

**EA02-025**

**FORD 10/27/03**

**APPENDIX N**

**BOOK 39**

**PART 4 OF 8**



12770 Boenker Road  
St. Louis, MO 63044  
314-739-IAAI (4224)  
314-739-4219 fax

Robert Kramer, President

## Welcome to the IAAI

This website, last updated on May 22, 1999

### IAAI Committees

Appellate Review	Attorneys Advisory	Audit	Awards	Budget and Finance
<u>Certified Fire Investigator</u>	<u>Chapter &amp; Liaison Contacts</u>	Constitution and Bylaws	Engineering	Ethical Practices & Grievance
External Affairs	Fire & Arson Inv. Editorial	<u>Fire Investigation Standards</u>	Forensic Science	Fraud Fire
Historical/Photographic	Independent Inv. Advisory	Insurance Advisory	Juvenile Firesetter	Legislative (External)
Marketing	Membership	Nominating	Occupational Health	Past Presidents Council

As reports and information become available from these committee chairs, it will be posted to this site.

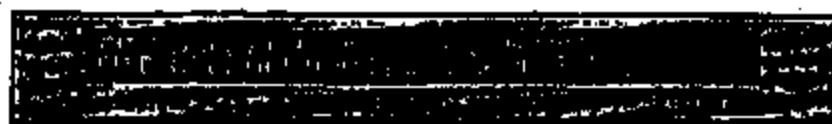
## ATTENTION ALL COMMITTEE CHAIRS

Send reports and information to your webmaster so that he may be able to update your section!!

### IAAI Executive Summary on Organizational Effectiveness

## The IAAI Bulletin Board

Post your investigations-related questions and observations here!!



## Advanced Arson Investigative Techniques for the Insurance Industry



## ARSON PREVENTION FOR AMERICA'S CHURCHES AND SYNAGOGUES

Federal Response to Church Fires  
National Arson Detection Training Association

## Arson Awareness Week Tips for all Chapters, Agencies, Organizations and Individuals

# IAAI JOINS SAFE CHILDREN'S SLEEPWEAR COALITION

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- [BRIEF AMICI CURIAE OF AMERICANS FOR EFFECTIVE LAW ENFORCEMENT](#)
- [Recent Daubert Decisions](#)
- [Fire Investigators Safety Checklist](#)
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- [President's Perspective](#)
  - [May/June](#)
  - [July/August](#)
  - [September](#)
  - [October](#)
- [Officer Photo's and E-Mail Addresses \(if available\)](#)
- [Director's Photo's and E-Mail Addresses \(if available\)](#)
- [Staff Photo's and E-Mail Addresses \(if available\)](#)
- [Past President Email List and Photo's \(if available\)](#)
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- [IAAI Membership Application](#) Sign up electronically AND SECURELY!
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- [1997 Arson Fire Photo Contest winners](#)
- [FINALLY!!](#)
  - [1998 Accidental Fire Photo winners](#)
  - [1998 Arson Fire Photo winners](#)
- [Pilot Program \(Expert Testimony\)](#)
- [New Press Release Index!](#)
- [Facts about fire in the United States](#)
- [How Arson Affects Our Lives](#)
- [Investigation Links](#) of interest to IAAI members on the internet. Additions added as we are made aware of new sites. Feel free to contact the [webmaster](#) with your new entries
- [Search the Internet!](#)
- [Give us your thoughts, Questions or Comments](#)
- [Please sign Guestbook](#) and leave your comments
- You're welcome to [browse our guestbook](#) also!

**Click on the Headline to view additional information!!**

**Visit our Chapters on the Net!**  
**The links are here!**

# Lincoln Town Car

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[ Follow Ups ] [ Post Followup ] [ AAI Bulletin Board ] [ FAQ ]

---

Posted by John Abbott - National Highway Traffic Safety Administration on January 29, 1999 at 16:50:55:

The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

---

## Follow Ups:

- Re: Lincoln Town Car Monica Hubler 09:44:37 7/29/99 (0)
- Re: Lincoln Town Car Kirk Hankins 18:00:37 1/30/99 (1)
  - Re: Lincoln Town Car Kirk Hankins 18:02:45 1/30/99 (0)
- Re: Lincoln Town Car James G. Manger, AIFireE, CEPS 08:31:15 1/30/99 (0)
- Re: Lincoln Town Car Jeff Lowe 23:27:39 1/29/99 (5)
  - Re: Lincoln Town Car L.L. Steve Anderson 13:48:24 2/02/99 (4)
    - Re: Lincoln Town Car B. Schmid 18:51:02 8/24/99 (0)
    - Re: Lincoln Town Car Kerry Lamb 17:11:46 3/22/99 (1)
      - Re: Lincoln Town Car P.D. Rose Jr. 23:52:25 6/07/99 (0)
    - Re: Lincoln Town Car Bill Buckley 14:49:46 2/24/99 (0)

---

## Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

## Re: Lincoln Town Car

[ Follow Up ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by Monica Hubler on July 29, 1999 at 09:44:37:

In Reply to: Lincoln Town Car posted by John Abbott - National Highway Traffic Safety Administration on January 29, 1999 at 16:50:55:

Lincoln Town Car fire. My car burst into flames on 7/26/99 at 4:30 in the afternoon. It was a 1990 Town Car. At this time, no one knows why.

Follow Up:

Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

<p>: Lincoln Town Car fire. My car burst into flames</p>
--

Optional Link URL:

Link Title:

Optional Image URL:

# Re: Lincoln Town Car

[ Follow Up ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by Kirk Hankins on January 30, 1999 at 18:02:45:

In Reply to: Re: Lincoln Town Car posted by Kirk Hankins on January 30, 1999 at 18:00:37:

Are you referencing the IAR alternator problem, specifically the B + wiring harness?

:: The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

Follow Ups:

Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

: Are you referencing the IAR alternator problem,  
: :  
: : : The NHTSA is continuing its investigation in

Optional Link URL:

## Re: Lincoln Town Car

[\[ Follow Ups \]](#) [\[ Post Followup \]](#) [\[ AAI Bulletin Board \]](#) [\[ FAQ \]](#)

Posted by James G. Munger, AFireE, CFPS on January 30, 1999 at 08:31:15:

In Reply to: Lincoln Town Car posted by John Abbott - National Highway Traffic Safety Administration on January 29, 1999 at 16:50:55:

Would this also include those which where determined to be caused by defective ignition switches?

Follow Up:

Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

: Would this also include those which where determ

Optional Link URL:

Link Title:

Optional Image URL:



## Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ AA1 Bulletin Board ] [ FAQ ]

Posted by Lt. Steve Anderson on February 02, 1999 at 13:48:24:

In Reply to: Re: Lincoln Town Car posted by Jeff Lowe on January 29, 1999 at 23:27:39:

: If you could be more specific it may help us help you. Such as the year the Town Car was made and, if possible, the compartment of origin. I personally have not recently investigated a TC.

:: The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

I have been following and have been involved in numerous Lincoln Town Car fires. I have 18 documented cases involving 1992, 1993 Lincoln Town Cars and Grand Marquis. These fires are spontaneously igniting on the left side in the engine compartment. In all 18 cases, the vehicles engines were not running. These fires started anywhere from 20 min. to 12 hours or longer after the vehicles were parked.

### Follow Ups:

- \* Re: Lincoln Town Car B. Schmid 18:51:02 8/24/99 (0)
- \* Re: Lincoln Town Car Kerry Lamb 17:11:46 3/22/99 (1)
  - o Re: Lincoln Town Car P.D. Rose Jr. 23:52:25 6/07/99 (0)
- \* Re: Lincoln Town Car Bill Buckley 14:49:46 2/24/99 (0)

### Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

## Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by B. Schmid on August 24, 1999 at 18:51:02:

In Reply to: Re: Lincoln Town Car posted by Lt. Steve Anderson on February 02, 1999 at 13:48:24:

:: If you could be more specific it may help us help you. Such as the year the Town Car was made and, if possible, the compartment of origin. I personally have not recently investigated a TC.

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: I have a client whose 1992 Lincoln Town Car caught fire in his garage about 1 1/2 hours after he parked it for the evening. The local fire department investigator identified the area of origin as the driver's side firewall near the brake master cylinder. My client had taken his Town Car into the local Ford dealership for repair of the brake lights and speed control the day before the fire. The car was returned to him "fixed" that evening but within minutes of picking the car up the brake lights stopped working again and he returned it to the dealership the day of the fire. The dealership blamed the problem on a bad fuse and returned the car to him after replacing the fuse again. Could you contact me regarding the information you have on the Town Car fires you have investigated. I am interested in learning whether the fire you investigated are similar in nature and what kind of time frame these fires have been occurring in. Specifically, I am interested in knowing how many of the fires happened prior to September 1998. Also I may be looking for an expert witness or investigator on the issue of the cause of these fires and would be interested in talking to you about whether you could do that or if you know of someone who can.

Follow Ups:

Post a Followup

Name:

E-Mail:

# Re: Lincoln Town Car

[ Follow Up ] [ Post Followup ] [ AAI Bulletin Board ] [ FAQ ]

Posted by Kerry Lamb on March 22, 1999 at 17:11:46:

In Reply to: Re: Lincoln Town Car posted by Lz. Steve Anderson on February 02, 1999 at 13:48:24:

: : If you could be more specific it may help us help you. Such as the year the Town Car was made and, if possible, the compartment of origin. I personally have not recently investigated a TC.

: : : The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

: I have been following and have been involved in numerous Lincoln Town Car fires. I have 18 documented cases involving 1992, 1993 Lincoln Town Cars and Grand Marquis. These fires are spontaneously igniting on the left side in the engine compartment. In all 18 cases, the vehicles engines were not running. These fires started anywhere from 20 min. to 12 hours or longer after the vehicles were parked.

Do these fires appear to have started in the air suspension system. I so there have been two homes in Corpus Christi destroyed by these fires just this year alone.

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Follow Up:

- Re: Lincoln Town Car P.D. Ross Jr. 23:52:25 6/07/99 (0)

---

Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

# Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by P.D. Ross Jr. on June 07, 1999 at 23:52:25:

In Reply to: Re: Lincoln Town Car posted by Kerry Lamb on March 22, 1999 at 17:11:46:

I would like to recieve information on the fires involving the 1992 Lincoln Town Car being that I just last week purchased one. I know that a recall was issued for the Speed Control and that a possibility of fire existed at least that is what I read on a Service Bulletin website. What can be done to prevent the fires and is Ford Motor Company doing anything about it. Mine is a 1992 with 42000 miles on it. Please contact me with any updates to this information

Follow Ups:

Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

I would like to recieve information on the fires involving the 1992 Lincoln Town Car being that I just last week purchased one. I know that a recall was issued for the Speed Control and that a possibility of fire existed at least that is what I read on a Service Bulletin website. What can be done to prevent the fires and is Ford Motor Company doing anything about it. Mine is a 1992 with 42000 miles on it. Please contact me with any updates to this information

# Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ AAI Bulletin Board ] [ FAQ ]

Posted by Bill Buckley on February 24, 1999 at 14:49:46:

In Reply to: Re: Lincoln Town Car posted by Lt. Steve Anderson on February 02, 1999 at 13:48:24:

Lt. Steve Anderson: I am writing regarding your investigation into Lincoln Town Cars of 1992 and 1993. Please contact me at the following number: 1-800-881-7324. This is the number to my office. If I am not there I will return your call as soon as possible. Thanks for your Time.

Follow Ups:

Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

: Lt. Steve Anderson: I am writing regarding yourle

Optional Link URL:

Link Title:

Optional Image URL:

# Lincoln Town Car Fires

[ Follow Ups ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by John Abbott on February 04, 1999 at 10:25:20:

The 1/29/99 message was posted for me and lacked specific information and for that I apologize. Specific information follows.

Investigation Number: PE98-055

Subject Vehicles: Lincoln Town Car

Model Year: 1992 and 1993

Problem Description: Engine compartment fires on the driver's side in the area of the left front wheel and the brake master cylinder.

This is not an investigation or study of "generic" underhood fires from all ignition sources. The fires being reported appear to be electrical in nature and the information I have received indicate a specific area of fire origin. The fires occur when the vehicle is parked and not running. Generally the vehicles have been parked for hours but some reports indicate a fire occurrence in less than one hour.

John Abbott 202-366-5221

## Follow Ups:

- Re: Lincoln Town Car Fires Jeff Lowe 20:09:33 2/12/99 (0)
- Re: Lincoln Town Car Fires Shane Hartgrove 12:53:33 2/12/99 (0)
- Re: Lincoln Town Car Fires Michael Reynolds, CFI 11:31:06 2/04/99 (0)
- Re: Lincoln Town Car Fires Michael Reynolds, CFI 11:24:50 2/04/99 (0)

## Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car Fires

Comments:

## Re: Lincoln Town Car Fires

[ Follow Ups ] [ Post Followup ] [ IAA Bulletin Board ] [ FAQ ]

Posted by Shane Hartgrove on February 12, 1999 at 12:53:23:

In Reply to: Lincoln Town Car Fires posted by John Abbott on February 04, 1999 at 10:25:20:

I investigated a similar fire that was caused by an overheating condition in the air pump for the suspension. The air pump is mounted on top of the left front wheel well, in front of the master cylinder. In this case the vehicle was in operation at the time of the fire. The Service Manager at the dealership where the vehicle was located stated that they had experienced several incidents in which the air pump overheated and failed but this was the only case in which it caused an engine compartment fire.

Follow Ups:

Post a Followup

Name:

E-Mail:

Subject:

Comments:

I investigated a similar fire that was caused by

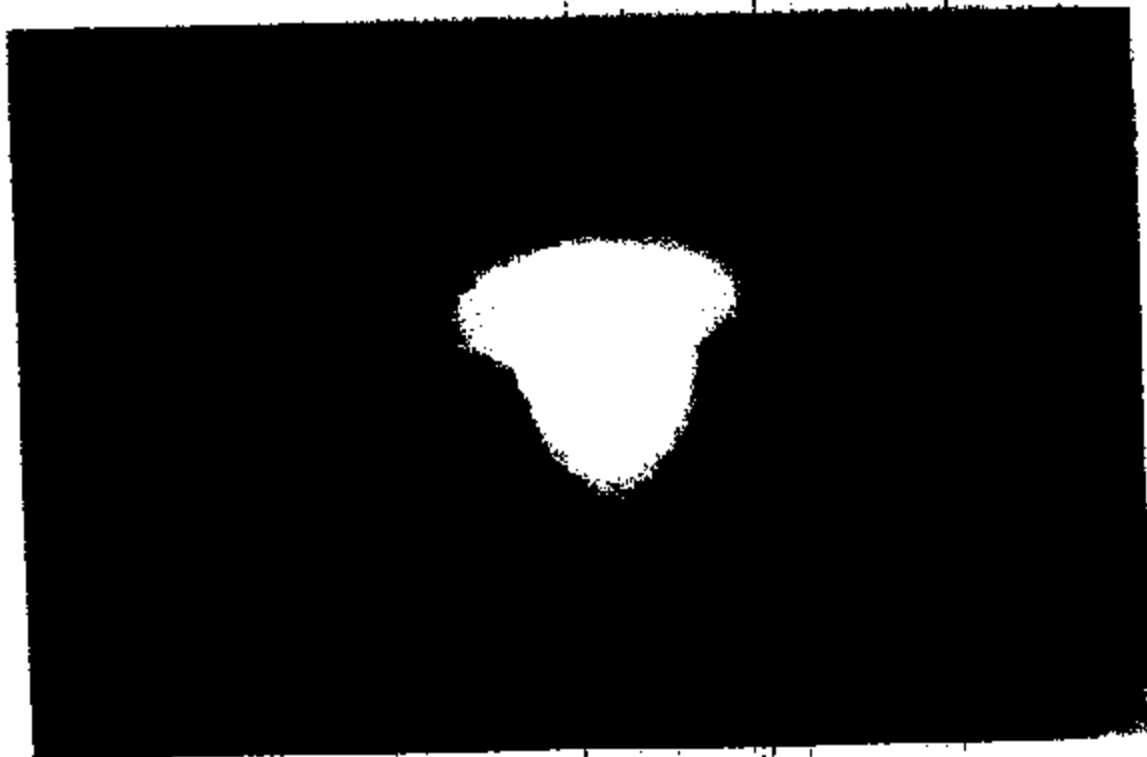
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Optional Image URL:



ROLL # 6508  
NEG # 13

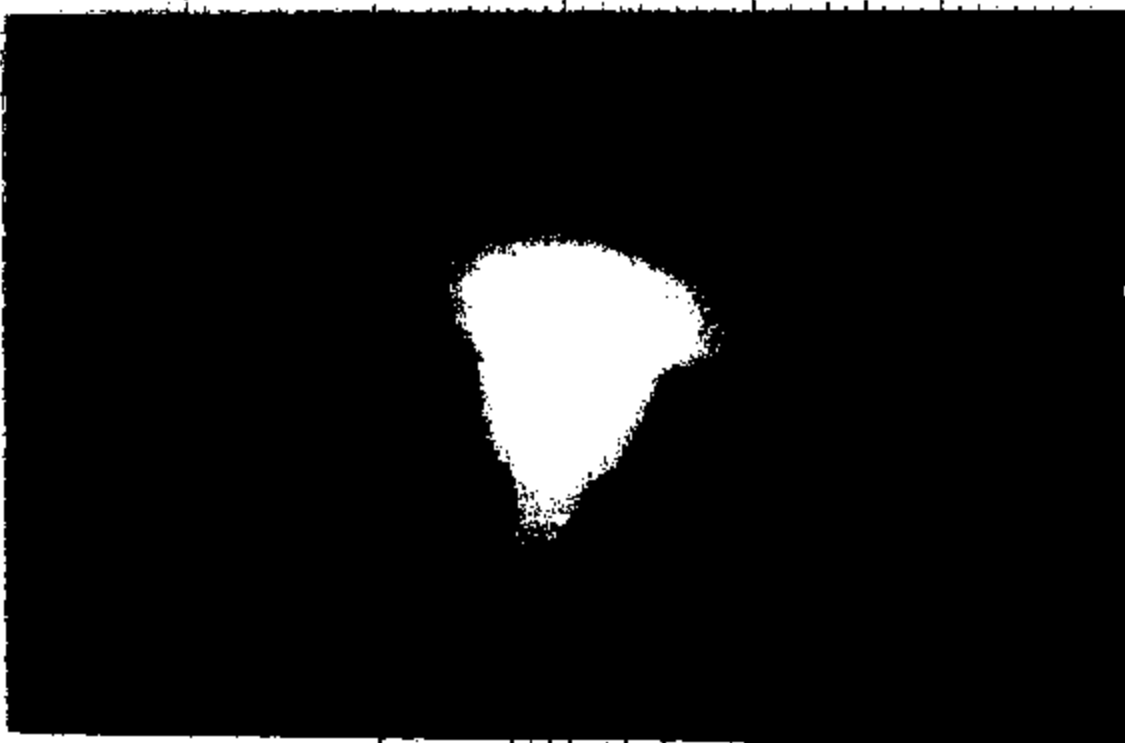


ROLL # 6509  
NEG # 14





ROLL # 6509  
NEG # 15



ROLL # 6509  
NEG # 16

ER32-525-A 5839



**R-117**

**RE:  
LINCOLN TOWN CAR**

9:00:08 AM

-VINassist(R) Version 1.15

08-16-2002

(c) by NICB 1991

Law Enforcement Edition

VIN:1LMWMS2WLN

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
82	Body Style	TOWN CAR SIGNATURE 4 DR SEDAN
W	Engine	4.6L EFI V8
1	Check Digit	CHECK DIGIT VALID
N	Year	1992
Y	Assembly Plant	WIXOM, MI
	Sequence Number	IN RANGE

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

VIN indicates a 1992 LINCOLN TOWN CAR SIGNATURE 4 DR SEDAN

(c) by NICB, 1991







ROLL # B454  
NEG # 2



ROLL # 8454  
NEG # 5

EA82-825-A 8848



ROLL # 8454  
NEG # 9

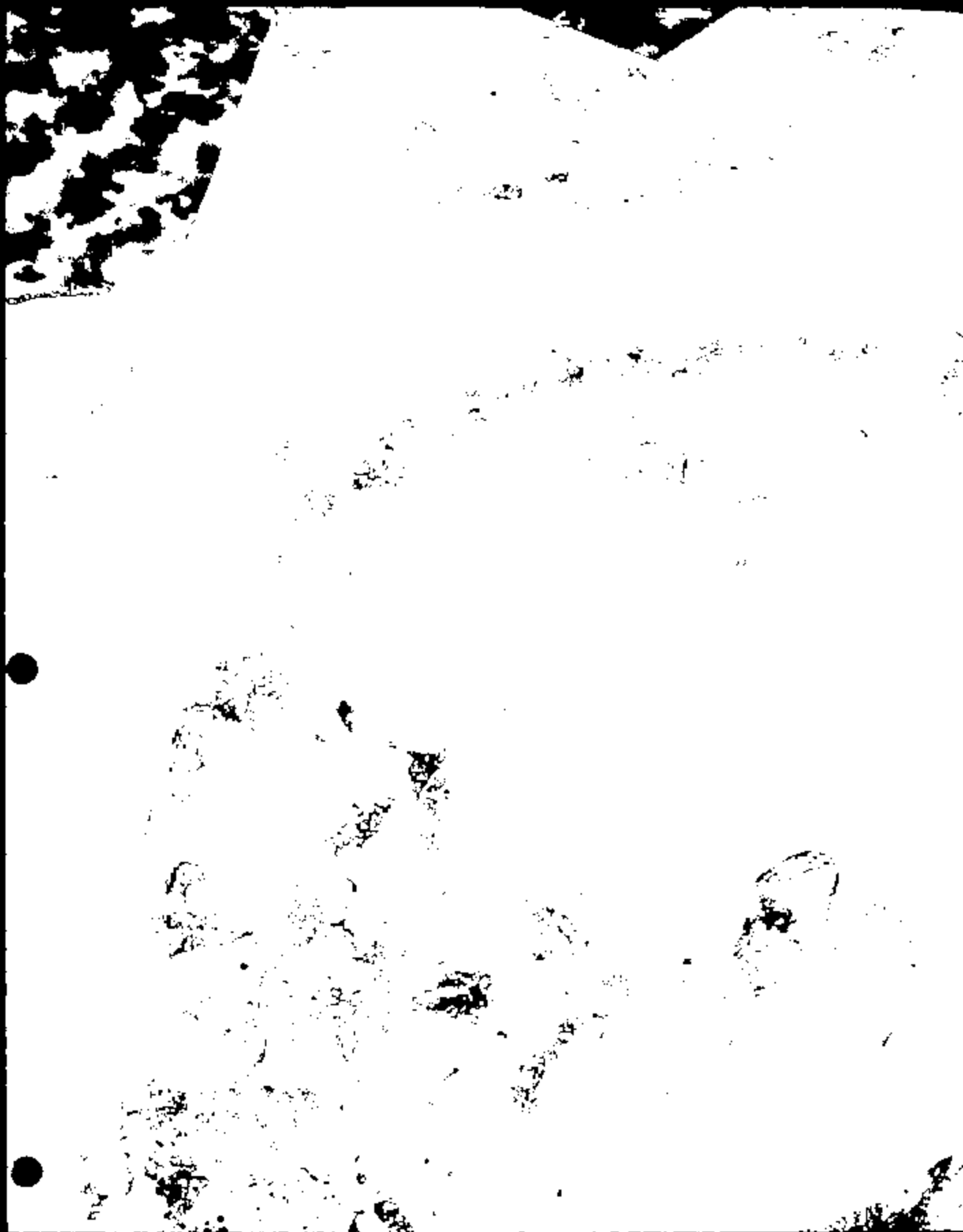






ERG2-825-A 5545











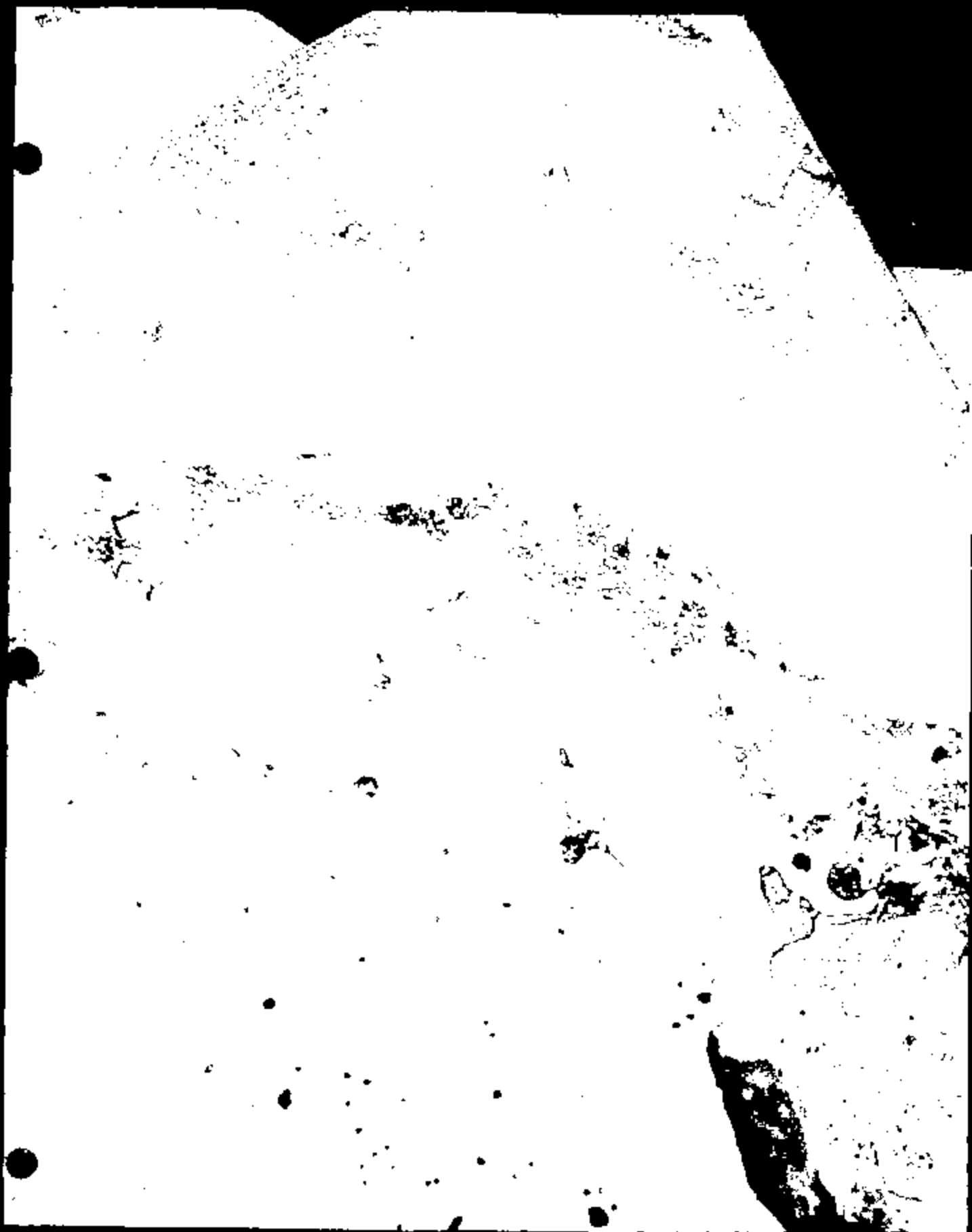


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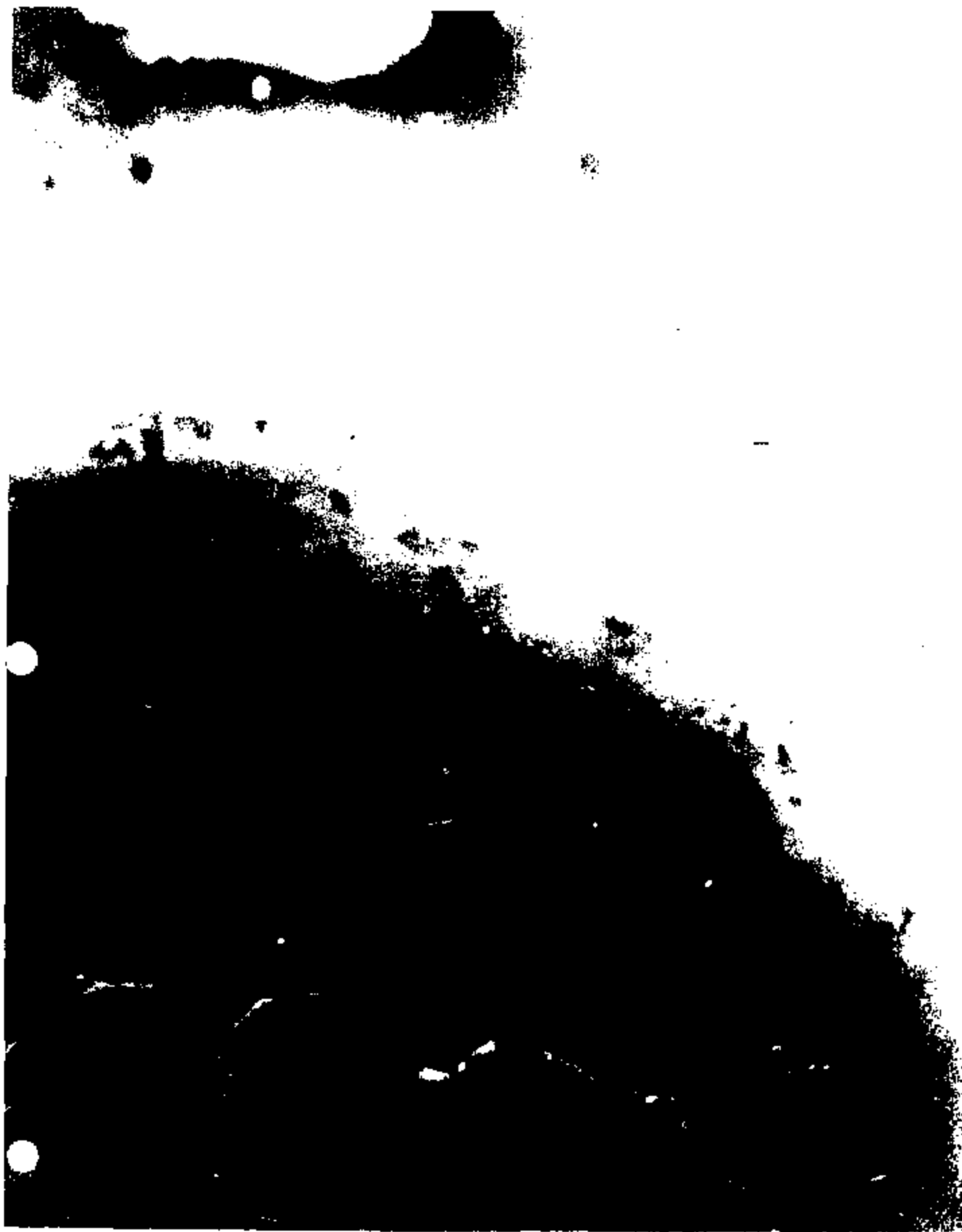


















EP02-025-A 5652







MCALLEN FIRE DEPARTMENT  
SUMMARY

DATE: FEBRUARY 21, 1998

REPORT #: 237

ADDRESS: [REDACTED]

Page 1

REGULAR ALARM ASSIGNMENT WAS RECEIVED FOR GRASS FIRE AT 1501 LARK. ON ARRIVAL ENGINE 5 REPORTED GARAGE FIRE FULLY INVOLVED. A SECOND ALARM WAS CALLED. LT. OCTAVIO CANTU (ENGINE 5) MET THE OWNERS WIFE [REDACTED] AT THE FRONT OF THE HOUSE. SHE REPORTED HOUSE WAS VACANT. [REDACTED] HER DAUGHTER AND TWO GIRLS THAT WERE VISITING. HAD VACATED THE HOUSE WHEN THE FIRE STARTED. LT. OCTAVIO CANTU PERFORMED A PRIMARY SEARCH. ENGINE 5 BEGAN THE INITIAL FIRE ATTACK WITH 1 3/4" DISCONNECT AT THE GARAGE AREA. TRUCK 5 SET UP A LADDER ON THE WEST SIDE OF THE ROOF AND PULLED AN 1 3/4" DISCONNECT FROM TRUCK 5 FOR VENTILATION BACKUP. TRUCK 5 BEGAN VENTILATION OVER KITCHEN AND DINING AREAS. ENGINE 2 ARRIVED ON SCENE AND LAID A 5" SUPPLY LINE TO ENGINE 5. ENGINE 2 CREW THEN ASSISTED TRUCK 5 WITH VENTILATION. ENGINE 1 ARRIVED AND ASSISTED ENGINE 5 WITH FIRE ATTACK LINE AT GARAGE. ENGINE 3 ARRIVED AND PERFORMED A SECONDARY SEARCH OF THE RESIDENCE. C.P.L. WAS CALLED TO THE SCENE AND THEY SHUT OFF ELECTRICAL POWER. AN INVESTIGATOR WAS CALLED TO THE SCENE BUT NO ONE SHOWED FROM FIRE PREVENTION. THE POLICE DEPT. WAS CALLED TO THE SCENE AND OFFICER TOOK PHOTOGRAPHS. ROLL OF FILM WAS FORWARDED TO CAPT. SEVERO CUNHA FOR DEVELOPING. OWNERS PERFORMED A QUICK INVENTORY OF THEIR JEWELRY WITH POLICE OFFICER PRESENT. NOTHING APPEARED TO BE MISSING.

MCALLEN FIRE DEPARTMENT  
SUMMARY

DATE: FEBRUARY 21, 1998

REPORT #: 237

ADDRESS: [REDACTED]

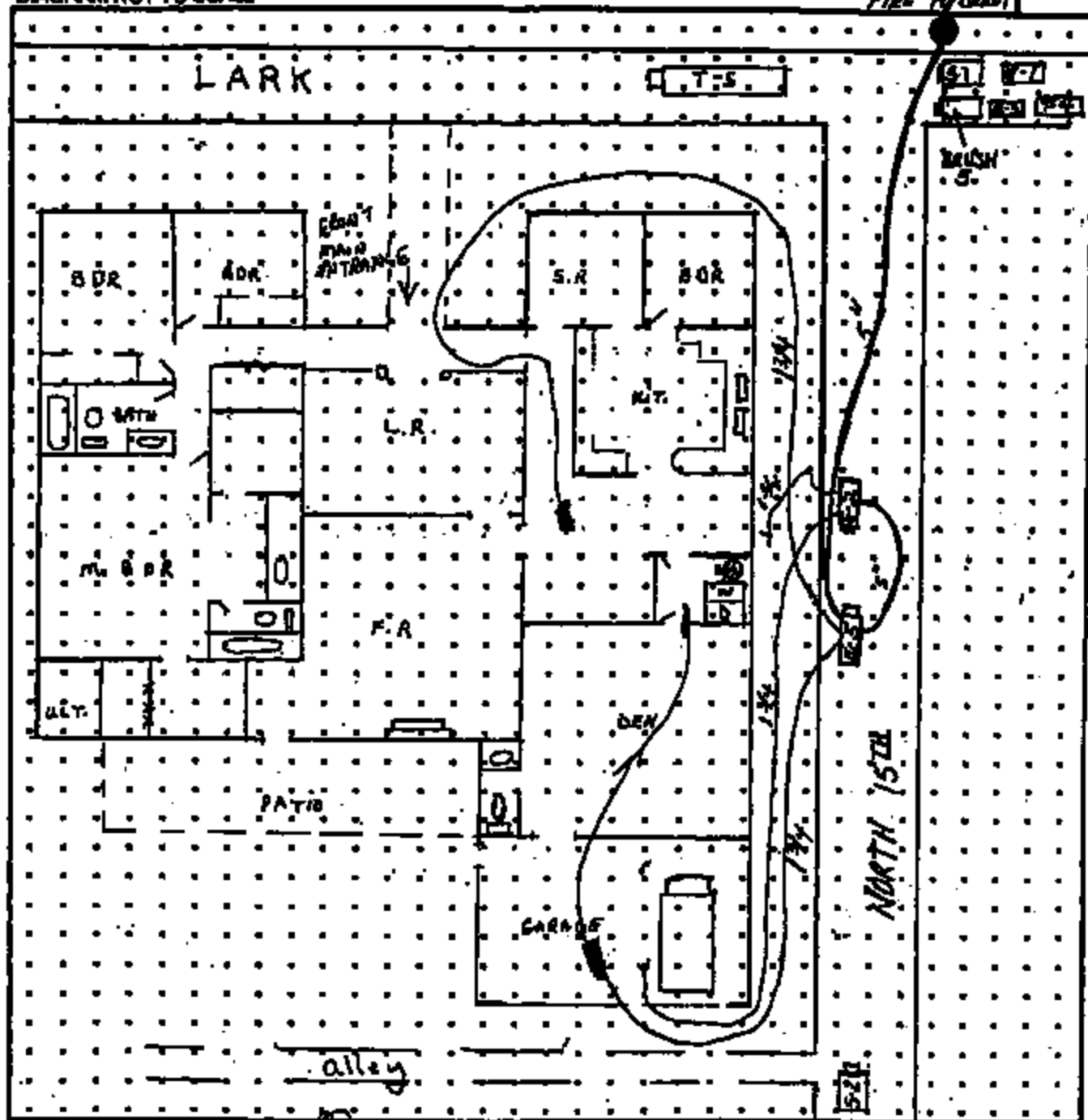
Page 2

HEAVY FIRE DAMAGE TO GARAGE. FIRE EXTENSION OCCURRED THROUGH  
ATTIC TO KITCHEN, DINING AND LIVING ROOM AREAS. OWNERS HIRED  
A SECURITY GUARD TO SECURE HOME. PLASTIC SHEETING WAS PLACED  
ON ROOF TO COVER FIRE AND VENTILATION OPENINGS -

MCALLEN FIRE DEPARTMENT  
PLAT 1 OF 2

REPORT #: 237 ADDRESS: 1501 W. LARK

DIAGRAM NOT TO SCALE



Signature of Officer

*[Handwritten Signature]*

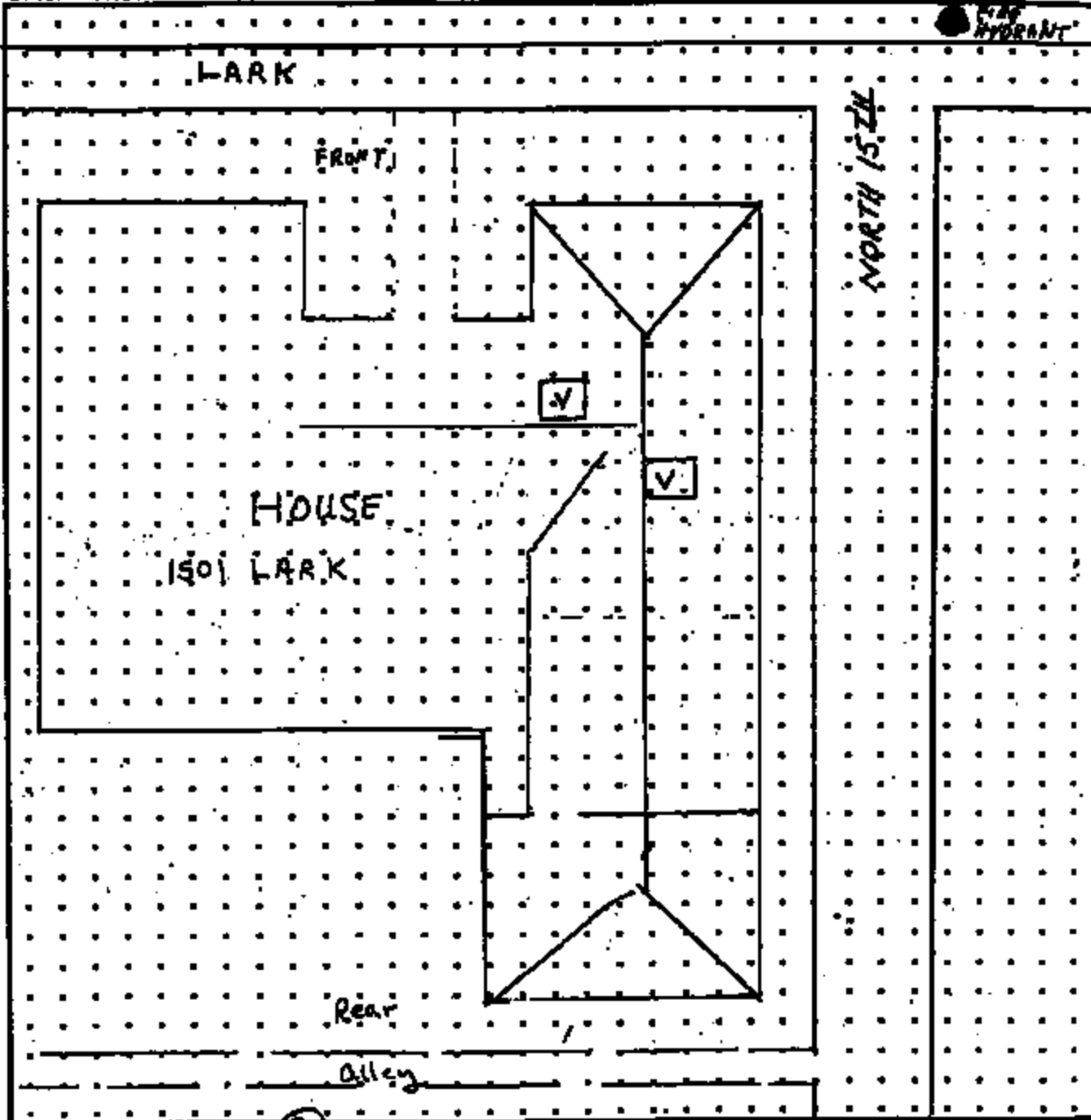
MCALLEN FIRE DEPARTMENT  
PLAT 2 OF 2

REPORT #: 237 ADDRESS: 1501 W. LARK

DIAGRAM NOT TO SCALE TOP VIEW VENTILATION HOLES = V

N  
↑

FIRE HYDRANT



Signature of Officer

*[Handwritten Signature]*



**R-191**

**RE:**

**FIRE LOSS**

**WEIGAND**



9:02:07 AM

-VINassist(R) Version 1.15

08-16-2002

(c) by NICB 1991

Law Enforcement Edition

VIN:1LNLM61W6N [REDACTED]

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
8	Check Digit	CHECK DIGIT VALID
7	Year	1992
Y	Assembly Plant	WIXOM, MI
[REDACTED]	Sequence Number	IN RANGE

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

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

(c) by NICB, 1991

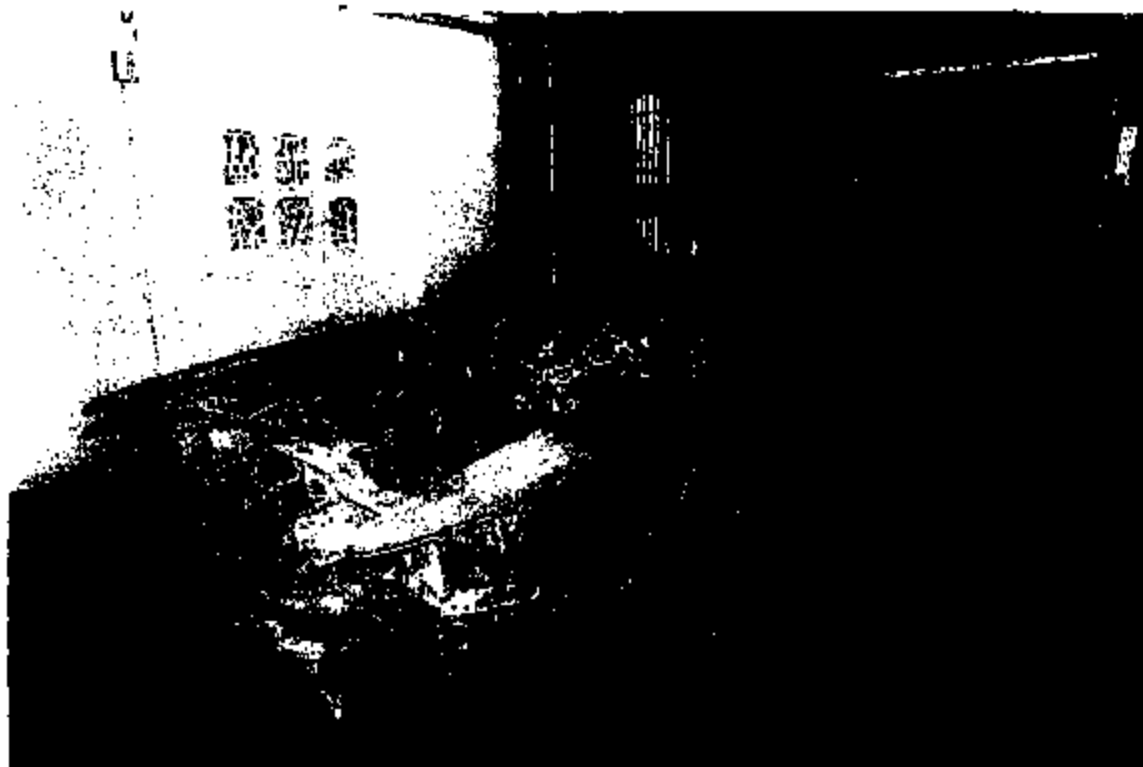


ROLL # 9060  
NEG # 1



ROLL # 9060  
NEG # 4

EA02-825-A 8572



ROLL # 9060  
NEG # 5



ROLL # 9060  
NEG # 8

FA82-825-R 8573



ROLL # 9202  
NEG # 1



ROLL # 9202  
NEG # 17

EA82-025-A 8674



ROLL # 9060  
NEG # 12



ROLL # 9060  
NEG # 12

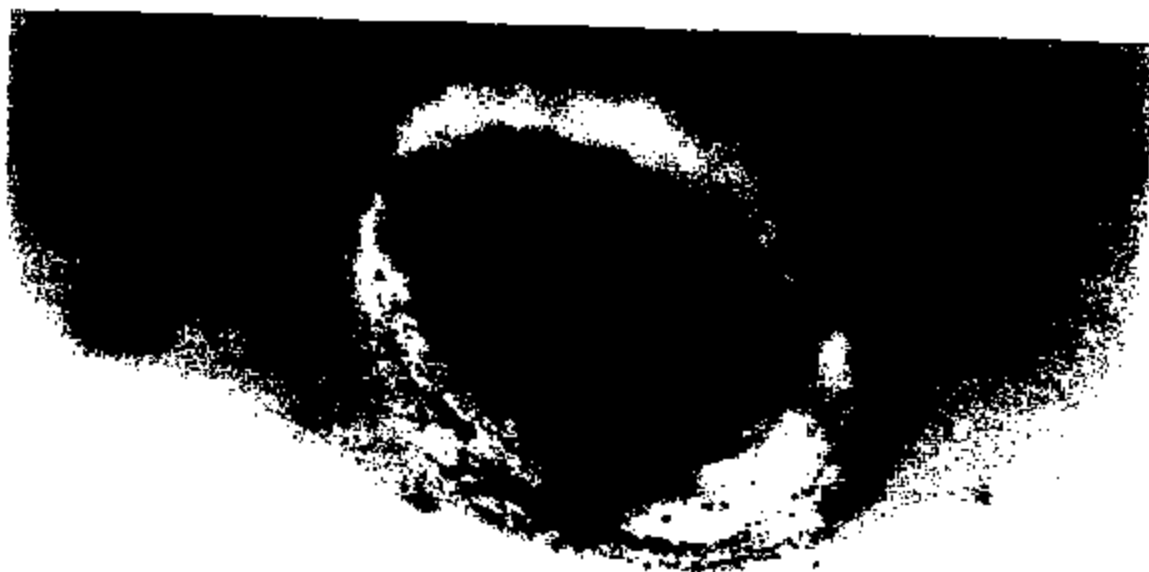


ROLL # 9060  
NEG # 15

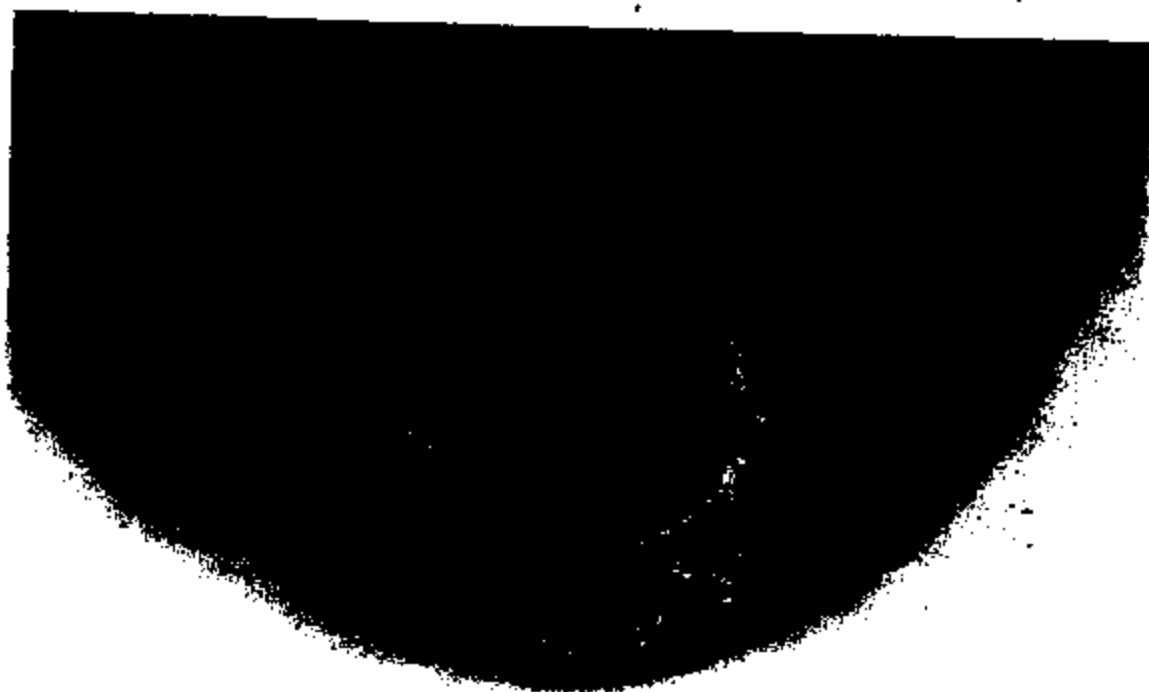


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NEG # 17

2002-025-A 0078



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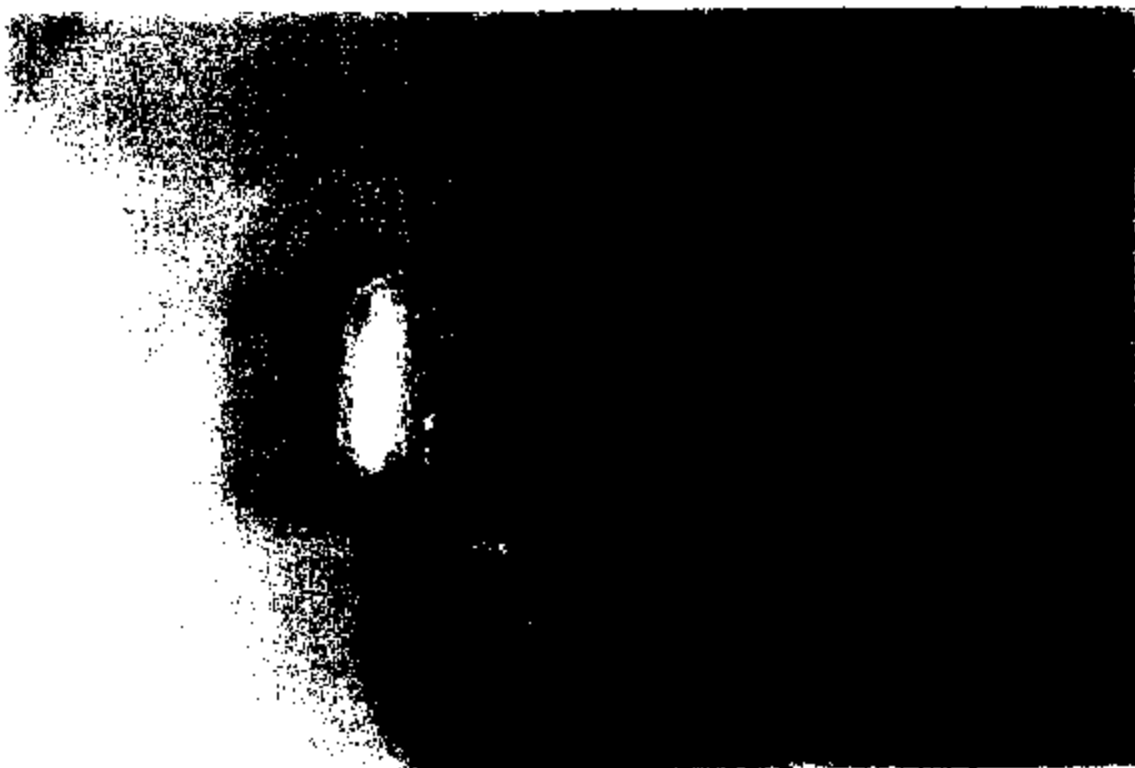


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NEG # 23

EA82-625-A 5577



ROLL # 9060  
NEG # 24



ROLL # 9060  
NEG # 26

ENG-625-A 9879





ROLL # 9060  
NEG # 27

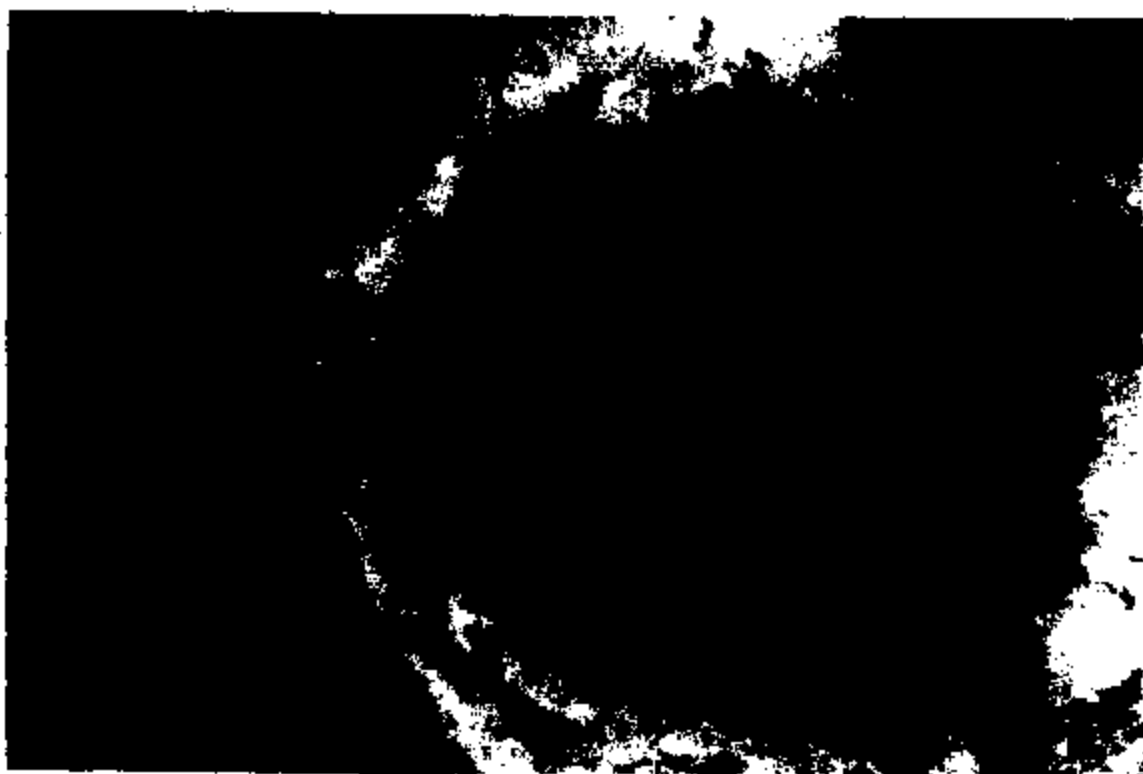


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NEG # 31

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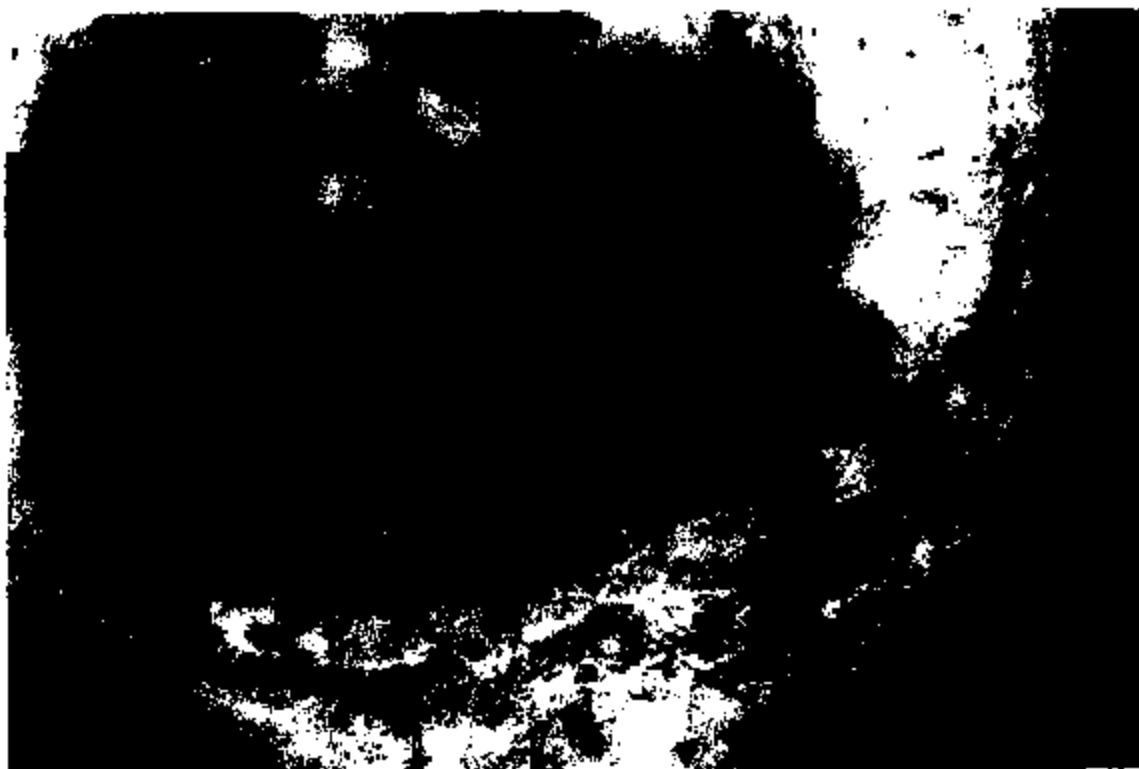


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NEG # 2

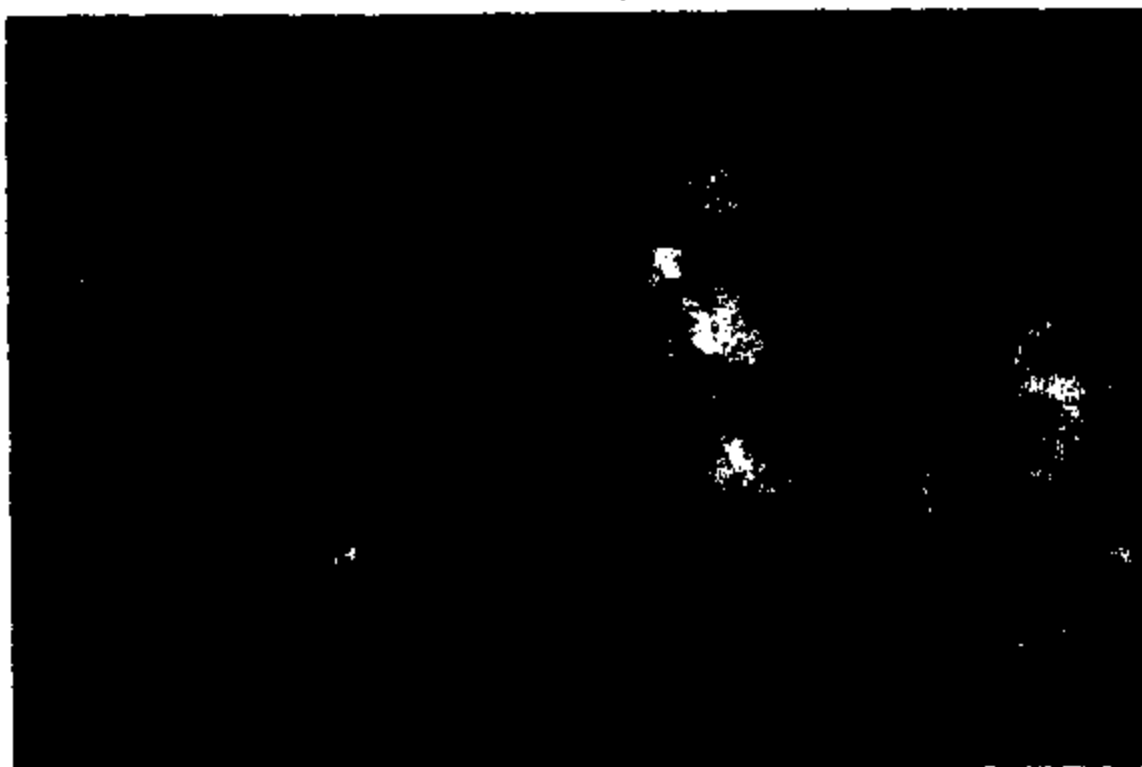


ROLL # 9059  
NEG # 3

5082-825-A 8888



ROLL # 9059  
NEG # 5



ROLL # 9059  
NEG # 14

ENG-825-A 8881



ROLL # 9059  
NEG # 20



ROLL # 9059  
NEG # 22

E982-825-A 8852



ROLL # 9059  
NEG # 24



ROLL # 9059  
NEG # 25

ERB2-025-A 0683



ROLL # 9059  
NEG # 27



ROLL # 9059  
NEG # 30

DA02-025-A 0004

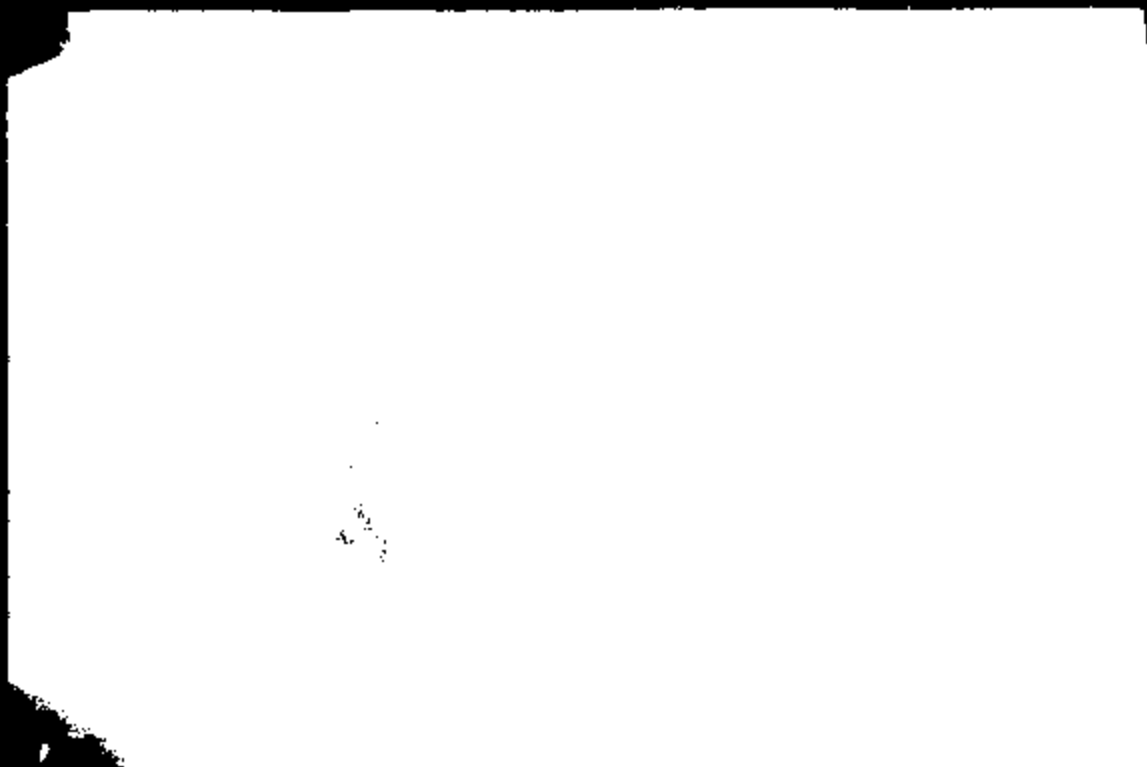


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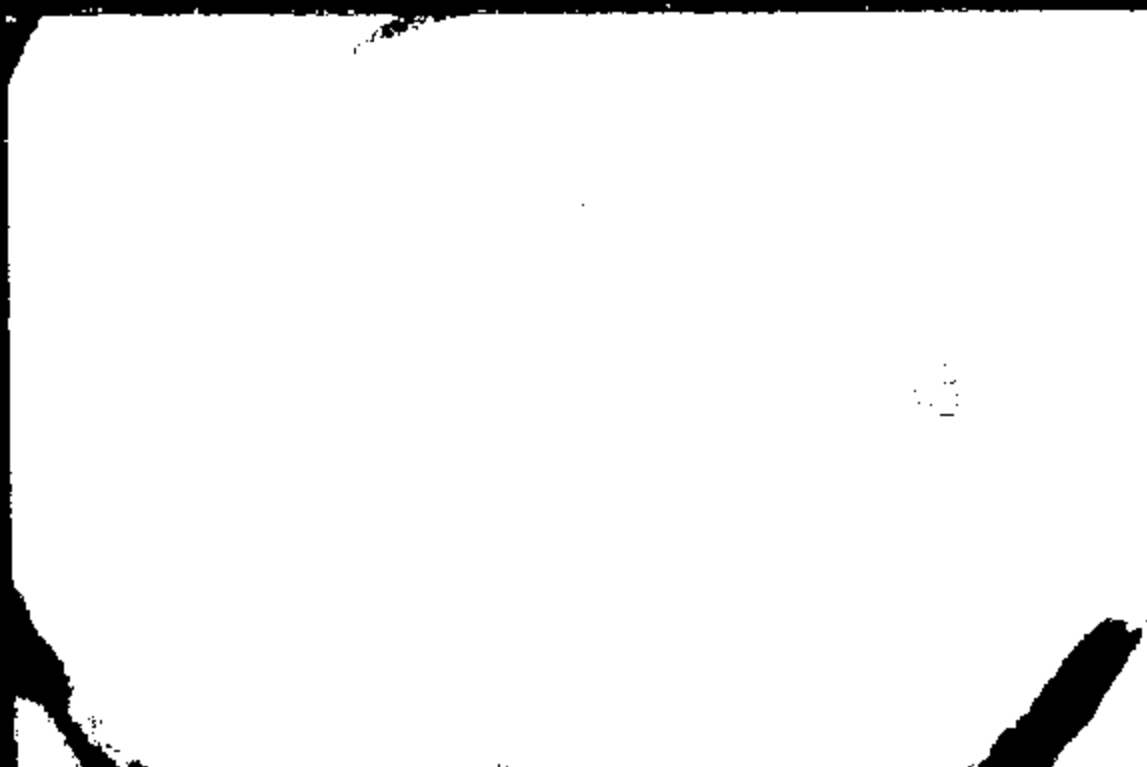


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NEG # 32

ER02-025-A 0005



ROLL # 9059  
NEG # 35



ROLL # 9061  
NEG # 13

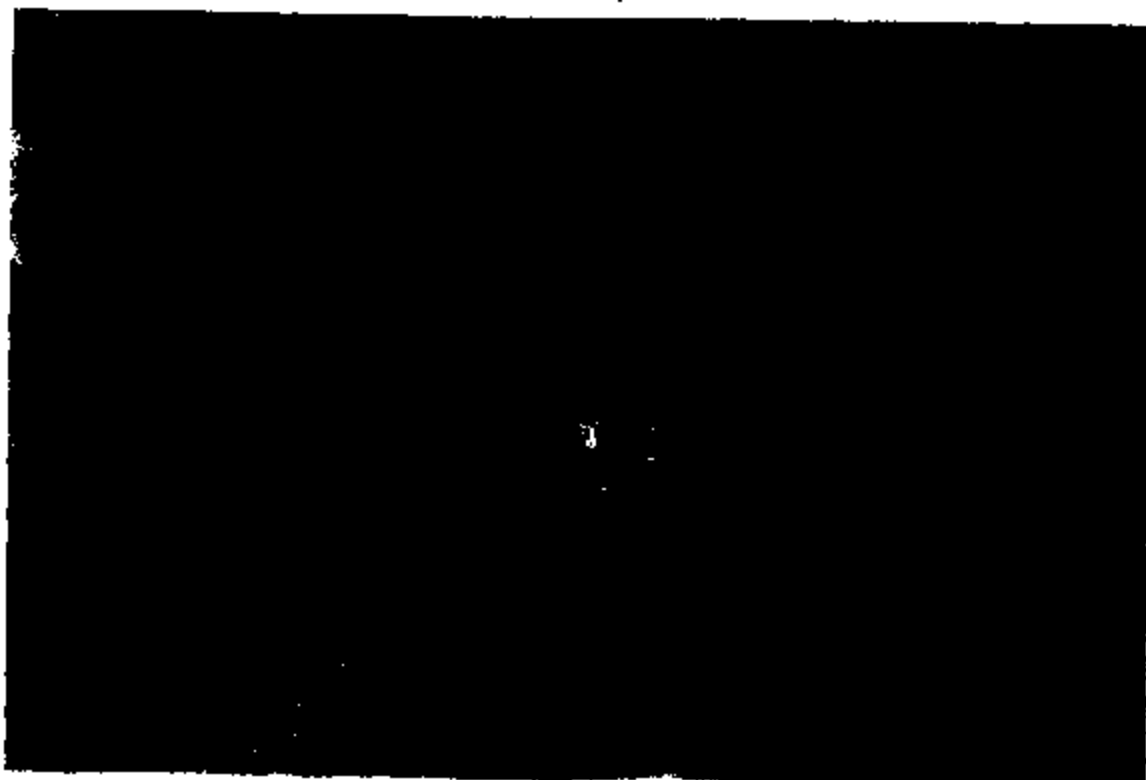
EA82-828-A 8688



"P" SIDE



ROLL # 9061  
NEG # 14



ROLL # 9061  
NEG # 18

5982-025-A 0007



ROLL # 9061  
NEG # 23



ROLL # 9061  
NEG # 25

EA02-025-A 0588

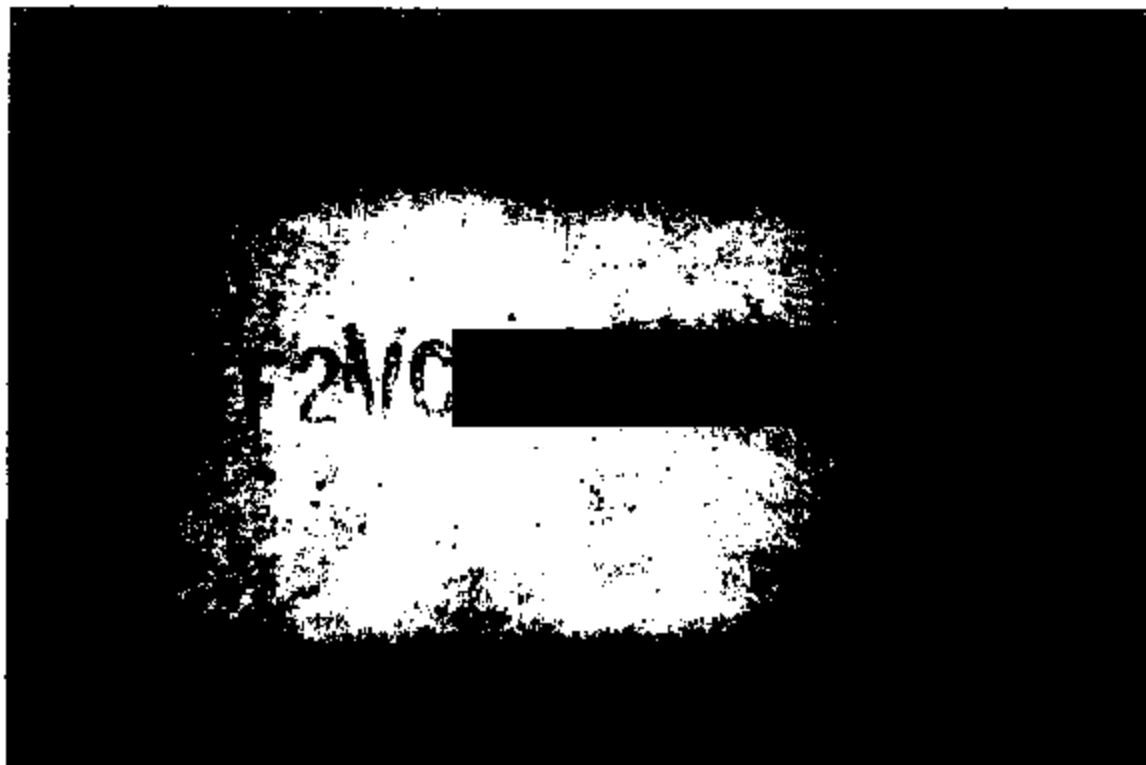


ROLL # 9061  
NEG # 28



ROLL # 9061  
NEG # 30

EA02-028-A 8538



ROLL # 9081  
NEG # 32



# FIRETECH, INC

P.O. BOX 1371

BLOOMINGTON, IL 61701  
(309) 829-9541

## REPORT OF INVESTIGATION

NAME: [REDACTED]

ADDRESS: [REDACTED]

CITY: Decatur

STATE: IL

TYPE OF LOSS: Fire

DATE: 8/17/99

TIME: 12:10

POLICY NUMBER: [REDACTED]

## SYNOPSIS OF INVESTIGATION

This fire occurred in a 1992 Lincoln Town Car. The vehicle was sitting in the garage at the [REDACTED]. The burn pattern indicated that the fire started in the area of the electronic [REDACTED] the vehicle. The insured had [REDACTED] notice on the cruise control [REDACTED] scheduled on the cruise control.

It is the opinion of this investigator the cause of this fire was a malfunction of the electronic cruise control.

POLICY [REDACTED]

NAME [REDACTED]

On August 20, 1999 this investigator traveled to [REDACTED]  
[REDACTED], Decatur, Illinois to investigate a previous fire  
in a residence owned and occupied by [REDACTED] and [REDACTED]  
[REDACTED]

#### BACKGROUND INFORMATION

Prior to the scene investigation I received the following information from [REDACTED]. [REDACTED] said she drove the 1992 Lincoln Town Car the morning of the fire. She said she did not notice anything unusual about the way the vehicle drove. She parked the vehicle in the attached two car garage shortly before noon. [REDACTED] inside the house and was doing [REDACTED] when she heard the smoke detector [REDACTED]. When she opened the garage [REDACTED] smoke in the garage. She then saw a small [REDACTED] of fire drop to the ground to the rear of the left front tire. She then realized the vehicle was on fire. She enlisted the aid of a neighbor, called the Fire Department, and attempted to put out the fire. [REDACTED] said it was approximately 12:10-12:15 when she discovered the fire. She said she had been home 15-20 minutes.

CASE #-990817T90

POLICY [REDACTED]

NAME-MORRIS

#### FIRE SCENE EXAMINATION

This fire occurred in a two car, wood frame attached garage. The garage was construction with 2x4 wood studs on sixteen inch centers. There was no gypsum board covering the wall studs. There was a considerable amount of combustible storage in the rafter area of the garage. The garage was attached to the house by a room that had been converted into the kitchen of the residence.

The property was located in a typical suburban setting. The property was serviced with electricity, natural gas, well and septic. The property was protected by the South Wheatland Fire Protection District.

I began the fire scene [REDACTED] of the structure. The fire had [REDACTED] the of the garage [REDACTED] Car was in the East stall [REDACTED] of structure was burnt more the West side. The charring on the remaining roof rafters was more severe on the East side of the garage.

The natural gas and electric meters were located on the East side of the residence. No sign of malfunction was noted around the meter locations.

CASE #-990817T90

POLICY [REDACTED]

NAME [REDACTED]

I entered into the structure. There was heavy smoke damage throughout the structure. The direct flame damage became more progressively severe toward the area of the door to the garage.

There was a burn pattern extending from the door from the garage to the kitchen. It was evident the fire had originated in the garage and spread through the doorway into the kitchen.

The 1992 Lincoln Town Car was sitting just outside the kitchen door. The fire had totally destroyed the vehicle. The vehicle had an aluminum hood on the engine compartment. The hood had been consumed by the fire. This was an indication the fire had [REDACTED] the compartment of the vehicle [REDACTED]

Some of the [REDACTED] barrier area had fallen onto the fire. It was noted the drivers side [REDACTED] vehicle was burnt more severely than the passenger side. The insulating blanket for the engine compartment was burnt completely away in the left rear corner of the engine compartment area.

The fire had spread into the passenger compartment. Examination of the passenger compartment indicated the fire



CASE #-990817T90

POLICY [REDACTED]

NAME [REDACTED]

spread through openings in the firewall from the engine compartment.

There was a burn pattern on the hood support bracket in the area of the cruise control module in the engine compartment. This was located in the left hand rear corner of the engine compartment. A corresponding burn pattern was noted on the left front fender.

The burning on the roof trusses was most severe above the engine compartment of the vehicle. The West side of the garage was not burnt as severely as the East side.

Photographs were taken of the vehicle. A sketch was made of the vehicle.

[REDACTED]

CASE #-990817T90

POLICY [REDACTED]

NAME [REDACTED]

**FOLLOW UP FIRE INVESTIGATION**

**AUGUST 25, 1999**

I returned to the scene of the fire with Automotive Consultant Charles Pendleton. The vehicle was pulled from the garage. Examination of the vehicle revealed the point of origin for the fire was in the area of the cruise control module. The cruise control module was found under the vehicle where it had dropped during the fire. The electrical connectors for the cruise control were located and examined.

A similar vehicle with an identical [REDACTED] was examined for comparison purposes [REDACTED]

Additional photographs [REDACTED] were taken.

CASE #-990817T90

POLICY [REDACTED]

NAME-MORRIS

#### CONCLUSION

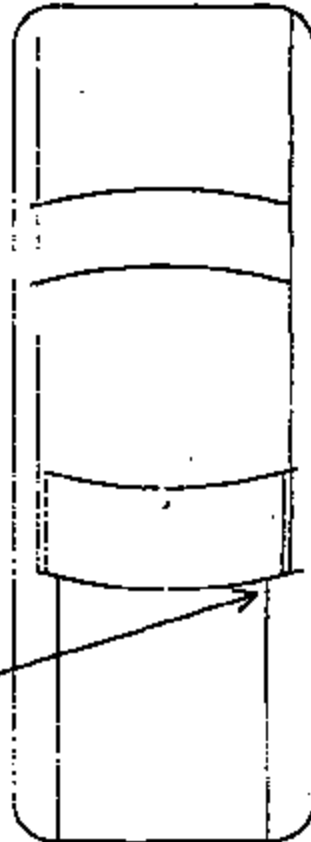
The burn pattern indicates this fire has originated at the location of the cruise control module of the 1992 Lincoln Town Car parked in the garage at the time of the fire. The fire has spread through the kitchen door into the residence causing considerable damage to the residence.

The burn pattern is consistent with the insureds description of fire discovery. The insured had received a recall notice from Ford Motor Company prior to the fire indicating the cruise control was a fire hazard. The repair work for the recall had been scheduled but not completed at the time of [REDACTED]

It [REDACTED] has [REDACTED] the cruise control module [REDACTED]

*Terry Brown*

Terry Brown, CSI



POINT OF ORIGIN

NAME [REDACTED]  
ADDRESS [REDACTED]  
CITY-Decatur, IL  
[REDACTED]



North

Not To Scale



**R-128**

**RE:**



**V  
FORD**

**KHOSHBIN**

10:29:24 AM

08-16-2002

VINassist(R) Version 1.15

(c) by NICH 1991

Law Enforcement Edition

VIN: 2MECM74W7N

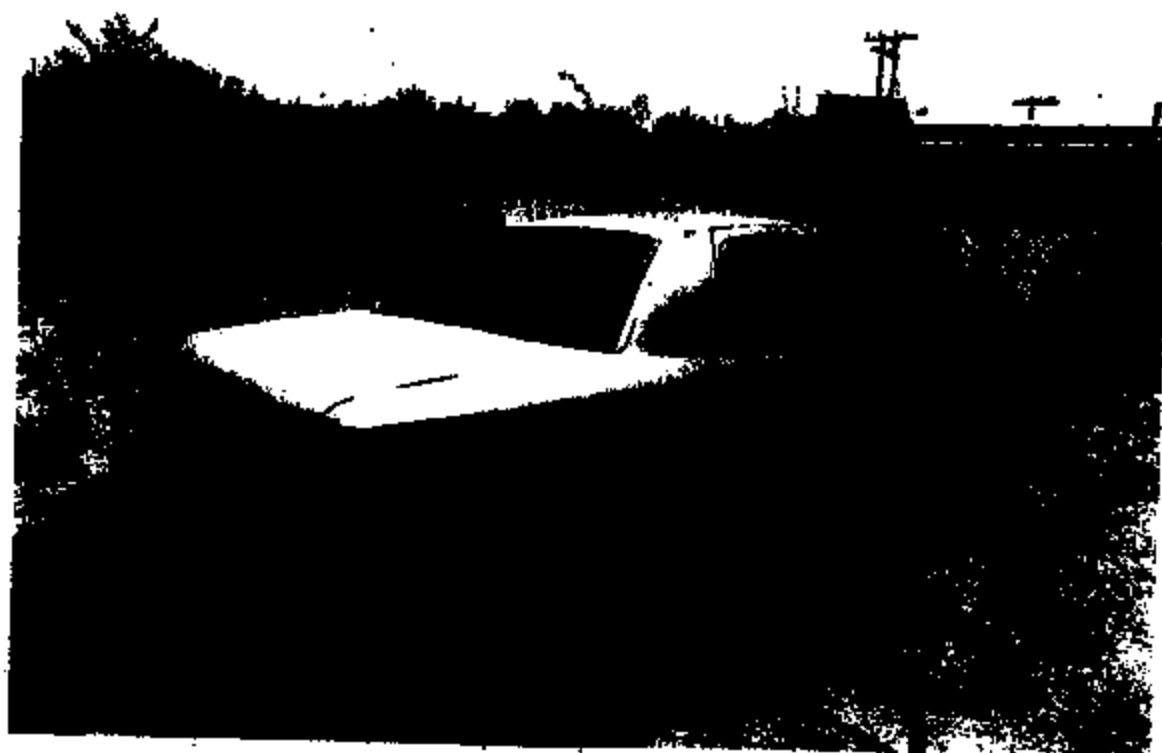
DIGIT	DESCRIPTION	MEANING
2	Country of Origin	CANADA
M	Manufacturer	MERC MERCURY
E	Vehicle Type	PASSENGER CAR
C	Restraint System	AIR BAG & ACTIVE BELTS
M	Line	PASSENGER CAR
74	Body Style	GRAND MARQUIS GS 4 DR SEDAN
W	Engine	4.6L V8 EFI
7	Check Digit	CHECK DIGIT VALID
1	Year	1992
X	Assembly Plant	ST. THOMAS: TALEBOTVILLE, ONT. CANADA
726180	Sequence Number	IN RANGE

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

VIN indicates a 1992 MERCURY GRAND MARQUIS GS 4 DR SEDAN

(c) by NICH, 1991

ER62-025-A 8781



ROLL # 1685  
NEG # 13



ROLL # 1685  
NEG # 9

ER02-025-A 8782





ROLL # 1685  
NEG # 14



ROLL # 9818  
NEG # 5

E982-825-A 8783



ROLL # 1866  
NEG # 4



ROLL # 1866  
NEG # 8

ER02-025-A 670



ROLL # 1666  
NEG # 30



**JOLLY1 RC04**

**RE:**



**V**

**FORD MOTOR CO.**

**JOLLY**

VINassist(R) Version 1.15

(c) by NICS 1991

Law Enforcement Edition

VIN:2MECM74W2NX

DIGIT	DESCRIPTION	MEANING
2	Country of Origin	CANADA
M	Manufacturer	MERC MERCURY
E	Vehicle Type	PASSENGER CAR
C	Restraint System	AIR BAG & ACTIVE BELTS
M	Line	PASSENGER CAR
74	Body Style	GRAND MARQUIS GS 4 DR SEDAN
W	Engine	4.6L V8 EFI
2	Check Digit	CHECK DIGIT VALID
N	Year	1992
X	Assembly Plant	ST.THOMAS;TALBOTVILLE, ONT. CANADA
	Sequence Number	IN RANGE

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

VIN indicates a 1992 MERCURY GRAND MARQUIS GS 4 DR SEDAN

(c) by NICS, 1991



ROLL # 3780  
NEG # 4



ROLL # 3780  
NEG # 5

EN02-025-A 8708



ROLL # 3780  
NEG # 7



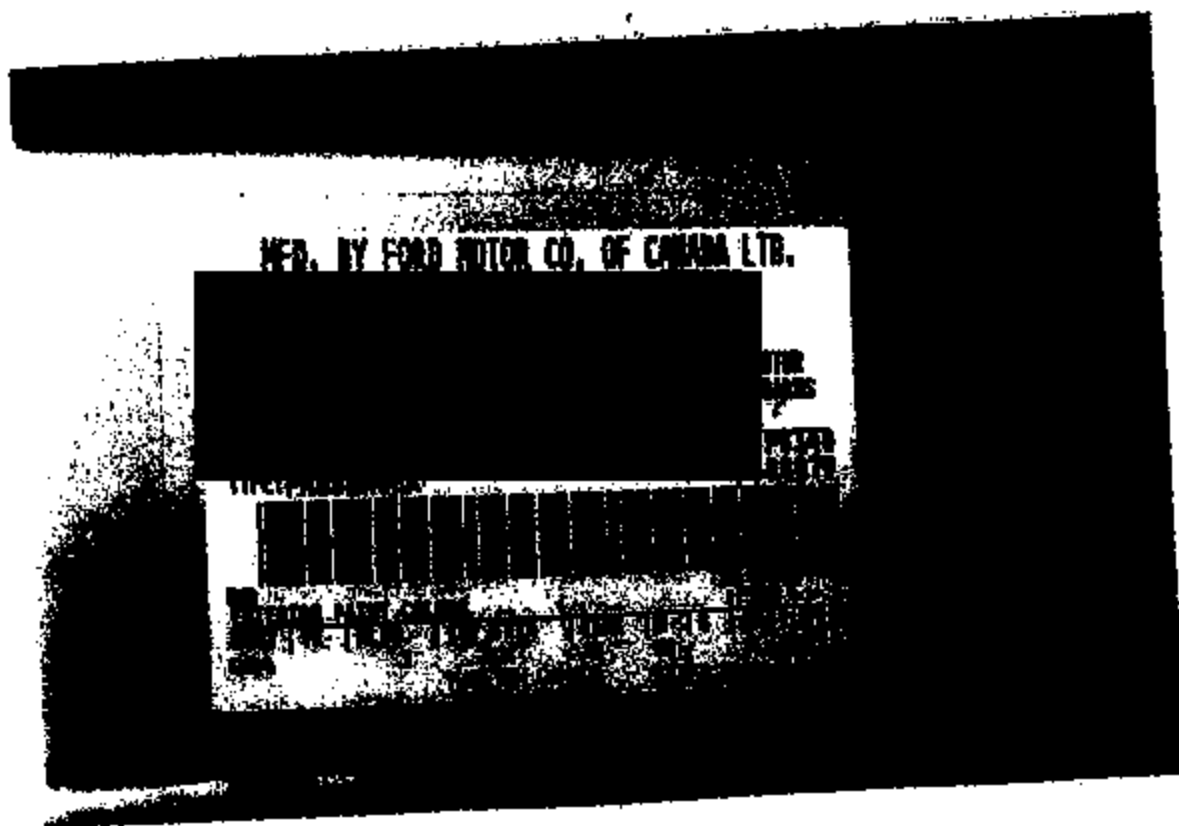
ROLL # 3780  
NEG # 9

EA82-825-A 6718



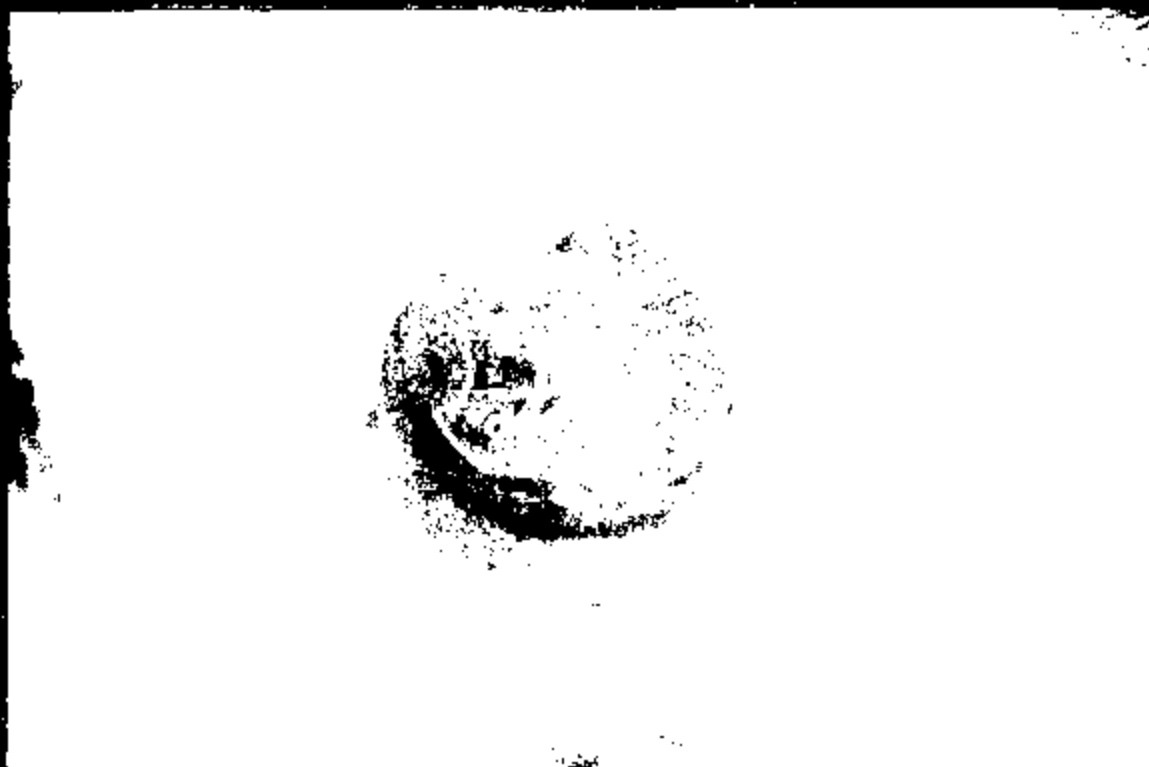


ROLL # 3780  
NEG # 14



ROLL # 00001

5902-



ROLL # 00001  
NEG # 30



ROLL # 8071  
NEG # 6

EA02-025-A 8712



ROLL # 8071  
NEG # 12



ROLL # 3928  
NEG # 4

EA82-825-A 8713



ROLL # 3928  
NEG # 9



ROLL # 3928  
NEG # 12

5982-625-R 8714



12770 Boenker Road  
St. Louis, MO 63044  
314-739-IAAI (4224)  
314-739-4219 fax

Robert Krumer, President

## Welcome to the IAAI

This website, last updated on May 22, 1999

### IAAI Committees

Appellate Review	Attorneys Advisory	Audit	Awards	Budget and Finance
Certified Fire Investigator	Chapter & Liaison Contacts	Constitution and Bylaws	Engineering	Ethical Practices & Grievances
External Affairs	Fire & Arson Inv. Editorial	Fire Investigation Standards	Forensic Science	Fraud Fire
Historical/Photographic	Independent Inv. Advisory	Insurance Advisory	Juvenile Firesetter	Legislative (External)
Marketing	Membership	Nominating	Occupational Health	Past Presidents Council

Planning &  
Implementation

Public Relations

Seminar Site  
Selection

Technology

Wildland

As reports and information become available from these committee chairs, it will be posted to this site.

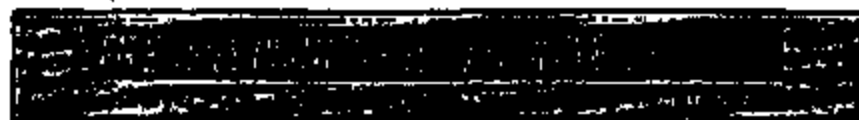
## **ATTENTION ALL COMMITTEE CHAIRS**

**Send reports and information to your webmaster so that he may  
be able to update your section!!**

### **IAAI Executive Summary on Organizational Effectiveness**

## **The IAAI Bulletin Board**

**Post your investigations-related questions and observations here!!**



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**Delivered to you by the IAAI**

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**Federal Response to Church Fires**

**National Arson Destruction Insurance Association**

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- **IAAI Code of Ethics**
- **BRIEF AMICI CURIAE OF AMERICANS FOR EFFECTIVE LAW ENFORCEMENT**
- **Recent Daubert Decisions**
- **Fire Investigators Safety Checklist**
- **President Kramer's Message**
- **Presidents Perspective**
  - **May/June**
  - **July/August**
  - **September**
  - **October**
- **Officer Photo's and E-Mail Addresses (if available)**
- **Director's Photo's and E-Mail Addresses (if available)**
- **Staff Photo's and E-Mail Addresses (if available)**
- **Past President Email List and Photo's (if available)**
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- **IAAI Membership Application** Sign up electronically AND SECURELY!
- **Association Merchandise Purchase** IAAI Merchandise from here!!
- **Seminar Information** Feel free to contact the webmaster with your new entries
- **1997 Accidental Fire Photo winners**
- **1997 Arson Fire Photo Contest winners**
- **FINALLY!!**
  - **1998 Accidental Fire Photo winners**
  - **1998 Arson Fire Photo winners**
- **Pilot Program (Expert Testimony)**
- **New Press Release Index!**
- **Facts about fire in the United States**
- **How Arson Affects Our Lives**
- **Investigation Links** of interest to IAAI members on the internet. Additions added as we are made aware of new sites. Feel free to contact the webmaster with your new entries
- **Search the Internet!**
- **Give us your thoughts, Questions or Comments**
- **Please sign Guestbook** and leave your comments.
- You're welcome to browse our guestbook also!

**Click on the Headline to view additional information!!**

**Visit our Chapters on the Net!**  
**The links are here!**

# Lincoln Town Car

---

[ Follow Ups ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

---

Posted by John Abbott - National Highway Traffic Safety Administration on January 29, 1999 at 16:50:55:

The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

---

## Follow Ups:

- Re: Lincoln Town Car Monica Hubler 09:44:37 7/29/99 (0)
- Re: Lincoln Town Car Kirk Hankins 18:00:37 1/30/99 (1)
  - Re: Lincoln Town Car Kirk Hankins 18:02:45 1/30/99 (0)
- Re: Lincoln Town Car James G. Mungar, AFireE, CEPS 08:31:15 1/30/99 (0)
- Re: Lincoln Town Car Jeff Lowe 23:27:39 1/29/99 (5)
  - Re: Lincoln Town Car Lt. Steve Anderson 13:48:24 2/02/99 (4)
    - Re: Lincoln Town Car B. Schmid 18:51:02 8/24/99 (0)
    - Re: Lincoln Town Car Kerry Lamb 17:11:46 3/22/99 (1)
    - Re: Lincoln Town Car F.D. Rose Jr. 23:52:25 6/07/99 (0)
    - Re: Lincoln Town Car Bill Buckley 14:49:46 2/24/99 (0)

---

## Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:



# Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ AAI Bulletin Board ] [ FAQ ]

Posted by [REDACTED] on July 29, 1999 at 09:44:37:

In Reply to: Lincoln Town Car posted by John Abbott - National Highway Traffic Safety Administration on January 29, 1999 at 16:50:55:

Lincoln Town Car fire. My car burst into flames on 7/26/99 at 4:30 in the afternoon. It was a 1990 Town Car. At this time, no one knows why.

Follow Ups:

Post a Followup

Name: [REDACTED]

E-Mail: [REDACTED]

Subject: Re: Lincoln Town Car

Comments:

: Lincoln Town Car fire. My car burst into flames

Optional Link URL: [REDACTED]

Link Title: [REDACTED]

Optional Image URL: [REDACTED]

18/1499 9:08 PM

5002-025-A 8718

# Re: Lincoln Town Car

[ Follow Up ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by [REDACTED] on January 30, 1999 at 18:02:45:

In Reply to: Re: Lincoln Town Car posted by [REDACTED] on January 30, 1999 at 18:00:37:

Are you referencing the IAR alternator problem, specifically the B+ wiring harness?

:: The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

Follow Up:

Post a Followup

Name: [REDACTED]

E-Mail: [REDACTED]

Subject: Re: Lincoln Town Car

Comments:

:  
: Are you referencing the IAR alternator problem,  
: :  
: : The NHTSA is continuing its investigation in

Optional Link URL: [REDACTED]

## Re: Lincoln Town Car

[\[ Follow Up \]](#) [\[ Post Followup \]](#) [\[ AAI Bulletin Board \]](#) [\[ FAQ \]](#)

Posted by [\[REDACTED\]](#) ADire@CFPS on January 30, 1999 at 08:31:15:

In Reply to: [Lincoln Town Car](#) posted by John Abbott - National Highway Traffic Safety Administration on January 29, 1999 at 16:30:55:

Would this also include those which where determined to be caused by defective ignition switches?

Follow Up:

Post a Followup

Name:

E-Mail:

Subject:

Comments:

Optional Link URL:

Link Title:

Optional Image URL:

## Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by Lt. Steve Anderson on February 02, 1999 at 13:48:24:

In Reply to: Re: Lincoln Town Car posted by [REDACTED] January 29, 1999 at 23:27:39:

: If you could be more specific it may help us help you. Such as the year the Town Car was made and, if possible, the compartment of origin. I personally have not recently investigated a TC.

:: The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

I have been following and have been involved in numerous Lincoln Town Car fires. I have 18 documented cases involving 1992, 1993 Lincoln Town Cars and Grand Marques. These fires are spontaneously igniting on the left side in the engine compartment. In all 18 cases, the vehicles engines were not running. These fires started anywhere from 20 min. to 12 hours or longer after the vehicles were parked.

### Follow Ups:

- Re: Lincoln Town Car B. Schmid 18:51:02 8/24/99 (0)
- Re: Lincoln Town Car Kerry Lamb 17:11:46 3/22/99 (1)
  - Re: Lincoln Town Car P.D. Rosa Jr. 23:52:25 6/07/99 (0)
- Re: Lincoln Town Car Bill Buckley 14:49:46 2/24/99 (0)

### Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car

Comments:

## Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by [REDACTED] on August 24, 1999 at 18:51:02:

In Reply to: Re: Lincoln Town Car posted by Lt. Steve Anderson on February 02, 1999 at 13:48:24:

:: If you could be more specific it may help us help you. Such as the year the Town Car was made and, if possible, the compartment of origin. I personally have not recently investigated a TC.

::: The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

: I have been following and have been involved in numerous Lincoln Town Car fires. I have 18 documented cases involving 1992, 1993 Lincoln Town Cars and Grand Marquis. These fires are spontaneously igniting on the left side in the engine compartment. In all 18 cases, the vehicles engines were not running. These fires started anywhere from 20 min. to 12 hours or longer after the vehicles were parked.

: I have a client whose 1992 Lincoln Town Car caught fire in his garage about 1 1/2 hours after he parked it for the evening. The local fire department investigator identified the area of origin as the driver's side firewall near the brake master cylinder. My client had taken his Town Car into the local Ford dealership for repair of the brake lights and speed control the day before the fire. The car was returned to him "fixed" that evening but within minutes of picking the car up the brake lights stopped working again and he returned it to the dealership the day of the fire. The dealership blamed the problem on a bad fuse and returned the car to him after replacing the fuse again. Could you contact me regarding the information you have on the Town Car fires you have investigated. I am interested in learning whether the fire you investigated are similar in nature and what kind of time frame these fires have been occurring in. Specifically, I am interested in knowing how many of the fires happened prior to September 1998. Also I may be looking for an expert witness or investigator on the issue of the cause of these fires and would be interested in talking to you about whether you could do that or if you know of someone who can.

Follow Ups:

Post a Followup

Name: [REDACTED]

E-Mail: [REDACTED]

10/14/99 9:13 PM

EA02-020-A 0723

# Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ IAAI Bulletin Board ] [ FAQ ]

Posted by Kerry Lamb on March 22, 1999 at 17:11:46:

In Reply to: Re: Lincoln Town Car posted by Lt. Steve Anderson on February 02, 1999 at 13:48:24:

:: If you could be more specific it may help us help you. Such as the year the Town Car was made and, if possible, the compartment of origin. I personally have not recently investigated a TC.

::: The NHTSA is continuing its investigation into the large number of Lincoln Town Car fires. If you have information or evidence available, please contact John Abbott of the NHTSA at telephone number 202-366-5221.

: I have been following and have been involved in numerous Lincoln Town Car fires. I have 18 documented cases involving 1992, 1993 Lincoln Town Cars and Grand Marquis. These fires are spontaneously igniting on the left side in the engine compartment. In all 18 cases, the vehicles engines were not running. These fires started anywhere from 20 min. to 12 hours or longer after the vehicles were parked.

Do these fires appear to have started in the air suspension system. I so there have been two homes in Corpus Christi destroyed by these fires just this year alone.

---

Follow Ups:

• Re: Lincoln Town Car [REDACTED] 23:52:25 6/07/99 (0)

---

Post a Followup

Name: [REDACTED]

E-Mail: [REDACTED]

Subject: Re: Lincoln Town Car [REDACTED]

Comments:

# Re: Lincoln Town Car

[ Follow Ups ] [ Post Followup ] [ AAI Bulletin Board ] [ FAQ ]

Posted by [REDACTED] on June 07, 1999 at 23:52:25:

In Reply to: Re: Lincoln Town Car posted by [REDACTED] on March 22, 1999 at 17:11:46:

I would like to receive information on the fires involving the 1992 Lincoln Town Car being that I just last week purchased one. I know that a recall was issued for the Speed Control and that a possibility of fire existed at least that is what I read on a Service Bulletin website. What can be done to prevent the fires and is Ford Motor Company doing anything about it. Mine is a 1992 with 42000 miles on it. Please contact me with any updates to this information

Follow Ups:

Post a Followup

Name: [REDACTED]

E-Mail: [REDACTED]

Subject: Re: Lincoln Town Car

Comments:

: I would like to receive information on the fires  
: involving the 1992 Lincoln Town Car being that I  
: just last week purchased one. I know that a  
: recall was issued for the Speed Control and that  
: a possibility of fire existed at least that is  
: what I read on a Service Bulletin website. What  
: can be done to prevent the fires and is Ford Motor  
: Company doing anything about it. Mine is a 1992  
: with 42000 miles on it. Please contact me with  
: any updates to this information

10/4/99 9:15 PM

E982-825-A 8728

# Re: Lincoln Town Car

[\[ Follow Ups \]](#) [\[ Post Followup \]](#) [\[ AAI Bulletin Board \]](#) [\[ FAQ \]](#)

Posted by [REDACTED] on February 24, 1999 at 14:49:46:

In Reply to: [Re: Lincoln Town Car](#) posted by Lt. Steve Anderson on February 02, 1999 at 13:48:24:

Lt. Steve Anderson: I am writing regarding your investigation into Lincoln Town Cars of 1992 and 1993. Please contact me at the following number: 1-800-881-7324. This is the number to my office. If I am not there I will return your call as soon as possible. Thanks for your Time.

Follow Ups:

Post a Followup

Name:

E-Mail:

Subject:

Comments:

Optional Link URL:

Link Title:

Optional Image URL:



# Lincoln Town Car Fires

[ Follow Ups ] [ Post Followup ] [ AAI Bulletin Board ] [ FAQ ]

Posted by John Abbott on February 04, 1999 at 10:25:20:

The 1/29/99 message was posted for me and lacked specific information and for that I apologize. Specific information follows.

Investigation Number: PE98-055

Subject Vehicles: Lincoln Town Car

Model Years: 1992 and 1993

Problem Description: Engine compartment fires on the driver's side in the area of the left front wheel and the brake master cylinder.

This is not an investigation or study of "generic" underhood fires from all ignition sources. The fires being reported appear to be electrical in nature and the information I have received indicates a specific area of fire origin. The fires occur when the vehicle is parked and not running. Generally the vehicles have been parked for hours but some reports indicate a fire occurrence in less than one hour.

John Abbott 202-366-5221

## Follow Ups:

- Re: Lincoln Town Car Fires Jeff Lowe 20:09:33 2/12/99 (0)
- Re: Lincoln Town Car Fires Shane Hartgrove 12:53:23 2/12/99 (0)
- Re: Lincoln Town Car Fires Michael Reynolds, CFI 11:31:06 2/04/99 (0)
- Re: Lincoln Town Car Fires Michael Reynolds, CFI 11:24:50 2/04/99 (0)

## Post a Followup

Name:

E-Mail:

Subject: Re: Lincoln Town Car Fires

Comments:

## Re: Lincoln Town Car Fires

[\[ Follow Up \]](#) [\[ Post Followup \]](#) [\[ IAA Bulletin Board \]](#) [\[ FAQ \]](#)

Posted by Shane Hartgrove on February 12, 1999 at 12:33:23:

In Reply to: Lincoln Town Car Fires posted by John Abbott on February 04, 1999 at 10:25:20:

I investigated a similar fire that was caused by an overheating condition in the air pump for the suspension. The air pump is mounted on top of the left front wheel well, in front of the master cylinder. In this case the vehicle was in operation at the time of the fire. The Service Manager at the dealership where the vehicle was located stated that they had experienced several incidents in which the air pump overheated and failed but this was the only case in which it caused an engine compartment fire.

Follow Up:

Post a Followup

Name:   
E-Mail:   
Subject: Re: Lincoln Town Car Fires

Comments:

: I investigated a similar fire that was caused by a

Optional Link URL:   
Link Title:   
Optional Image URL:

