

EA02-025

FORD 10/27/03

APPENDIX N

BOOK 39

PART 5 OF 8

JOLLY1 RC06

**RE:
MORENO
V
FORD**

JOLLY

11:09:37 AM

08-16-2002

VINassist(R) Version 1.15

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Law Enforcement Edition

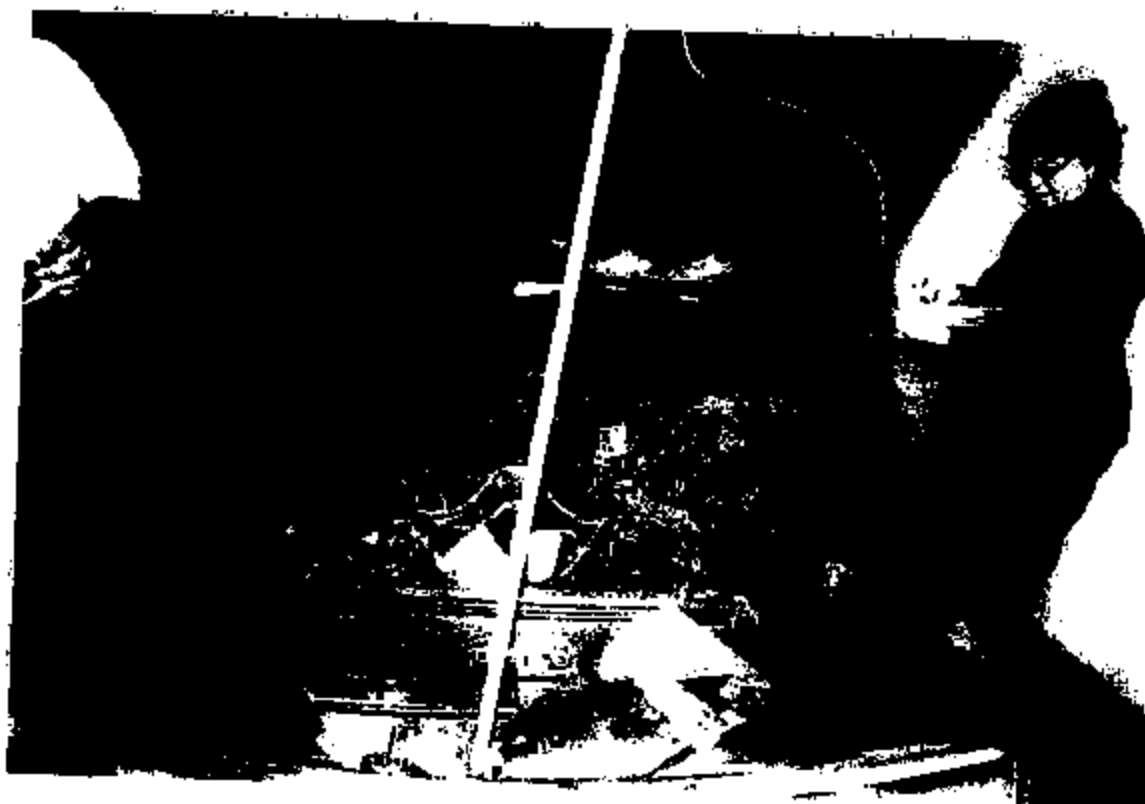
VIN: 2MECM75WAK

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
75	Body Style	GRAND MARQUIS LS 4 DR SEDAN
N	Engine	4.6L V8 EFI
X	Check Digit	CHECK DIGIT VALID
.	Year	1992
X	Assembly Plant	ST. THOMAS: TALBOTVILLE, ONT. CANADA
	Sequence Number	IN RANGE

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

VIN indicates a 1992 MERCURY GRAND MARQUIS LS 4 DR SEDAN

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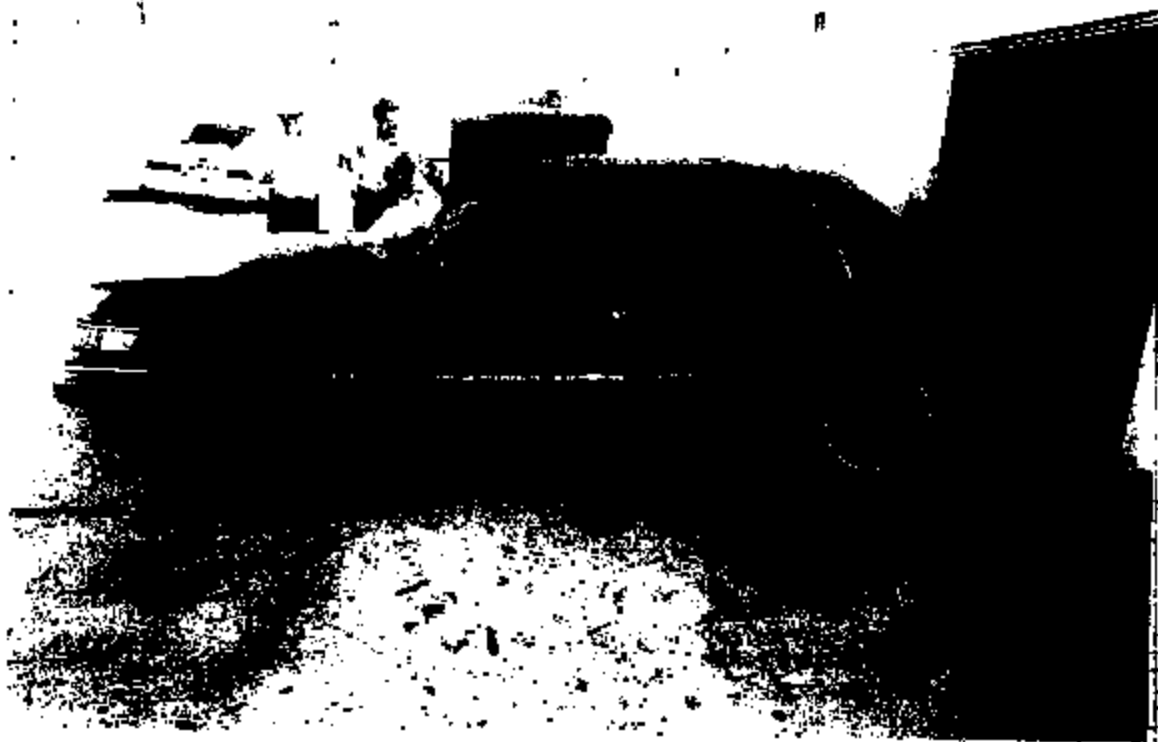


ROLL # 8080
NEG # 2



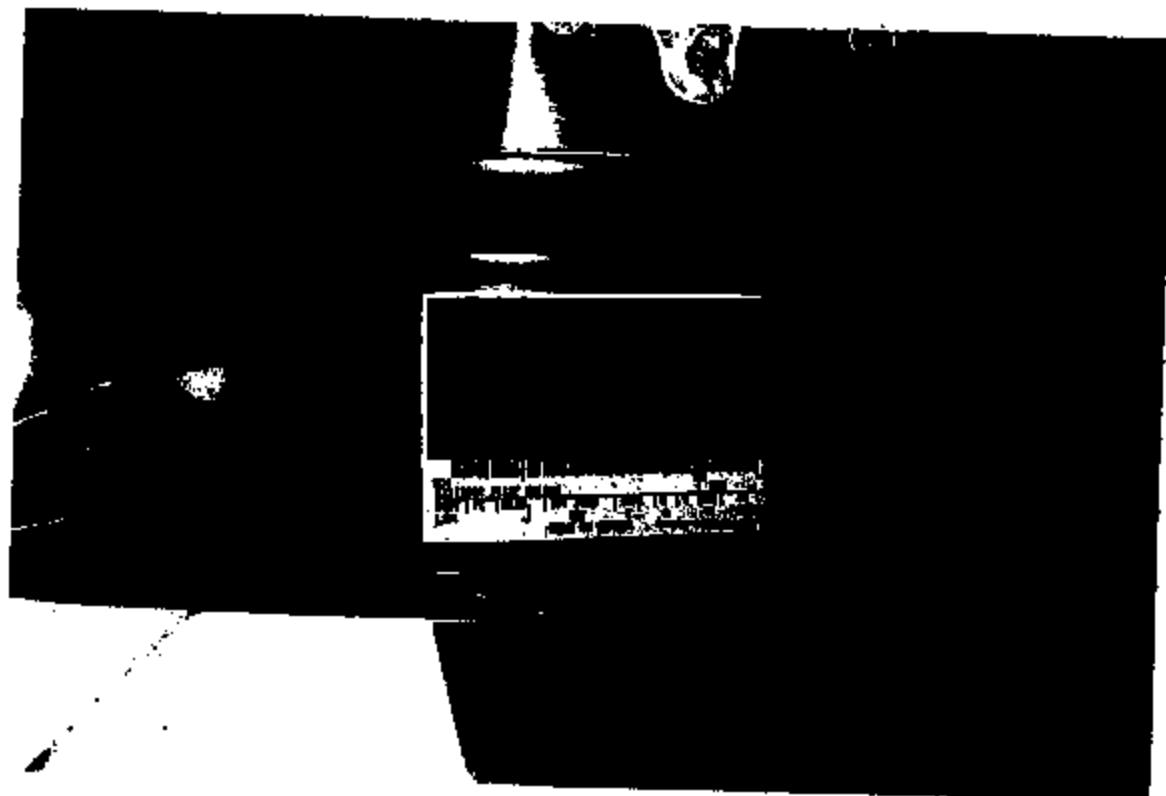
ROLL # 8080
NEG # 19

ER82-825-A 8732



1962 MERCURY GRAND MARQUIS





ROLL # 8080
NEG # 34

REIS1 RC01

RE:



REIS

10:57:25 AM

08-16-2002

VINassist(R) Version 1.15

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VIN: 2MELM75W1K [REDACTED]

DIGIT	DESCRIPTION	MEANING
2	Country of Origin	CANADA
M	Manufacturer	MERC MERCURY
E	Vehicle Type	PASSENGER CAR
L	Restraint System	ACTIVE W/DRIVER & PASS AIR BAGS
M	Line	PASSENGER CAR
75	Body Style	GRAND MARQUIS LS 4 DR SEDAN
W	Engine	4.6L V8 EFI
1	Check Digit	CHECK DIGIT VALID
N	Year	1992
X	Assembly Plant	ST. THOMAS: TALBOTVILLE, ONT. CANADA
[REDACTED]	Sequence Number	IN RANGE

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

VIN indicates a 1992 MERCURY GRAND MARQUIS LS 4 DR SEDAN

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NEG # 1

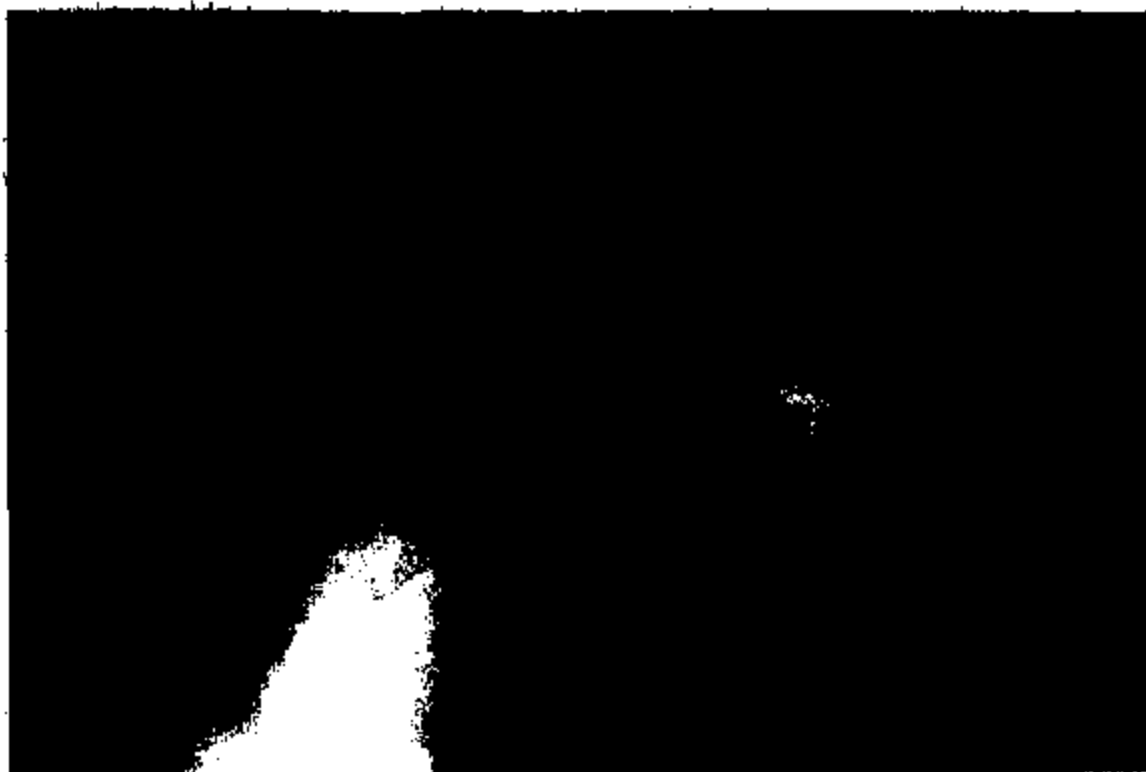


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NEG # 2

5802-025-A 0738



ROLL # 5618
NEG # 8



ROLL # 8840
NEG # 6

E982-825-A 8738

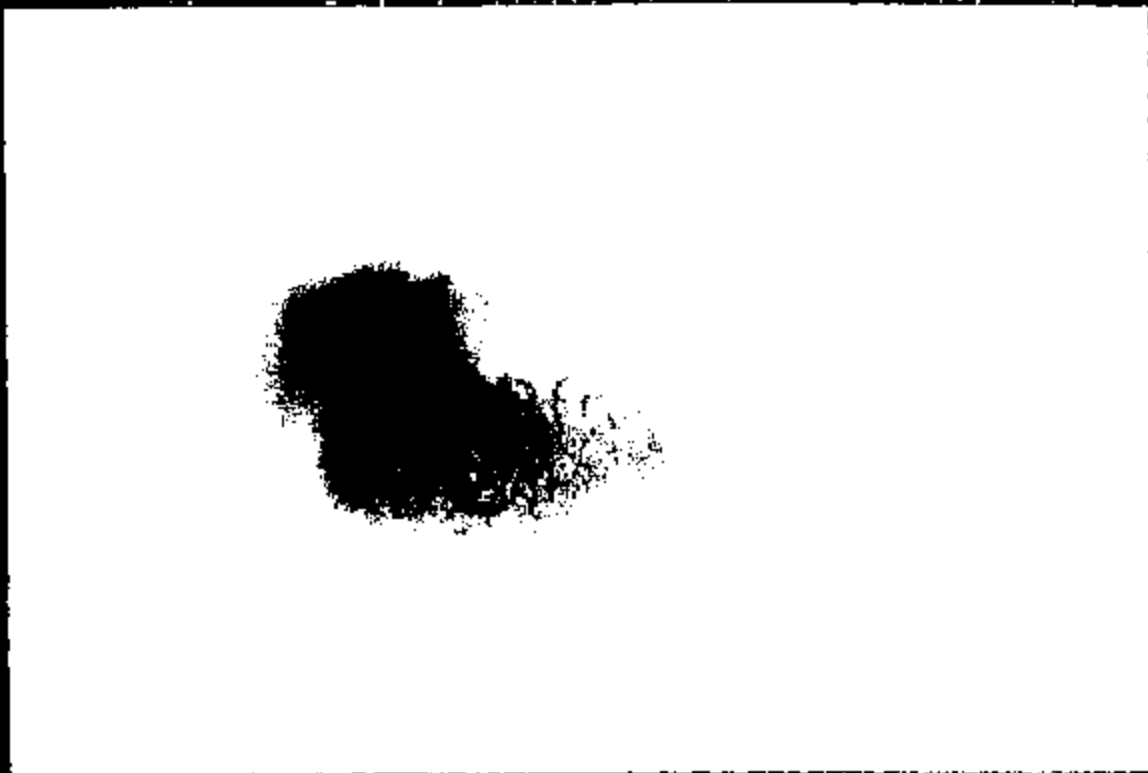


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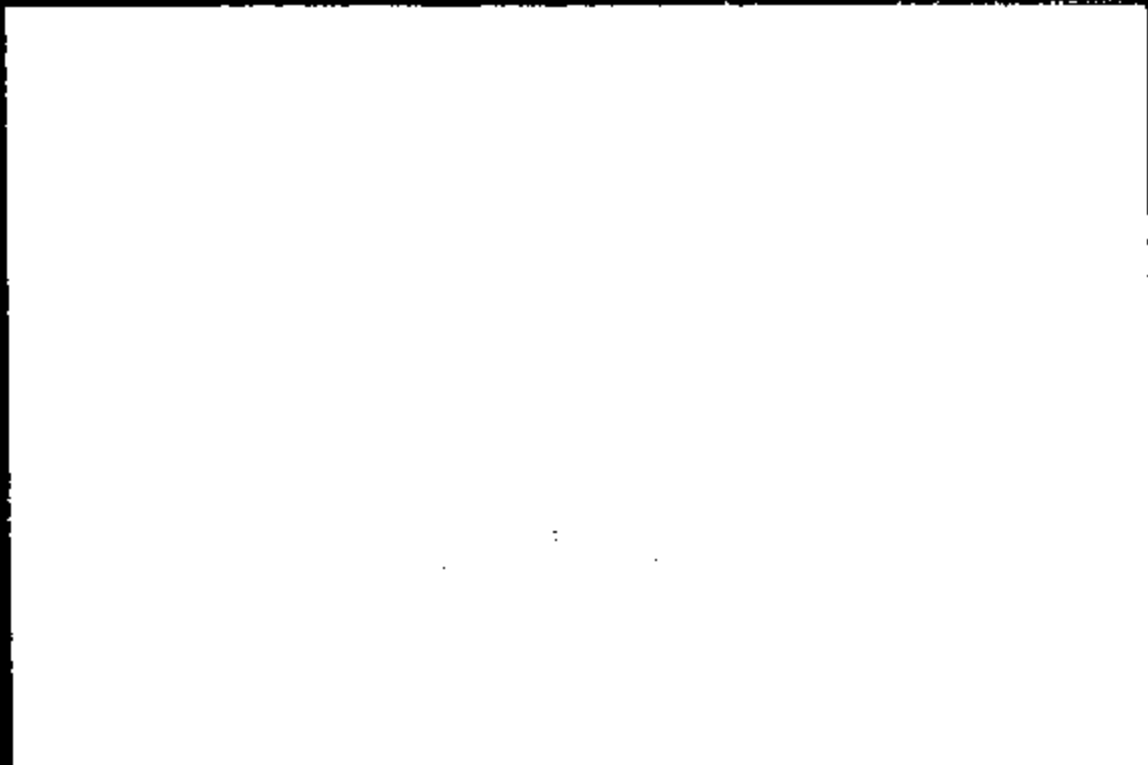


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ER02-025-A 8748

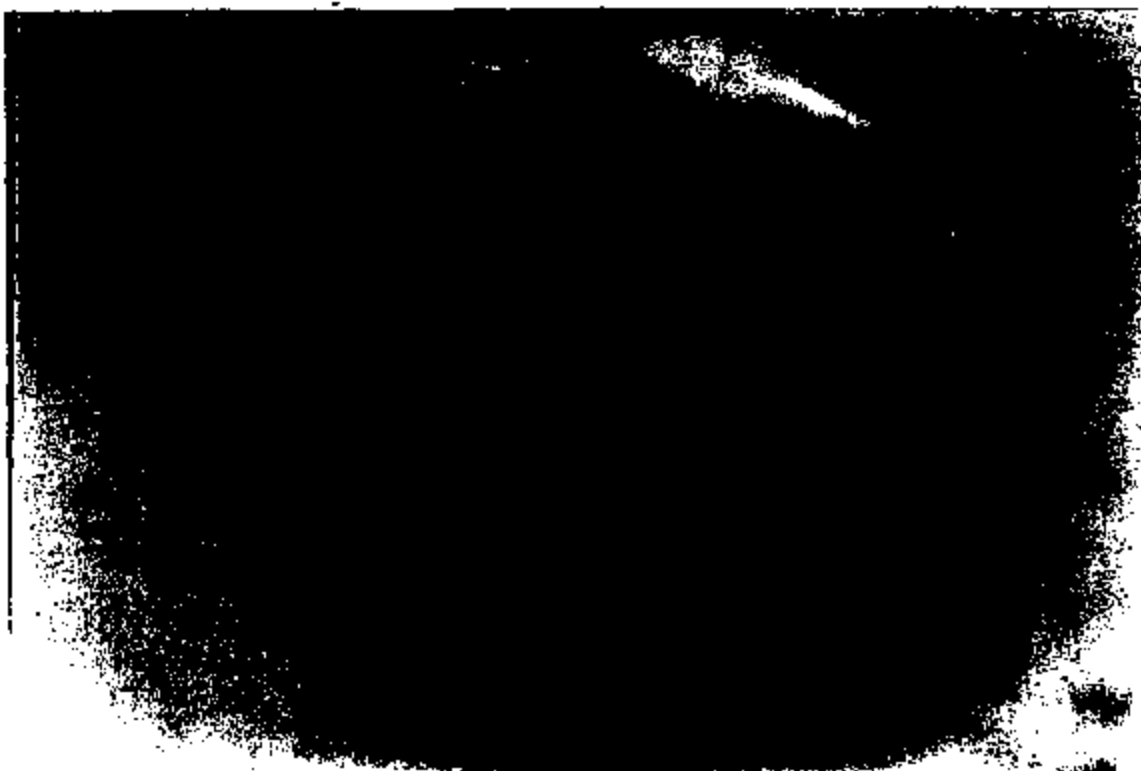


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NEG # 2

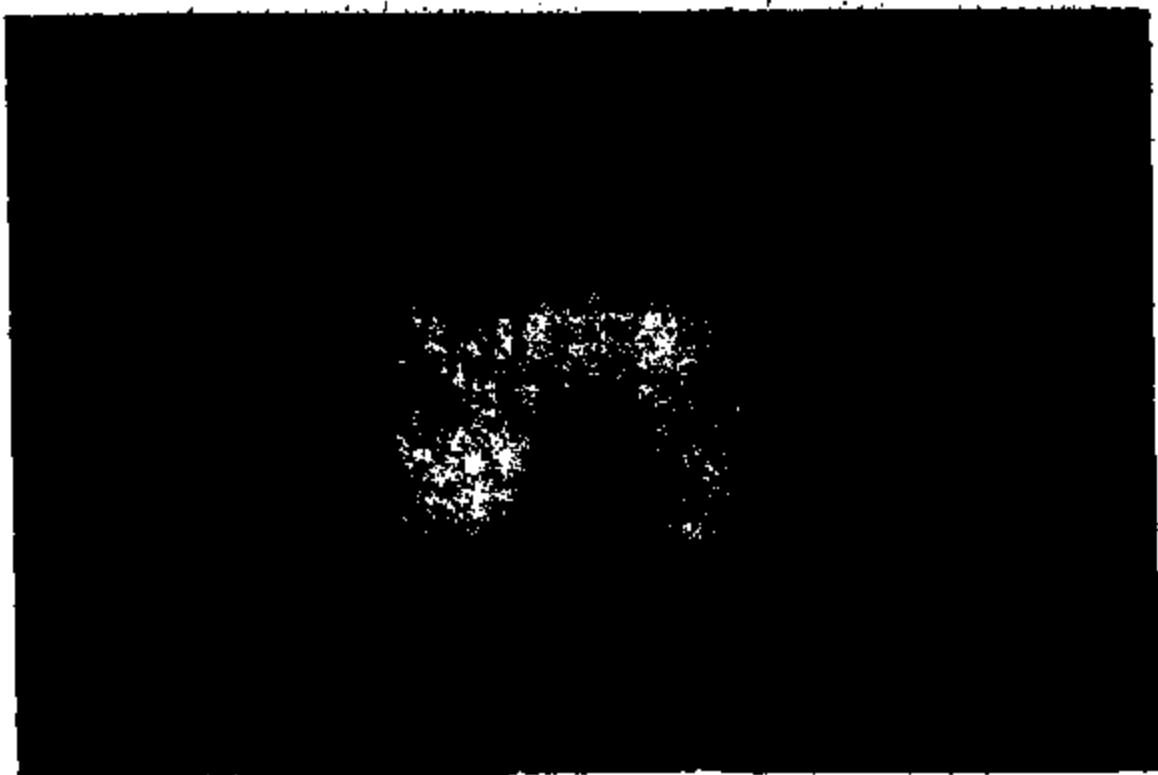


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NEG # 3

EA82-825-A 8741



ROLL # 9818
NEG # 7

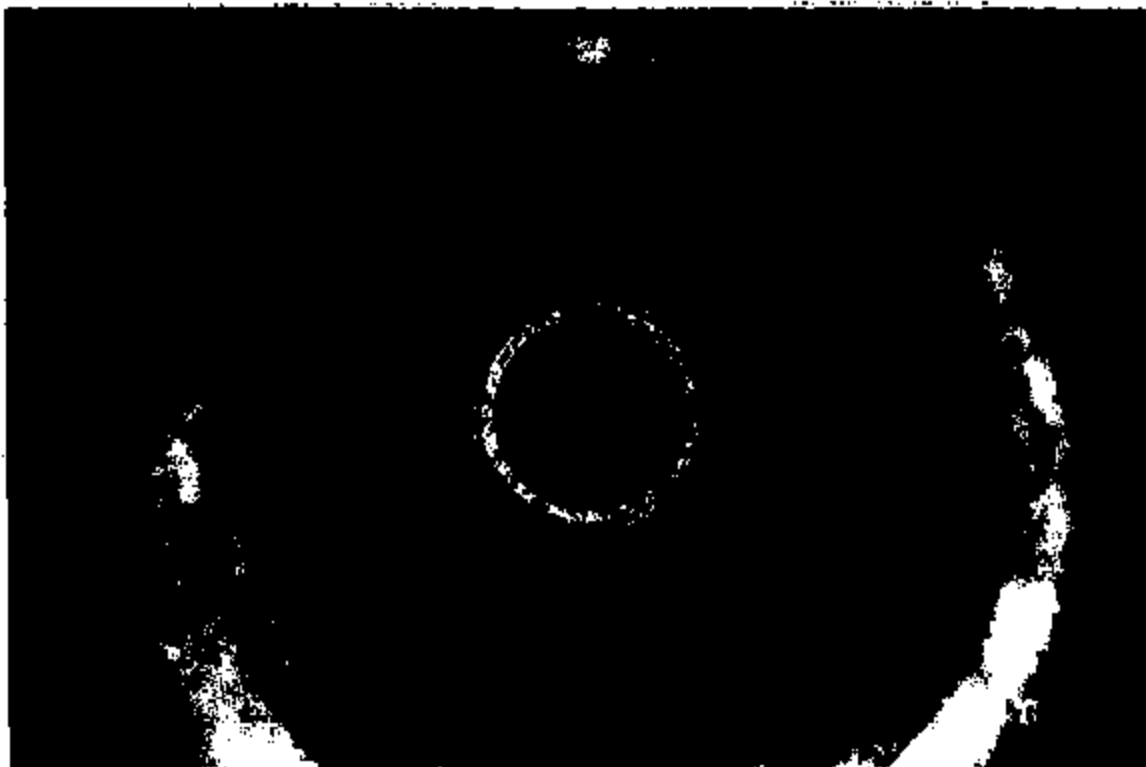


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ER02-025-A 5742

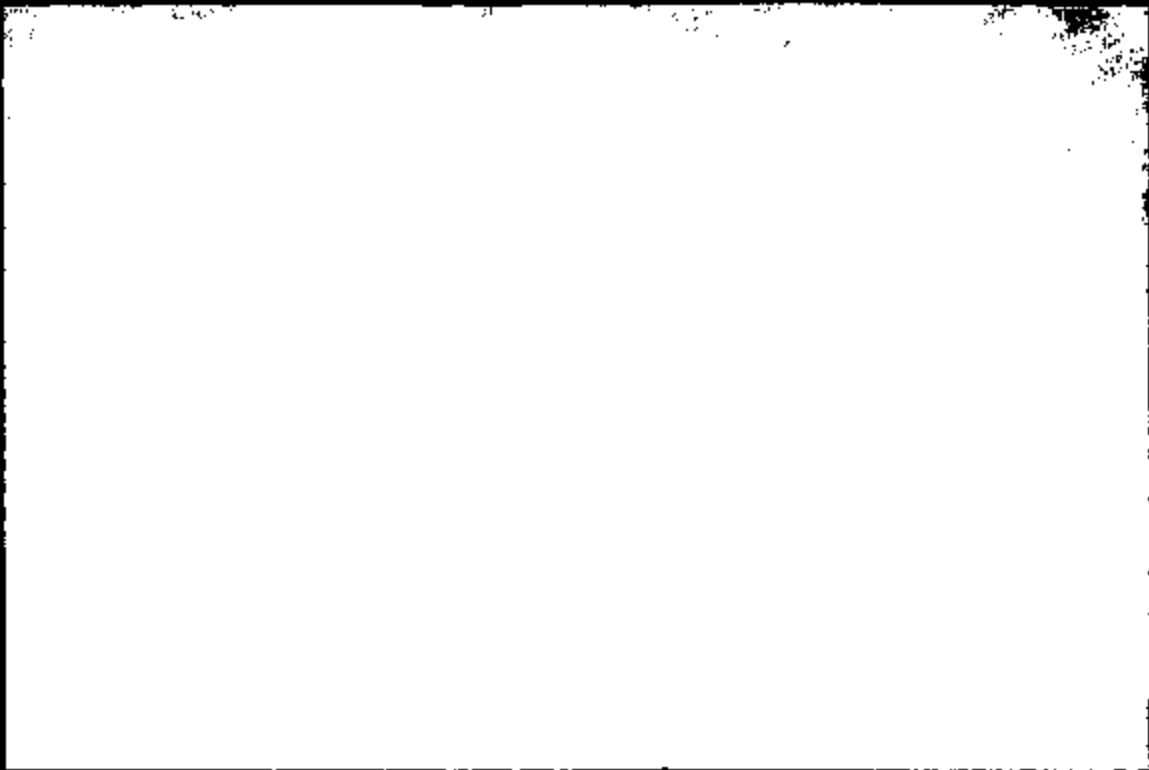


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NEG # 13



ROLL # 9818
NEG # 14

ER62-825-A 8743

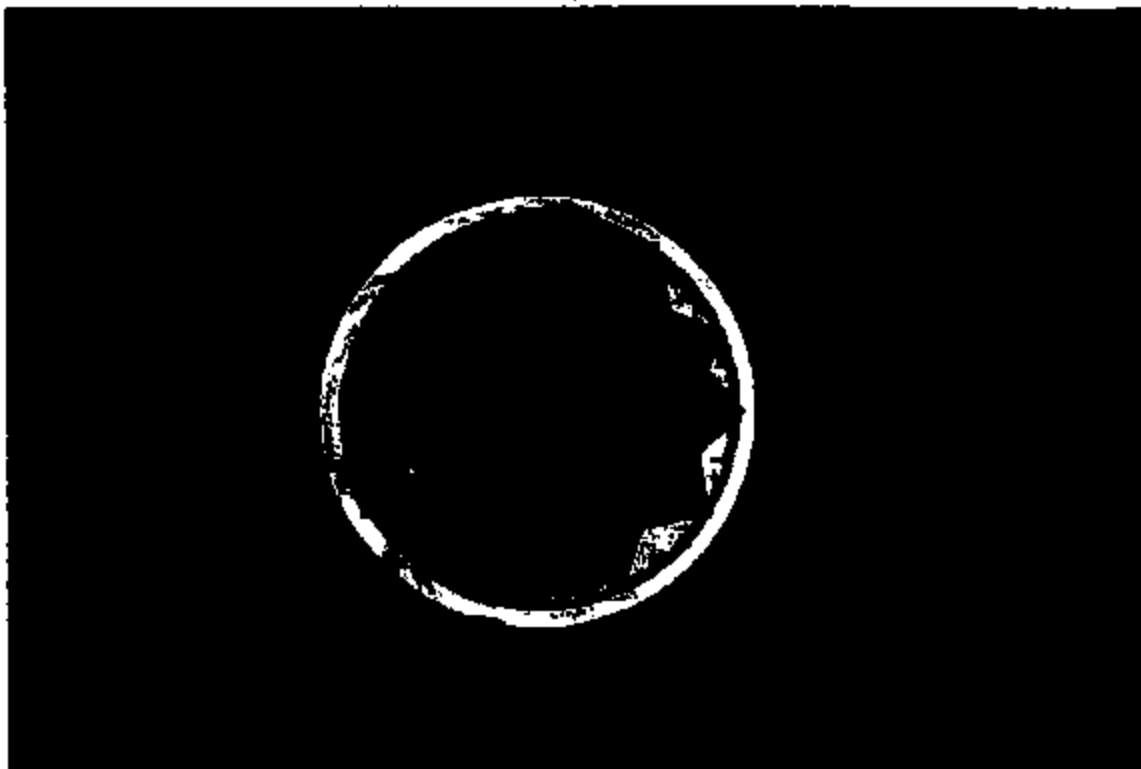


ROLL # 9818
NEG # 15



ROLL # 9818
NEG # 18

EA02-020-A 8744



ROLL # 9818
NEG # 19



ROLL # 9818
NEG # 25

EA02-025-A 8745



ROLL # 9818
NEG # 26



ROLL # 9818
NEG # 27

ERR2-025-A 8748



ROLL # 9818
NEG # 32



ROLL # 9818
NEG # 36

ER02-025-A 8747



ROLL # 9819
NEG # 2

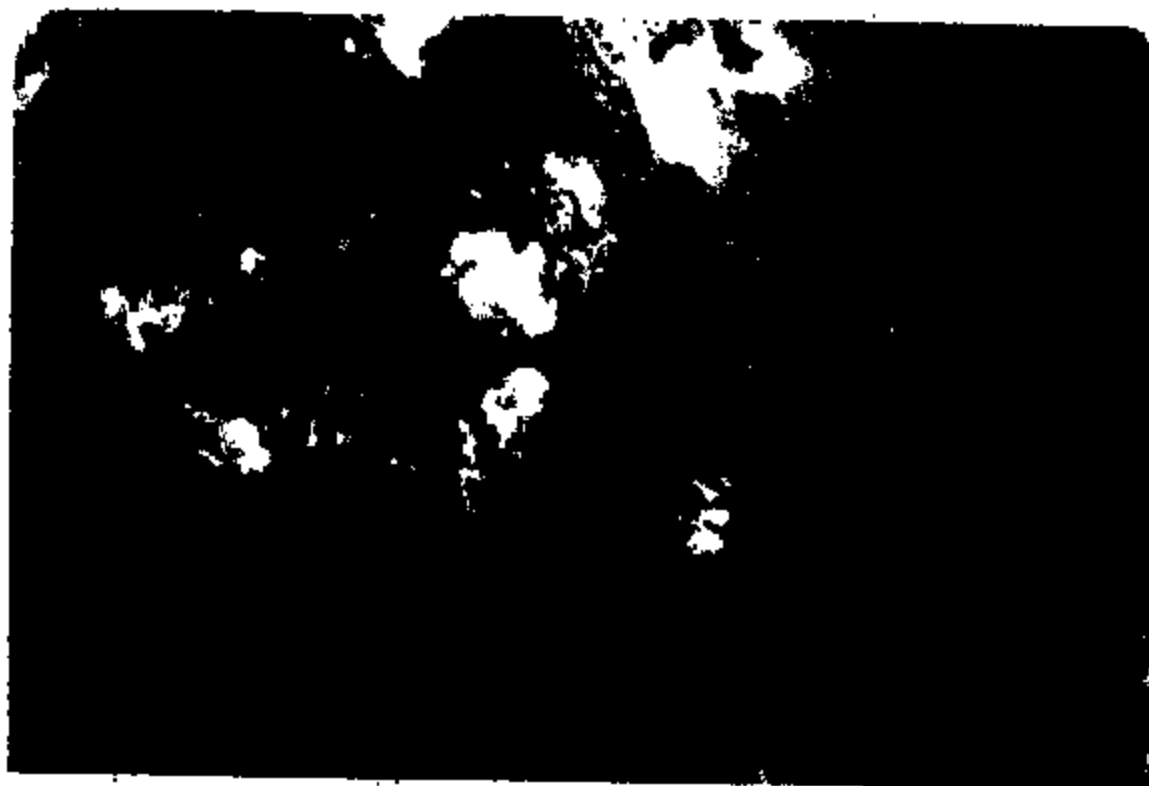


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NEG # 3

8982-825-A 8746



ROLL # 9819
NEG # 6

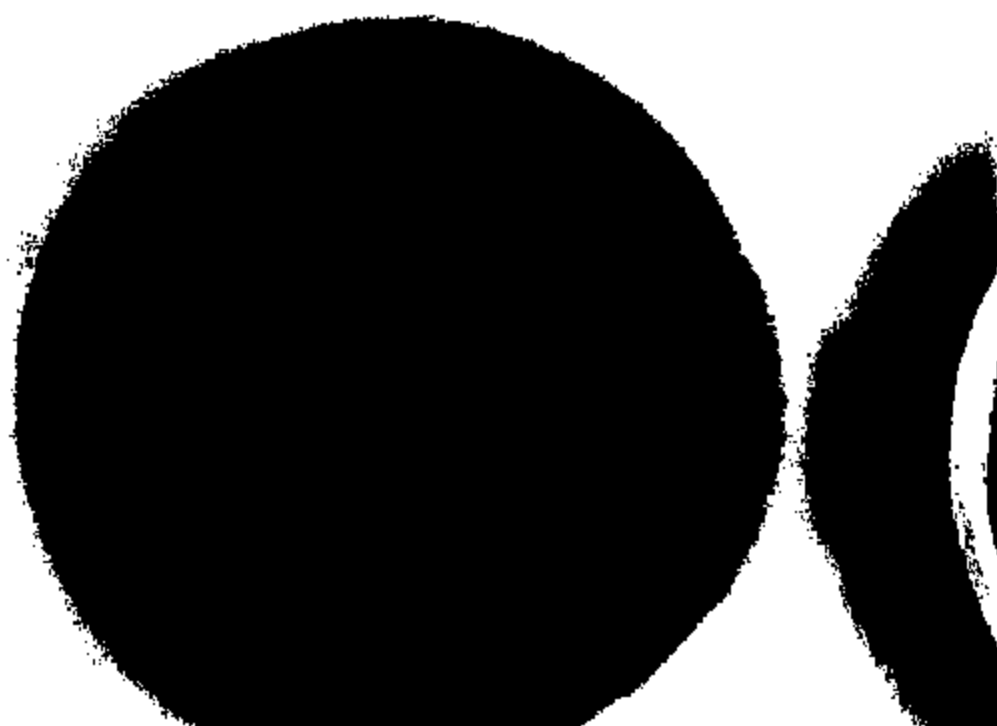


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NEG # 12

E082-825-A 8748



ROLL # 9819
NEG # 13

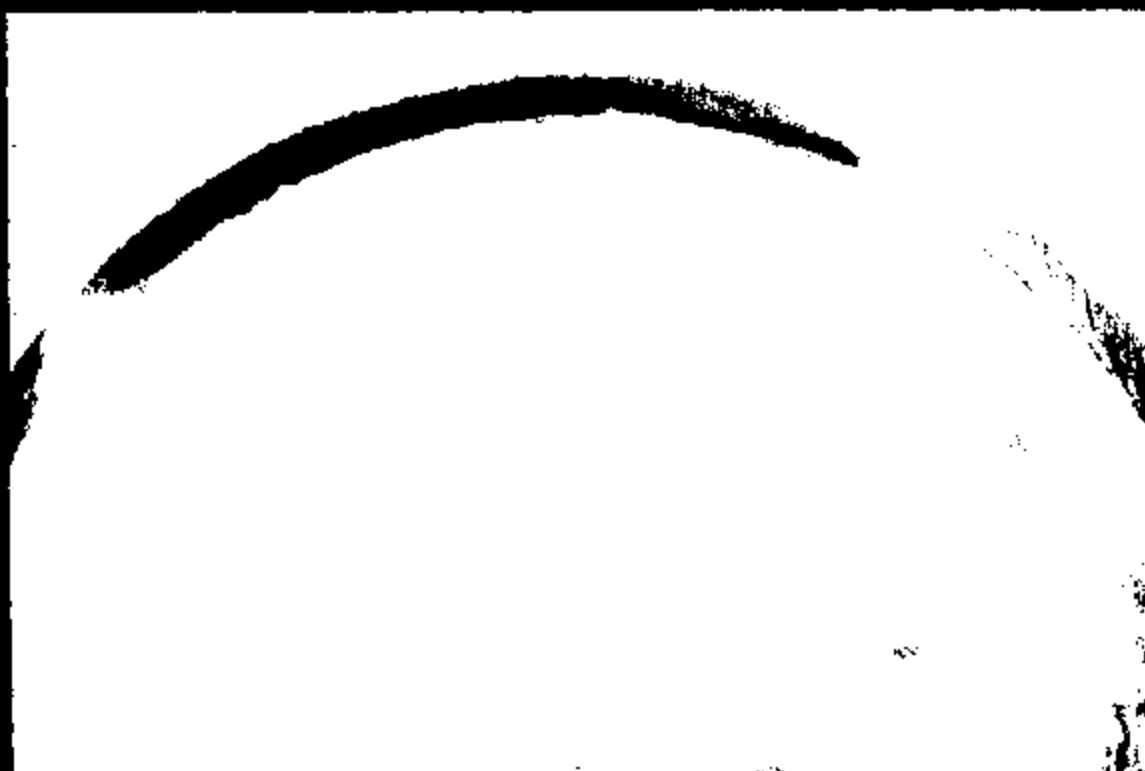


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NEG # 14

2082-825-A 8759



ROLL # 9819
NEG # 22

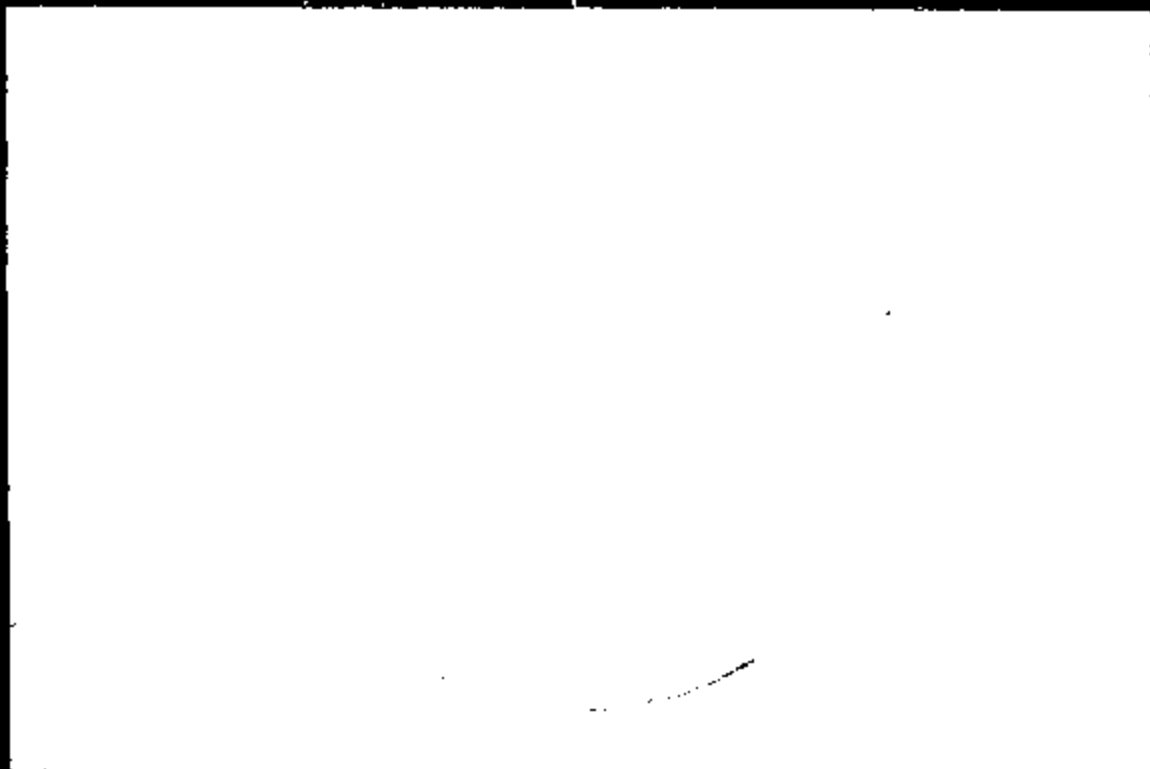


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EA82-825-A 8761

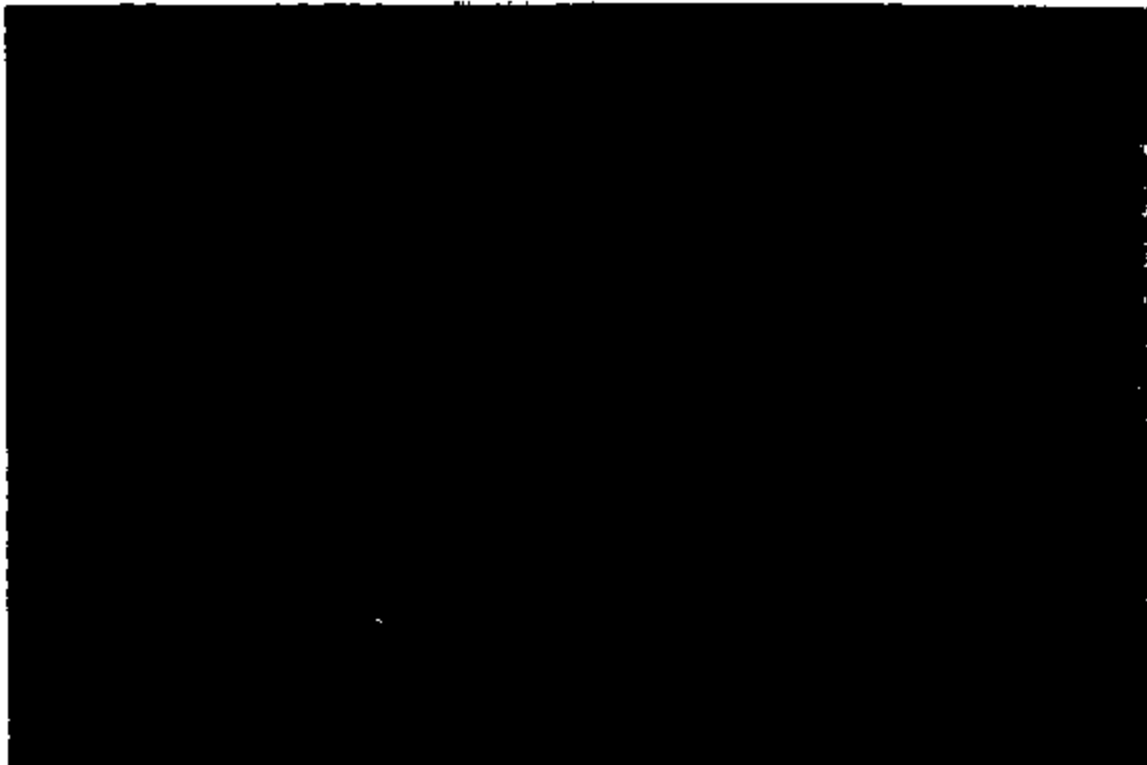


ROLL # 9819
NEG # 29



ROLL # 9819
NEG # 31

2002-825-A 8752



ROLL # 9819
NEG # 35

R-120

RE:



V

FORD

KHOSHBIN

1:31:27 PM

VINassist(R) Version 1.15

08-16-2002

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VIN:2MECM74W7NX

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 V6 EFI
7	Check Digit	CHECK DIGIT VALID
.	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

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ROLL # 1671
NEG # 2



ROLL # 1671
NEG # 7

ER02-825-A 8757



ROLL # 1671
NEG # 9

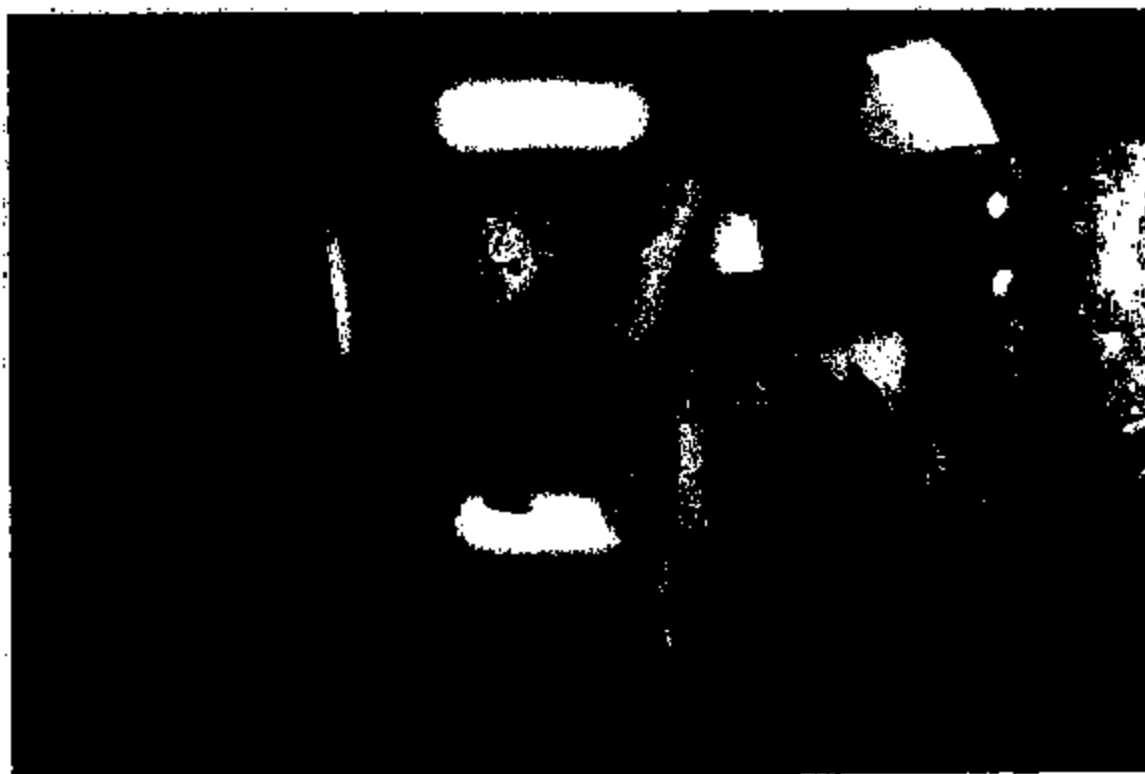


ROLL # 1670
NEG # 22

EA02-025-A 8750



ROLL # 1670
NEG # 23



ROLL # 1681
NEG # 26

ER02-025-A 5759

INCIDENT REPORT KE CITIES FIRE DEPARTMENT

NFIRS-1

[] DELETE
[] CHANGE

" THIS REPORT IS INCOMPLETE "

A	FDID 09409	INCIDENT NO 99-000021	EXP NO 00	MO 01	DAY 07	YR 99	DAY OF WEEK Thursday	ALARM TIME 14:47:00	ARRIVAL TIME 14:48:00	IN SERVICE 21:01:00		
B	TYPE OF SITUATION FOUND Structure Fire 11						TYPE OF ACTION TAKEN Extinguishment 1		MUTUAL AID [X] Read [] Given			
C	FIXED PROPERTY USE 1-family Dwelling-year						IGNITION FACTOR 411 Undetermined		00			
D	CORRECT ADDRESS CORINTH, TX						CO. DC	TWN COR	ZIP CODE	CENSUS TRACT		
E	OCCUPANT NAME BRIGHT, ED						TELEPHONE		ROOM/AFT NO			
F	OWNER NAME						ADDRESS CORINTH, TX 75205		TELEPHONE			
G	METHOD OF ALARM FROM PUBLIC Telephone Tie Line 7						TYPE OF ALARM Regular 1		DISTRICT 2	SHIFT C	STATION 2	NO. ALARMS 2
H	911 USED 911 1		PERSONNEL RESPONDED 015		ENGINES RESPONDED 003		AERIAL APPARATUS 000		OTHER VEHICLES 003			

I	NUMBER OF INJURIES FIRE SERVICE 001		OTHER 000		NUMBER OF FATALITIES FIRE SERVICE 000		OTHER 000	
---	--	--	-----------	--	--	--	-----------	--

J	COMPLEX Dwelling Complex 41		MOBILE PROPERTY TYPE Not Applicable 05	
K	AREA OF FIRE ORIGIN Garage, Carport, Vehicle Stor. 47		EQUIPMENT INVOLVED IN IGNITION Undetermined 00	
L	FORM OF HEAT OF IGNITION Undetermined 00	TYPE OF MATERIAL IGNITED Undetermined 00	FORM OF MATERIAL IGNITED Undetermined 00	
M	METHOD OF EXTINGUISHMENT Preconnect 5	LEVEL OF FIRE ORIGIN Grade to +5' 1	ESTIMATED LOSS 200,000	ESTIMATED VALUE 500,000

N	NUMBER OF STORIES One Story 1		CONSTRUCTION TYPE Protected Wood Frame 7	
O	EXTENT OF FLAME DAMAGE Room of Origin 3		EXTENT OF SMOKE DAMAGE Structure of Origin 6	
P	DETECTOR PERFORMANCE Detectors Present & Operated 1		SPRINKLER PERFORMANCE No Equipment 8	
Q	IF SMOKE SPREAD BEYOND ROOM OF ORIGIN	TYPE OF MATERIAL GENERATING MOST SMOKE Multiple Types 97		AVENUE OF SMOKE TRAVEL Air Handling Duct 1
R		FORM OF MATERIAL GENERATING MOST SMOKE Structural Component/Finish 10		

S	IF MOBILE PROPERTY	YEAR	MAKE	MODEL	SERIAL NO.	LICENSE NO.
T	IF EQUIPMENT INVOLVED IN IGNITION	YEAR	MAKE	MODEL	RECEIVED	

[X] CHECK IF COMMENTS

FEB 05 1999

U	OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT) SCOTT THOMPSON	DATE 01/07/1999
	MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE) TODD WEBB	DATE 01/08/1999

R-259

RE:



V

FORD

KHOSHBIN

10:14:21 AM

08-15-2002

VINassist(R) Version 1.15

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VIN:1LNLM81W7N

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
7	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 BASE/EXECUTIVE 4 DR SEDAN

(c) by NICE, 1991

94V020

L. M. Day
Deputy
Associate Administrator
Department of Safety Engineering

Paul J. Gentry
385 Woodchuck Drive
Baton Rouge, LA 70802

May 13, 1983

Mr. Kenneth Weinstein
Associate Administrator for Safety Awareness
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

Pursuant to Part 571 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Ford Motor Company submits the following information concerning a safety-related recall action that it is initiating.

571.5 (c) (2)

Certain 1992-1993 model year Lincoln Town Car vehicles built at the Nixon Assembly Plant from November 4, 1991 through November 16, 1992 and certain 1992-1993 Ford Crown Victoria and Mercury Grand Marquis built at the St. Thomas Assembly Plant in Canada from February 5, 1992 through November 30, 1992.

Because these vehicles are not produced in VIN order, information as to the applicability of this action to specific vehicles can best be obtained by either calling Ford's toll-free line (1-800-392-3673) or contacting a local Ford or Lincoln/Mercury dealer, who can obtain specific information regarding the vehicles from the Ford OASIS computer system.

571.5 (c) (3)

Approximately 278,000 vehicles.

571.5 (c) (4)

Unknown.

571.5 (c) (5)

The vehicles may experience a fire originating in the left front under hood area as a result of electrical overheating of the speed control deactivation switch.

372.5 (c) (1)

In November, 1998 Ford received NHTSA inquiry 98N-066 concerning under hood fires in 21 1993 and 1991 model year Lincoln Town Car vehicles. Over the course of the investigation, an additional 36 reports were identified by NHTSA and 64 reports were identified by Ford. Subsequent studies, including vehicle inspections and owner interviews found additional incidents which appeared to have resulted from electrical overheating of the switch and which exhibited prior vehicle symptoms, such as: speed control not functioning, could not shift out of park, battery loose/loose, brake lights not functioning, brake warning lamp illuminated, blown fuse number 13 and/or improper fuse in number 13 position. Laboratory analysis of switches returned from service found internal brake fluid leaks. Laboratory experiments demonstrated that internal leaks could result in internal corrosion in the switch which could create a conductive path to ground, ultimately resulting in sufficient internal heat to result in a fire. Some of the reports indicate visible flames were observed at the speed control deactivation switch while the vehicles were in for repair.

372.5 (d) (1)

Owners of record of the affected vehicles will be notified by Ford that vehicles should be returned to dealers for installation of a new speed control deactivation switch and connector shall. Notification of owners will begin May 21, 1999.

372.5 (e) (1)

Ford plans to make a public statement concerning this action concurrent with owner notification. Copies of the notification letters to dealers and owners from Ford Customer Service Division will be forwarded when available.

372.5 (f) (1)

Ford has assigned campaign number 98011 to this action.

Very truly yours,

L. W. Camp

L. W. Camp

== TOTAL PAGES ==

TOTAL P.03

Automotive News

MAY 12, 1990

6th Circuit orders new trial in Lincoln fire suit

legal

ERIC FARMAN
Staff Writer

A federal appeals court in Cincinnati just ordered a new trial in a product-liability case brought by the plaintiff's expert witness who failed to run the trial in a fair and unbiased way.

The 6th U.S. Circuit Court of Appeals overturned a jury verdict in favor of Ford Motor Co.

The suit by the owner and later insurer blamed a faulty electrical wire harness for a fire that destroyed a new 1994 Lincoln Town Car and damaged the garage it was parked in and the attached house.

The suit was filed by the homeowners, James Halloway and Linda Halloway, against Lincoln Fire Insurance Co., and in U.S. District Court in Columbus, Ohio.

Ford denied the car was defective and offered evidence, including a fire scientist's opinion, that a faulty garage door opener was responsible.

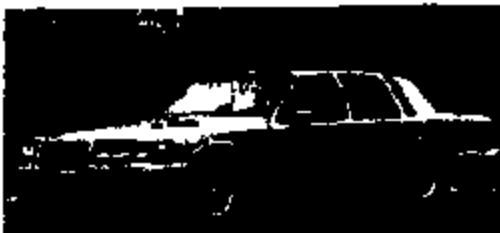
The Halloways were in vacation when their car, parked up their driveway, was damaged and parked in their garage. The next day, a fire started, apparently in the garage, and spread to the house.

A few days later, Halloway's reports indicated and videotaped the power and concluded that an electrical wiring problem in the car probably had caused the fire. The same day, Halloway notified the dealership of the suspected source of the fire and invited Ford to inspect the car.

Halloway got the car in storage.

Two months later, another of his reports indicated the Lincoln and discovered an apparent short in a wire harness, which he removed from the car to prevent it. Ford was offered a chance to inspect the wire harness.

The Halloways paid \$100,000 and need to recover about \$100,000, in-



The 6th U.S. Circuit Court of Appeals has ordered a new trial in a case involving a 1994 Lincoln Town Car. The car was damaged by a fire that started in the garage in which it was parked and the resulting damage to the car and the house it was parked in. The suit by the owner and later insurer blamed a faulty electrical wire harness for a fire that destroyed a new 1994 Lincoln Town Car and damaged the garage it was parked in and the attached house.

cluding the damage to the house and the value of the car. The suit was filed by the homeowners, James Halloway and Linda Halloway, against Lincoln Fire Insurance Co., and in U.S. District Court in Columbus, Ohio.

Based on the removal of the wire harness, U.S. District Judge Joseph R. Winkler ordered to allow Halloway's expert to testify at trial about his conclusion that a manufacturing defect caused the fire.

The jury found in favor of Ford. In its decision, the appeals court said the jury should have been allowed to hear the expert's testimony.

The wire harness had not been damaged, it said, and Halloway did not adequately show or explain it. Halloway said the chance to inspect it.

"Ford had two months in which to inspect the wiring of the car before the hearing was resumed," the court judge panel said. "In addition, there was no evidence that removal of the harness prevented Ford."

Ford's lawyer, James Wigglesworth, said his client had been prejudiced by the government's actions.

"A lot of things were removed" at the fire scene, "and things were changed substantially before Ford had a chance to inspect it."

The appeals court also ruled that the trial judge should have allowed Halloway's expert to testify about his conclusion that a manufacturing defect caused the fire.

The judge failed to allow an expert to testify about the car's condition and to inspect it.

Wigglesworth said a new trial was needed.

Lawyers for Halloway failed to return phone calls.

Dealership faces suit by former manager

Under negotiation between a dealership and a former manager, a lawsuit was filed on behalf of the dealership, alleging breach of contract, wrongful discharge, fraud, defamation and other tort claims by the former manager against the dealership.

The California Court of Appeals unanimously has rejected a suit

by [redacted] who was the former manager of New Line Motors Inc. in 1984-85, and by her husband, [redacted] who had been general manager several months earlier with the firm.

The dealership, located in San Francisco, CA, and [redacted].

The lawsuit contends that the dealership violated California law and provided the weekly salary reimbursement of about \$4,000 a month, the same as her predecessor, but in reality paid her significantly less even though she worked more additional hours.

Philip Haley allegedly was provided a \$7,000-a-month salary.

The couple claims that Haley worked because of financial and working conditions, including unexplained withholding from his paycheck, and that the dealership then failed to pay him his salary and had provided him with a four-month notice of termination.

A few months after she left the dealership, the couple filed for bankruptcy.

Six months later, Philip Haley was fired, allegedly based on the dealership's financial situation, although a replacement was hired, according to the suit.

The suit contends that he was the target of false statements that attributed his firing to failing to work at work, failing to attend meetings and working in a hostile environment.

The Haley's lawyer, Anthony Polunsky of Sacramento, said there was evidence that "other employees were not being paid what they were promised, and when they quit, the company said they had stolen money." None of these employees worked, he said.

The dealership and its owner, Larry Don Lewis, denied any wrongdoing.

Philip Haley, Charles Robinson of Sacramento, said, "There is no question that Philip Haley was a successful sales manager, but he was not a sales manager."

A judge in Santa Clara County Court ordered the case be sent to the jury to decide if there was any wrongdoing on the part of the dealership.

In reversing the suit, the appeals court said that the suit was based on Philip Haley's discharge and the government's statement that the suit was not part of the bankruptcy case because they were not after the bankruptcy was filed.

An Jay Haley's wrongful discharge, labor law and defamation allegations, the court said the couple's bankruptcy system did not prevent them from suing or suing the Haley to prevent them.

Robinson, the defense lawyer, said his client plan to ask the appeals court for a new hearing and, if that fails, will petition the California Supreme Court to review the suit.

On April 22, the appeals court, just after the suit was filed, failed to produce an agreement. "We're in different business for settlement," Robinson said.

However, the two sides produced further negotiations.

Said Robinson "Both sides left the table agreeing to return, if we don't settle it, I assume we'll see a quick trial date."

— Eric Farnham

TSI Sports

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RE: [REDACTED]

V
FORD MOTOR
COMPANY

JACOBUS

9:46:32 AM

VINassist(R) Version 1.15

08-22-2002

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Law Enforcement Edition

VIN:1LNLM51W7N

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
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7	Check Digit	CHECK DIGIT VALID
.	Year	1992
Y	Assembly Plant	WIXOM, MI
	Sequence Number	IN RANGE

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

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

(c) by NICB, 1991



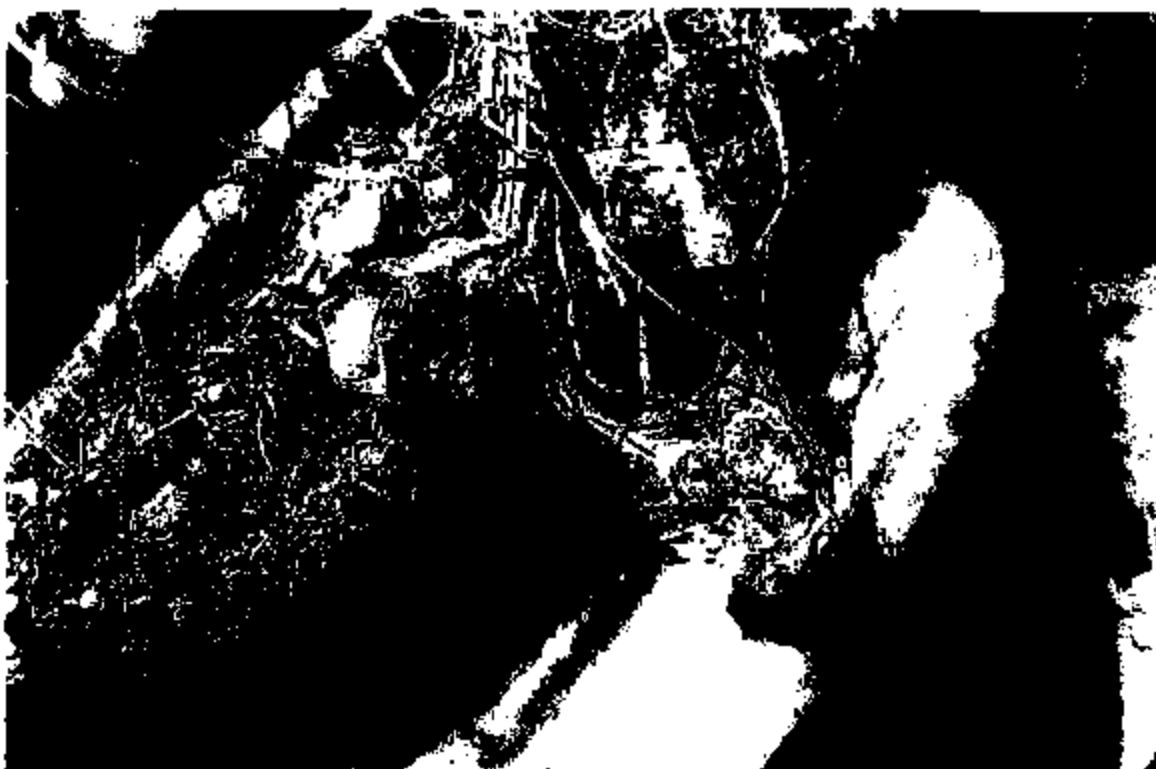












U

WILLIFORD, McALLISTER & JACOBUS, LLP

ATTORNEYS AT LAW

240 EAST CAPITOL STREET
SUITE 207 - TRUSTMARK BUILDING
JACKSON, MISSISSIPPI 39201-2808

REEVE G. JACOBUS, JR.
E-MAIL: rjacobus@williford.com

TELEPHONE: (601) 353-4321
FACSIMILE: (601) 353-0866

September 28, 1999

Mr. Charlie Miller
P. O. Box 99
Merigold, MS 38759-0099

Re: State Farm Insured - [REDACTED]
State Farm Claim # [REDACTED]
Date of Loss - June 27, 1999

Dear Charlie:

Pursuant to our recent telephone conversation concerning the referenced claim, enclosed please find information that relates to the subject vehicle loss. As you know, we require your assistance in determining the probable defect, if any, associated with this loss.

For your information, cause and origin expert James Vickers has completed his inspection of the subject vehicle and awaits your findings before his report will be completed. Therefore, at your convenience, please proceed to conduct your inspection of the vehicle which is currently located at Pruitts Auto, Inc., 224 C. R. 311, Henson Road, Jonesboro, Arkansas. Please contact Mr. C. L. Robinson with Hastings Motors at (870) 935-3210 or (870) 935-4646 in order to schedule your inspection. Should you have any questions or comments concerning this request, please let me know. Otherwise, I look forward to discussing this loss with you following your review of the enclosed information and/or your inspection of this vehicle.

Sincerely yours,



Reeve G. Jacobus, Jr.

RGJ/rkb
Enclosures

cc: Mr. Charles Rice
Mr. James Vickers

Summary

It is my opinion that this fire is in all probability the result of an electrical short in the brake pressure switch. Failure of these switches is usually caused by corrosion of the switch contacts causing the contacts to short to ground. In my automotive repair business I have replaced several of these ~~fuses~~ switches with the symptoms being an inoperable cruise control or a blown Fuse No. 12 such as found on this automobile.

Due to the loss of the ~~inner fender~~ plastic
inner fender liner the wire harness that was
fastened to this liner was out of its normal
position. Identification of some of these wires
may be possible by using some of the metal
wire connectors that remain on the end of
some of the wires. All combustible materials on
the brake pressure switch including the plastic
wire holder and the environmental seal were
consumed by the fire. I found no other material
apparent on detonations in the engine compartment.
Flammable fluids in the drivers side engine
compartment include Brake Fluid, available when the
plastic Master cylinder reservoir was jettisoned and also
from the rubber supply hose connecting the reservoir
and the anti lock brake supply pump. Also power steering
fluid from its fender mounted container and supply
lines and gasoline from the Barbed Fuel lines
and the outlets of the Fuel rail, injectors and
Fuel pressure regulator.

This report is complete as of this date
and may be supplemented as additional information
becomes available.

marked more severely than had the Right side.
The top Radiator hose was still in place
but the drivers side of the hose had
burned almost completely through. The trans-
mission fluid appeared to be at the proper level on
the dipstick. The plastic top of the engine
oil dipstick had been destroyed during the
fire, when the dipstick was removed from
its tube the engine oil was at its proper level.
The metal dipstick had some discoloration
from what appeared to be severe heat ^{in an area} approximately
4 3/4 inches to 7 1/2 inches from the top of the dipstick.
This area is adjacent to the Brake pressure switch
and the wiring harness directly above the switch.
The power brake booster has a small Black mark
on its lower side directly above the Brake
pressure switch, as stated earlier the insulation
on the wires of the main wiring harness was
consumed by the fire to the point of entry
at the drivers side firewall. After entering
the Firewall some of the insulation appeared
to remain on the wires after entering the
passenger compartment. Examination of these
wires going to the passenger compartment
Fuse Box and other components was not possible
without removing the thick panel under the
dash, which I did not do at this time. The
plastic Master cylinder reservoir and all visible
fluid was consumed by the fire. The rubber
supply hose from the master cylinder to the ABS

Engine compartment

The engine compartment contained what appeared to be the standard 4.6 litre 8 cylinder Fuel injected engine. The engine suffered its greatest damage on the drivers side. The valve cover was burned with the camshaft gear exposed in the front. The spark plug wires and coil pack were almost completely consumed on the left side but were charred and intact on the right side. The Flexible Fuel lines on the left rear cover of the engine were completely consumed by the fire but their steel fittings were still in place along with the safety clips. The remains of the relays in the relay center were still attached to the wiring harness and showed no evidence of electrical arcing. The insulation on all the wires in the drivers side area was completely gone. The ignition control module, and the speed control amplifier were consumed by the fire. The ^{ABS Hydraulic control motor} ~~was consumed by the fire and was not intact~~ was more or less original partly and bolted to the frame. The wires were still intact and showed no signs of electrical arcing. The Alternator was still bolted to the center of the engine with the wires intact but burned at their insulation had been burned. The drivers side of the aluminum alternator housing had been

All Fuses were good except Fuse No. 12, which was Blown. Fuse 12 supplies power to the stoplights, Brake Slip Interlock, and the brake system pressure switch. The drivers seat had been removed. Due to the heat and smoke damage on the other seats it was salvaged for its electric motors and hardware. Also inside the rear floor of the car were the remains of the Vapor converter that had fallen from underneath the car. The converter was melted and distorted but not completely destroyed. There were other various melted components that had been placed beside the car including the blower motor and part of the hood reinforcement.

Tires and wheels

The rear tires and wheels were inflated and undamaged. The right front ^{tire} was deflated and had damage to one side, the wheel was undamaged. The left front tire was almost completely consumed by the fire and the wheel was severely discolored.

10-6-99

Jonesboro, Ar. - Partridge Auto

Build Date 6-92

1LNL M81W7NY

Light Blue exactive

Seems Sales Slip from Jonesville

4 3/4 to 7 1/2 From top of Dipstick
is burned.

There is a Black Spot burned on the
Brake Booster Bottom

All Fuses are good except No. 12

12 is Speed control, Brake lights, Brake
shift interlock

Alt. is melted more on Left Side

Wires on Mt Side Haven't Burned

Mt Rear corner of Hood is intact

Exemplar Switch wire goes in harness

Under Door to Fender Fire wall

Behind Fender - top Harness when

goes to Dig hole in Firewall and loops

on outside before going in hole, then to Cruise

Cruise has 2 wires, Supply hose for antilock goes to Base
switch.

Left Cam cover is melted.

Fuel hose couplers are intact

Switch is 4" From Booster

Booster has hot spot on Bottom

Ledlow 92 Lincoln

Bypass to Lost Red 15X ^{Box} ^{walnut} ~~pass. check~~
Take Rt 1-1/2 mile Econy Sound
Take Left,

Date of Loss 6-27-99

Black Fluids

is Fuses

VIN

Switch Animals

Cruise Control

Air Pump

u Base

Fuse

Dipstick

Booster

~~Surgeonate is intact~~

Always are not Brand up

Next to check Fuse Box Kenross No. 12 Fuse
wire

RE: [REDACTED]

State Farm Claim # [REDACTED]
92-Lincoln VIN 1LNL M81W7
NY [REDACTED]

On 10-6-99 I traveled to Pruitt's Auto Parts in Towson, Arkansas to conduct an inspection of the subject vehicle, a 1992 Blue Lincoln Town Car. The following is a report of that inspection.

Body

Inspection of the exterior of the car revealed the fire was located on the front of the vehicle with the greatest damage to the driver's side of the engine compartment. The alternator housing was melted destroyed except for a portion of the right rear corner. The fire entered the passenger compartment

primarily

Passenger compartment

The heat and smoke entered the passenger compartment primarily through the windshield area and the cutout in the left firewall area where the main wiring harness enters the compartment on the left side.

The interior of the car suffered minimal damage and some heat damage. The fuse box along with its cover was intact and undamaged except for smoke damage. I removed the fuse box cover and checked each fuse with a ohmmeter.

JOLLY1 RC09

RE

V
FORD

JOLLY

VIN # INCOMPLETE

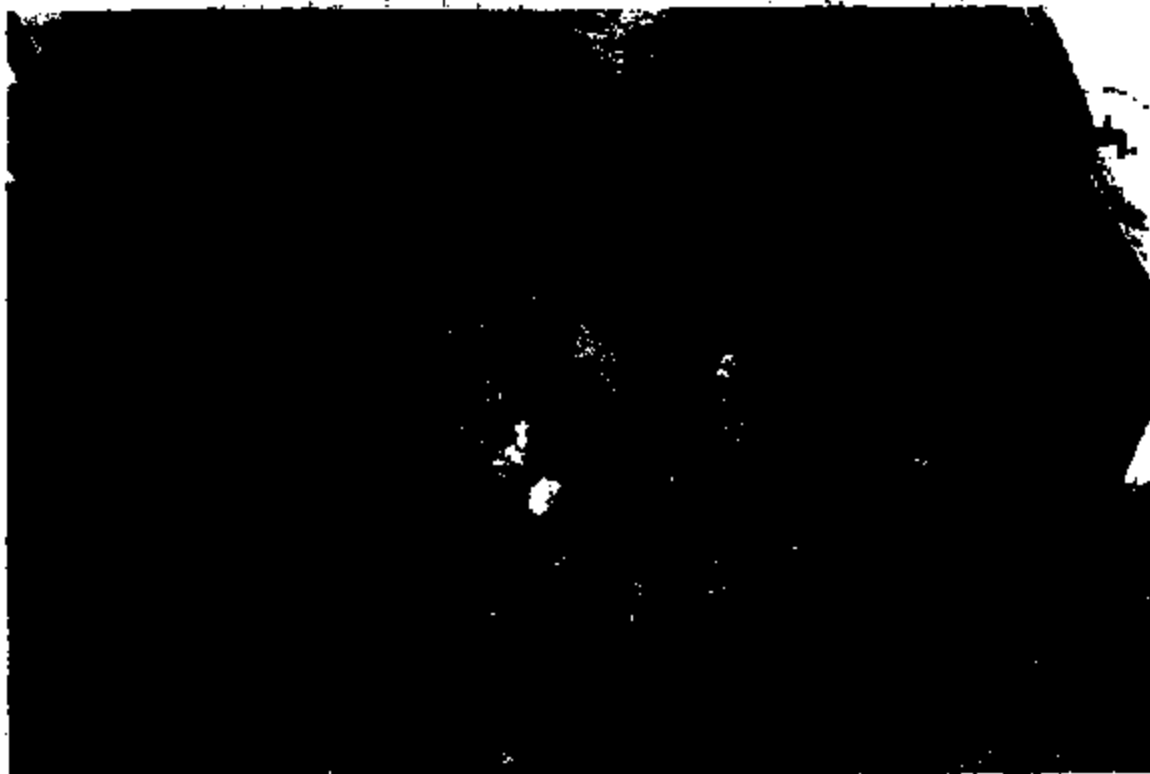


ROLL # 8072
NEG # 2



ROLL # 8072
NEG # 3

ER82-025-A 8788



ROLL # 8072
NEG # 6

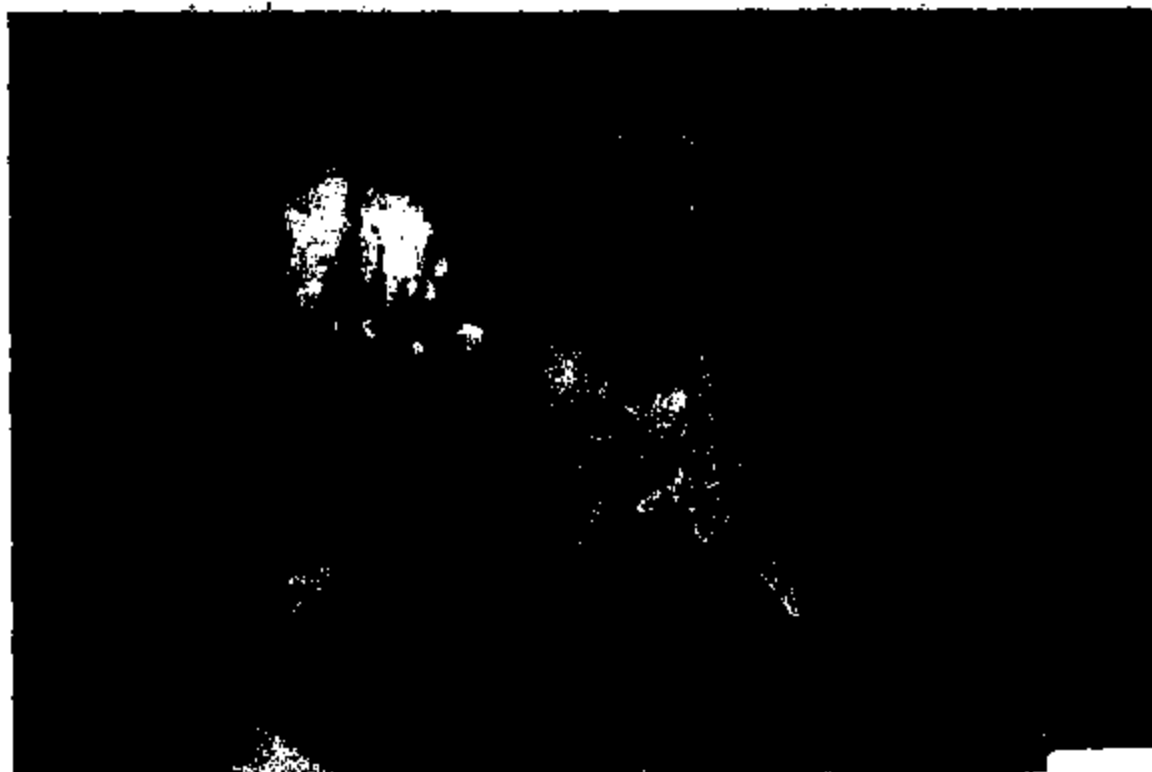


ROLL # 8072
NEG # 9

ER62-025-A 6790



ROLL # 8072
NEG # 11



ROLL # 8072
NEG # 12



ROLL # 8072
NEG # 23



ROLL # 8072
NEG # 25

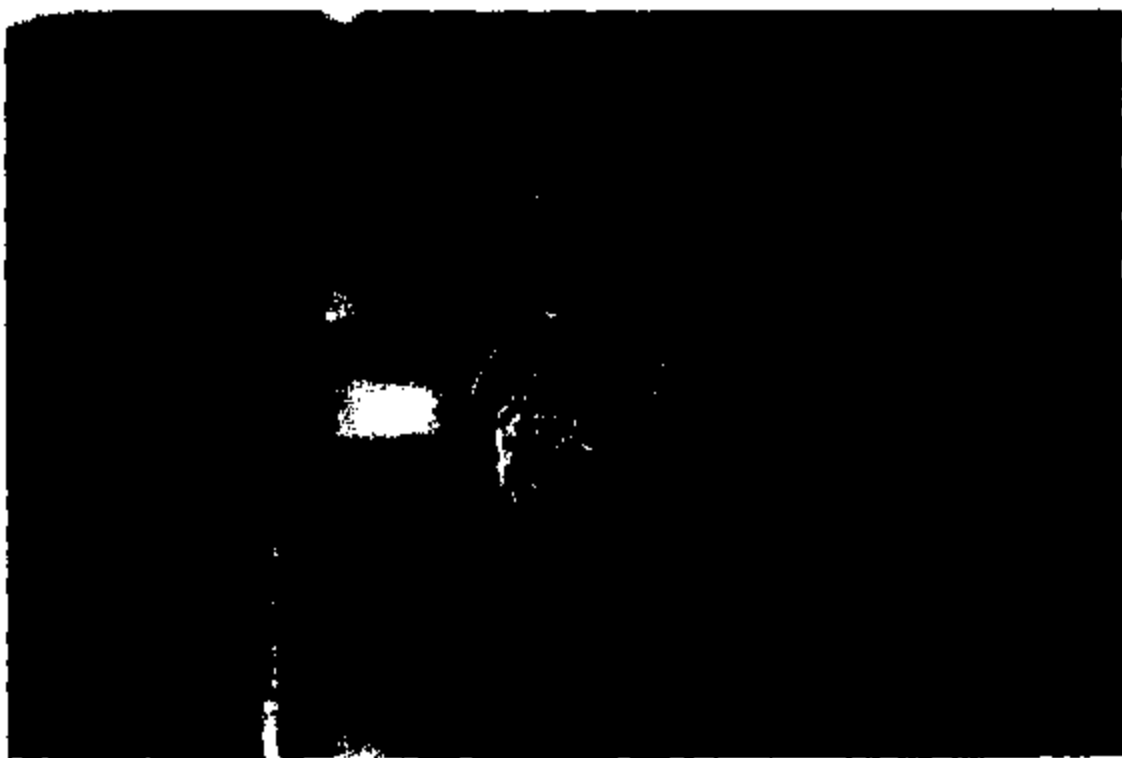
EP02-025-A 8702

EXEMPLARY
SWITCHES

LINCOLN TOWN CAR
FORD FIRES

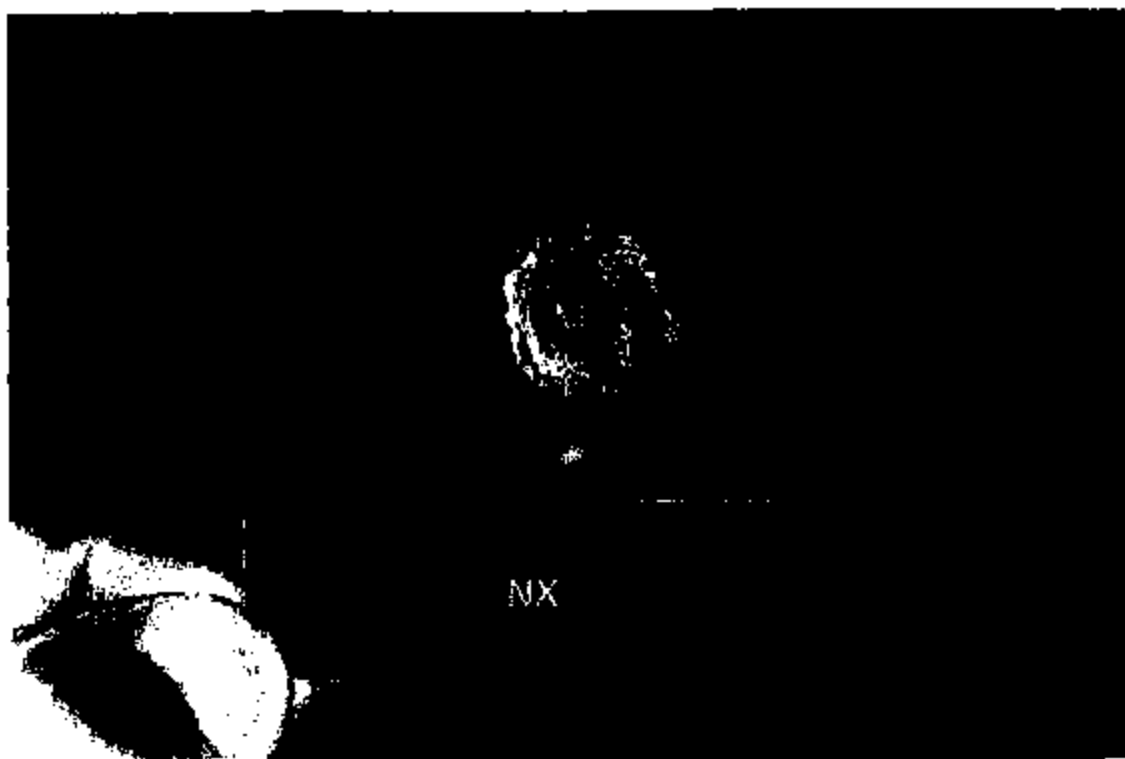


ROLL # 0404
NEG # 1



ROLL # 0404
NEG # 2

EA02-825-A 8705



ROLL # 0404
NEG # 5



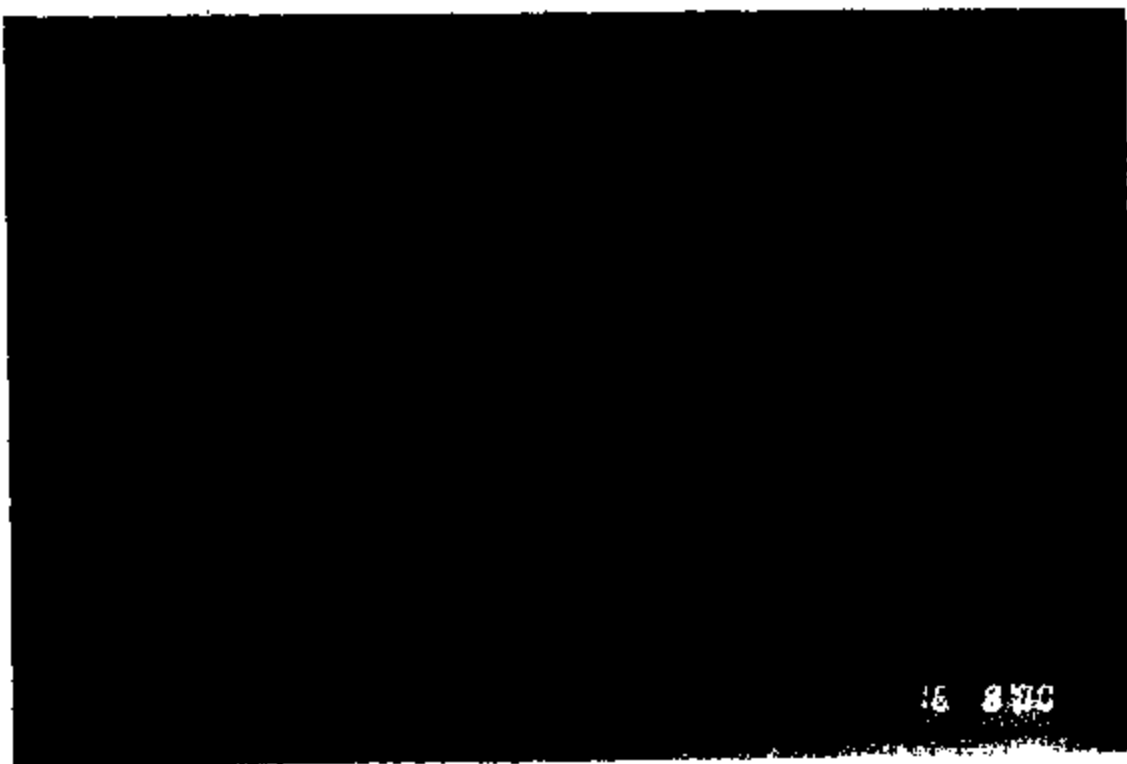
ROLL # 0404
NEG # 6

ER02-025-A 0706



15 8'00

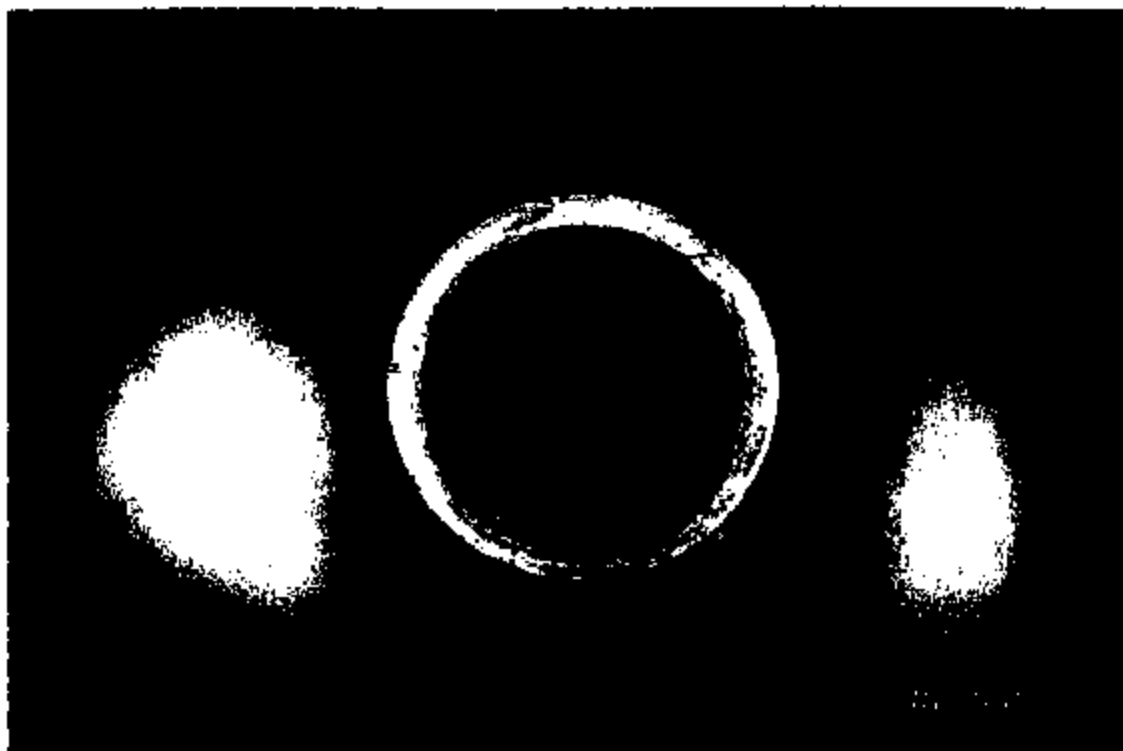
ROLL # 0404
NEG # 9



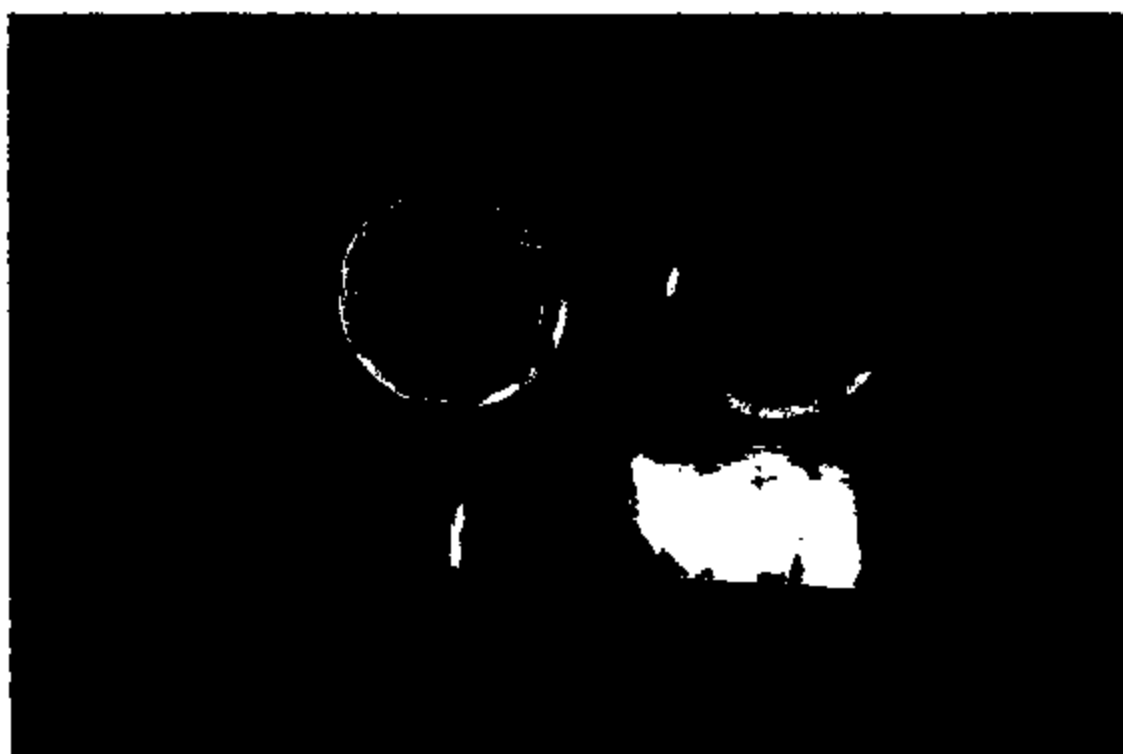
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ROLL # 0404
NEG # 10

E002-020-R 0707



ROLL # 0404
NEG # 13

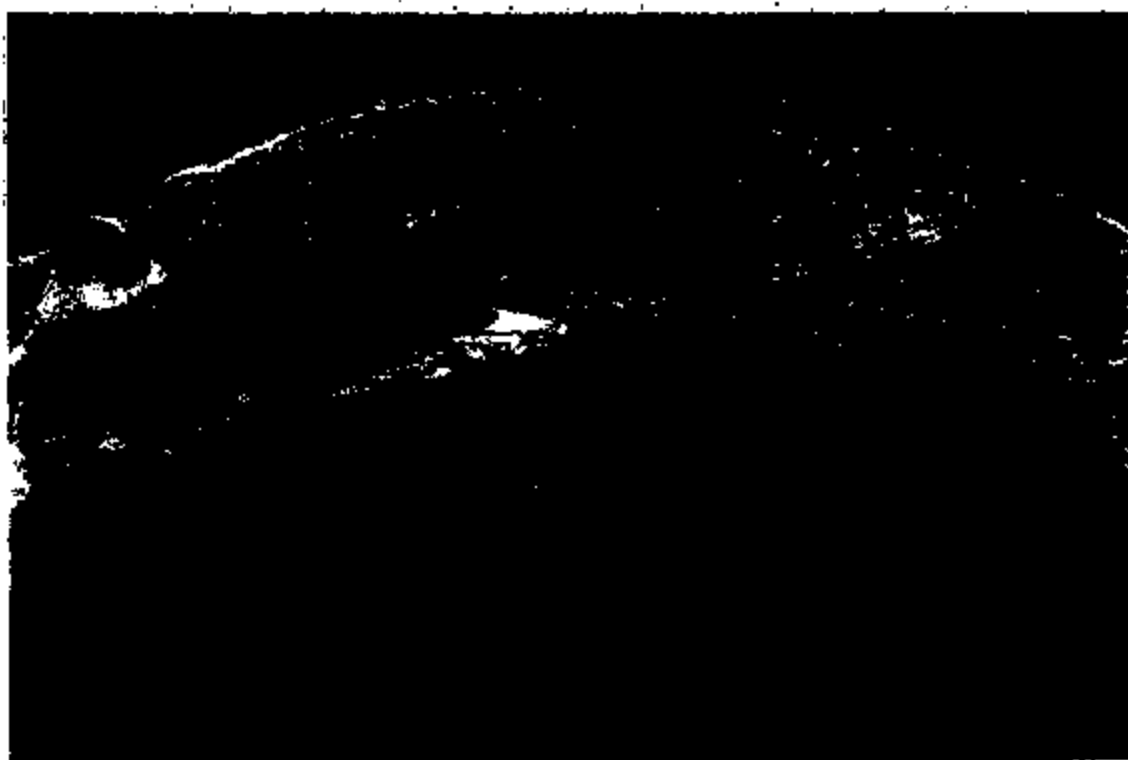


ROLL # 0404
NEG # 15

EA62-625-A 6798



ROLL # 0404
NEG # 21



ROLL # 0404
NEG # 30

EA92-825-R 8788



ROLL # 0404
NEG # 34

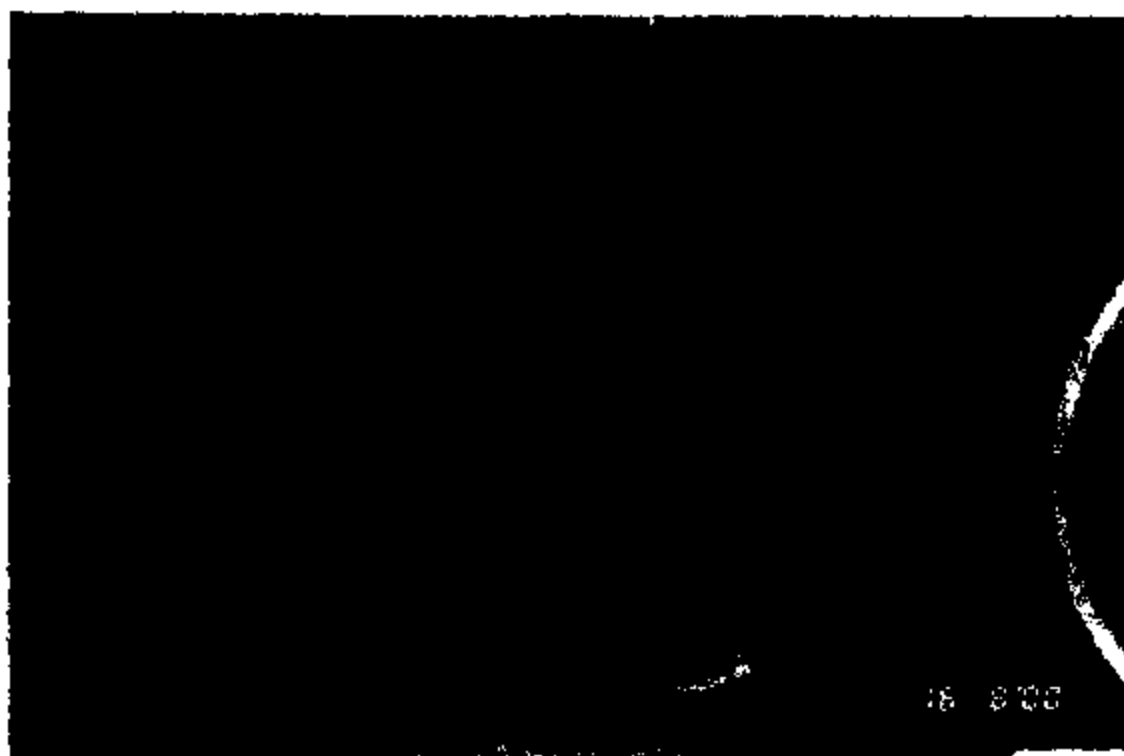


ROLL # D404
NEG # 37

ER62-826-A 8858



ROLL # 0405
NEG # 5



ROLL # 0405
NEG # 9

ER02-025-A 8881

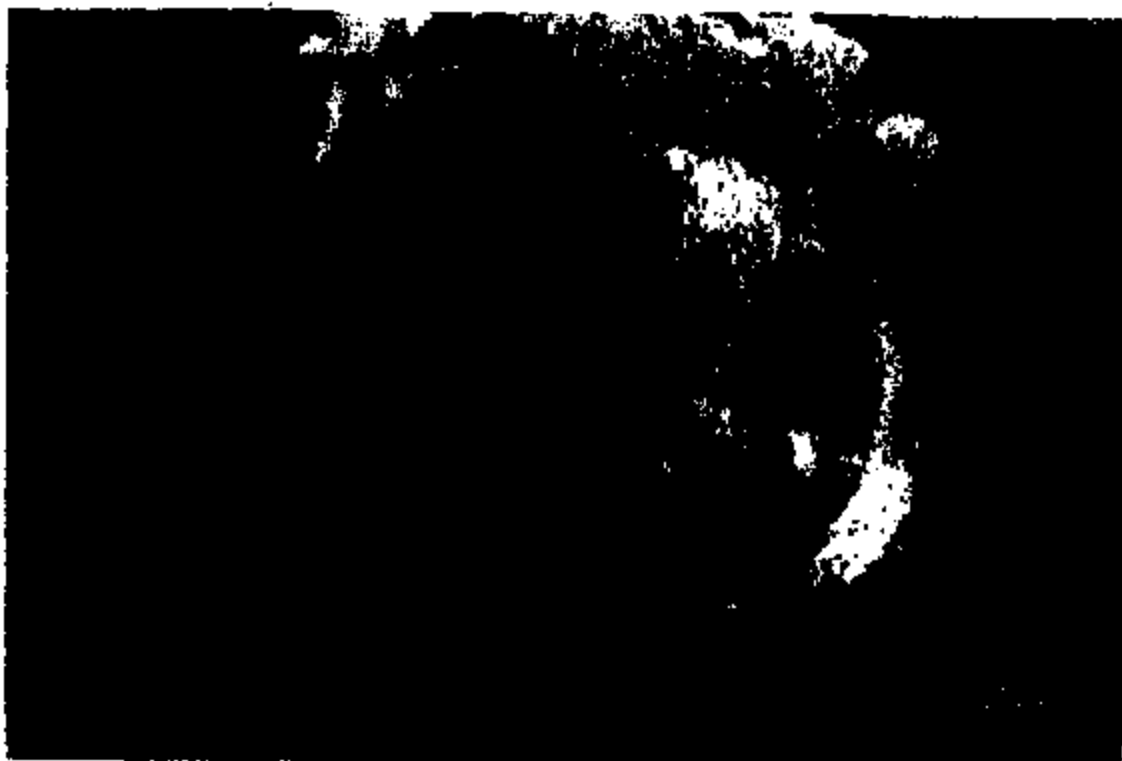


ROLL # 0405
NEG # 15



ROLL # 0405
NEG # 16

EM2-025-A 8982



ROLL # 0405
NEG # 22



ROLL # 0405
NEG # 32

2002-025-A 0003

PANTHER CHASSIS FIRE CASES

OSI

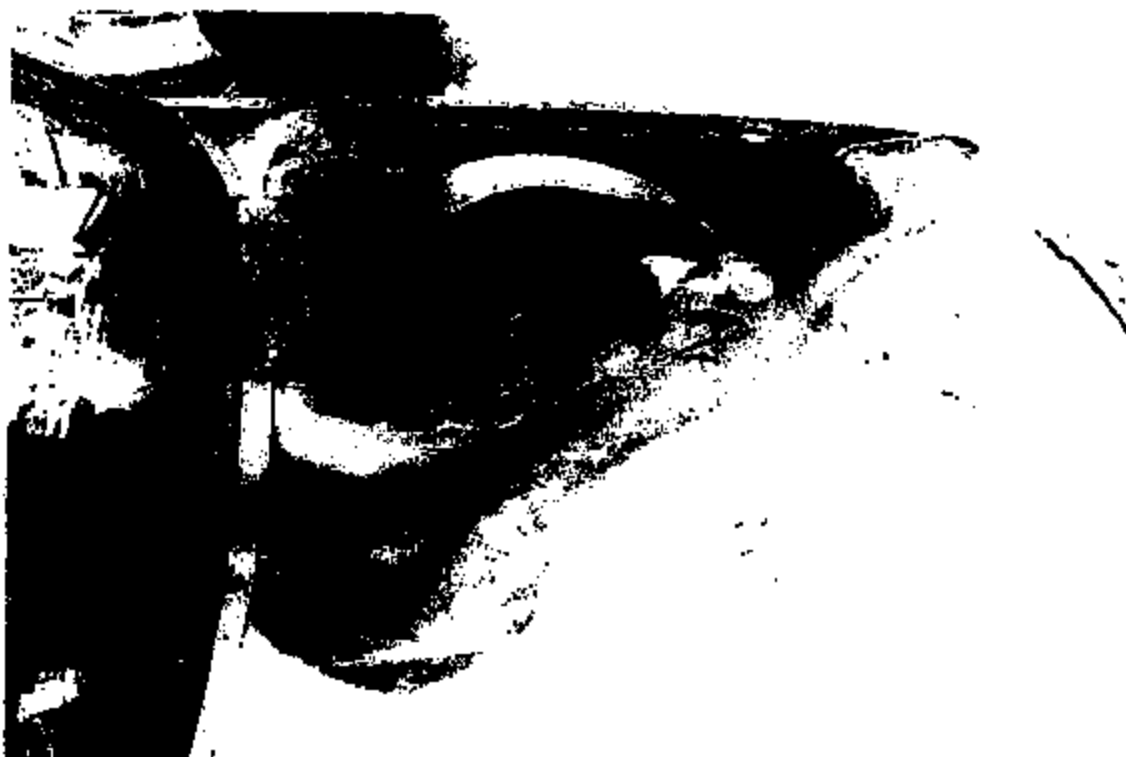


ROLL # 5458
NEG # 1



ROLL # 5458
NEG # 2

EP02-025-A 0000

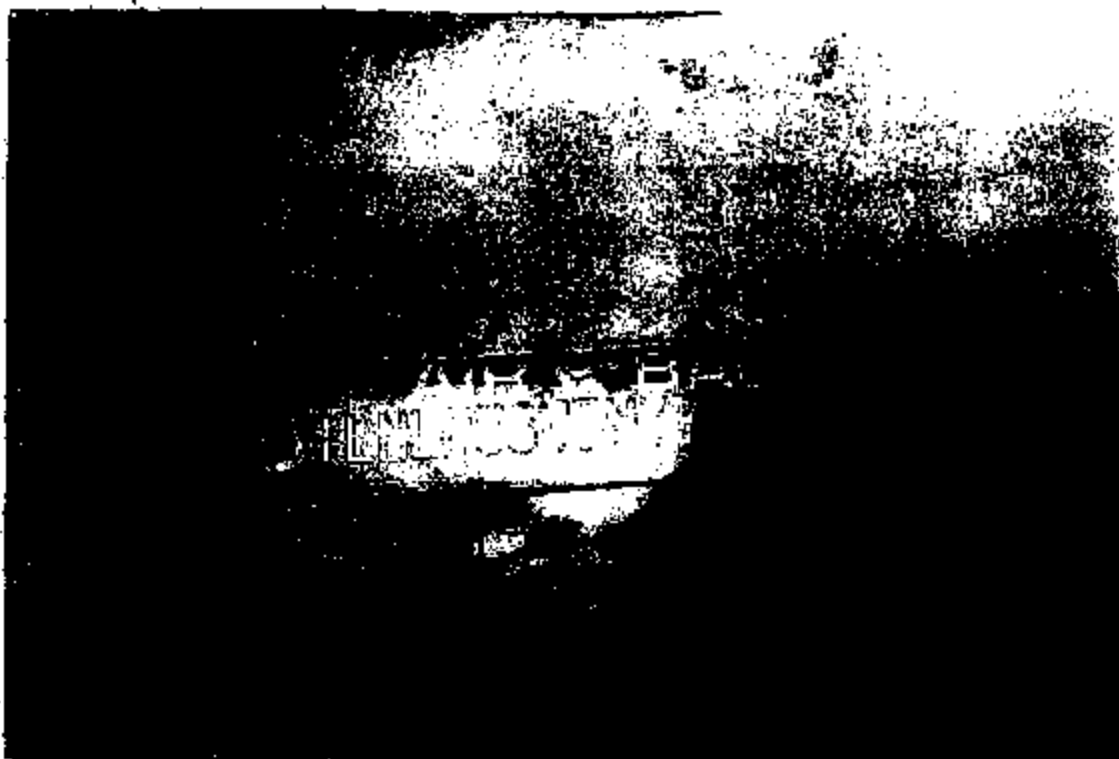


ROLL # 5458
NEG # 3



ROLL # 5458
NEG # 8

EA02-025-R 0007



ROLL # 5458
NEG # 10



ROLL # 5458
NEG # 27

ER82-829-A 8886

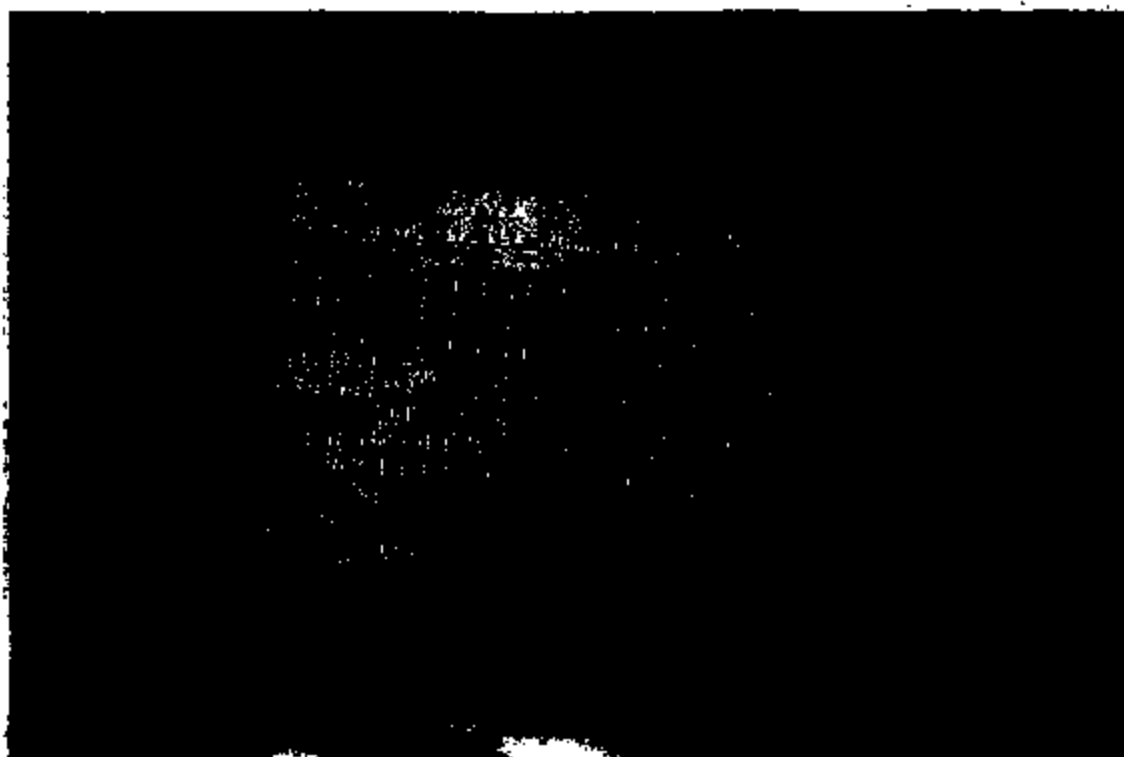


ROLL # 5458
NEG # 28



ROLL # 5458
NEG # 29

E182-825-A 1668



ROLL # 5458
NEG # 31



ROLL # 5449
NEG # 3

ER62-025-A 5818



ROLL # 5449
NEG # 5



ROLL # 5449
NEG # 6

ER02-025-A 5811



ROLL # 5449
NEG # 17



ROLL # 5449
NEG # 24

2A82-825-A 5812



ROLL # 5499
NEG # 28



ROLL # 5499
NEG # 32

EA02-025-A 8813



ROLL # 5499
NEG # 33

1:09:17 PM

08-16-2002

VINassist(R) Version 1.15

(c) by NICE 1991

Law Enforcement Edition

VIN:1LNLM81W0PY

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	1993
Y	Assembly Plant	WIXOM, MI
	Sequence Number	IN RANGE

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

VIN indicates a 1993 LINCOLN TOWN CAR BASE/EXECUTIVE 4 DR SEDAN

(c) by NICE, 1991



ROLL # 6344
NEG # 10

ER02-025-A 0010



ROLL # 1672
NEG # 25



ROLL # 6344
NEG # 8

ERG2-225-A 2819



ROLL # 1672
NEG # 29

ER02-025-A 5828

