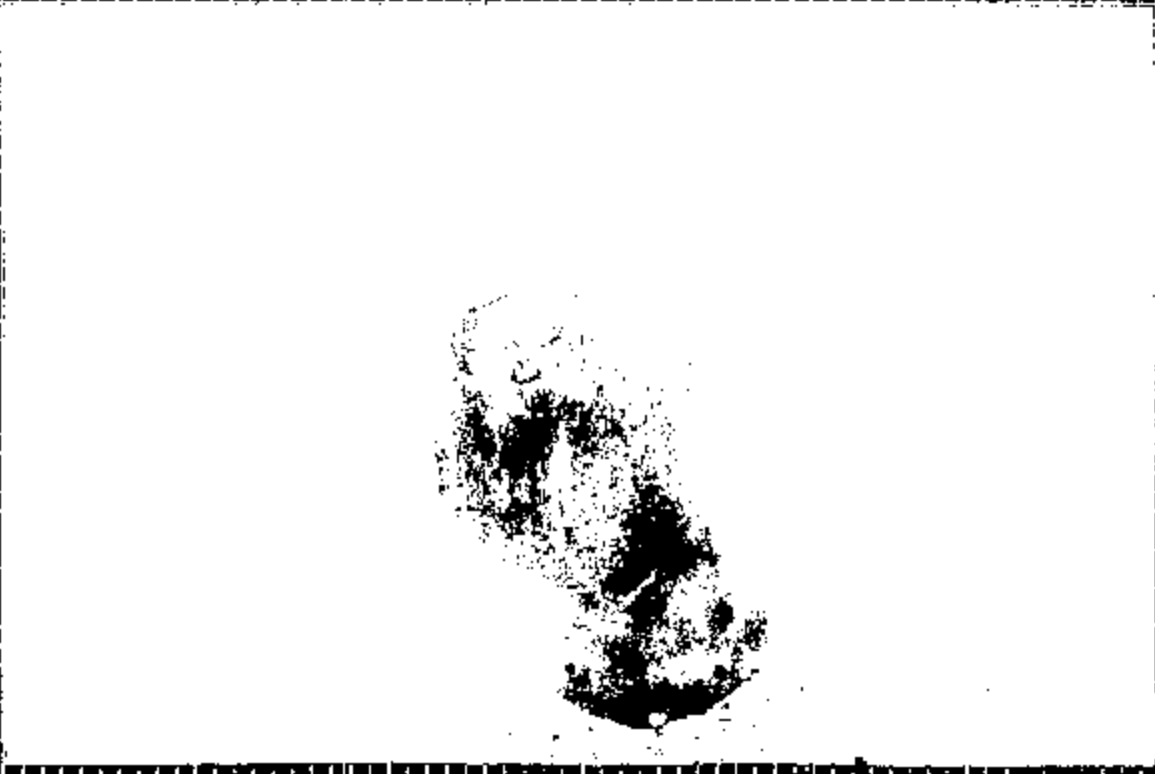


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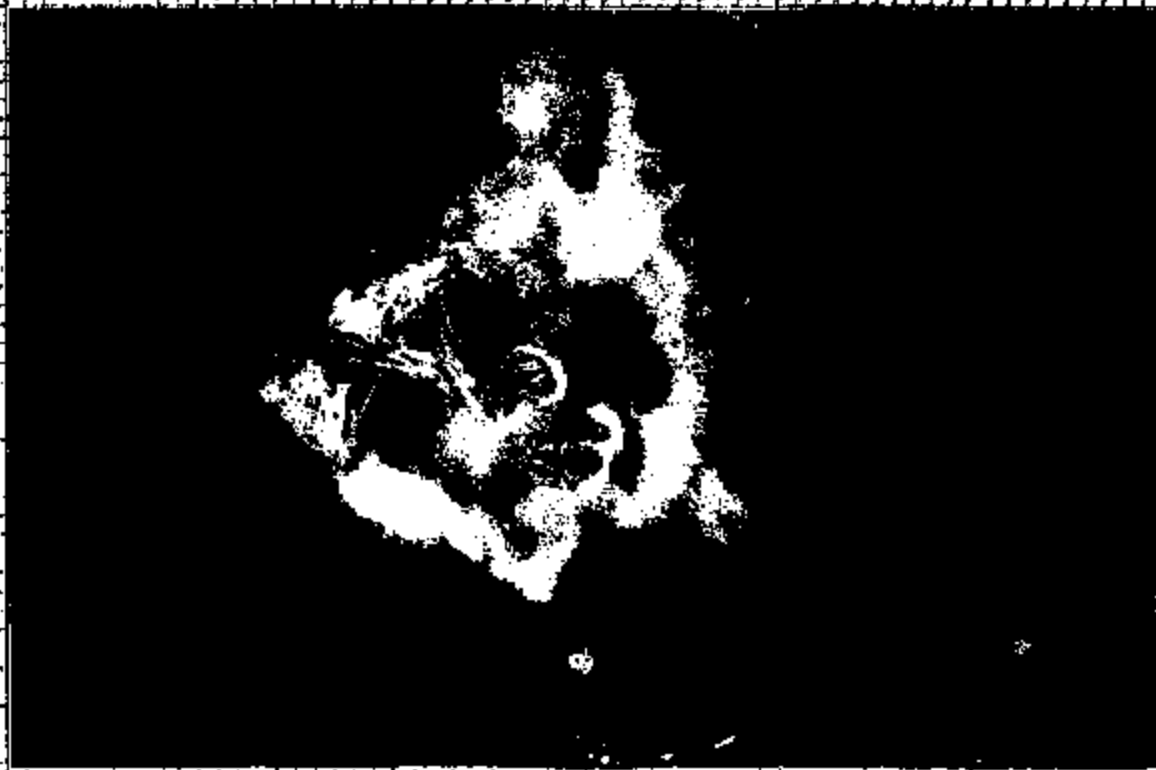


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FB2-625-A 8428



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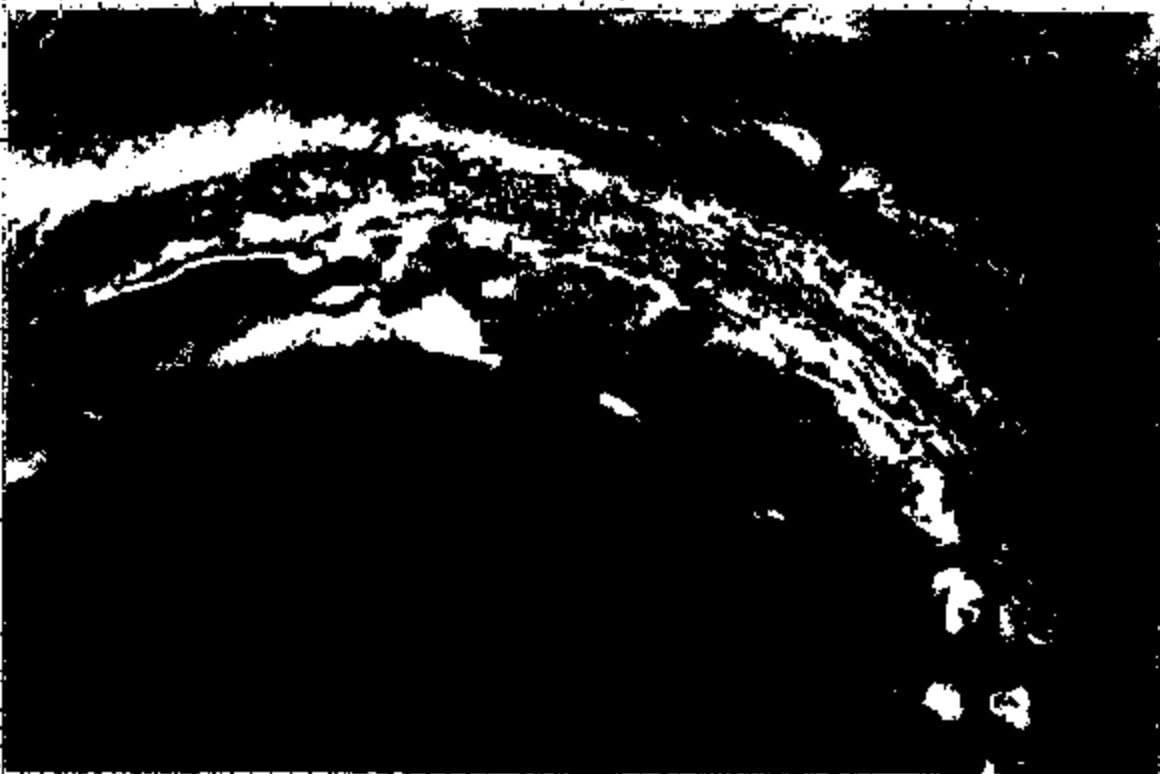


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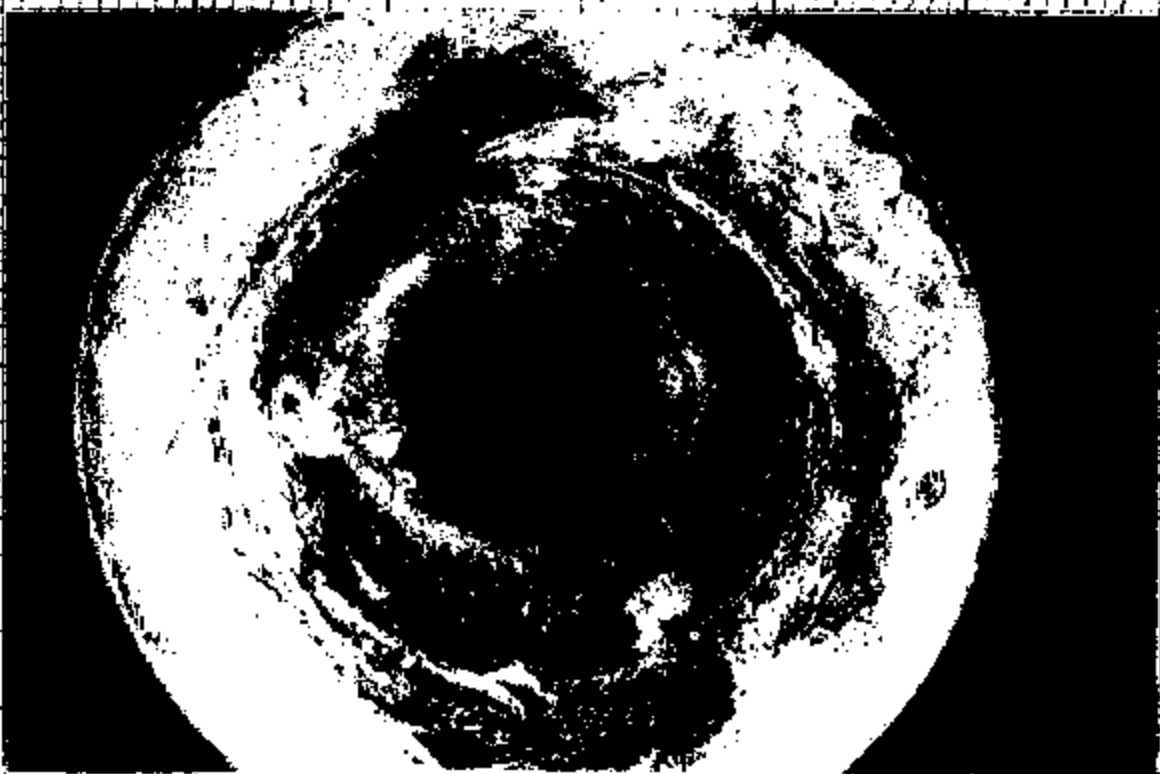


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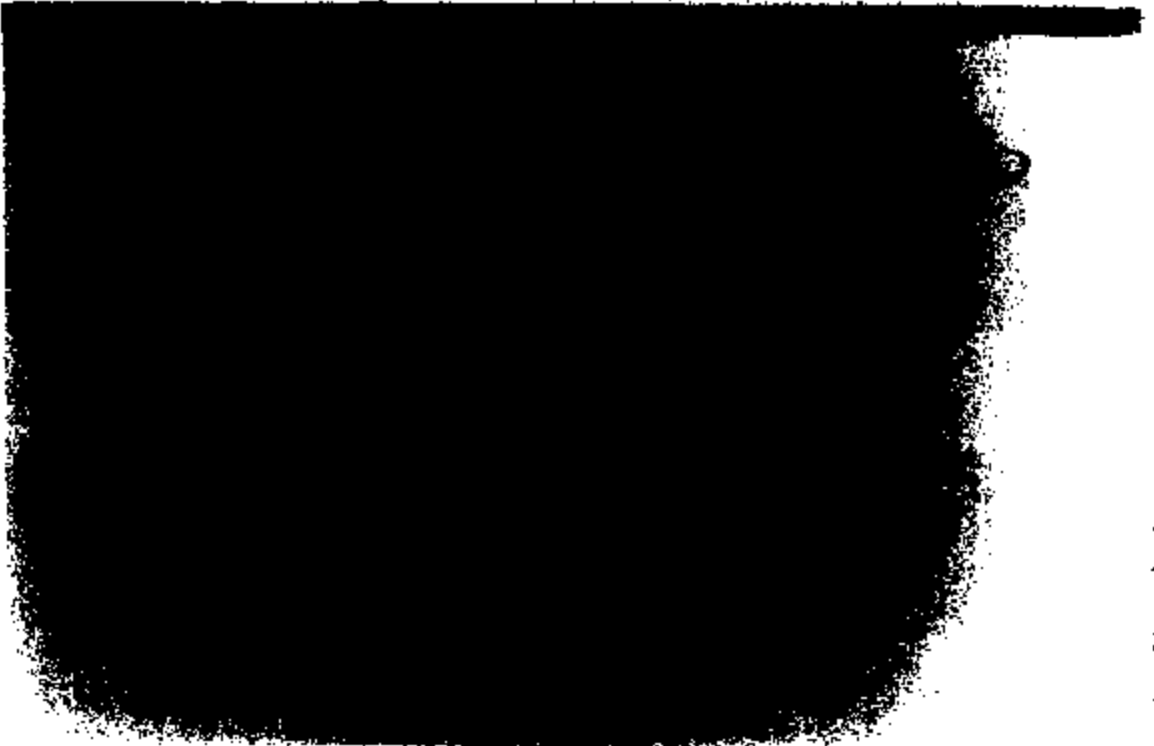
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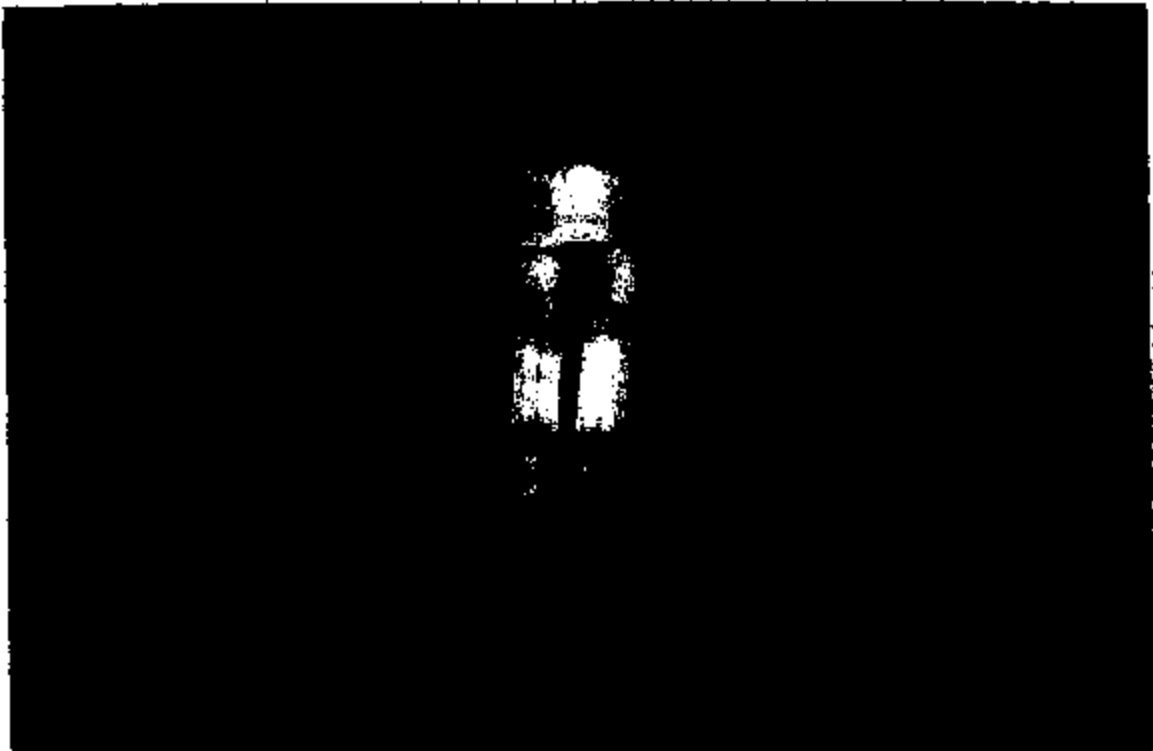


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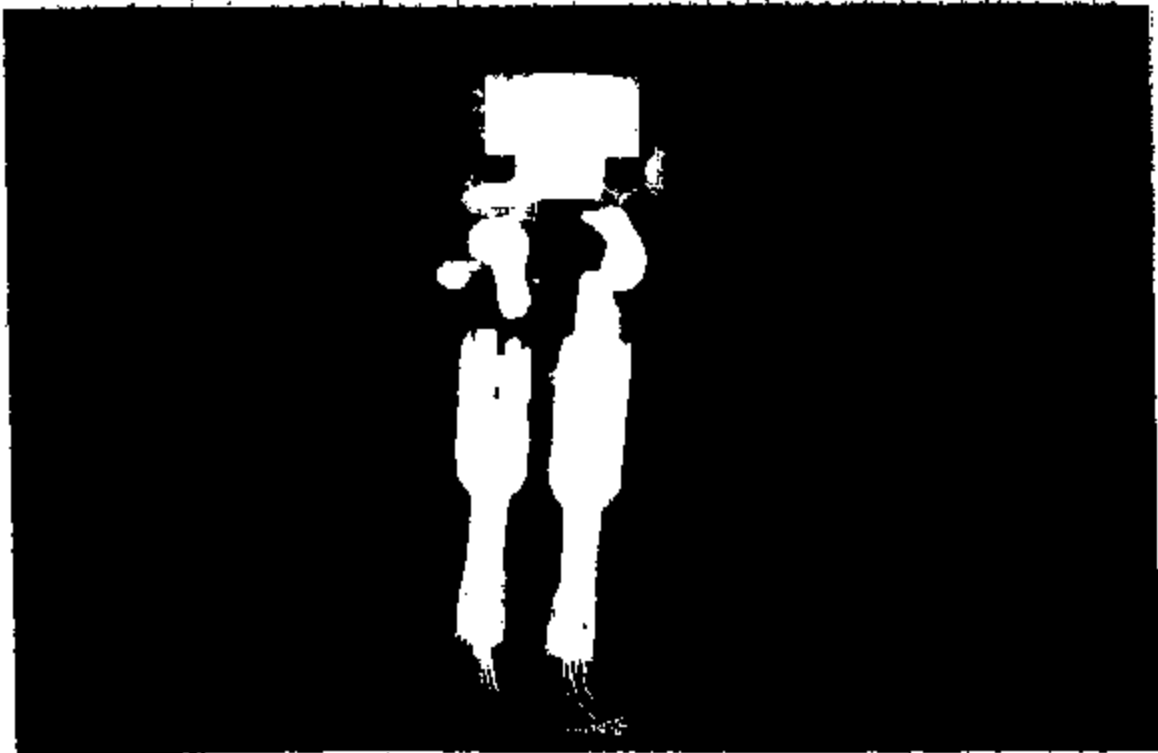


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ER82-825-A 8427



ROLL # 6509
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ROLL # 6509
NEG # 4

ER82-025-A 8428



7-28-00

Compton

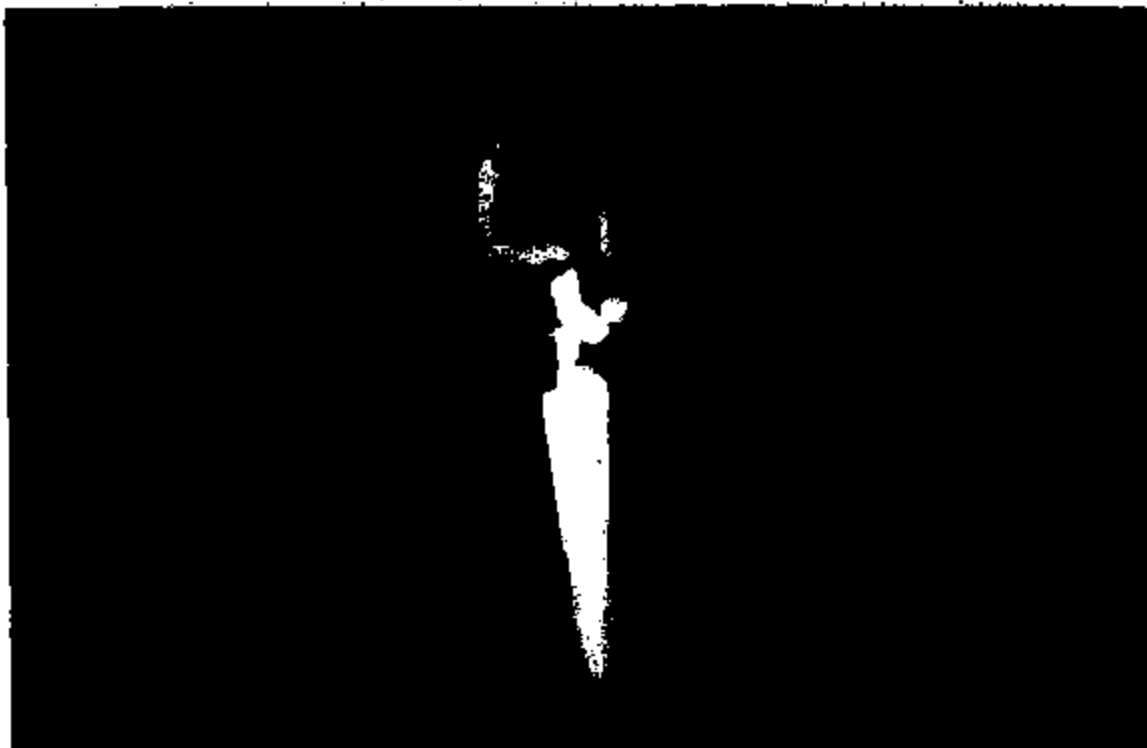
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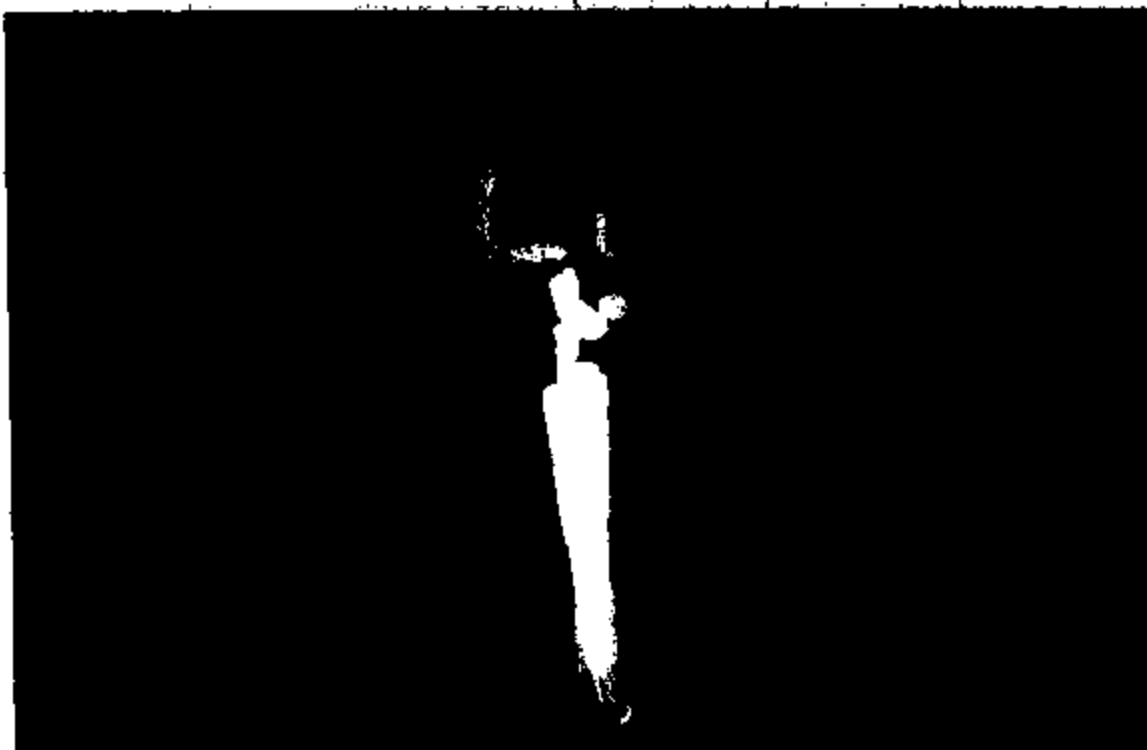


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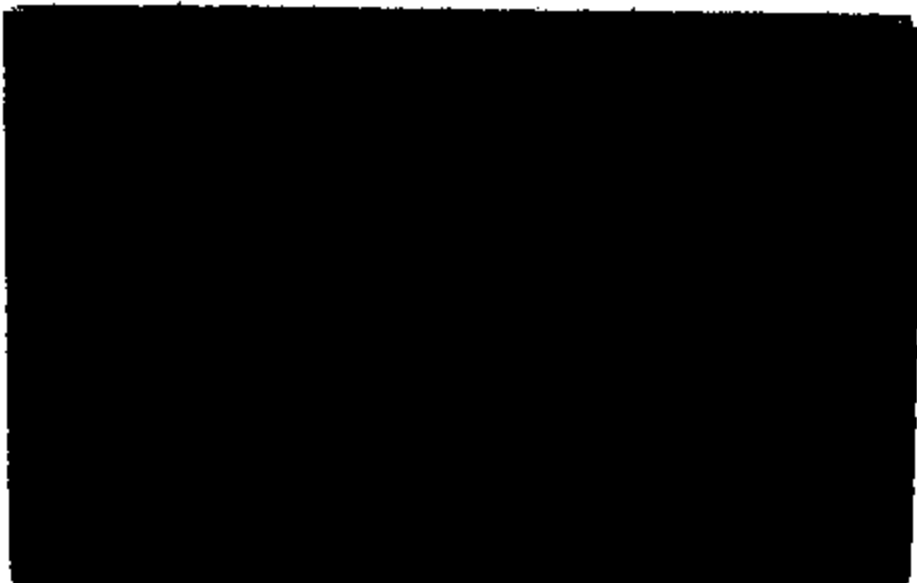


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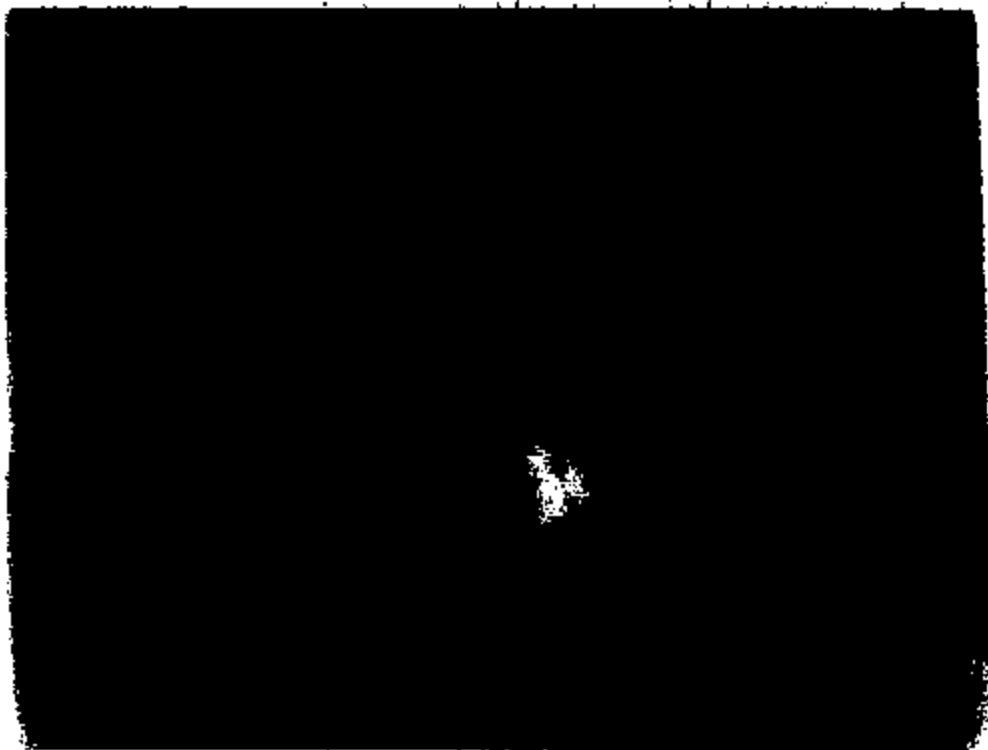


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NEG # 8

ER62-825-A 8438



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NEG # 9



ROLL # 6509
NEG # 10

EA02-B28-A 8431



ROLL # 6509
NEG # 11



ROLL # 6509
NEG # 12

ER82-625-A 6432

GORDON1 RC02

RE:



V

FORD



VINassist (R) Version 1.15

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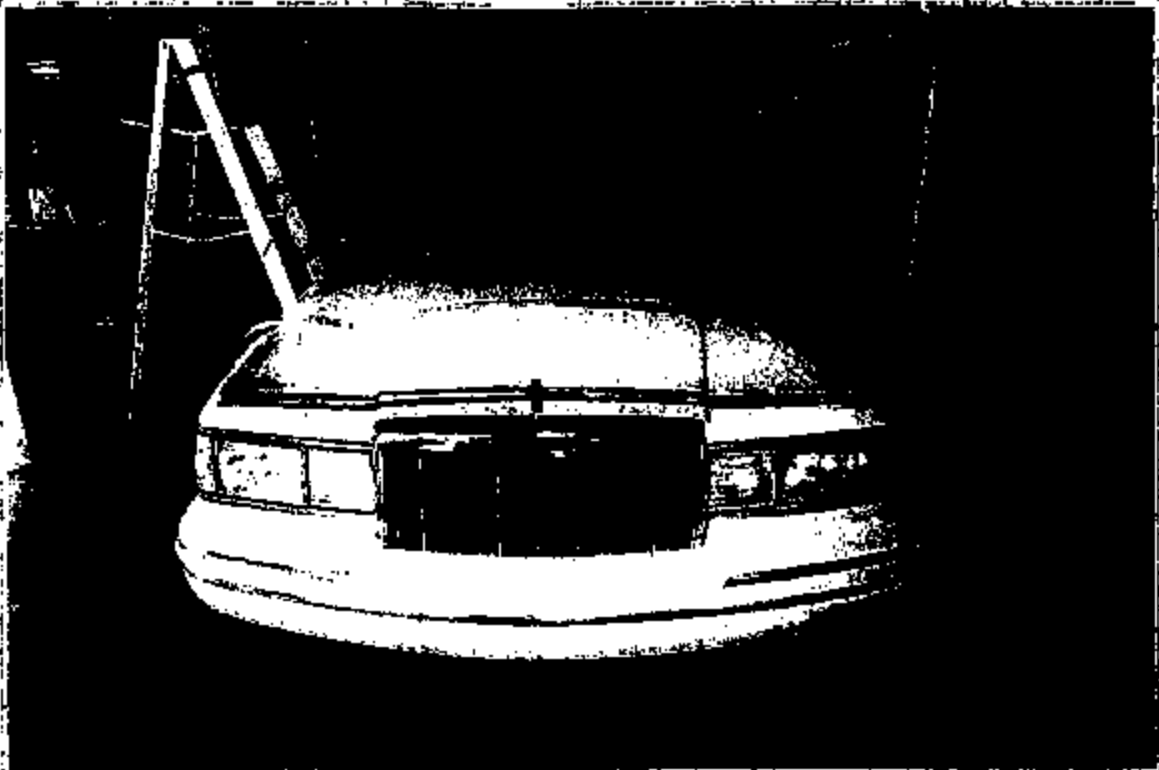
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DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
L	Manufacturer	LINC LINCOLN
N	Vehicle Type	LINCOLN PASSENGER CAR
L	Restraint System	ACT.BELTS (ALL) W/AIR BAGS (FRONT)
M	Line	PASSENGER CAR
81	Body Style	TOWN CAR BASE/EXECUTIVE 4 DR SEDAN
W	Engine	4.6L EFI V8
0	Check Digit	CHECK DIGIT VALID
"	Year	1992
Y	Assembly Plant	WIXOM, MI
672695	Sequence Number	IN RANGE

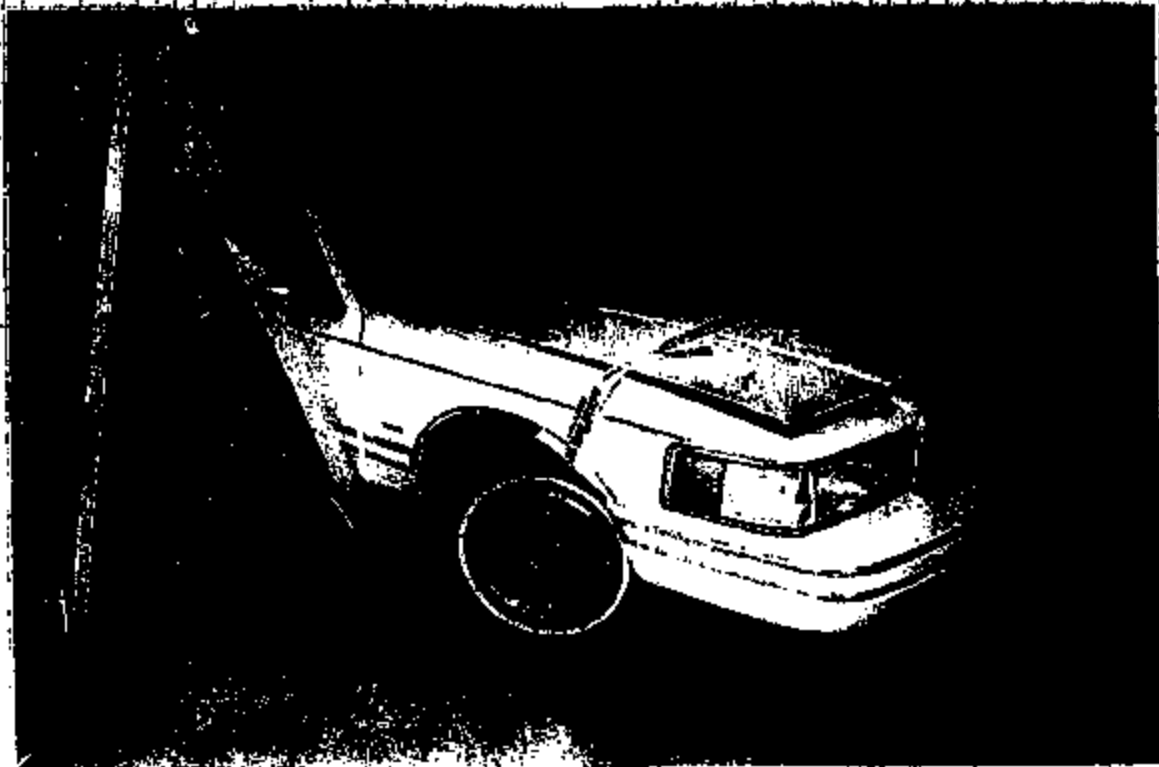
***** VIN Passed Test *****

VIN indicates a 1992 LINCOLN TOWN CAR BASE/EXECUTIVE 4 DR SEDAN

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ROLL # 7376
NEG # 1



ROLL # 7376
NEG # 2



ROLL # 7376
NEG # 4



ROLL # 7376
NEG # 11



ROLL # 7378
NEG # 14

LAW OFFICES
GROTEFELD & DENENBERG, L.L.C.

100 WEST MONROE STREET
 SUITE 1800
 CHICAGO, ILLINOIS 60603

TELEPHONE: (312) 881-8300
 FACSIMILE: (312) 881-0254
 TOLL FREE (800) 881-0700

June 19, 1998

Via Facsimile (770-423-7279)

Richard Clarke
 Richard Clarke Auto Consultants
 153 Quail Run
 Rosetten, GA 30958

Re: Insured: [REDACTED]
 Claim No.: [REDACTED]
 Date of Loss: 5/20/98

Dear Richard:

During our prior conversations, we have spoken about various issues regarding Lincoln Town Cars. I would like you to be part of an investigation on June 23, 1998 in New Port Richey, Florida. We have had John Reutter conduct a cause and origin. He has now secured the vehicle. Representatives of Ford have been notified, the NTSB, and the Florida State Fire Marshall will be present.

I have attached directions and a map of the area of investigation. Please contact John Reutter prior to arriving to discuss the investigation. I have also attached other documents from other files which may be relevant. Please let me know if you will be available for the event.

Thank you for your assistance. Please call to discuss further.

Very truly yours,

GROTEFELD & DENENBERG, L.L.C.

Brad M. Gordon

Brad M. Gordon

BMG/mh



RECONSTRUCTION CONSULTANTS, INC.

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Ms. Nancy Ojarsnik
Grotfield & Danberg
Suite 1800
100 West Monroe
Chicago, Ill. 60603

FIRE SCENE ANALYSIS

Your File #: [REDACTED]

Assured: [REDACTED]

Address: [REDACTED]

Marrit Island, Florida [REDACTED]

Date Of Loss: May 8, 1998

FRC File #: [REDACTED]

Fire / Explosion Analysis • Electrical, Mechanical, Metallurgical and Construction
Failure Analysis • Marine Failure Analysis • Product Failure Analysis • Underwater Investigations
Underwater Locations • Side Scan Sonar • Vessel Recoveries • ROV Operations

JUN 19 '98 14:42 FR GROTEFELD & DENENBERG 13125510264 TO 17784237279

P.07/15

June 11, 1998

PRIVILEGED AND CONFIDENTIAL

Ms. Ma, Nancy Ojermark
Groffeld & Denenberg
Suite 1800
100 West Monroe
Chicago, Ill. 60603

RE: YOUR FILE # [REDACTED]
ASSURED [REDACTED]
ADDRESS [REDACTED], Merritt Island, Florida [REDACTED]
Date Of Loss : 5/8/98
FRC FILE # : 9805111

Dear Ms. Ojermark:

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 [REDACTED] and 1998, Florida, TAG # [REDACTED]

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 4.6 liter, 6 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 plastic, 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

JUN 19 '98 14:43 FR GROTEFELD & DENENBERG 13128518264 TO 17764237279

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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.

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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,

WALTER P. GODFREY, JR., C.F.E.I.
President
Enclosures
CC: File

JUN 15 '98 14:43 FR BROTFELD & DENBERG 13125518264 TO 17784237279

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PHOTOS



Assured _____

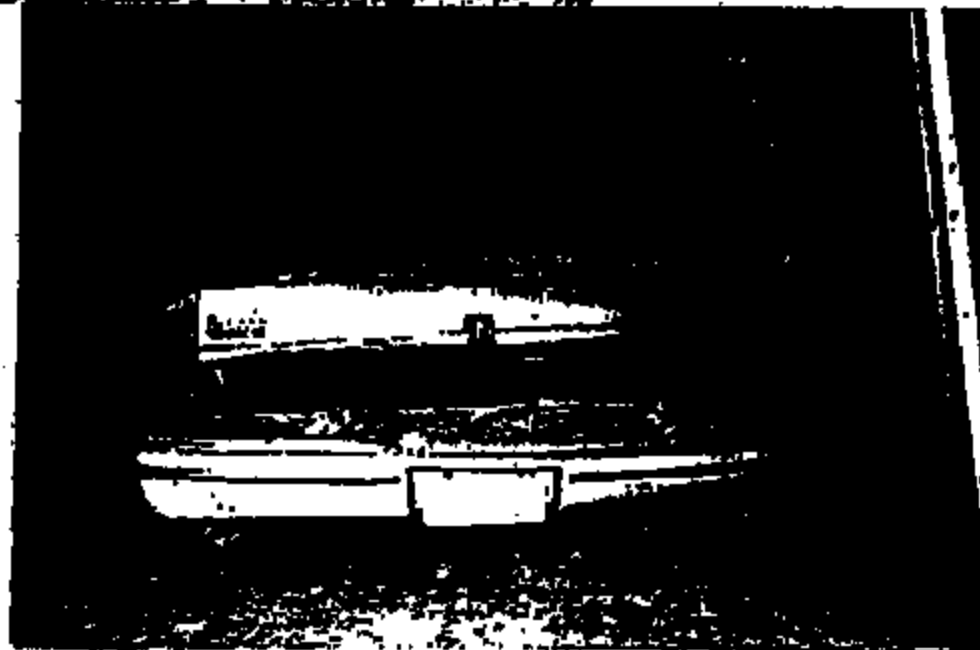
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Date/Time Photographer: _____

By: _____

Picture # 1
Description (V)

Picture # 2
Description (V)



JUN 18 '88 14:44 FR GROTEFELD & DEMENING 13126518264 TO 17784237279

P. 12/15

PHOTOS

Insurer _____

Assured _____

File No. _____

Claimant: _____

Date/Time Photograph: _____

By: _____

Picture # 3

Description (V)



Picture # 4

Description (V)



JUN 19 '88 14:45 FR GROTFELD & DENENBERG 13125918284 TO 17784237279
PHOTOS

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Assured _____

Claimant: _____

Date/Time Photographer: _____

By: _____

Picture # 5
Description (V)

Picture # 6
Description (V)



JUN 19 '98 14:45 FR GROTEFELD & DENENBERG 13125518264 TO 17784237279

P.14/15

PHOTOS

INSURER _____ Assured _____

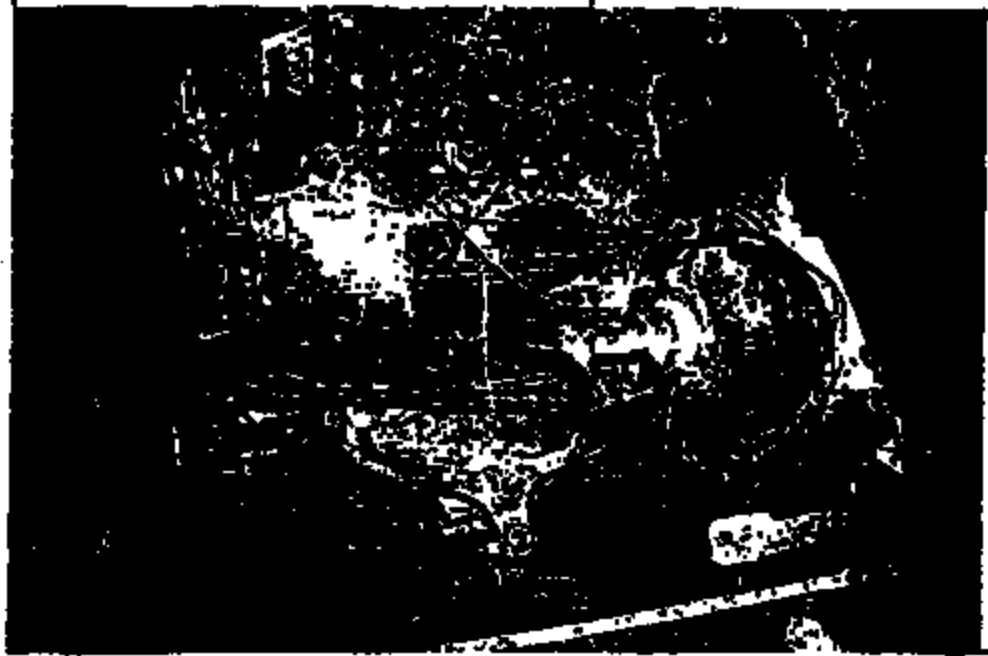
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Date of Accident: _____ Date/Time Photograph: _____



Picture # 7
Description (0)

Picture # 8
Description (0)



PHOTOS

Insurer _____ Assured _____

File No. _____ Claimant: _____

Date of Accident: _____ Date/Time Photographs: _____



Picture # 9 ▲
Description (10)

Picture # 10 ▼
Description (10)



