



RE:
1997 FORD
F-150 XLT

MILLER

2:30:50 PM

08-20-2002

VINassist(R) Version 1.15

(c) by NICE 1991

Law Enforcement Edition

VIN:1FTEX18LSVN [REDACTED]

IGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
F	Manufacturer	FORD FORD
T	Vehicle Type	TRUCK
E	Gross Vehicle Weight	6,001 - 7,000 GVWR HYDRAULIC
X18	Series	F150 4X4 SUPER CAB STYLESIDE
L	Engine	5.4L EFI-SOHC(W) V8/10.0L COM.L-10
5	Check Digit	CHECK DIGIT VALID
	Year	1997
N	Assembly Plant	NORFOLK, VA
[REDACTED]	Sequence Number	IN RANGE

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

VIN indicates a 1997 FORD F150 4X4 SUPER CAB STYLESIDE

(c) by NICE, 1991

CHARLIE MILLER
P. O. Box 99
Marigold, MS 38759-0099
(662) 748-2328
(662) 748-2527 (Fax)

June 18, 2002

Page 1 of 2

Dennis Welch
Mississippi Farm Bureau
P. O. Box 780
Batesville, MS 38606

RE: Insured: [REDACTED], Policy [REDACTED]
VIN: 1FTEX18L5VN [REDACTED] Date of Loss: 6/4/02

Dear Mr. Welch:

The following report is based on information obtained during my inspection of the subject vehicle and interview with the owner on June 11, 2002. The vehicle was located at Davis Farms on Litton Road near Skene, MS. The vehicle had not been moved since the fire which had happened a week earlier. The owner of the truck stated he had driven the truck to work on the morning of the fire arriving at the farm headquarters at approximately 5:30 A.M. The truck was left unattended until approximately 1:30 P.M. when a lady in a nearby house heard noises coming from the truck and saw smoke coming from the vehicle. The driver of the truck was contacted and along with another worker, attempted to extinguish the fire with several fire extinguishers. After the fire extinguishers were exhausted the fire was extinguished with a large portable water tank used to fill chemical tanks on the farm tractors. The owner of the truck stated that when he first arrived at the scene of the fire, he saw flames coming through the hood of the truck on the driver's side. I was told by the driver that he had no recent problems with the truck and everything operated properly on the truck with the exception of the cruise control that had stopped working several weeks earlier.

The subject vehicle is a 1997 F-150 XLT 4-Wheel Drive built in January 1997. Burn patterns on the vehicle clearly show the fire started on the left side of the engine compartment. The hood is melted on the left and rear portion with the right side and the front portion remaining. (See Photos Roll 1, Frames 4 and 5.) The left front tire was partially melted by the fire (See Photos Roll 1, Frames 7 and 8) while the right front as well as all other tires were undamaged. (See Photos Roll 1, Frames 1, 2 and 3.) The greatest heat damage in the engine compartment was in an area on the left side near the Brake Booster and Master Cylinder. (See Photos Roll 1, Frame 8 through Frame 14.) Electrical components located in this area receiving full time 12 Volts include the Power

Page 2 of 2
June 18, 2002

Distribution Box, Cruise Control Servo and the Cruise Control Deactivation Switch, also called the Brake Pressure Switch. The Power Distribution Box and Cruise Servo were partly melted by the fire. (See Photos Roll 1, Frames 17, 18 and 19.) There was no unusual arcing or melting noted on either of these components or the relays located in the Power Distribution Box. The end of the aluminum Brakes Master Cylinder, located in the area of the greatest heat had melted and fallen underneath the truck. (See Photo Roll 1, Frames 12, 13, 14 and 18.) The end of the Master Cylinder and the Brake Pressure Switch were located on the ground underneath the truck just inside the left front tire. The Brake Pressure Switch was found separated from the end of the Master Cylinder. The switch was separated with the switch body located several inches from the base of the switch. The aluminum ring used to connect the switch housing to the base was not found nor were the wire terminals leading into the switch. The Master Cylinder end and Brake Pressure Switch parts were removed from underneath the truck, photographed and taken to my office for further analysis. (See Photos Roll 1, Frame 20, 21, 22 and 23.) Examination of the Brake Pressure Switch revealed extreme heat from electrical arcing inside the switch body. The electrical contacts inside the switch body were melted and beaded. (See Photos Roll 2, Frame 13, 14, 15, 16, 17 and 23.) Some of the melted switch components were still attached inside the body and several small pieces were loose. (See Photo Roll 2, Frame 17.) The metal cup located on the top of the Hexport of the switch was severely corroded and showed signs of electrical arcing. (See Photos Roll 2, Frame 7, 9 and 24.) This corrosion on the cup of the switch is an indication the Kapton Seals inside the Hexport had failed before the fire allowing brake fluid to enter the switch body and corrode the switch parts and the cup. After carefully removing the lower crimp ring of the cup the Hexport was removed from the cup allowing examination of the three (3) Kapton Seals. The seals were found to be broken through all three layers in an area commonly referred to as the edge of the teardrop. (See Photos Roll 2, Frames 18, 21 and 22.) This seal failure is consistent with seal failures I have seen in other Brake Pressure Switches that I have examined. Based on the length of time the vehicle was parked, the driver's statement of the inoperative Cruise Control and the overwhelming evidence found inside the Brake Pressure Switch, it is my opinion this fire was a result of an electrical short of the Brake Pressure Switch.

If I can be of further assistance to you in this matter, please contact me.

Sincerely,

Charlie Miller
CM:jm

Enclosures (Rolls 1 & 2, Inv. 466)

RE: [REDACTED] - 1997 F-150 Ford ^

VIN 1FTEX18L5VM [REDACTED]

Policy No. [REDACTED]

D, O, L. 6/4/02

The [REDACTED] report is based on information obtained during my inspection of the subject vehicle and interview with the owner of the subject vehicle on 6/11/02. The vehicle was located at Davis Farms on Lidon Road near Shears, MS. The vehicle had not been moved since the Fire, that began around sundown. The owner of the tract stated he had driven the tract to work on the morning of the Fire arriving at the Farm headquarters at approx. 5:30 AM. The tract was left unattended until approx. 11:30 PM when a lady in a nearby house heard noises coming from the tract and saw smoke coming from the vehicle. The driver of the tract was contacted and along with another worker attempted to extinguish the fire with sand fire extinguishers. When the fire extinguishers were exhausted the fire was extinguished with a large portable water tank used to fill chemical tanks on the Farm tractors. The owner of the tract stated that when

The Power distribution box and cruise servo
were partly melted by the fire. See photos
M-F-17-F-18-F-19. There was no ~~most~~
unusual arcing or melting noted on either of
these components or the relays located
in the power distribution box. The end
of the aluminum master ~~of~~ Brake master
cylinder, located in the area of the ground
heat, had melted and fallen underneath the
track. See photos M-F-12-13-14-18. The
end of the master cylinder and the Brake
Pressure switch were located on the ground
underneath the track, just inside the left
Front tire. The brake pressure switch
was found separated from the end of the
master cylinder. The switch was separated
with the switch body located several
inches from the base of the switch.
The clamping ring used to connect the
switch body to the base was not found
nor were the wire terminals leading into
the switch. The master cylinder end and
Brake Pressure switch parts were removed
from underneath the track, photographed
and taken to my office for further
analysis. See photos M-F-20-21-22-23.
Examination of the brake pressure switch
revealed extreme heat from electrical arcing
inside the switch body. The electrical
contacts inside the switch body were

melted and beaded. See photos A-2-F-13-14
15-16-17-23. Some of the melted switch
compartments were still attached inside the
body and several small pieces were loose.
See photo-A-2-F-17. The metal cup located
on top of the hex part of the switch was
seriously corroded and shows several signs of
electrical arcing. See photos-A-2-F-7-9-24.
This corrosion on the cup of the
switch is an indication the Nippon seals
inside the hex part had failed before
the fire allowing brake fluid to enter
the switch body and corrode the switch
parts and the cup. After carefully
removing the lower portion of the
cup the hex part was removed from
the cup allowing examination of the
3-Nippon seals. The seals were found
to be broken through all three layers
in an area commonly referred to as the
edge of the tearing. See photos-A-2-F-¹⁸21-22.
This seal failure is consistent with
~~other~~ seal failures I have seen in other
Brake Pressure switches that I have
examined. Based on the length of time
the vehicle was parked, the driver's statement
of an evaporative canister control, and the
overabundance of evidence found inside the
Brake Pressure switch it is my opinion

he first arrived at the scene of the fire he saw flames coming through the hood of the truck on the driver's side. It was told by the driver that he had no recent problems with the truck and wanted repaired properly on the truck with the exception of the cruise control that had stopped working several weeks earlier.

The subject vehicle is a 1997 F-150 XLT 4 wheel drive built in January 1997. Burn pattern on the vehicle clearly shows the fire started on the left side of the engine compartment. The hood is melted on the left and rear portion with the right side and the front portion remaining. See photos A1-F4-F-5. The left front tire was partially melted by the fire see photos A1-F7-F-8 while the left front and all other tires undamaged see photos A1-F2-F-3. The greatest heat damage to the engine compartment was in an area on the left side near the brake booster and master cylinder. See photos A1-F8 thru F-14. Electrical components located in this area includes but not necessarily Full time battery include the Power Distribution Box, Cruise control servo, and the cruise control deactivation switch, also

an electrical sketch of the Brake pressure
switch. If I can be of further service
on this matter please contact me

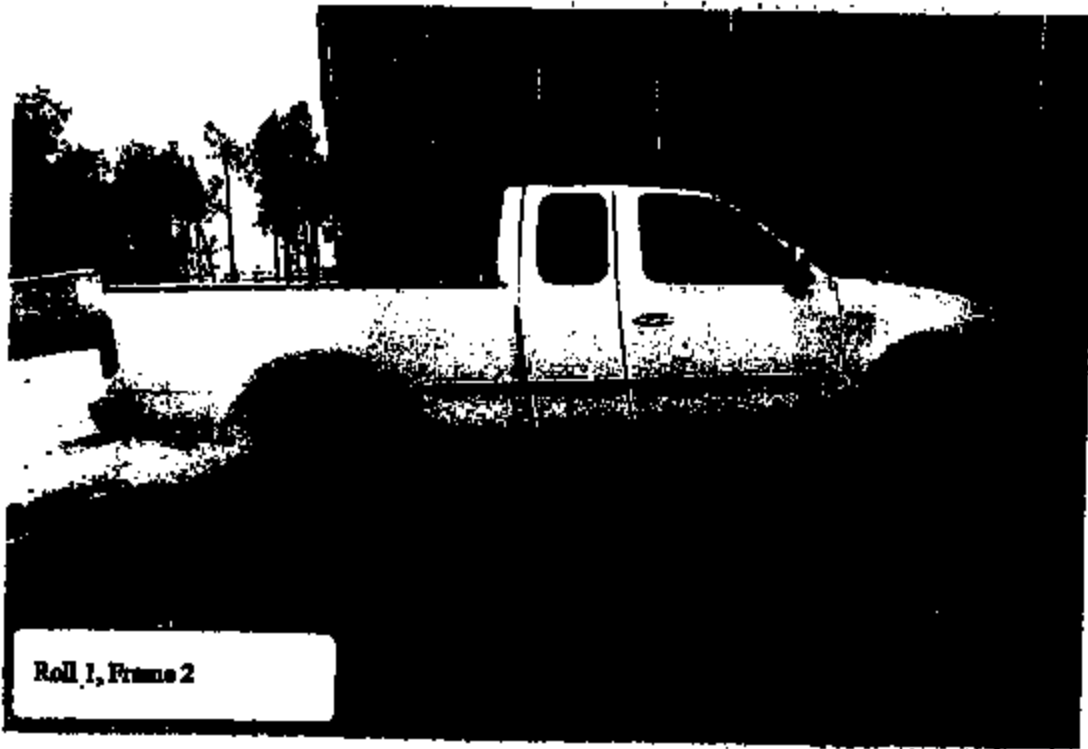
TT - Inspection of Truth - Inspection of
Brake Pressure switch parts - Properties
of Agent 6645,
2 - Rollz Film
NO mtg

Fuller

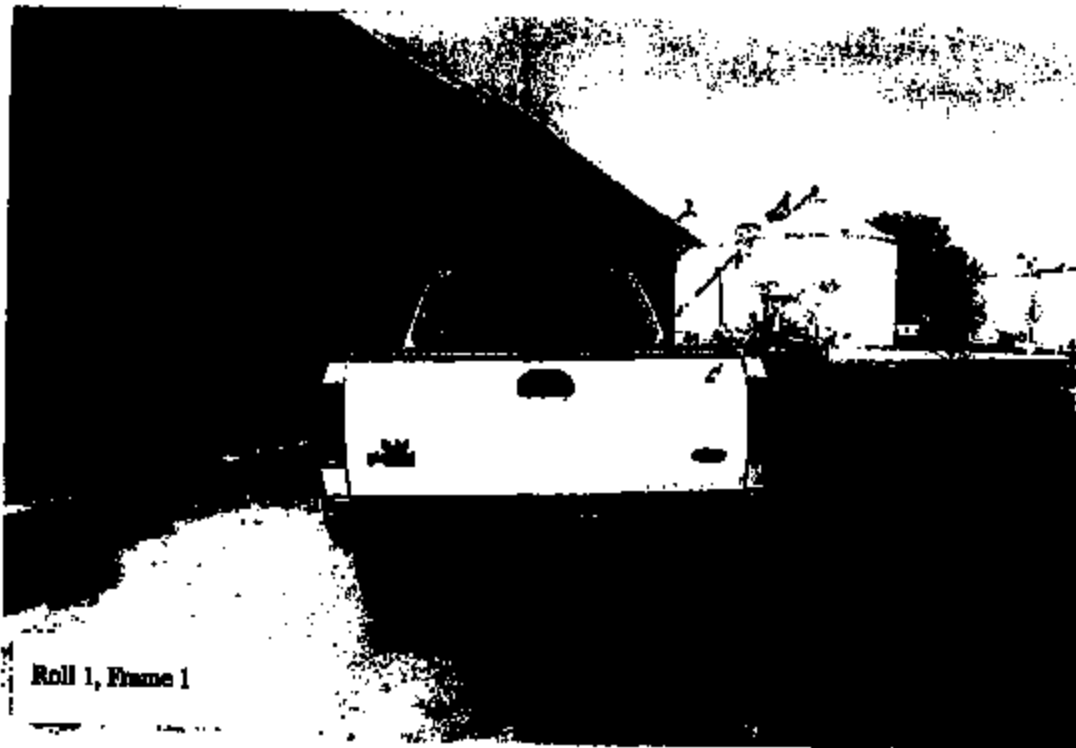
1/97 F-150 4WD auto XLT
IFTEX18L5VM [REDACTED]

Parked 7-8 HAS

Saw Fire con out left side of head



Roll 1, Frame 2



Roll 1, Frame 1



Roll 1, Frame 4



79324
EXPT. NO. 17
130 1200 17170/2011/12/17/196
UTC 17170-1200-17-196

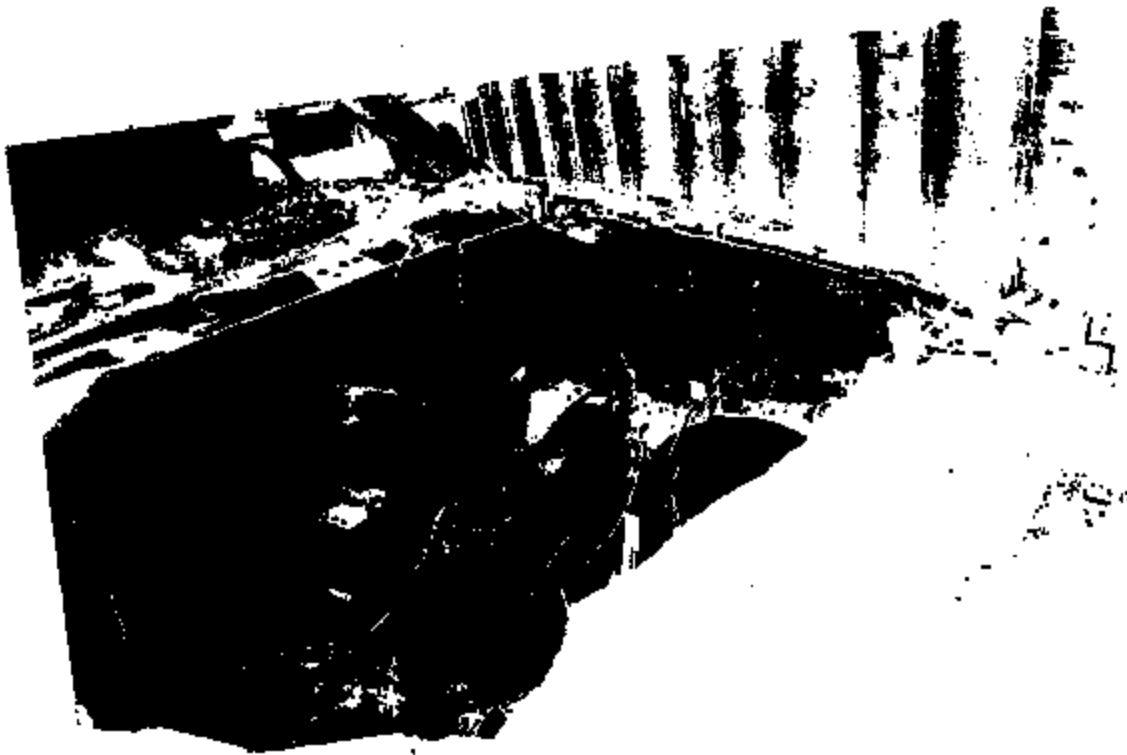
Roll 1, Frame 15



Roll 1, Frame 14



Roll 1, Frame 16



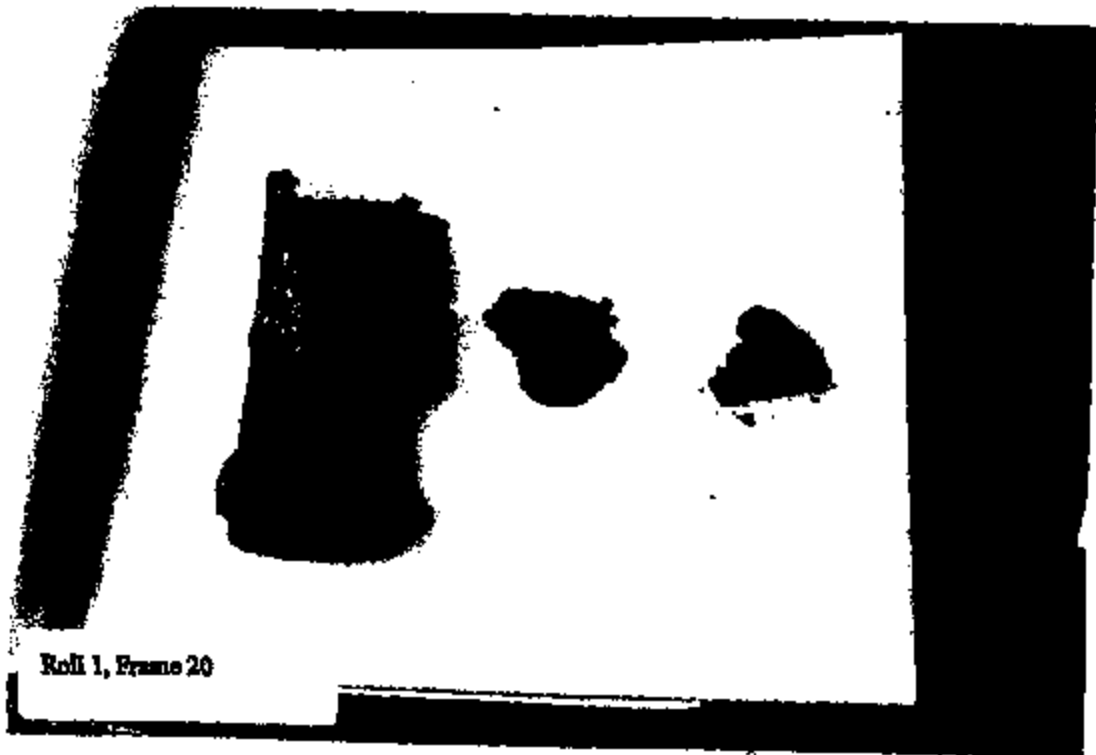
Roll 1, Frame 9



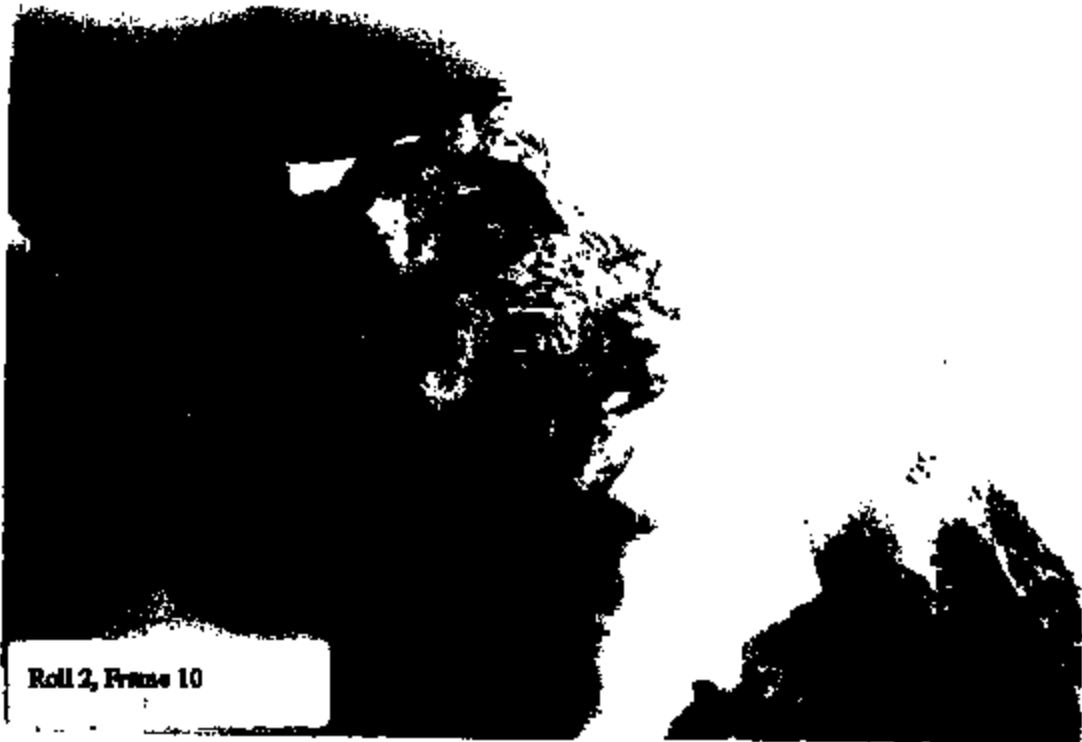
Roll 1, Frame 8



Roll 1, Frame 24

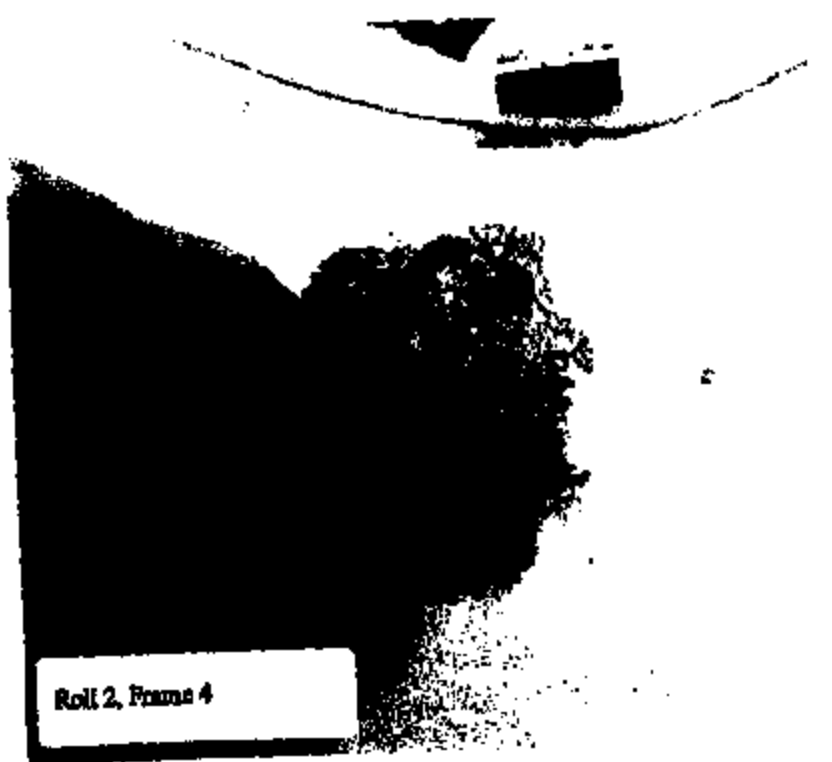


Roll 1, Frame 20

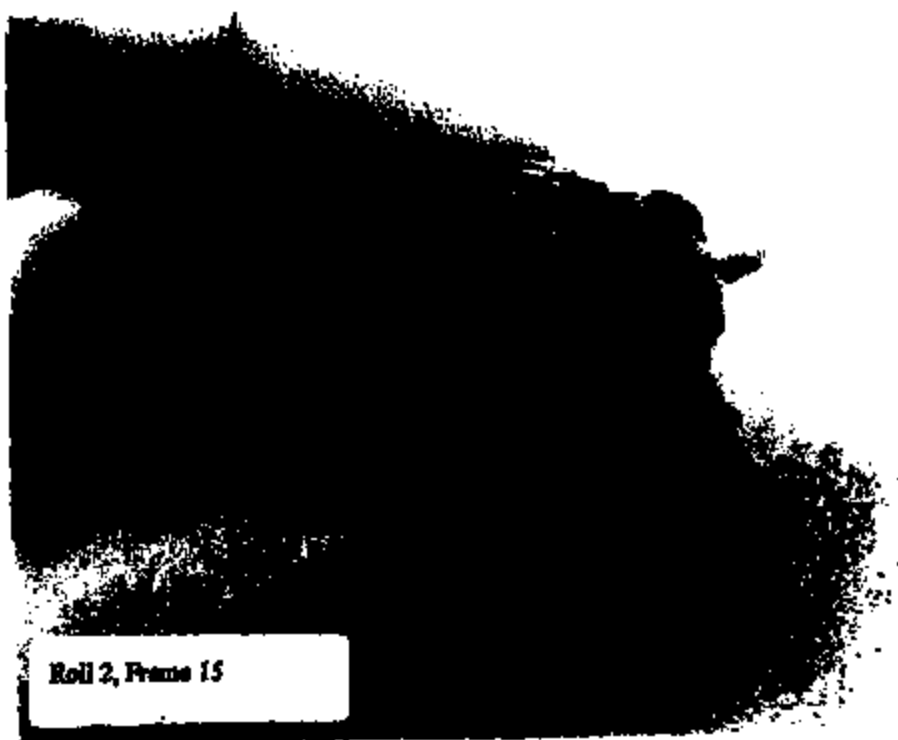




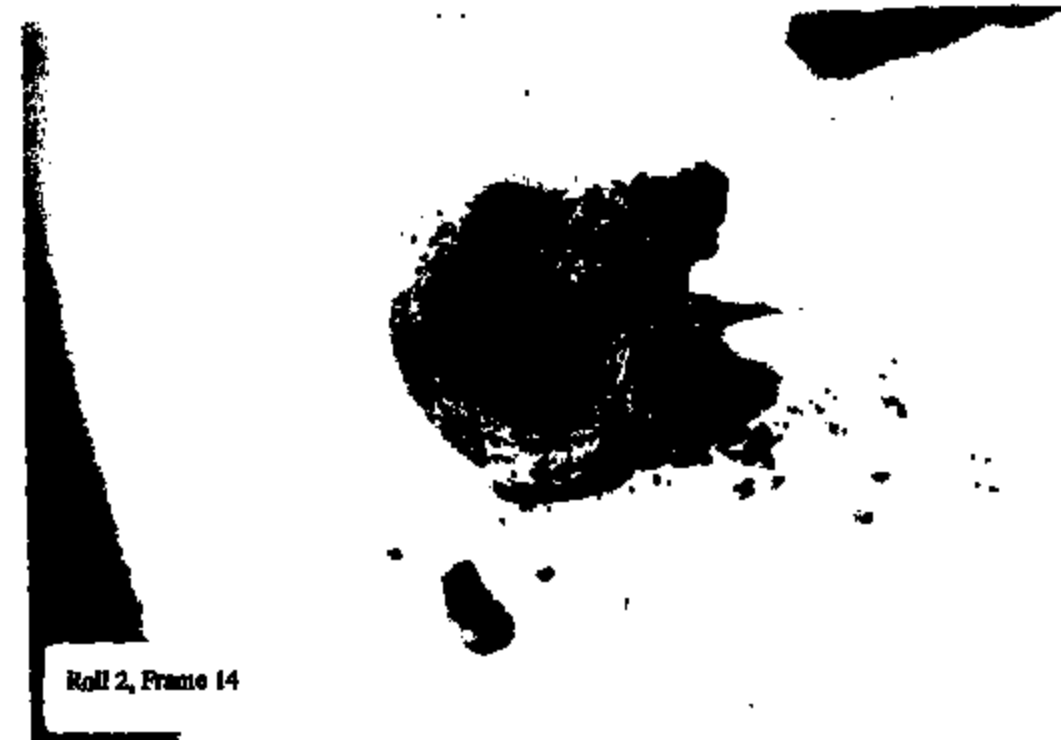
Roll 2, Frame 1



Roll 2, Frame 4



Roll 2, Frame 15



Roll 2, Frame 14



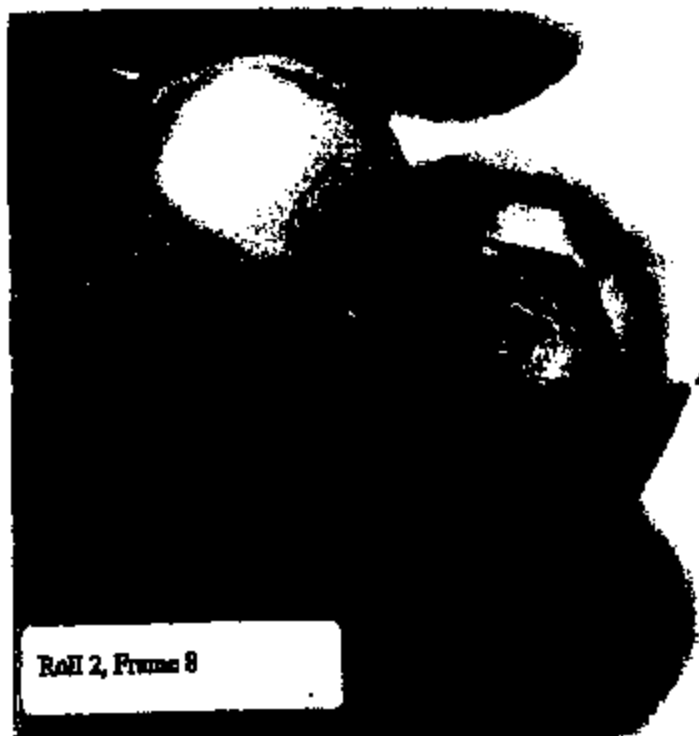
Roll 2, Frame 13



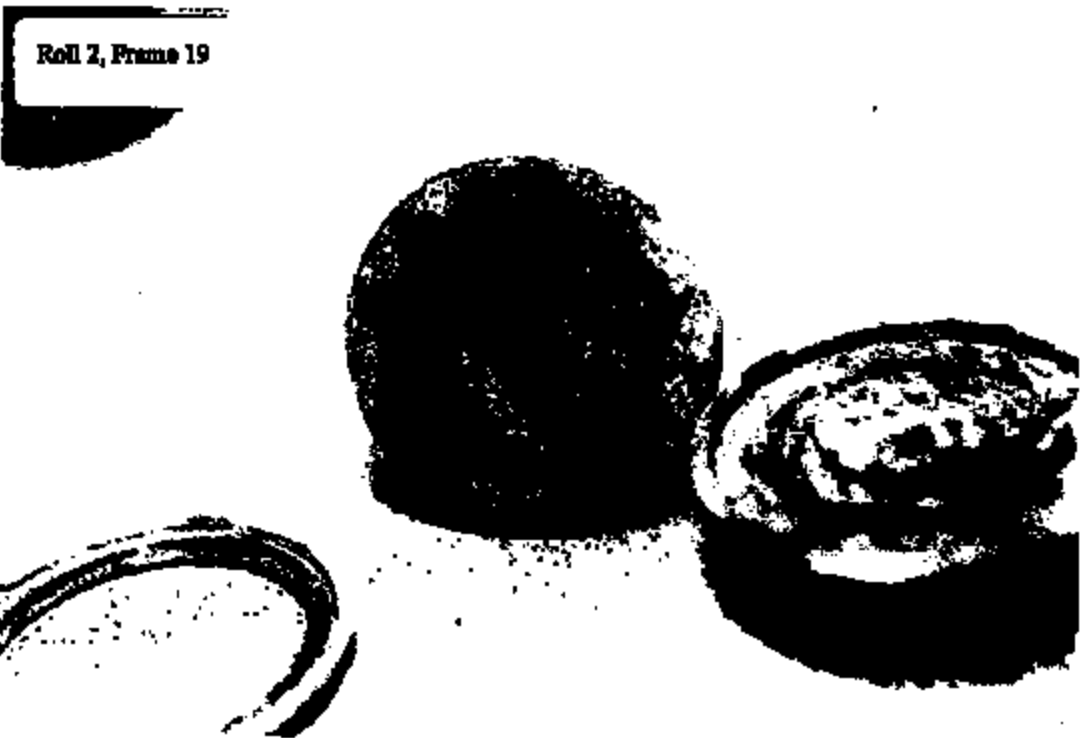
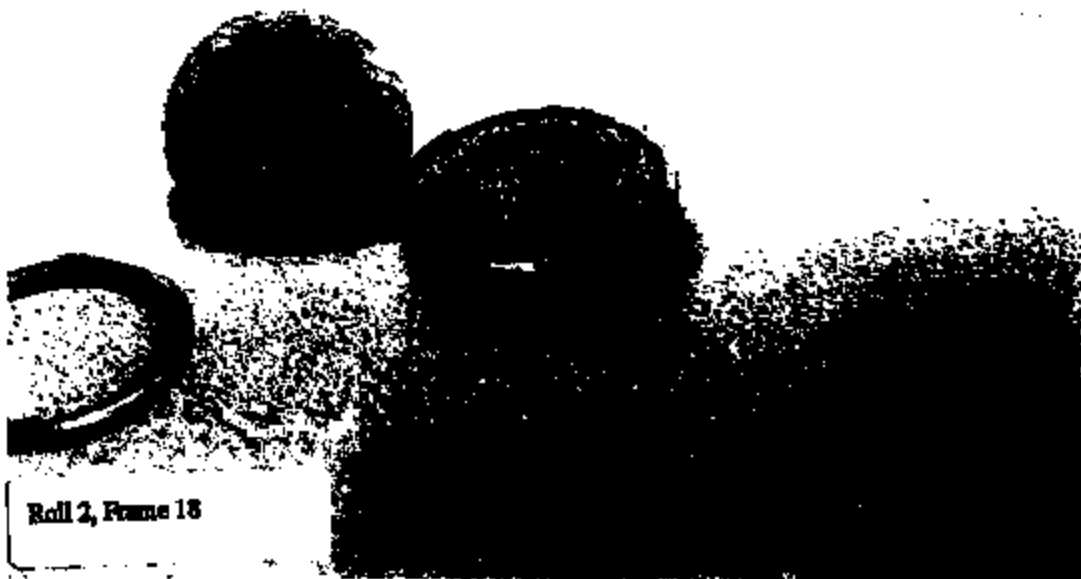
Roll 2, Frame 17



Roll 2, Frame 7



Roll 2, Frame 8





Roll 2, Frame 21

RE:



**1995 FORD
F150**

MILLER

10:26:31 AM

08-22-2002

VINassist (R) Version 1.15

(c) by NICS 1991

Law Enforcement Edition

VIN: 1FTEF14N1S [REDACTED]

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
F	Manufacturer	FORD FORD
T	Vehicle Type	TRUCK
E	Gross Vehicle Weight	6,001 - 7,000 GVWR HYD
F14	Series	F SERIES F150 4X4 PICKUP-REG. CAB
N	Engine	5.0L EFI V-8
1	Check Digit	CHECK DIGIT VALID
S	Year	1995
-	Assembly Plant	WAYNE, MI
[REDACTED]	Sequence Number	IN RANGE

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

VIN indicates a 1995 FORD F SERIES F150 4X4 PICKUP-REG. CAB

(c) by NICS, 1991

3
NHTSA
NHTSA

8-15-01

8-15-01 Ford F-150 XLT

Hill Farm (Stacy)
mileage 93,176.2

VIN 1FTEF14N1SL [REDACTED]

Build Date: 7/95

Julian Date of switch: 5/52

Brake fluid coming out of top of brake pressure switch

No fuses blown - switch is open & ungrounded

Seal pushed out of wiring connector

Truck brought in for poor engine performance
& cruise inoperative.

Brake fluid reservoir level ok - cust had added brake fluid
at bringing to shop.

[REDACTED]

Dunnison, MS [REDACTED]

Gave to NHTSA 7-17-02 at CAC,

↳ Frank S. Borris II
Safety Defects Investigator
Office of Defects Investigation, NHTSA 12
400 7th St. S.W.
Washington, DC 20590
phone 202 366-8089
fax 202 366 1767
fborris@nhtsa.dot.gov

F-SERIES

**SPEED
CONTROL
DEACTIVATION
SWITCH**

INVESTIGATION

EXEMPLAR UNITS

2:16:11 PM

08-22-2002

VINassist(R) Version 1.15

(c) by NICE 1991

Law Enforcement Edition

VIN:1FMEU15N5SL

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
F	Manufacturer	FORD FORD
M	Vehicle Type	MULTI PURPOSE VEHICLE
E	Gross Vehicle Weight	6,001 - 7,000 GVWR HYD
U15	Series	BRONCO 4X4
N	Engine	5.0L EFI V-8
5	Check Digit	CHECK DIGIT VALID
S	Year	1995
	Assembly Plant	WAYNE, MI
	Sequence Number	IN RANGE

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

VIN indicates a 1995 FORD BRONCO 4X4

(c) by NICE, 1991



ROLL # 8921
NEG # 25



ROLL # 8921
NEG # 24

ER82-025-A 8847



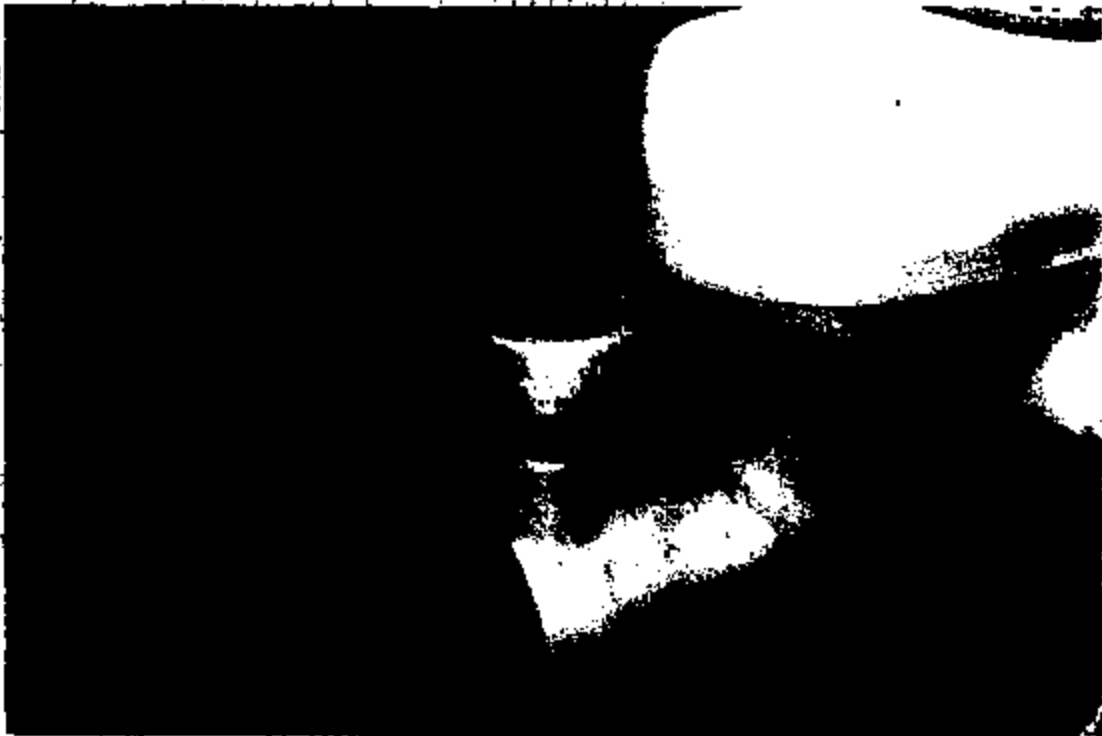
ROLL # 8821
NEG # 1



ROLL # 8921
NEG # 3



ROLL # 8921
NEG # 5



ROLL # 8921
NEG # 9



ROLL # 8921
NEG # 12



ROLL # 8921
NEG # 19

RE:

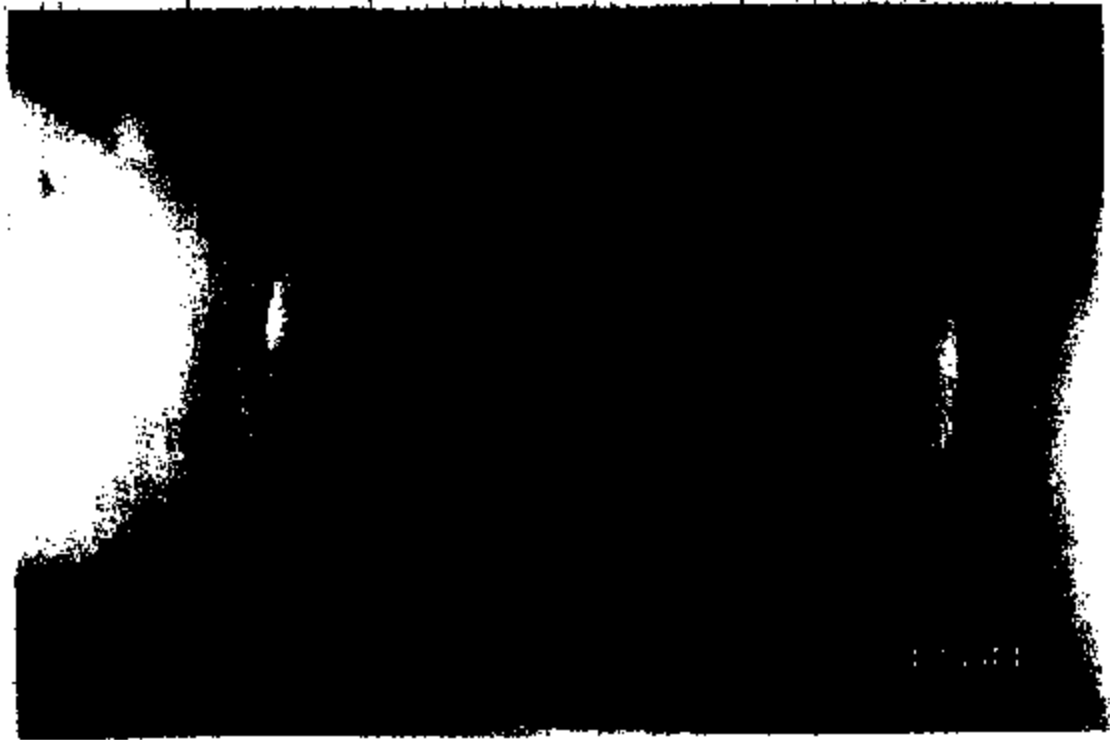
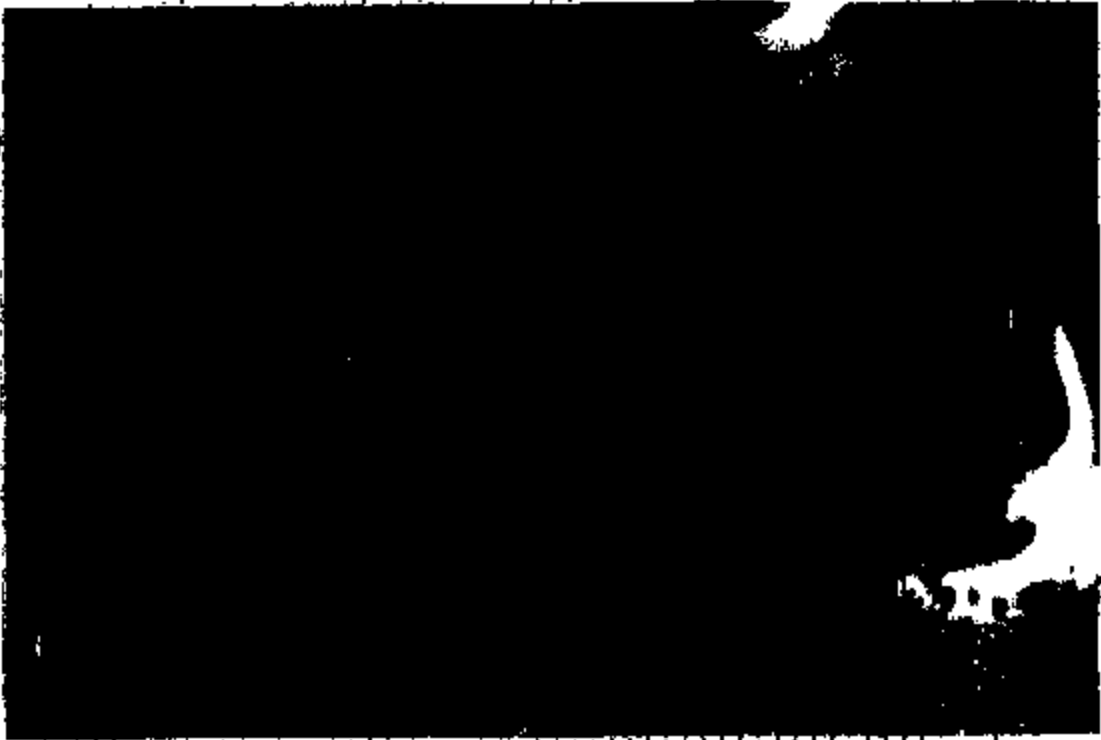
**EXEMPLAR
SWITCHES DISSECTED
WITH
FORD MOTOR &
TEXAS INSTRUMENT**

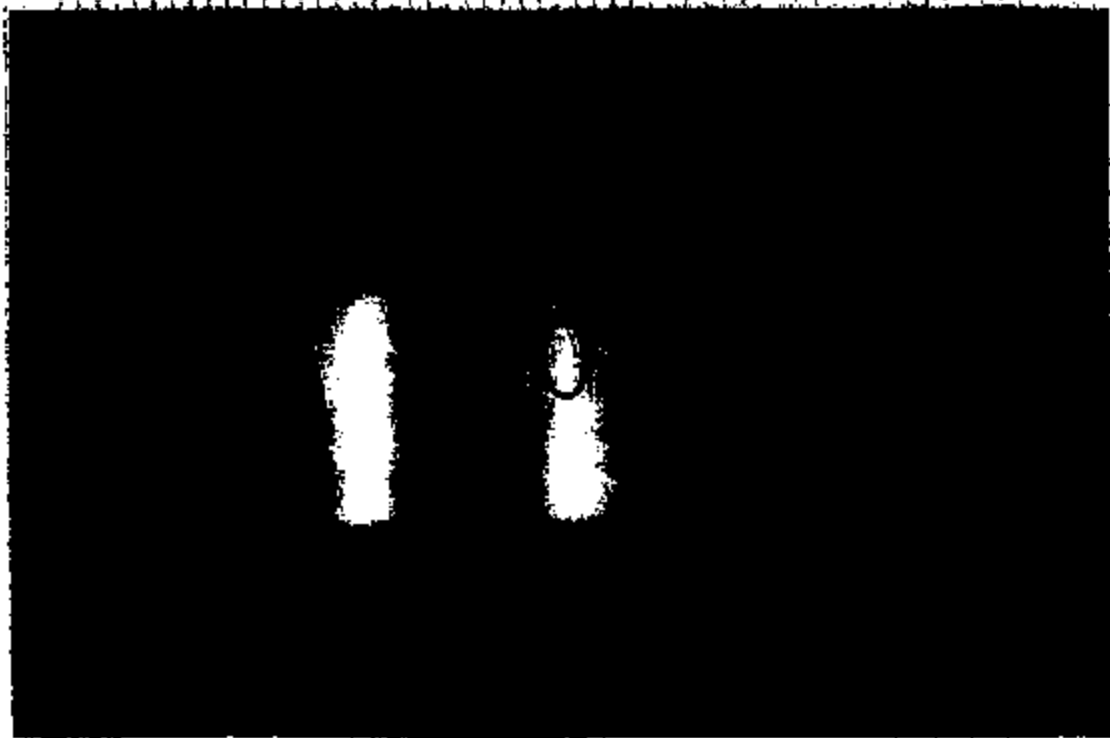
1995 BRONCO

2

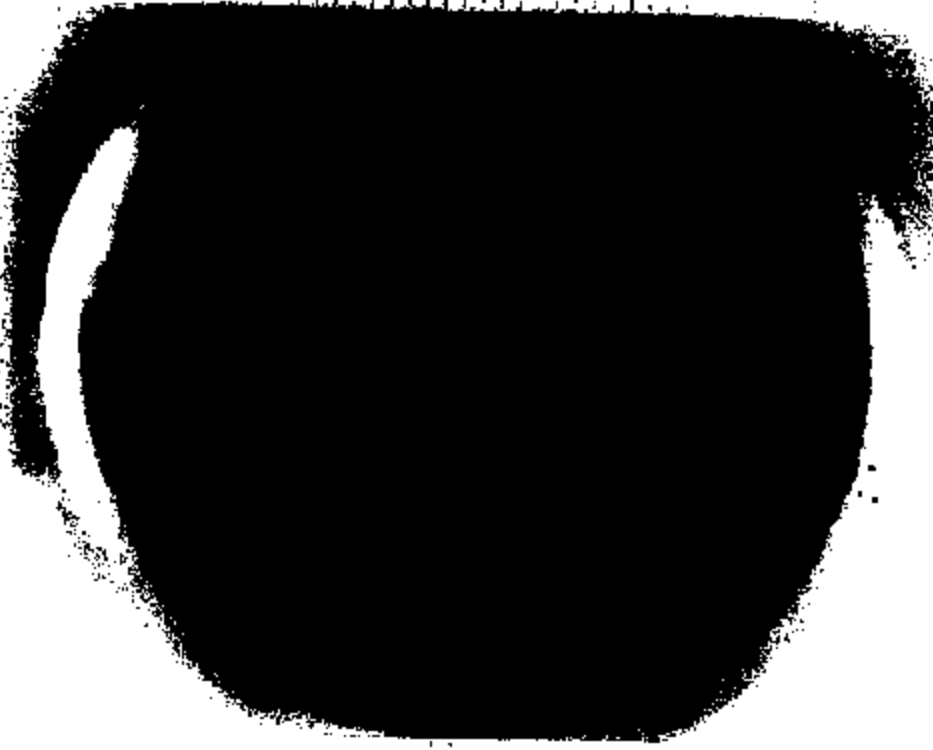
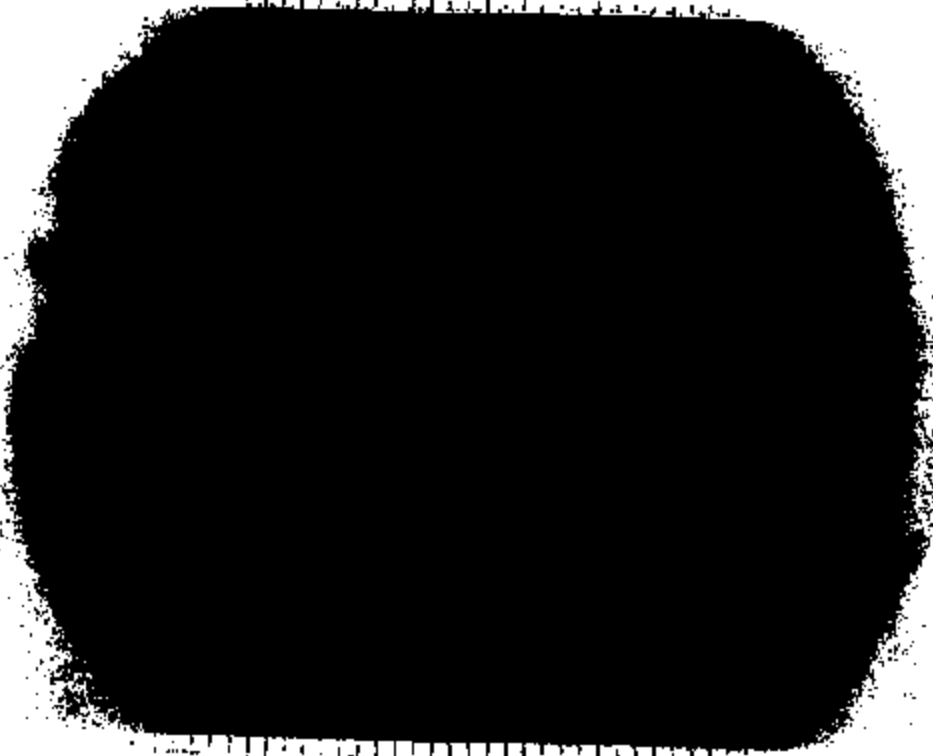
P/D 4/95
J/D 5053A

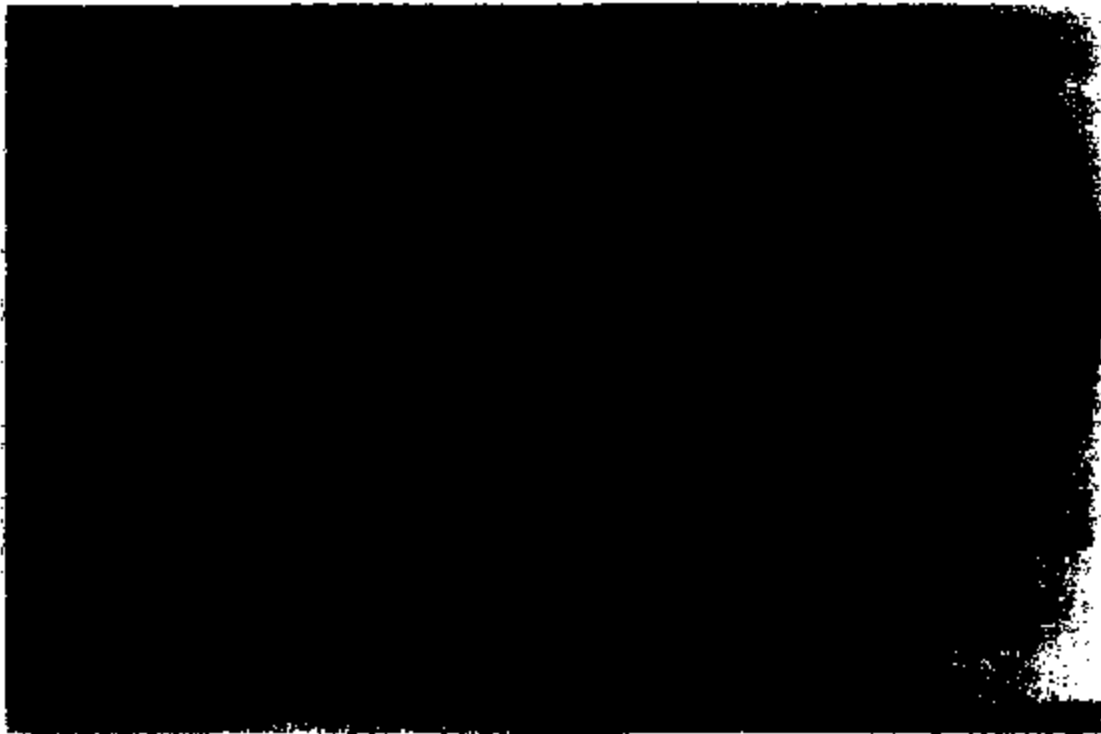
ROLL # 8921
DATE : 5/22/01







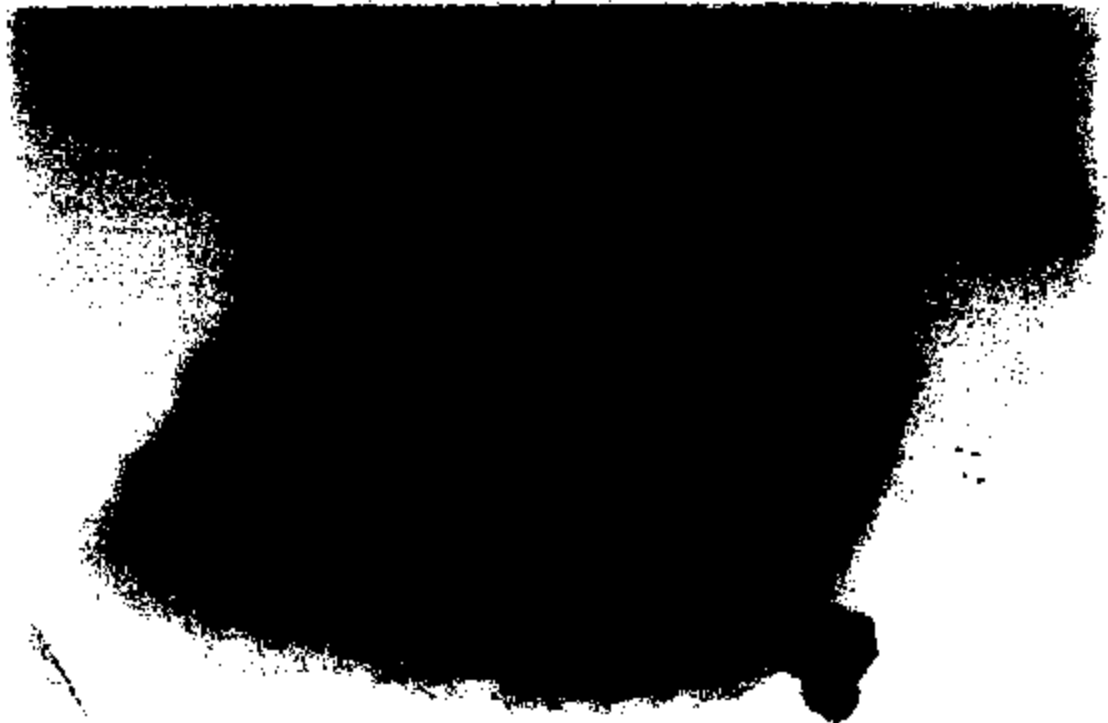




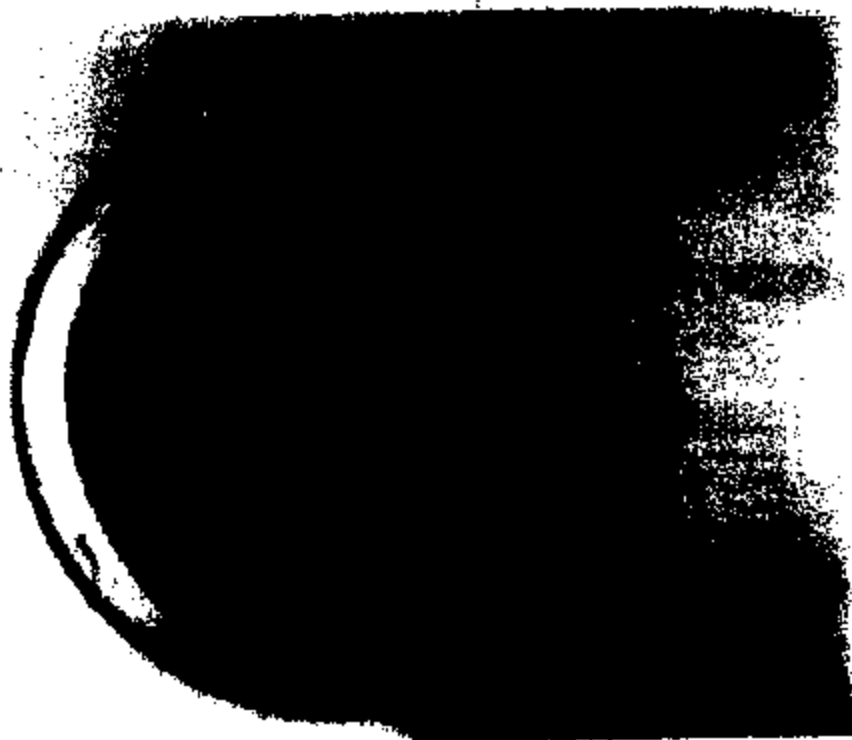
1994 F150

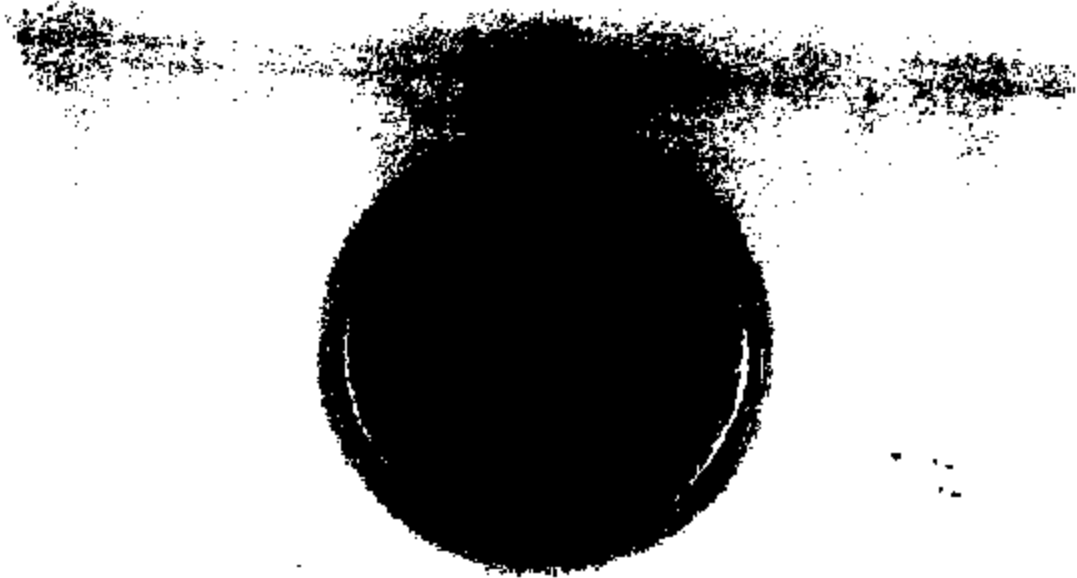
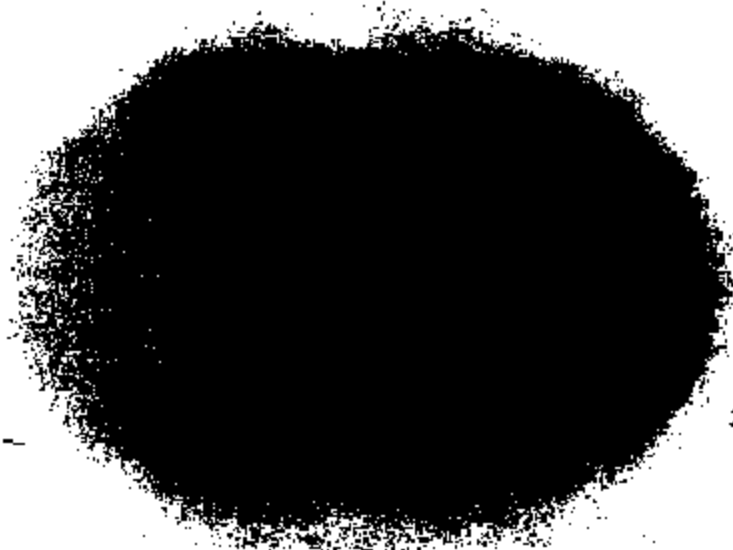


P/D 1/94
J/D 3284A

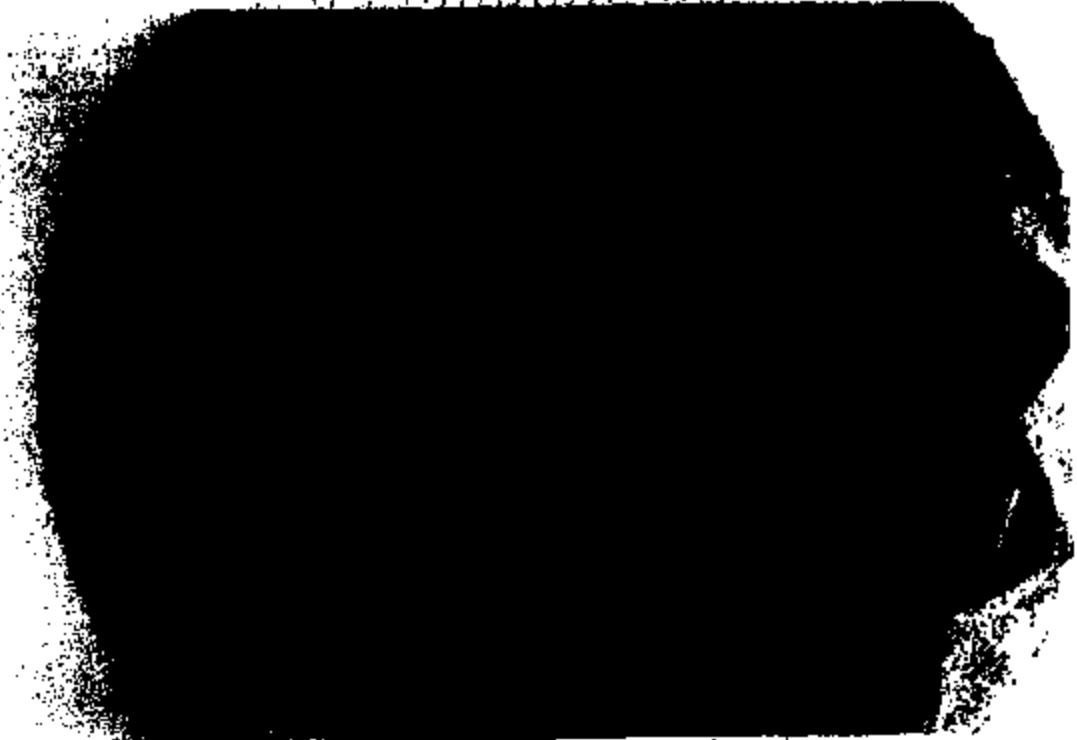


EA82-025-A 0009



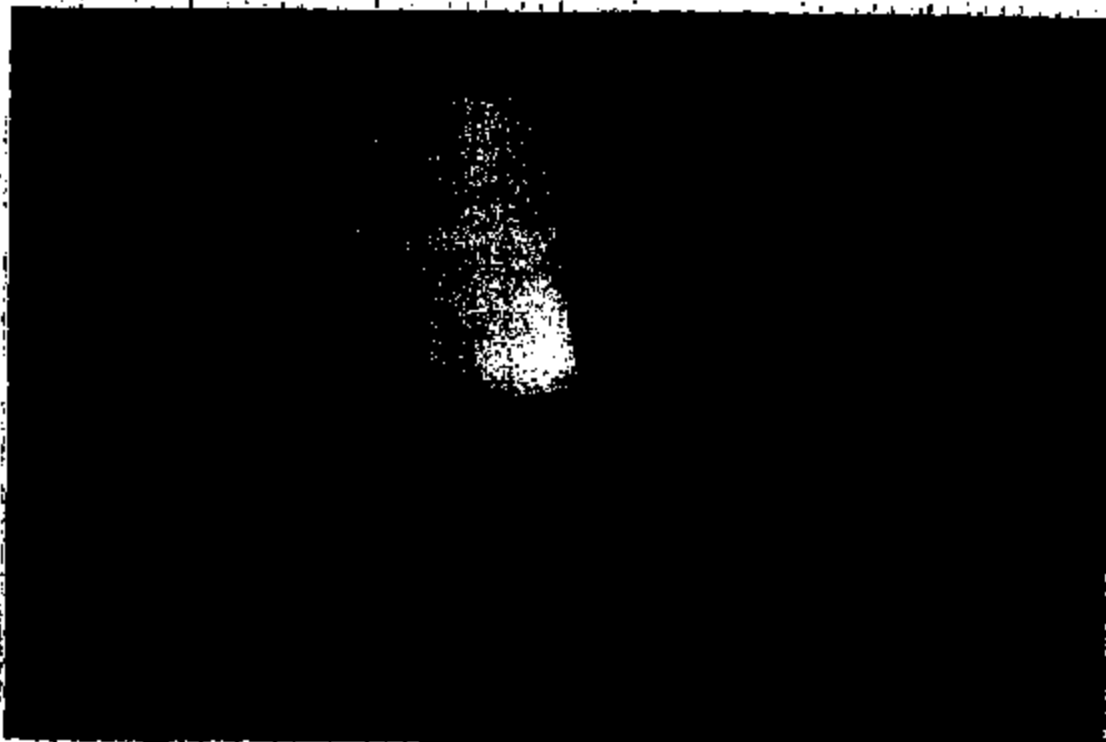




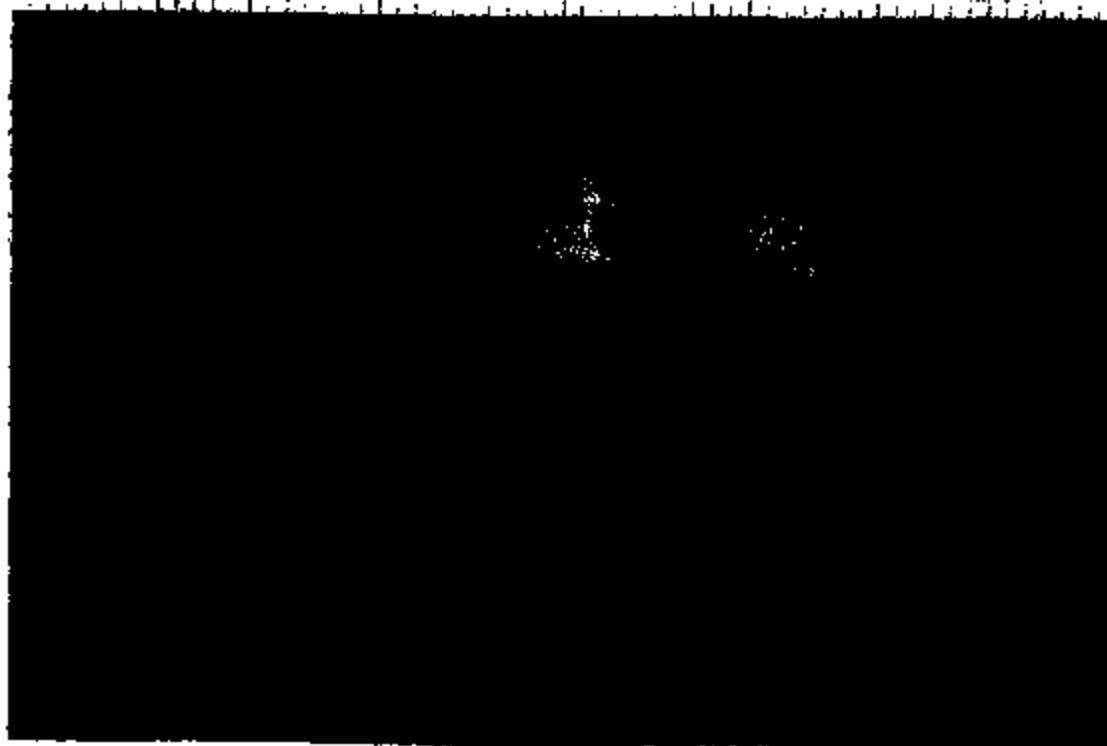




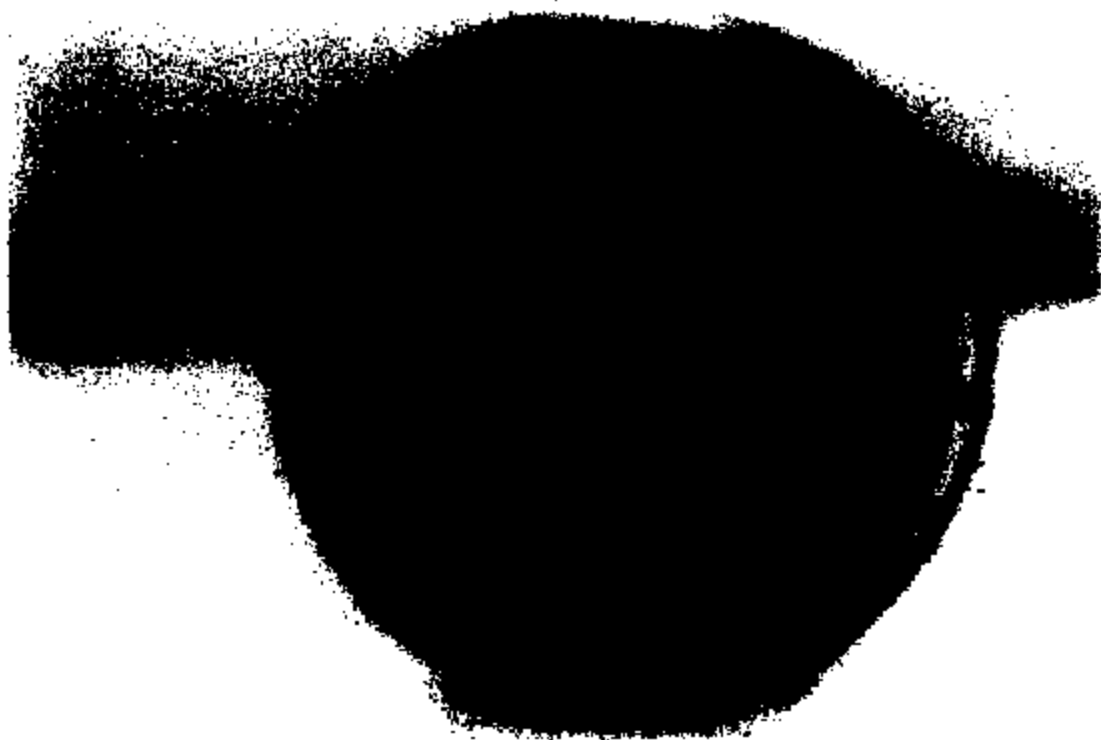
1894 F150

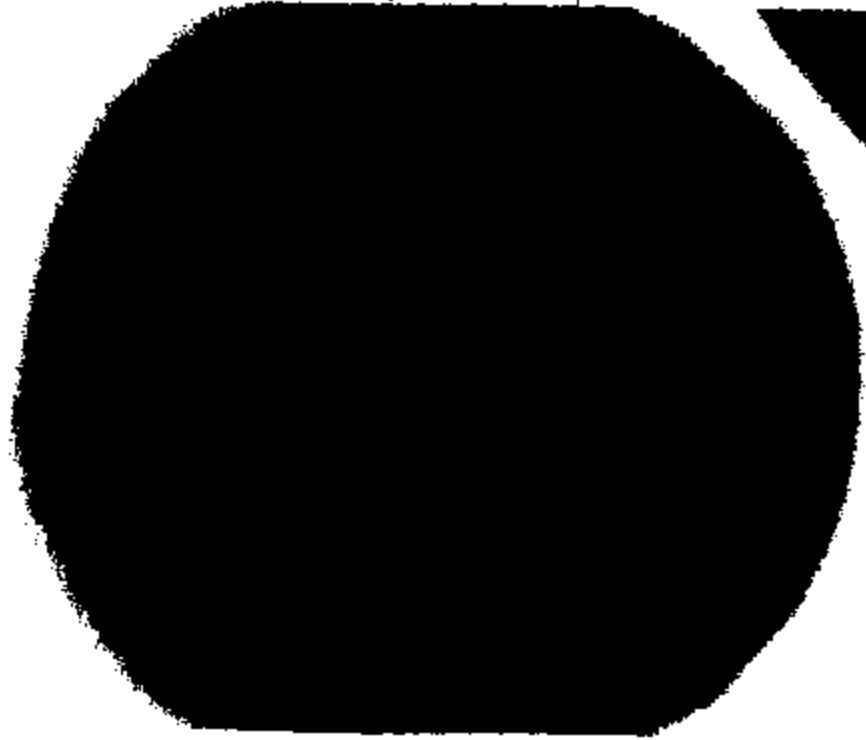
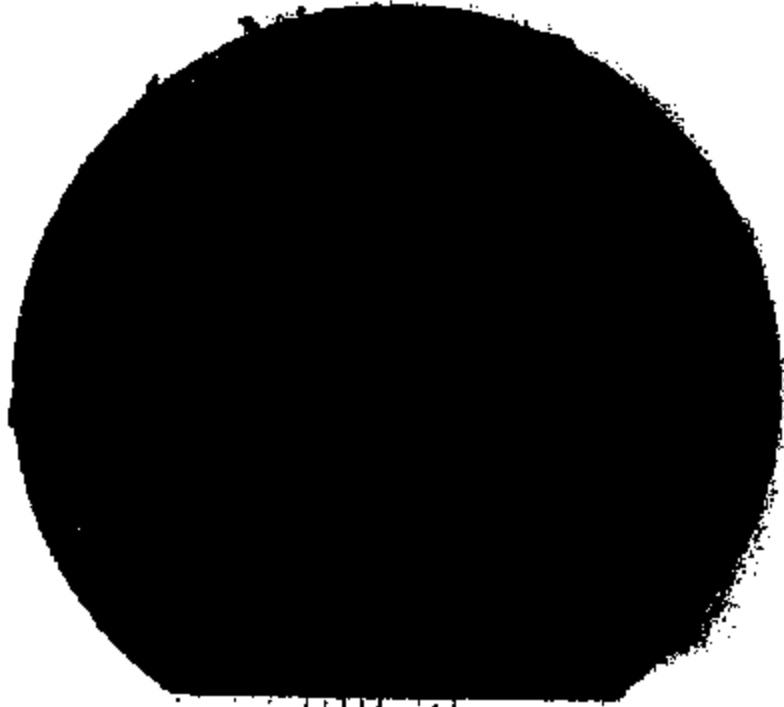


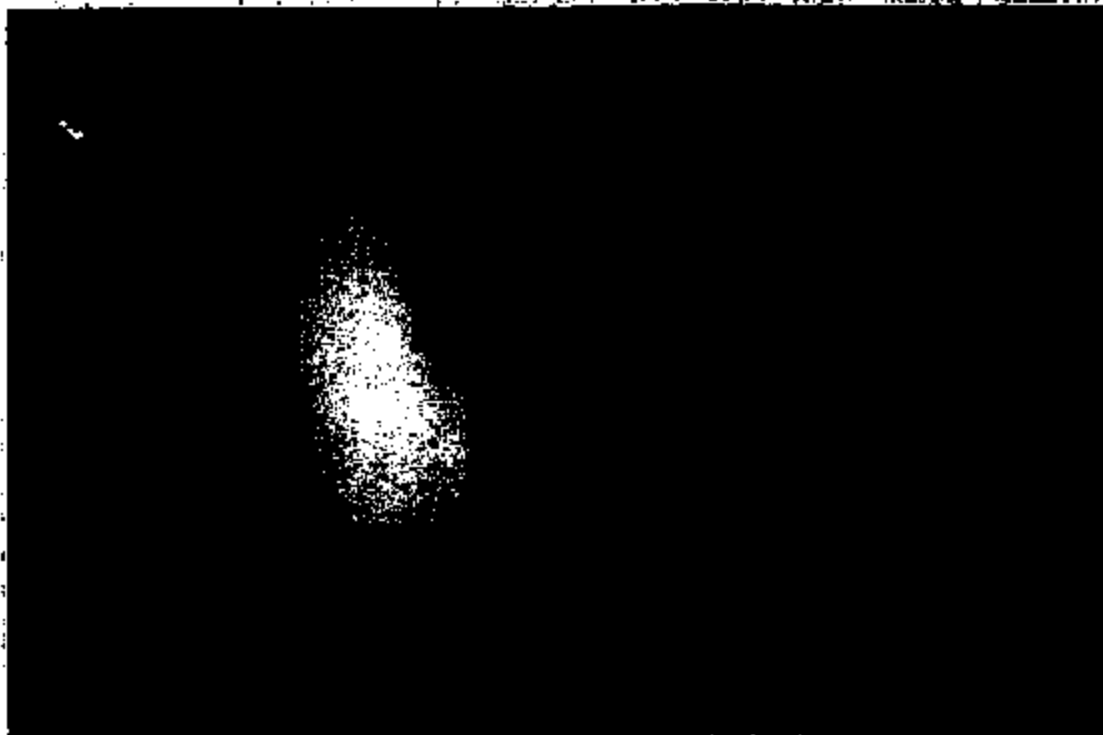
J/D 3312



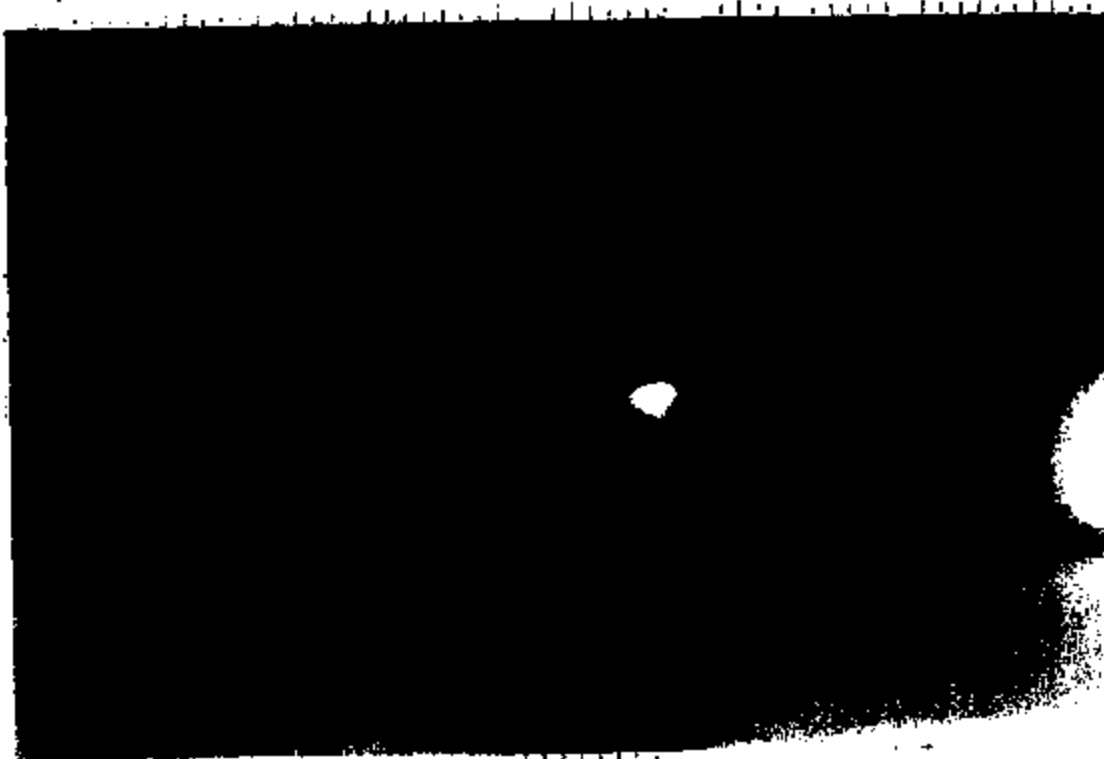
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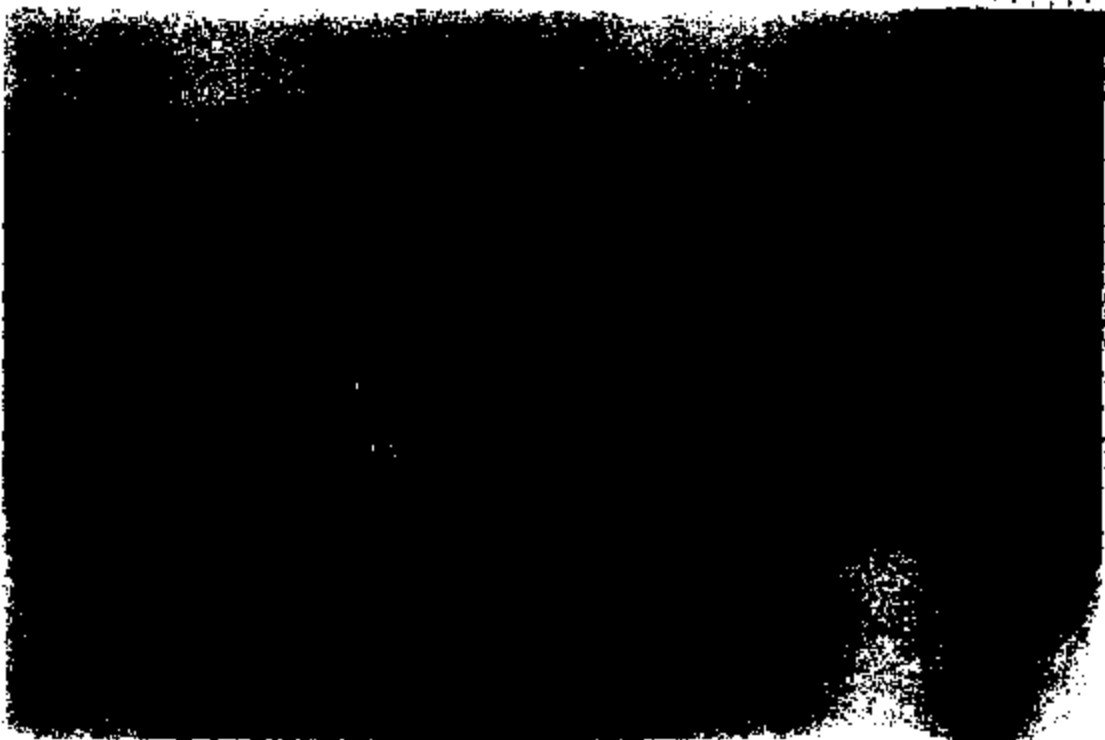
1993 TOWNCAR

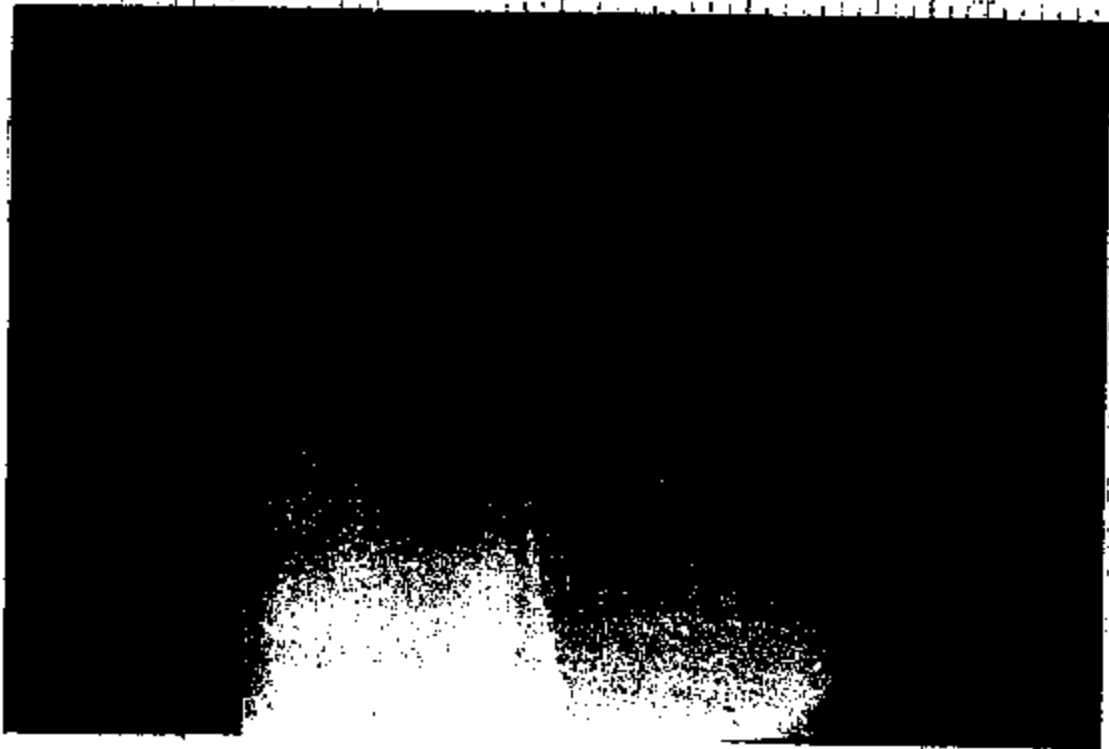


P/D 3/92
J/D 2030A

FORD DEALERSHIP
MISSISSIPPI





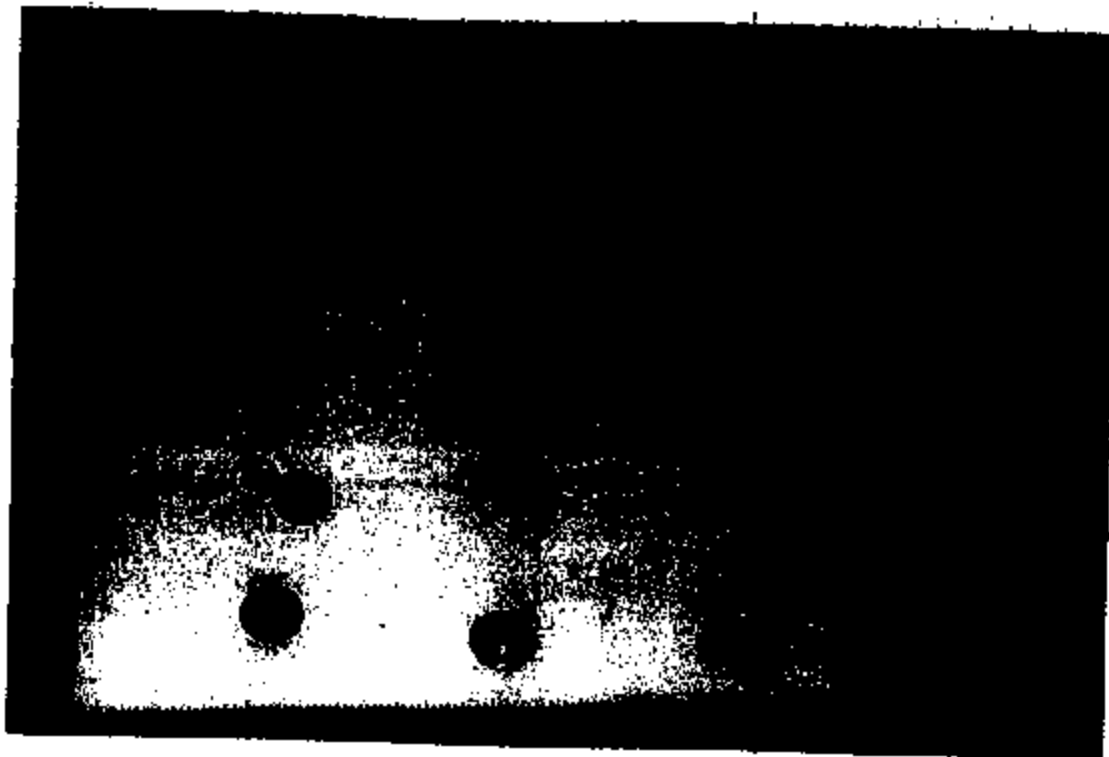


1992 TOWNCAR



SUPPLIED BY:
FORD MOTOR CO.

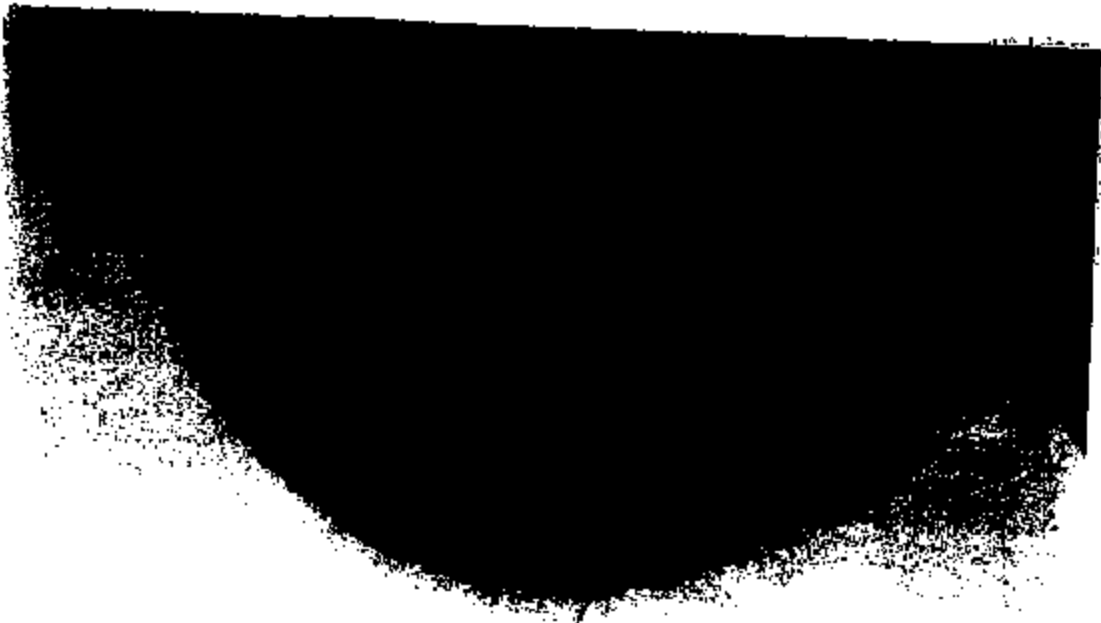


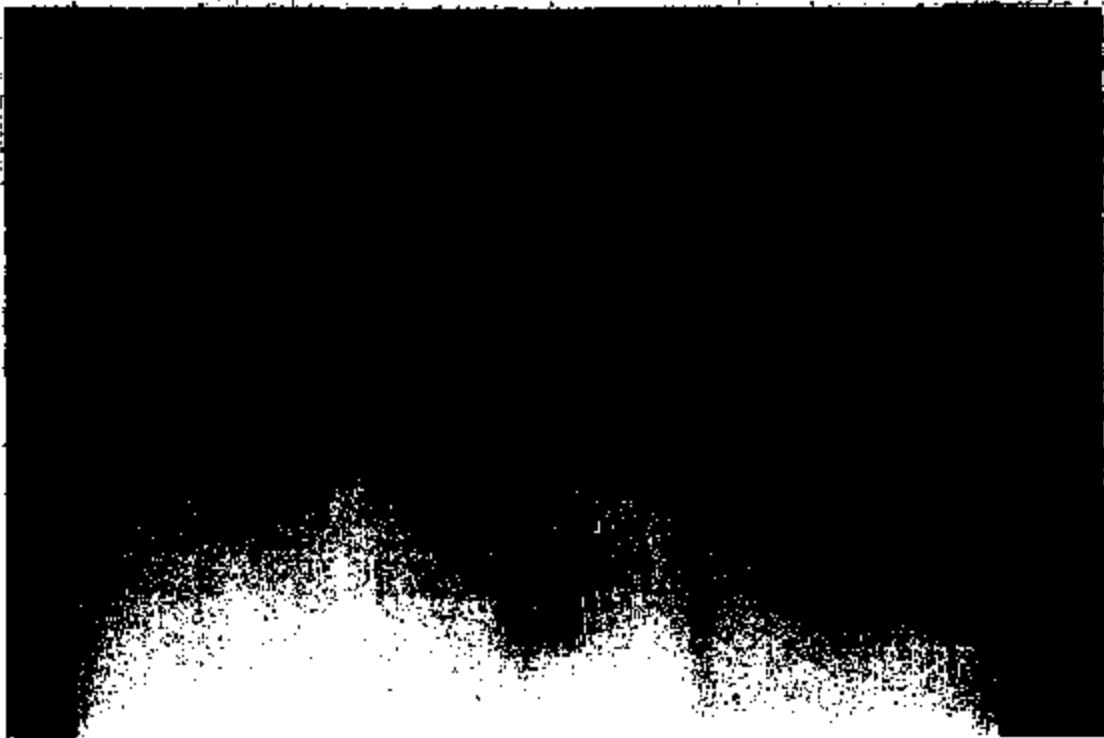
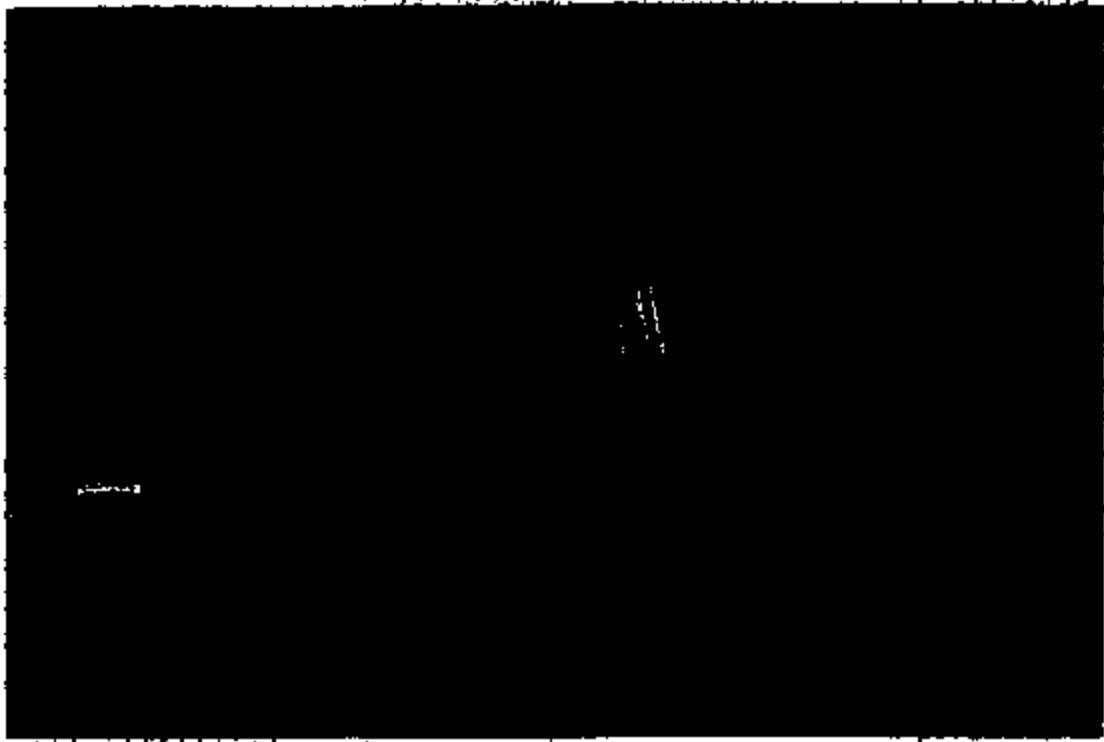




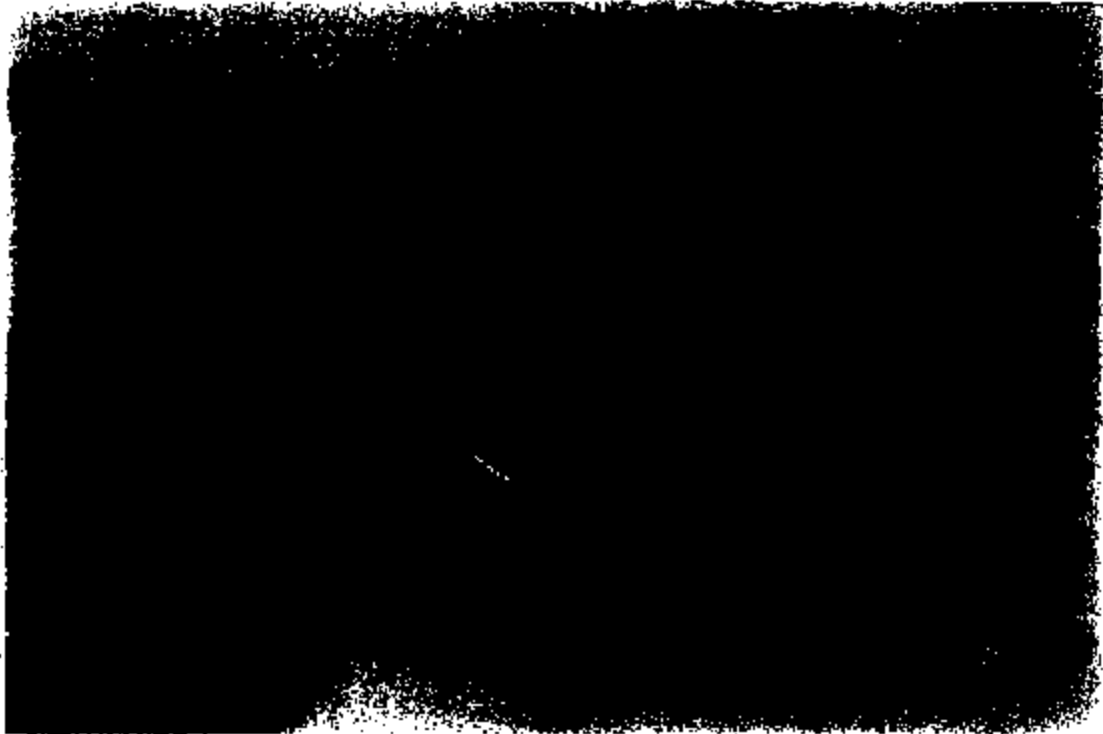
J/D 1049A

HIGH PRESSURE
SWITCH





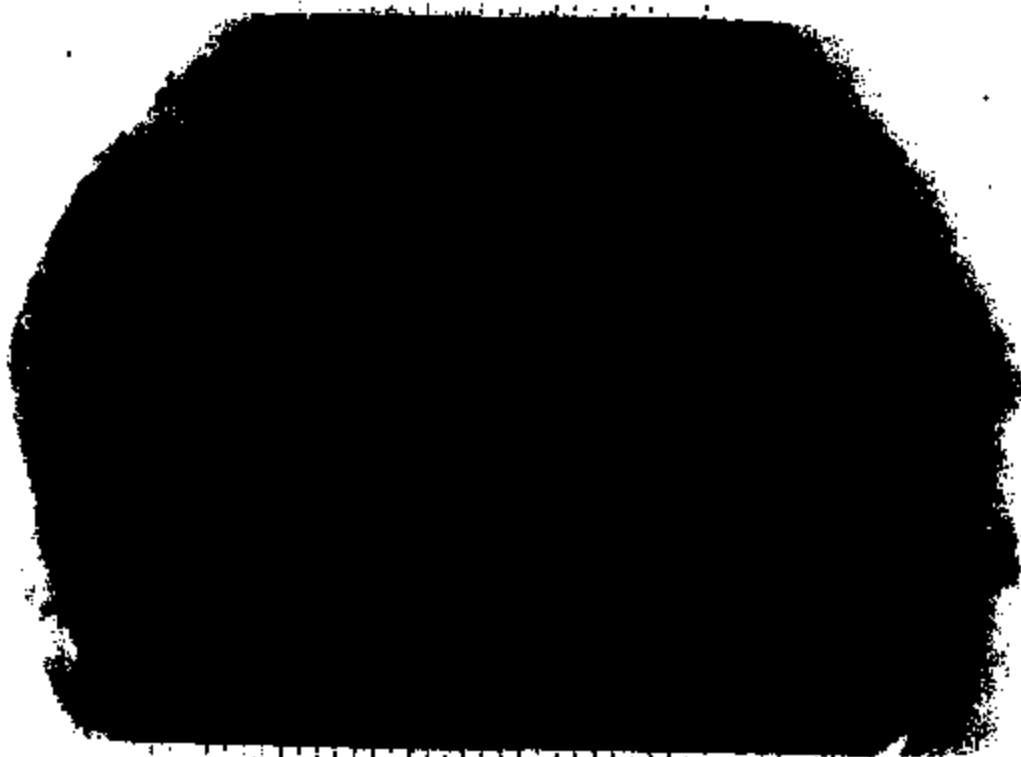
1992 PANTHER

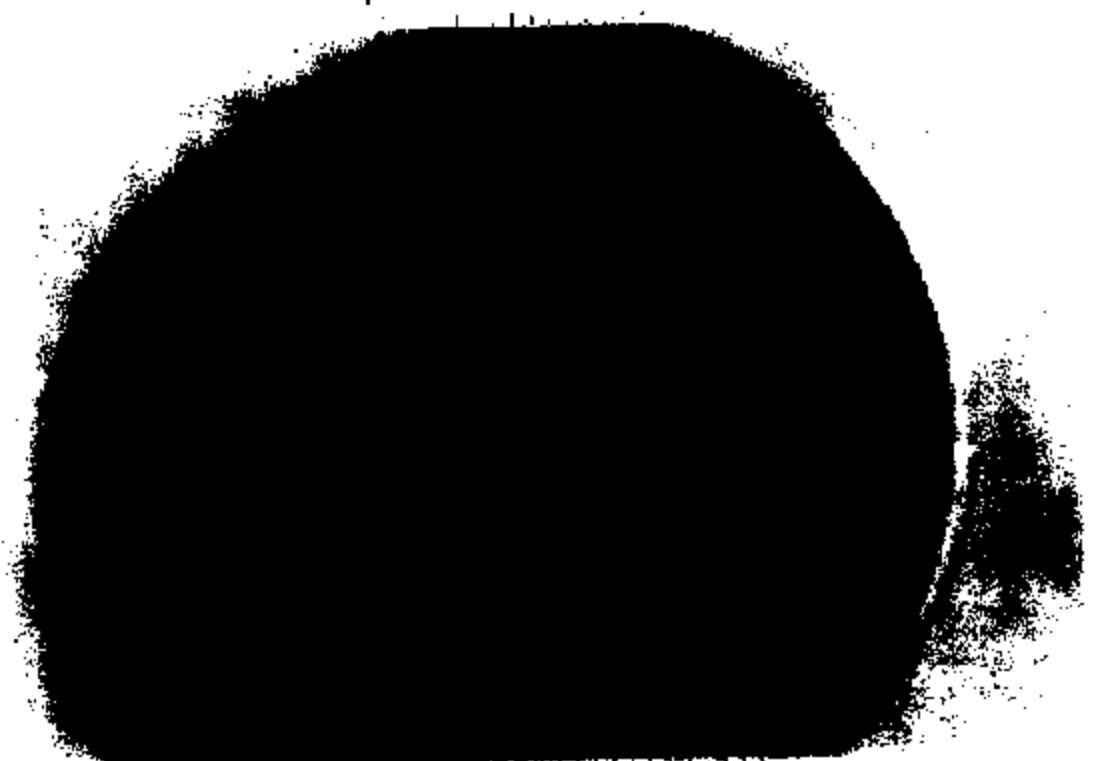


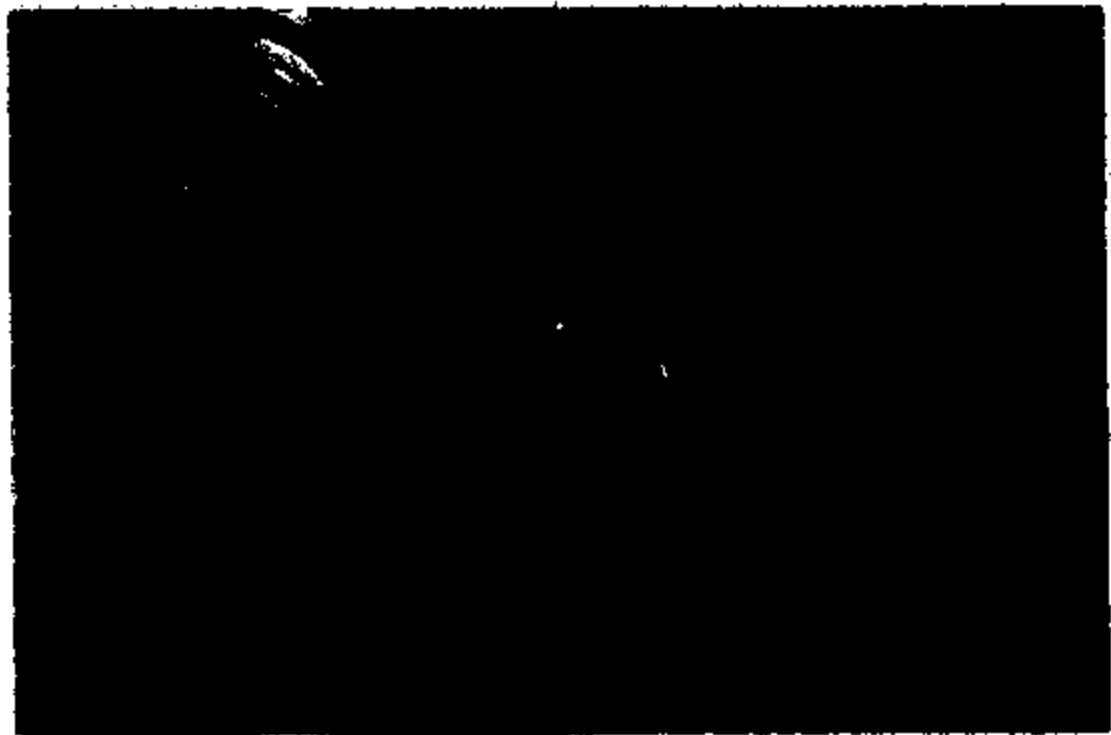
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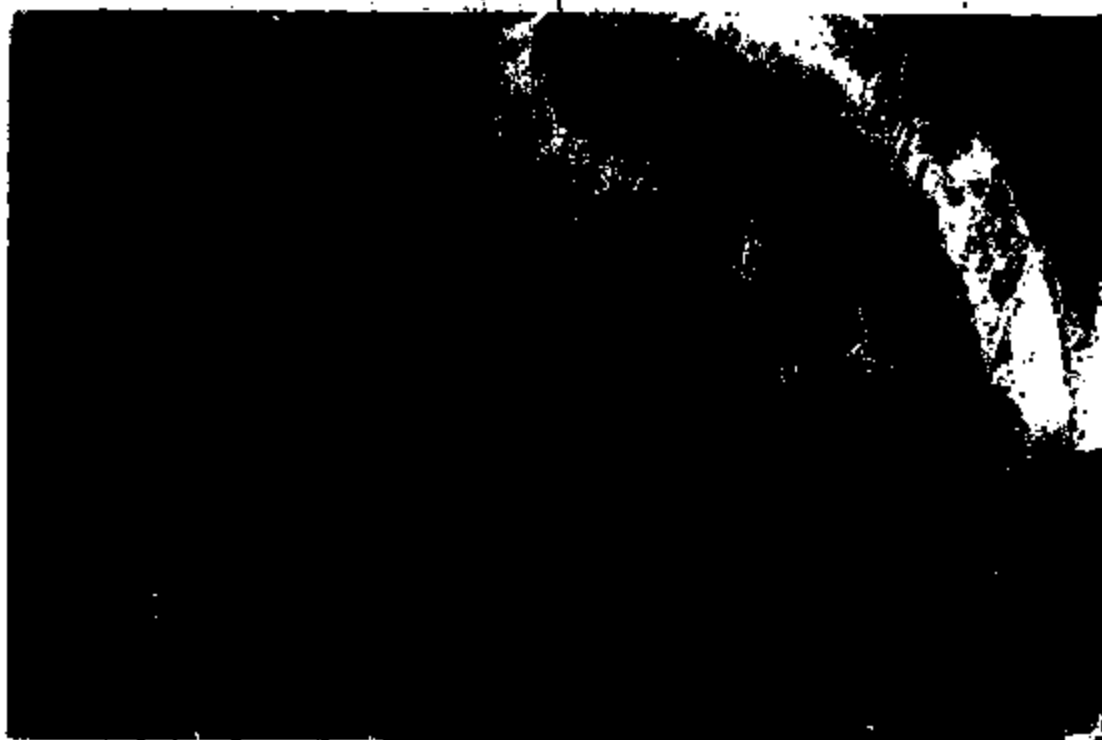


FRANK BORRIS
NHTSA

CRUISE CONTROL
DEACTIVATION SWITCH
1994 LINCOLN TOWNCAR



ROLL # 4784
NEG # 1



ROLL # 4784
NEG # 4

EA82-625-A 6883

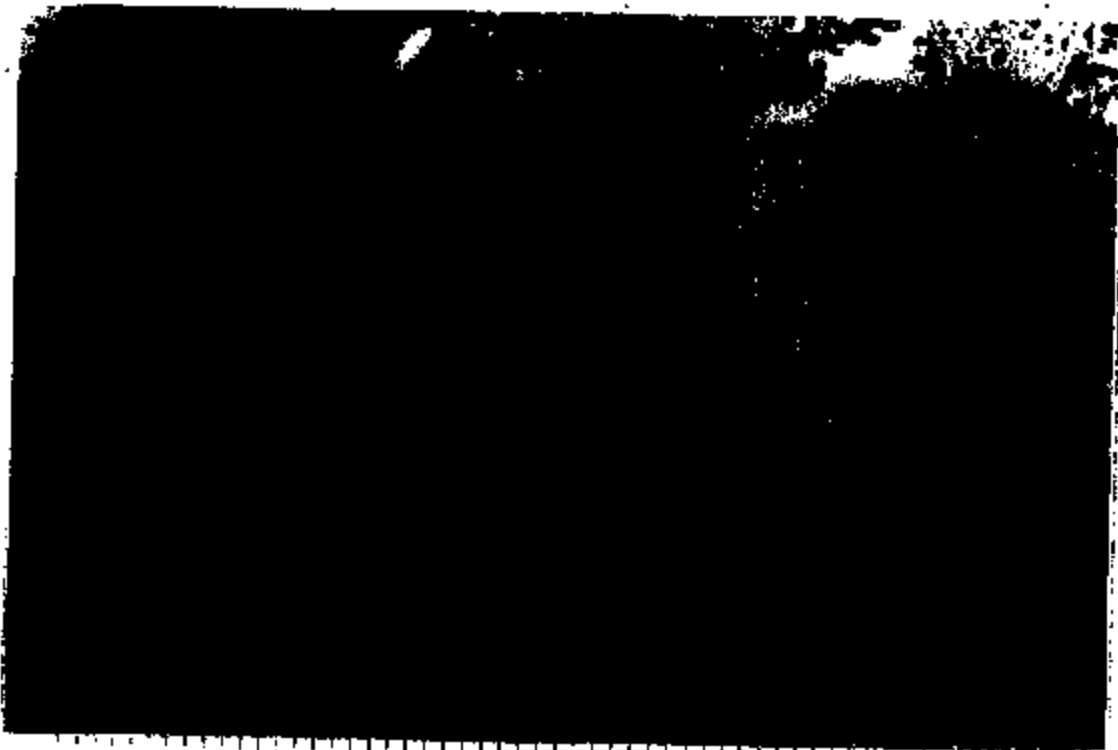


ROLL # 4794
NEG # 5

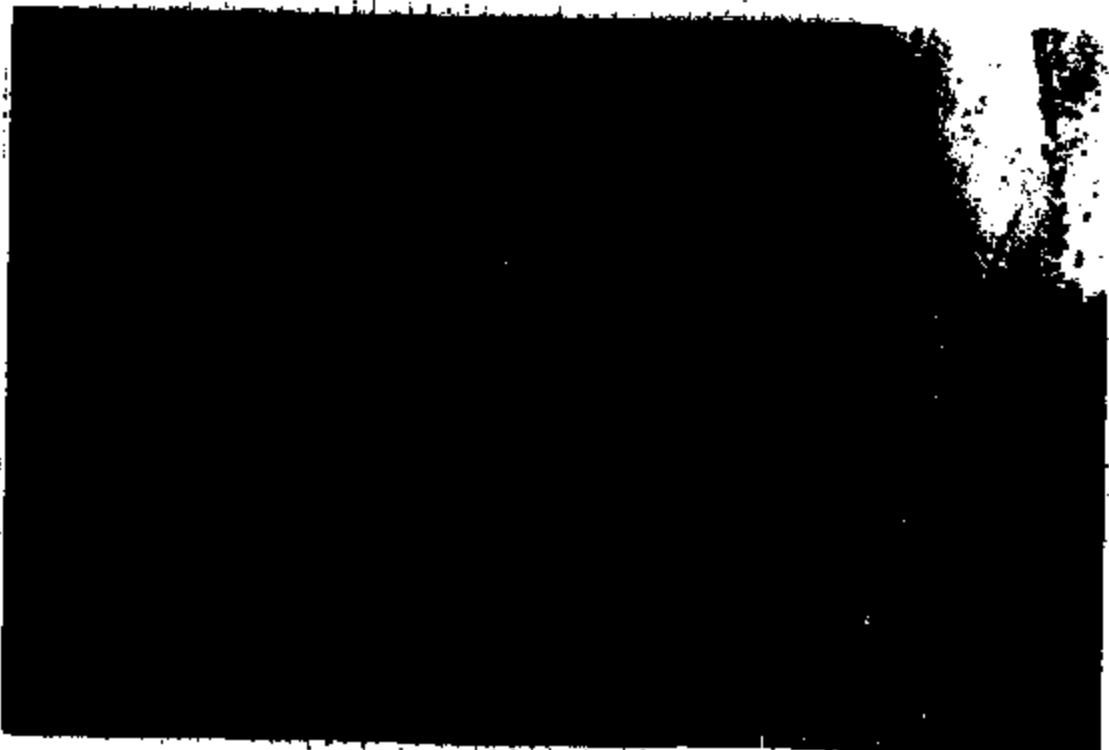


ROLL # 4794
NEG # 7

ERR2-025-R 8984



ROLL # 4794
NEG # 10

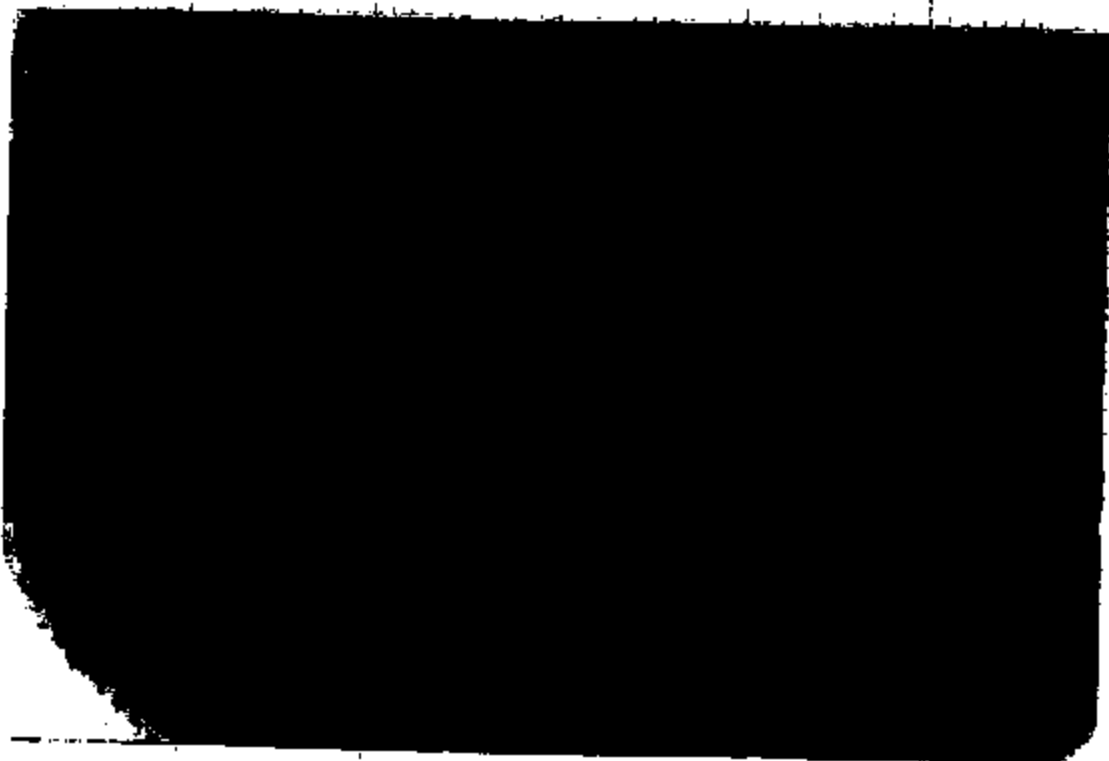


ROLL # 4794
NEG # 11

EA92-825-A 8965

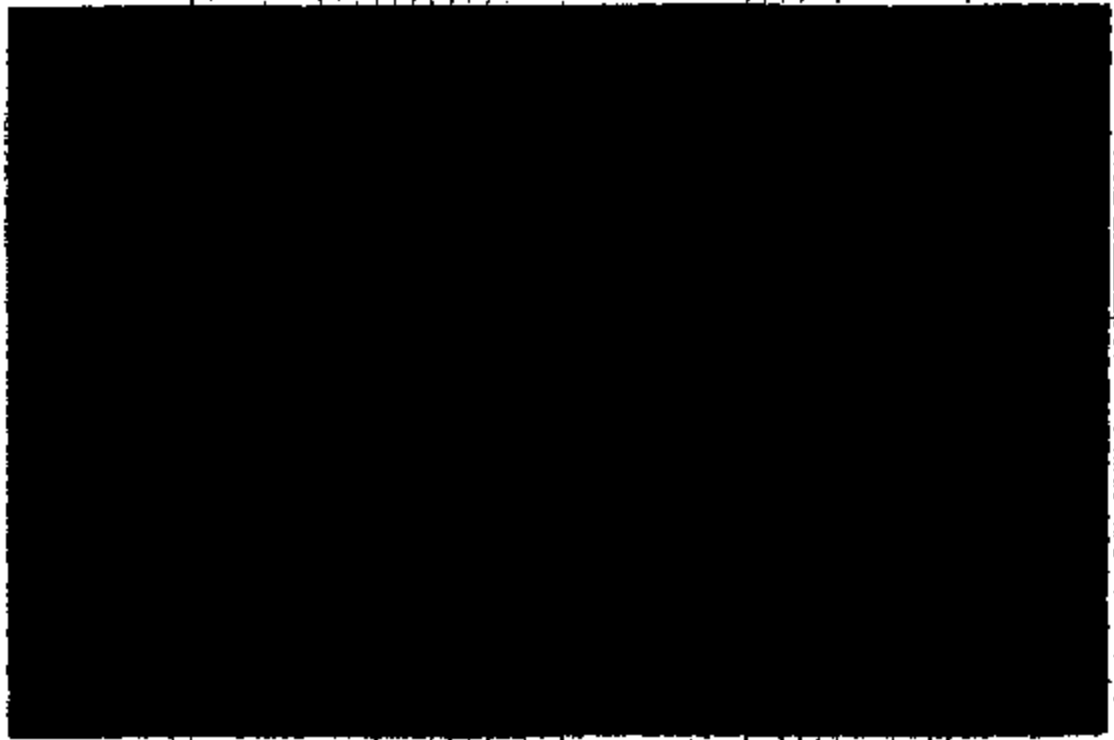


ROLL # 4794
NEG # 12

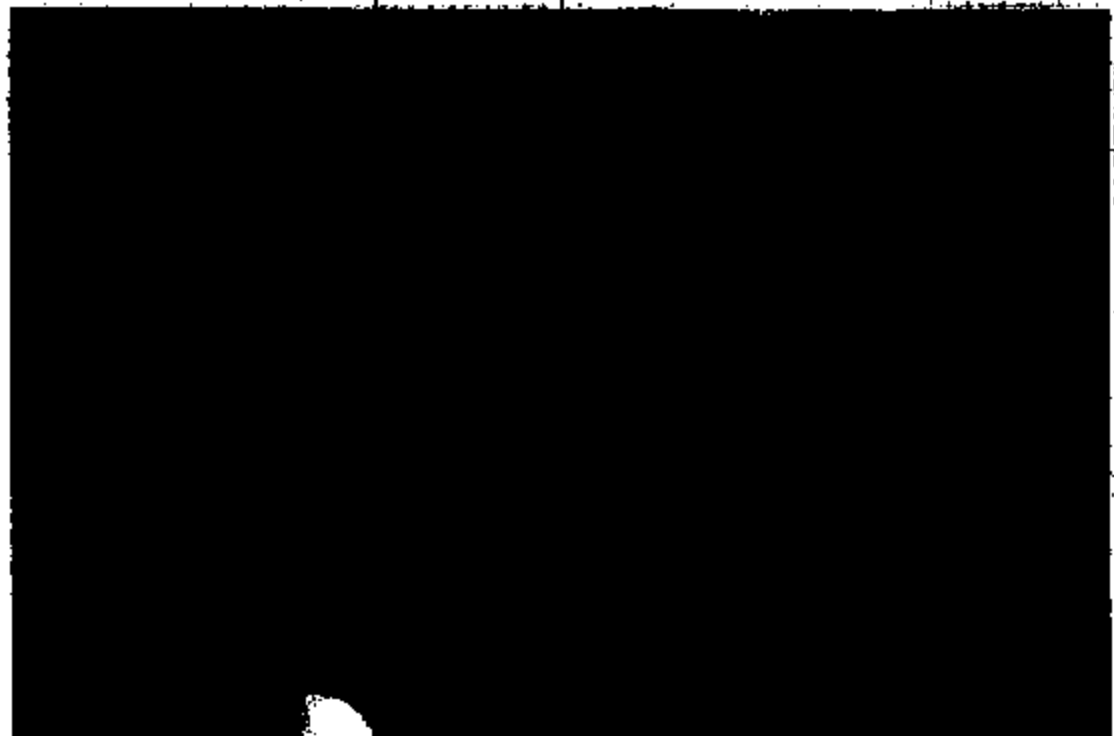


ROLL # 4794
NEG # 14

ER62-625-A 8888



ROLL # 4794
NEG # 19



ROLL # 4794
NEG # 20

ER92-025-A 8887



ROLL # 4794
NEG # 23



ROLL # 4794
NEG # 24

E082-025-A 8858



ROLL # 4794
NEG # 28



ROLL # 4794
NEG # 28

EA62-025-A 8859

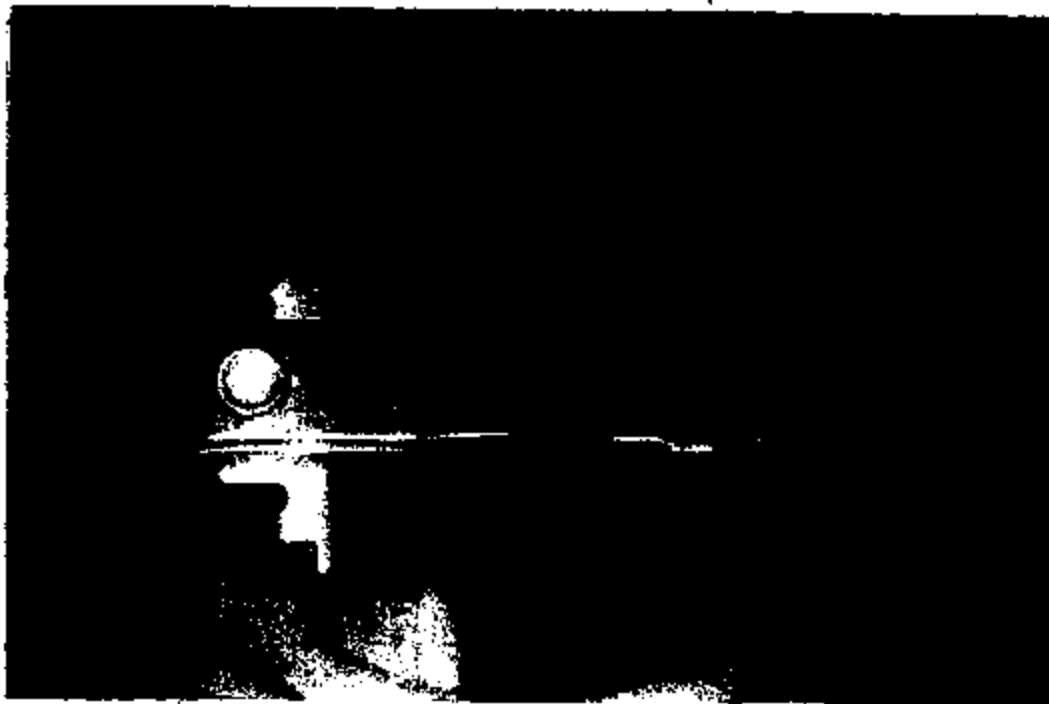
**SPEED CONTROL
DEACTIVATION SWITCH**

EXEMPLAR COMPONENT



1LNLME110711

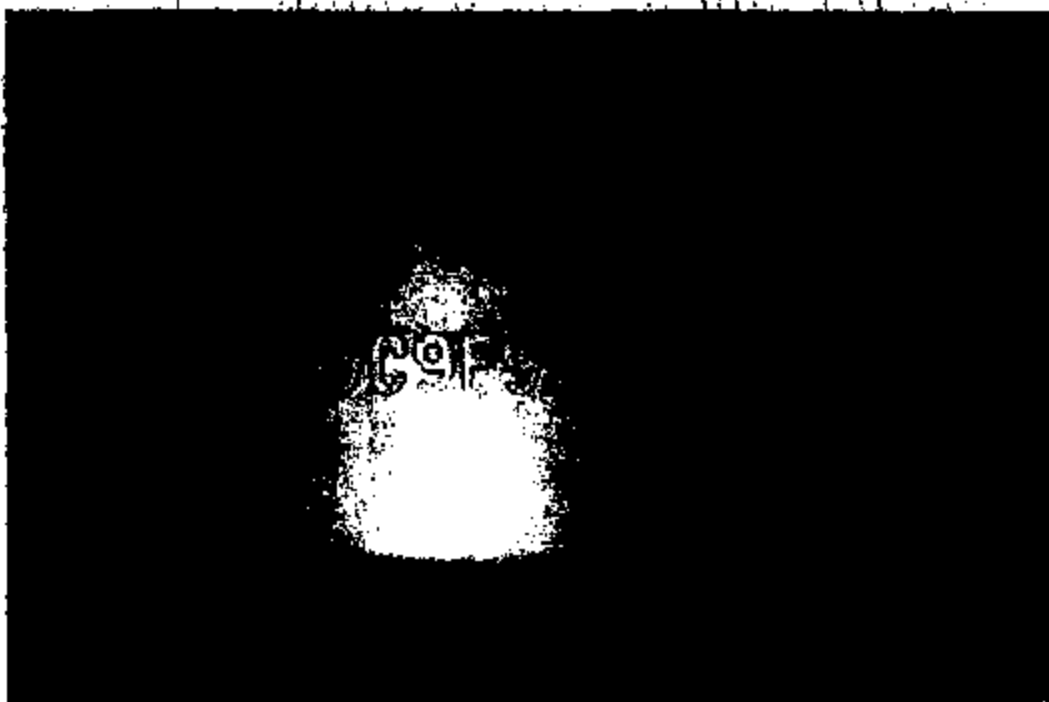
ROLL # 9611
NEG # 1



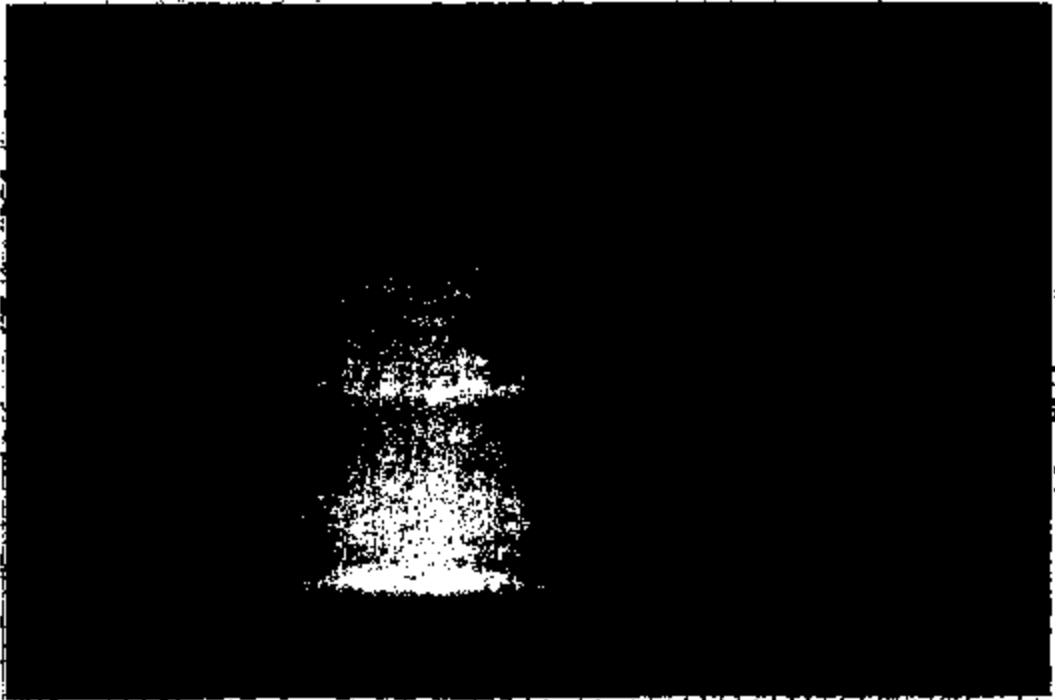
ROLL # 9611
NEG # 4



ROLL # 9811
NEG # 5



ROLL # 9811
NEG # 7



ROLL # 9811
NEG # 8



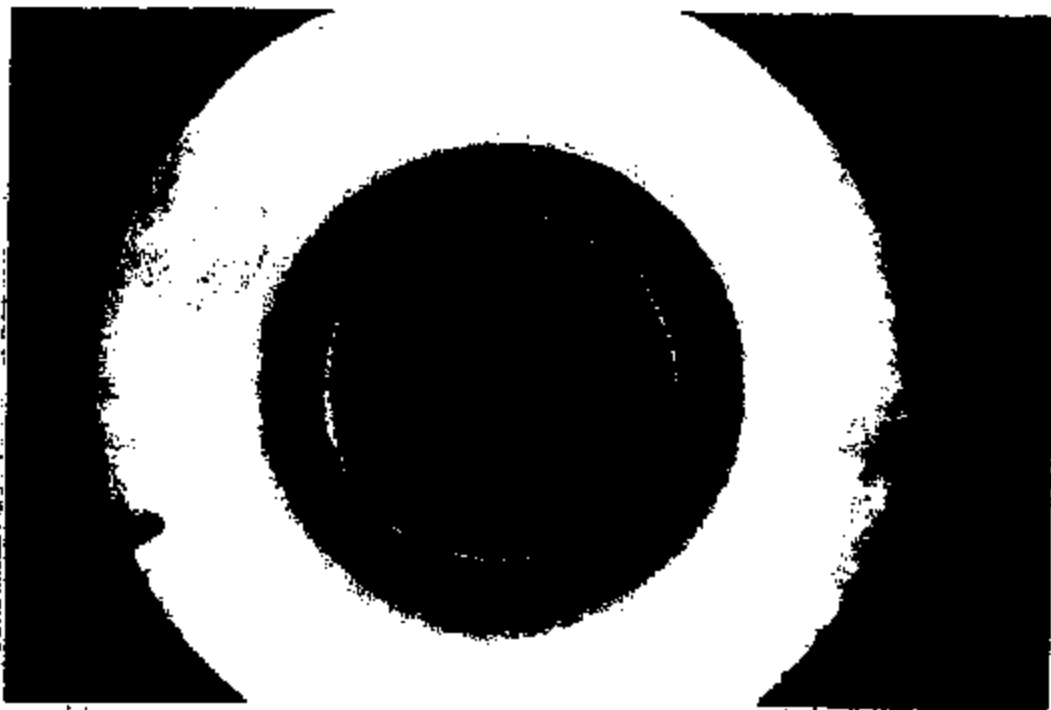
ROLL # 9811
NEG # 9



ROLL # 9811
NEG # 12



ROLL # 9811
NEG # 13



ROLL # 9611
NEG # 15



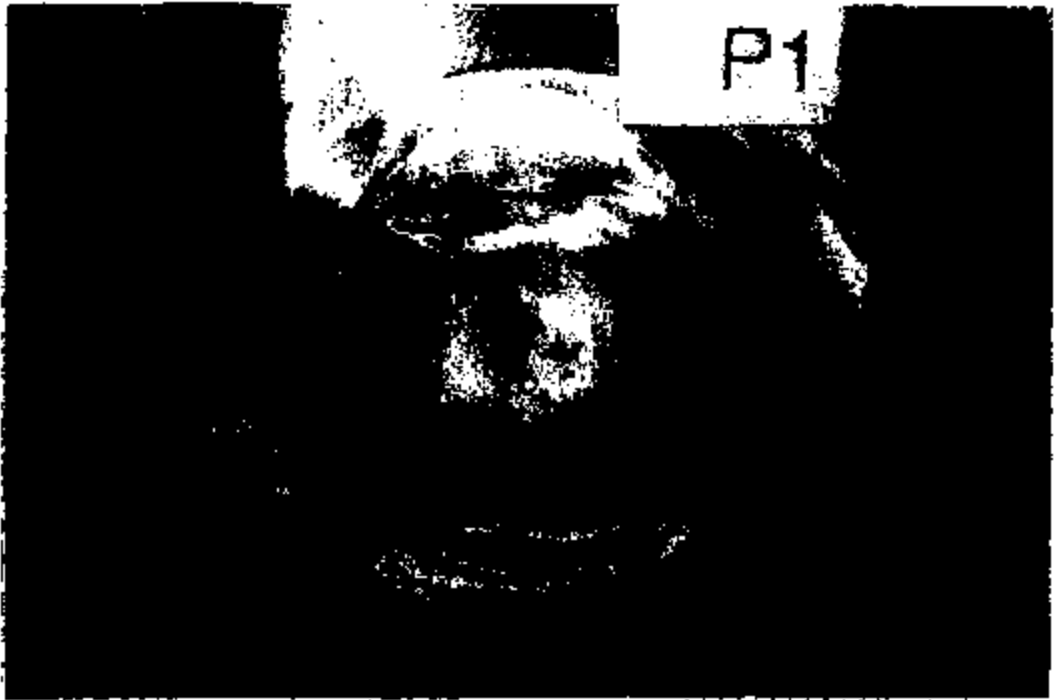
ROLL # 9611
NEG # 17



ROLL # 9811
NEG # 20



ROLL # 9811
NEG # 21

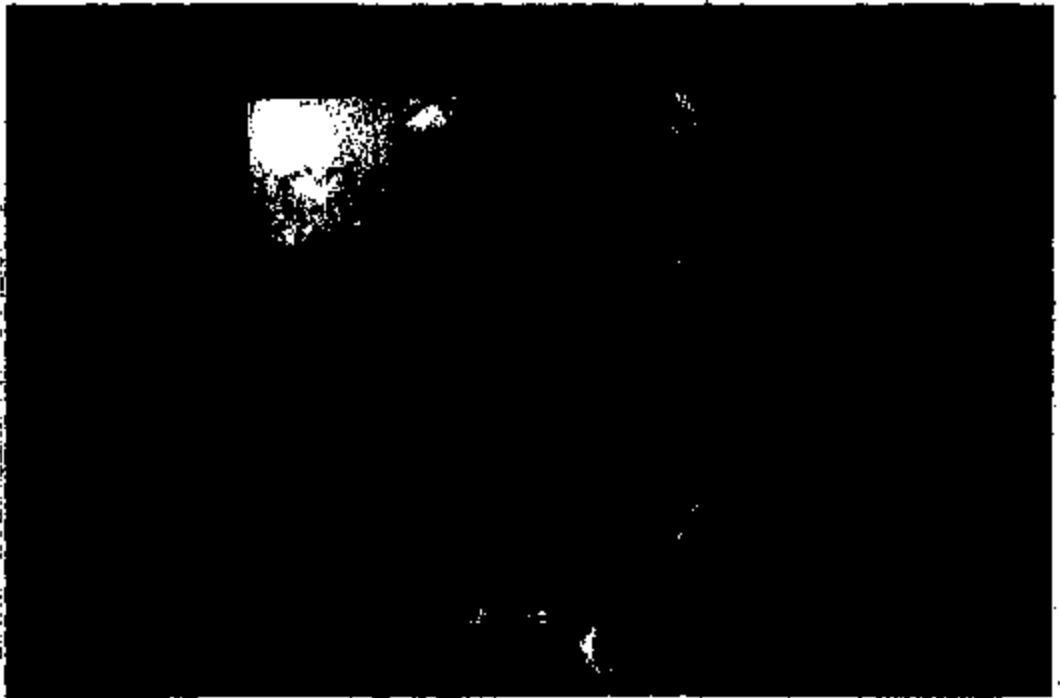


P1

ROLL # 9811
NEG # 24



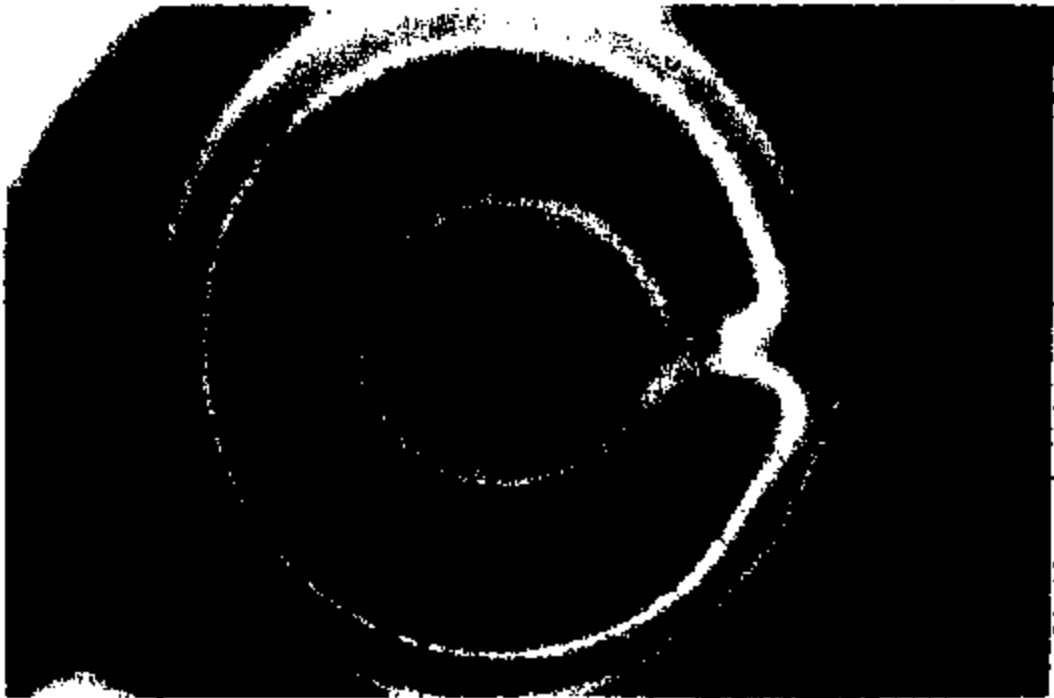
ROLL # 9811
NEG # 26



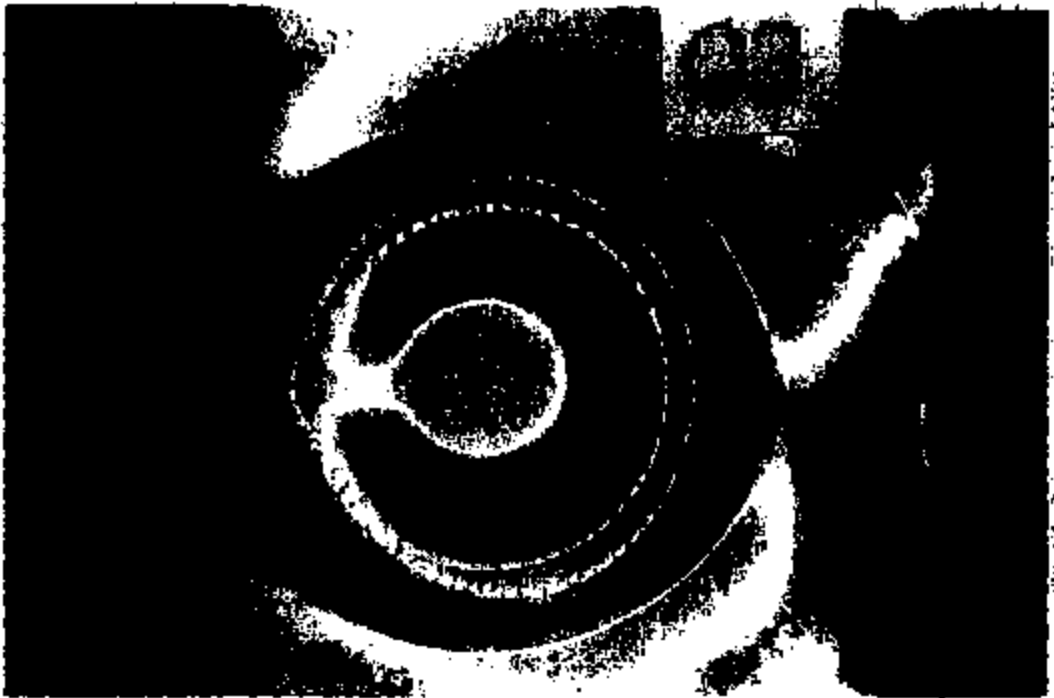
ROLL # 9811
NEG # 30



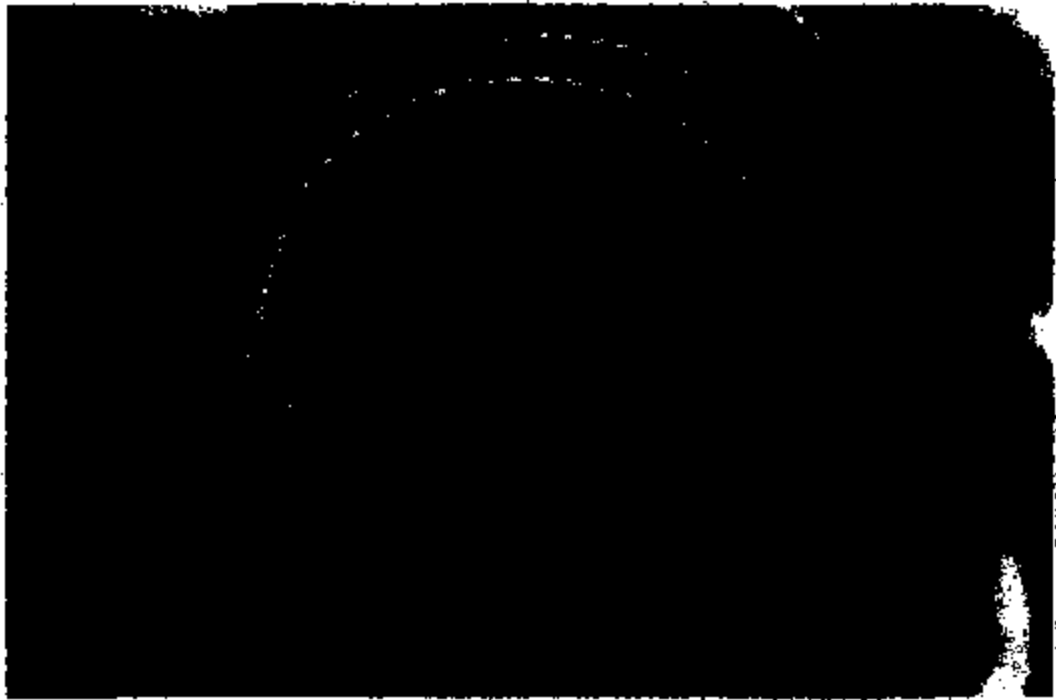
ROLL # 9811
NEG # 33



ROLL # 9609
NEG # 8



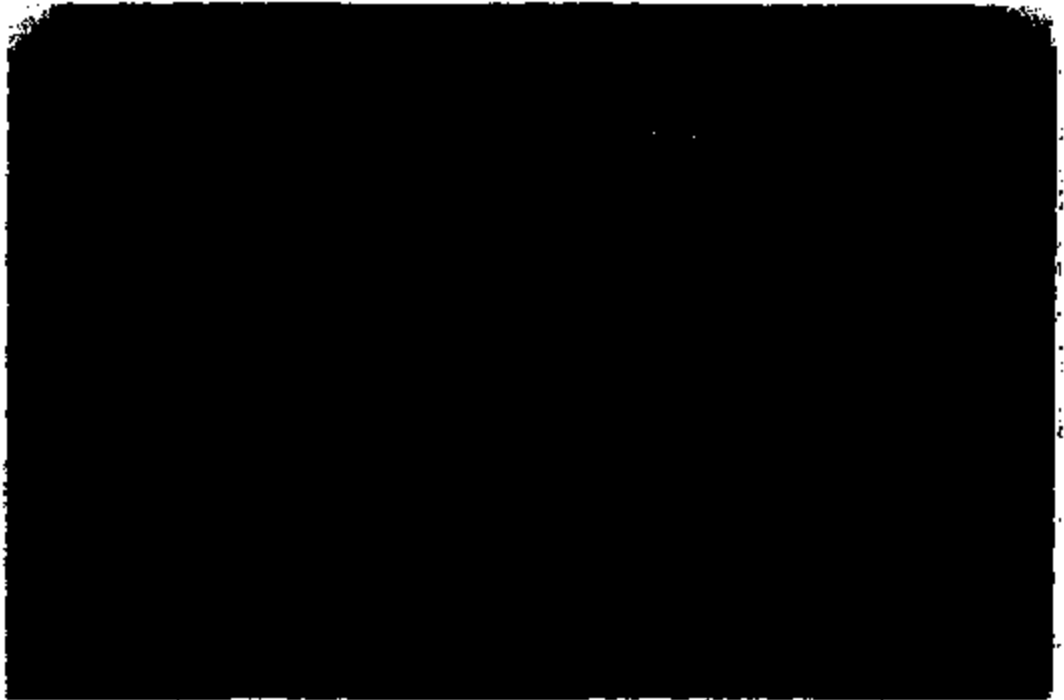
ROLL # 9609
NEG # 8



ROLL # 9608
NEG # 9



ROLL # 9609
NEG # 13



ROLL # 9609
NEG # 17



ROLL # 9609
NEG # 21



ROLL # 9808
NEG # 25

