

PE04-078
FORD
1/28/2005
BOOK 2 OF 12
ATTACHMENT F
PART 6 OF 6

JAN 15 2004



PRIVILEGED & CONFIDENTIAL

Office of the General Counsel

Ford Motor Company
Parklane Towers West
Suite 500
Three Parklane Boulevard
Dearborn, Michigan 48126-2588

January 8, 2004

Travelers Insurance
PO BOX 3022
Fall River, MA 02722
ATTENTION: PAMELA CARDIN

RE: Claimant: [REDACTED]
Your Claim #: [REDACTED]
DOL: 08-18-2003

RECEIVED MAR 2 2004

Dear Ms. Cardin:

We acknowledge your recently submitted subrogation claim. In order to assist us in evaluating your claim, we request that you provide us with the following information: (Please note that the information requested is in regard to the Ford manufactured vehicle.)

✓
✓
✓
✓
✓
✓
✓

- 1. Attach your insured's statement with a complete description of the incident, including events that occurred prior to and subsequent to the loss.
- 2. A copy of the police and/or fire report.
- 3. Original color photographs of the vehicle's collision/damage & the alleged defective parts, from several different angles.
- 4. Original color photographs of the inside of the vehicle showing the steering wheel, dash and roof areas.
- 5. Original color photographs of the accident / fire scene from several different angles.
- 6. Attach a copy of your expert's report and the expert's original photographs.
- 7. Attach the repair estimate, repair order, or your total loss worksheet for the vehicle's damage and any losses associated with this incident, and copies of draft documents.
- 8. Attach the complete service history for the subject vehicle, including any tune-ups or oil changes. *only one oil change 3 months after he got car*

Please answer the following in the space provided. If you need additional space, please use the back of the form:

- 9. What was the city and state of occurrence: Marietta GA
- 10. The 17 digit vehicle identification number: 1FMRU176A4L [REDACTED]
- 11. What was the mileage at time of occurrence: 115,573
- 12. What is the alleged defect: brake pressure switch wiring harness
- 13. Has the alleged defective part been repaired or replaced? (circle one) Yes No

115,573 (A)
GK-2002 EXP
VCC-APP - 100 Exped
WSD 11/16/04

14. What is the current location of the vehicle? your car call EFI - Frank E Hagan ^{Speak with}
 15. List all after market additions or modifications that were made to the vehicle: ^{to view car}

NONE

16. Was the engine running? (circle one) Yes or No
 17. Were the keys in the ignition? (circle one) Yes or No
 18. Was this vehicle purchased new or used: used

If purchased used, provide the date of purchase, mileage at the time of purchase, and from whom the vehicle was purchased: Six month ago car was purchase from Carl Black Pontiac in Kennewash GA mileage 119,000 at time of loss

Once we are in receipt of the requested information, it will be reviewed and you will be notified of our decision concerning your claim. Should you not send all of the requested information and materials, we will assume that you are not interested in pursuing a claim and we will close our file. Please note that your vehicle will not be inspected until all the above information has been submitted and a determination has been made as to whether an inspection is warranted.

Please be advised that all necessary steps should be taken to ensure that the subject vehicle and all of its component parts are maintained and preserved for trial. Ford Motor Company has the right to inspect the vehicle and remove and test any component part that you claim to be defective, and to be presented with the vehicle and the subject component part(s) at the time of trial, should litigation ensue from this informal claim.

If you propose to repair the vehicle for continued usage, such repairs may not be performed until after Ford Motor Company has inspected the vehicle and removed and tested any component part you claim to be defective or advised you in writing that it does not intend to perform such inspection and/or testing at this time. But even in that event, Ford Motor Company will insist that all components claimed to be defective are maintained and preserved for trial.

Sincerely,


 Shawn L. Norton
 Claims Analyst /
 Litigation Assistant

I met with the insured and interviewed him on the details of the reported fire to his vehicle. In a recorded statement, the insured said that he is the owner and operator of B&C Auto Sales at [REDACTED] SL, Marietta, GA. He stated that on 16 Aug. 03, his wife met him at the business and she parked their 2000 Ford Expedition at the business while they went with the children to ride bikes. The insured said that he has parked his personal vehicles at the car lot in the past and this was not unusual. The insured said that the vehicle was parked under the awning in the front of the business and it was locked. He said that he had the key to the vehicle with him and there were no keys left at the business. He said that on 18 Aug. 03, a coworker called him at home and told him that the vehicle was on fire. He said that by the time he got to the business, the fire department had already left. He said that the fire was in the engine compartment on the driver's side next to the fire wall. The insured did not have any idea on how or why the vehicle started on fire.

The insured said that he purchased the vehicle from Carl Black Pontiac in Kennesaw, GA about six months ago for about \$13,000.00. The insured said that the vehicle was paid for and he had a clear title to the vehicle. The insured said that he had the vehicle fully checked before he purchased it and there were no mechanical problems found. The insured said that he has not had any mechanical problem with the vehicle and it has not had any repairs since he purchased it. The last time it was serviced was about three months ago and the oil was changed at his business. The insured related that the vehicle had about 119,000 miles on it at the time of the loss. The insured said that there was no warranty remaining on the vehicle and he had never been notified of any recalls from the manufacturer.

Prepared: 8/22/03, 8:54:58

Program: FI200L

A	03306 GA	8/18/03	Sta #52	01-2001-0007446-080	MF101 - 1
	FDID State	Incident date	Station	Incident number	Major

B	No	Street address	Yes
	Alternative location	Location	Emergency

925 ROSWELL ST, MARIETTA, GA, 30060	Sac NITO/GRESHAM DR
Address	Cross street or directions

C Passenger vehicle fire
Incident type

D None
Aid given or received

K1	Date	Time	K2 A-SHIFT	1	Dist E2
Alarm	8/18/03	7:29:47	Shift:	Alarm	District
Arrival	8/18/03	7:31:23			
Controlled	8/00/00	8:00:00			
Last unit cleared	8/18/03	7:58:40			

F Extinguish
Primary action taken (1)

G1	Yes	Apparatus	Personnel	No	G2	Loggen	Valve
	Apparatus/	1	2	Resource counts	Property	0	0
	personnel	0	0	include aid	Contents	0	0
	Form used	other	0	received resources			

K1	Deaths	Injuries	K2 None
Fire service	0	0	Hazardous materials release
Civilian fire	0	0	

I Not mixed use	J Vehicle parking area
Mixed use property	Property use

Reporting party	Phone number
Involved party	0/08/0000
Address	Gender Age Birth date Race

K2	SAC AUTO SALES
Phone number	Business name
0/08/0000	
Address	Gender Age Birth date Race

M FORREST A. HORN	Lieutenant	COMPANY OFFICER	8/18/03
Officer in charge	Position or rank	Assignment	Date

Prepared: 8/22/03, 9:54:56

Program: F120M

A 01308 WA 9/18/03 Sta 052 01-2803-0007448-000 INVER - 2
 FUID State Incident date Station Incident number Fire

M1 None residential | C None None
 Estimated number of residential units | On-site material 1 Material 1 storage use

M2 Buildings not involved
 Number of buildings involved

M3 None
 Acres burned (outside fires)

M4 Engine area, running gear, wheel area | M1 Failure of equipment or heat source
 Area of fire origin | Cause of ignition

M5 Heat source, other | M2 None
 Heat source | Factor 1 contributing to ignition

M6 Electrical wire, cable insulation | M3 None
 Was first ignited | Human factors contributing to ignition
 Yes
 Spread confined to object of origin

M4 Type of material first ignited, other
 Type of material first ignited

F1 None | F2 Equipment power
 Equipment involved in ignition |
 Brand | F3 Equipment portability
 Model |
 Serial number
 0000
 Equipment year

G None
 Fire suppression factor 1

H1 Involved in ignition and burned | H2 Passenger car
 Mobile property involved | Mobile property type
 Ford
 Mobile property make
 EXPEDITION
 Mobile property model
 0000
 Year License plate State VIN

WARRIETA FIRE AND EMERGENCY SERVICES
Prepared: 8/22/03, 8:54:56
Program: V120HL

Incident Report

A 03306 0A 8/18/03 Sta B52 01-2003-0007448-000 **EVFES - 9/18**
FID State Incident date Station Incident number Apparatus/Personnel

Apparatus	Type	Personnel	Use	Action taken	Emergency
B52	Engine	3	Suppression		Yes
	Dispatched	8/18/03	7:29:18		
	Enroute	8/18/03	7:30:12		
	At scene	8/18/03	7:32:22		
	In Service	8/18/03	7:30:48		

Employee	Assignment	Position	Action taken
2627	FIREFIGHTER	Firefighter	
2183	COMPANY OFFICER	Lieutenant	
2223	DRIVER	Firefighter Engineer	

Prepared: 8/23/03, 8:24:58

Program: FI200L

APD State	Incident date	Station	Incident number	Additional information
A 03304 GA	8/18/03	Sta #52	01-2003-0007448-000	

In City Limits : YES In city

Prepared: 8/23/03, 2:54:56

Program: FI209L

A 03306 GA 8/18/03 Sta #52 81-2003-0087448-000
 FIDED State Incident date Station Incident number Narrative

B Narrative type: Incident

Narrative title Entry date Entered by employee
 Dispatch narrative 8/18/03
 03230052
 Calls: 03230052
 Units: ES2
 ENTRY 001 08182003 COMP:B & C AUTO SALES \SOURCE
 ENTRY 001 08182003 :BUSN \LOC
 ENTRY 001 08182003 \PR \TEXT:POSD
 ENTRY 001 08182003 EXPEDITION ON FIRE IFO THE B
 ENTRY 001 08182003 LOG
 MAY 002 08182003 PAGE 80307
 ES11 003 08182003 LOCATION \P
 ES11 003 08182003 HOME: \COMP:MYD
 ES11 003 08182003 REPAIR
 DISPATCH 004 08182003 ES2
 SUPP 008 08182003 TEXT:SMOKE COMING FROM THE EN
 SUPP 008 08182003 CHIEF... DID SEE FLAMES BUT N
 SUPP 008 08182003 OT NOW
 BRIGADE 006 08182003 ES2
 CASE 007 08182003 ES2 NR0300007448 Assigned 0300007448
 ONSCENE 008 08182003 ES2
 CLOSE 009 08182003 ES2 RPT

Narrative title Entry date Entered by employee
 REPORT 8/18/03 5183 FOREST A. BEAN
 DISPATCHED TO POSS CAR FIRE.ES2 FOUND W/IN SECURITY USING GARDEN
 HOSE TO CONTROL FIRE UNDER HOOD.ES2 PULLED BOOSTER AND USED CARLOCKOUT
 KIT TO GAIN ACCESS TO HOOD RELEASE.DRIVER/OWNER NOT ON SCENE.SECURITY
 STATES CAR THERE OVERNIGHT.TAIL LIGHTS NOT TO BE ILLUMINATED.HEAD
 LIGHTS NOT.POSS ELAC PROBLEM.TOC SECURITY.OWNER BRIGADE.

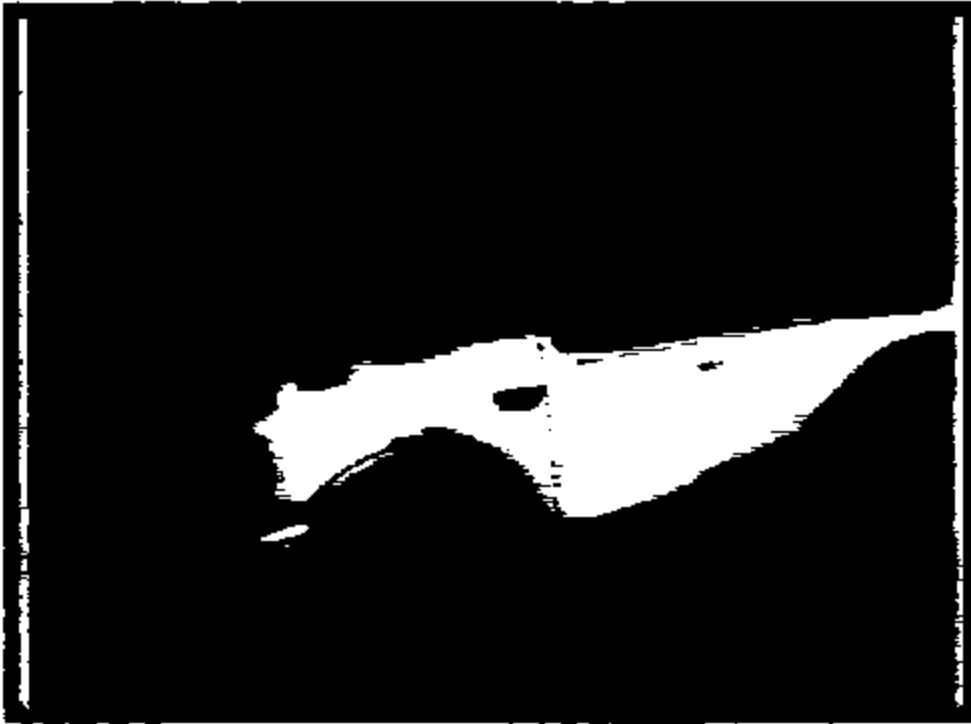


FIGURE 1

Vehicle
examined.

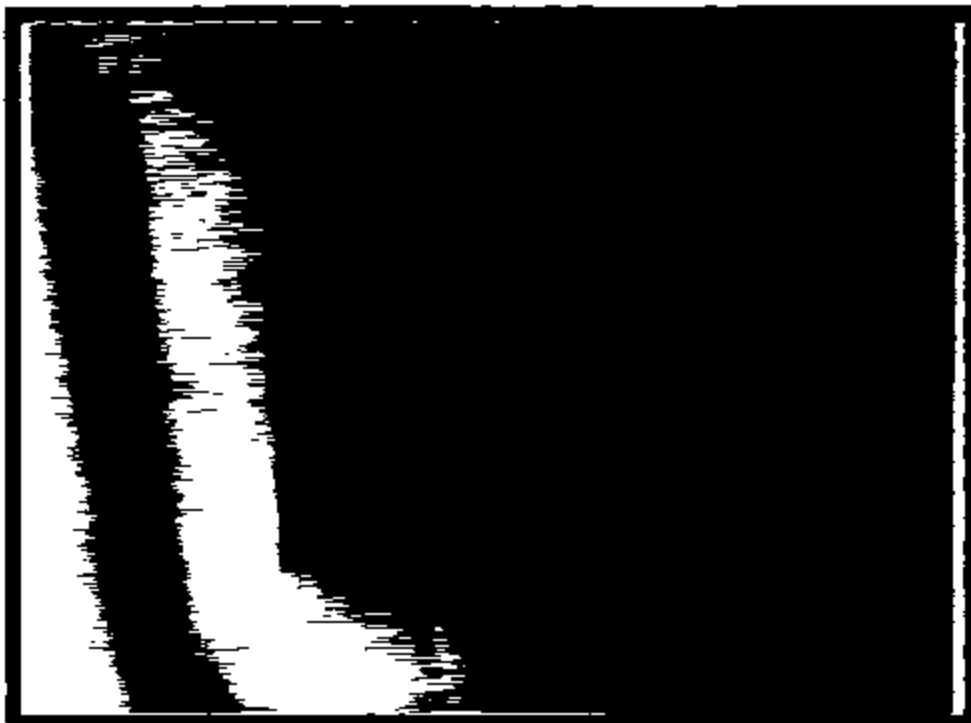


FIGURE 2

Vehicle
nameplate.



FIGURE 3

Vehicle engine
(taken from front
of vehicle). Fire
origin area
circled.



FIGURE 4

Closer view of
fire origin area
(taken from front
of vehicle).

Arrow points to
the brake
pressure switch.



FIGURE 5

Exemplar
vehicle.

Red arrow points
to the brake
pressure switch.

Green arrow
points to the
master cylinder
reservoir (holds
brake fluid).

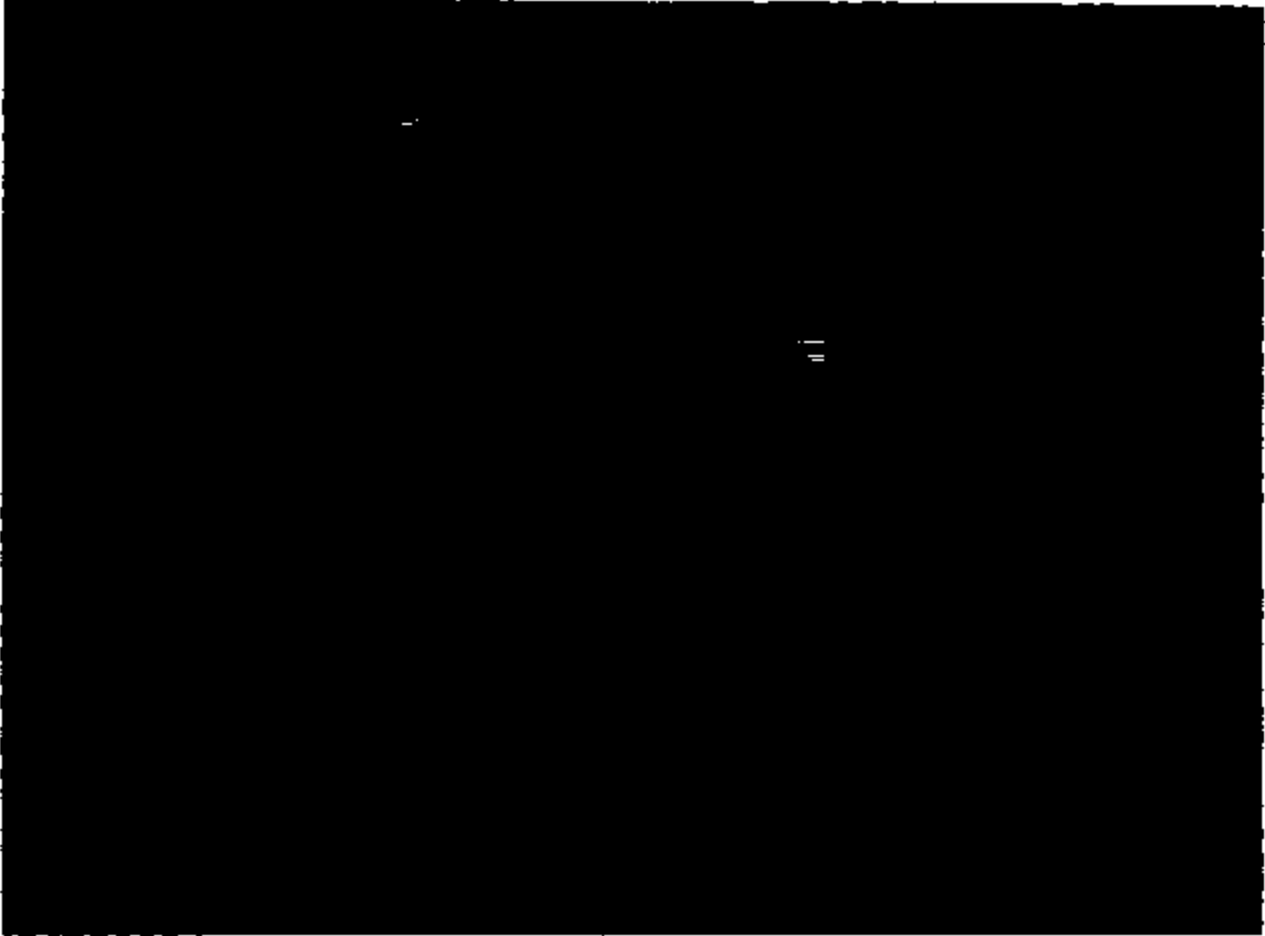
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Travelers

PE04-878 C 6489

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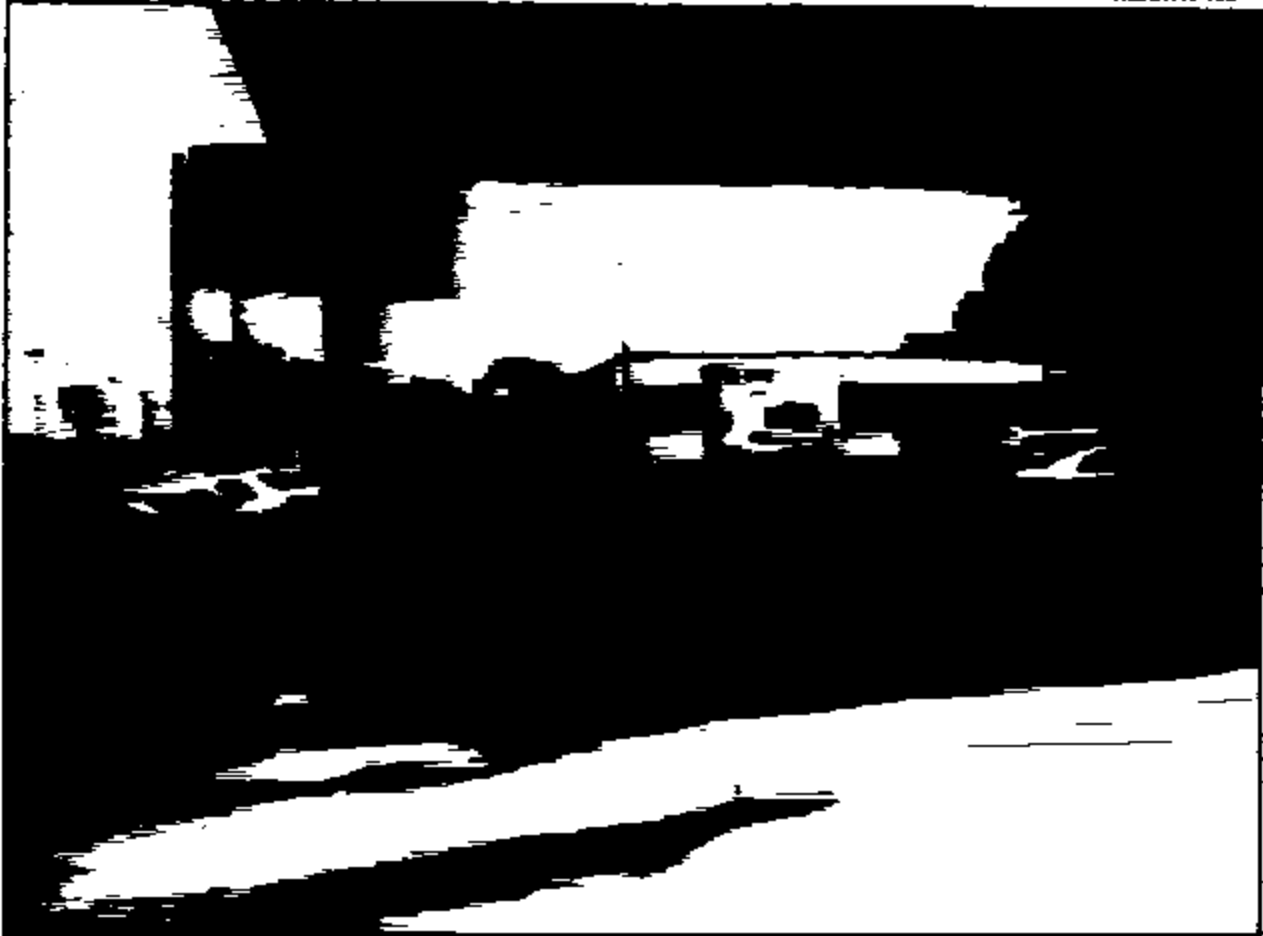
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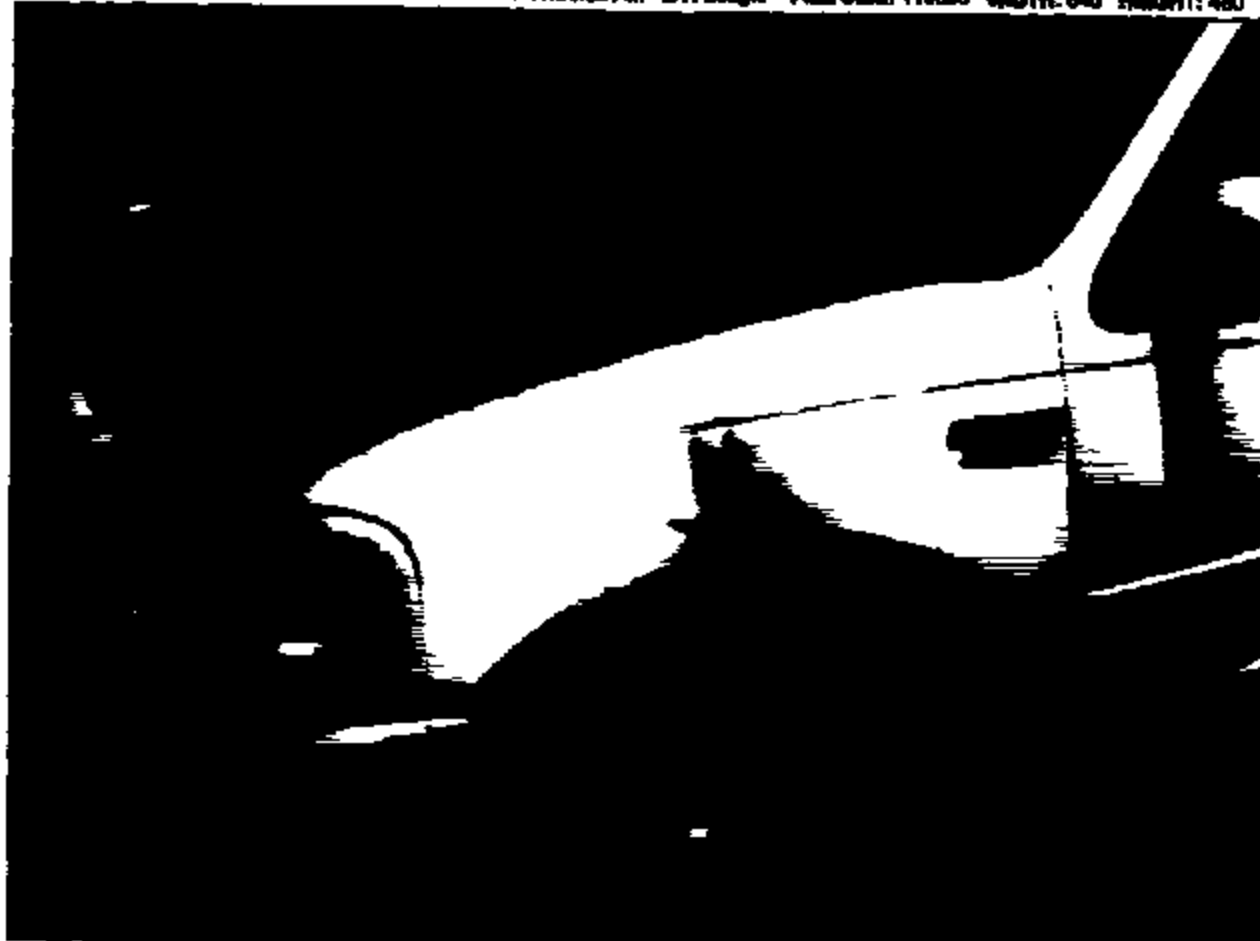
Travelers

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Travelers

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Travelers

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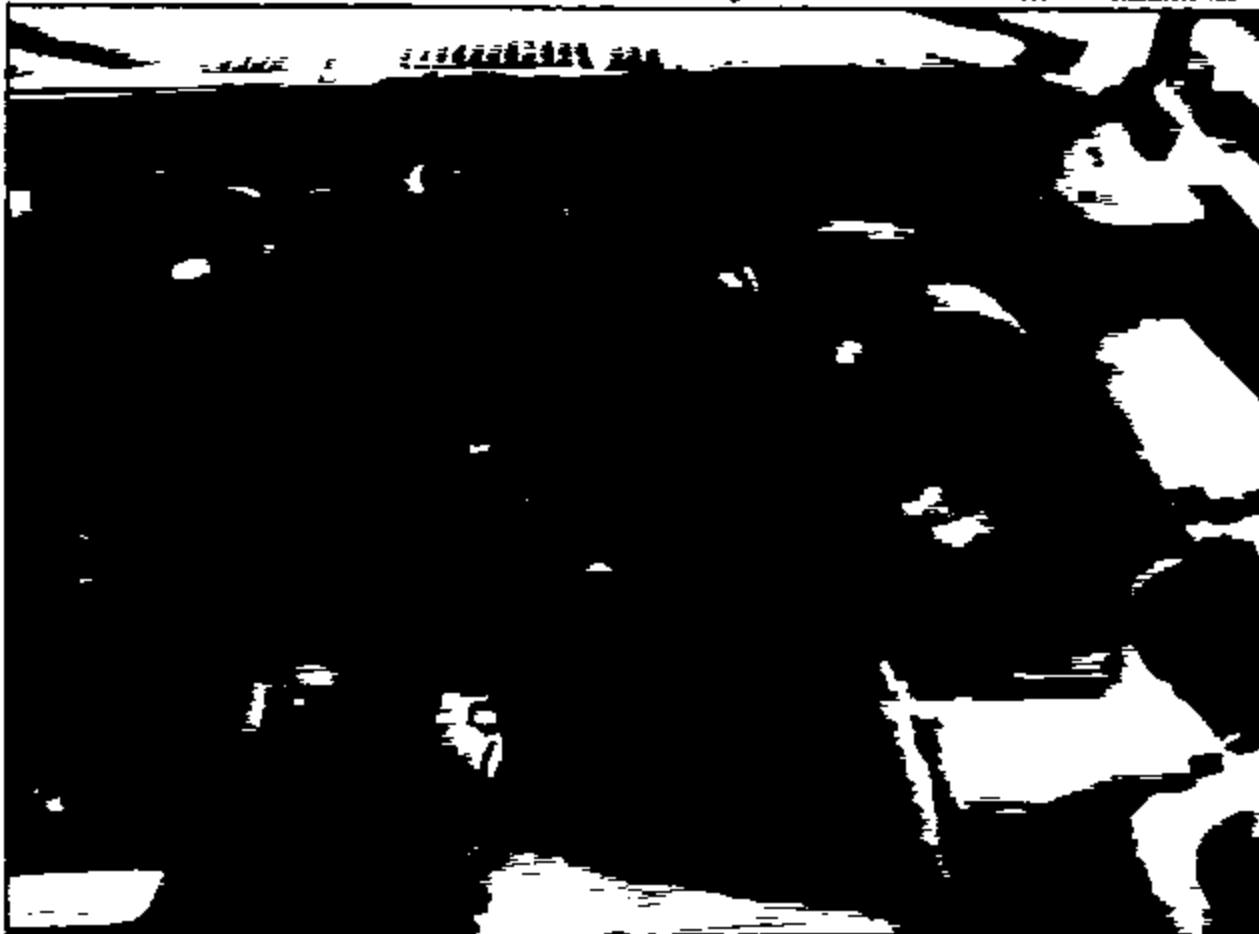


Travelers

PE04-078 C 0414

2/1/2004

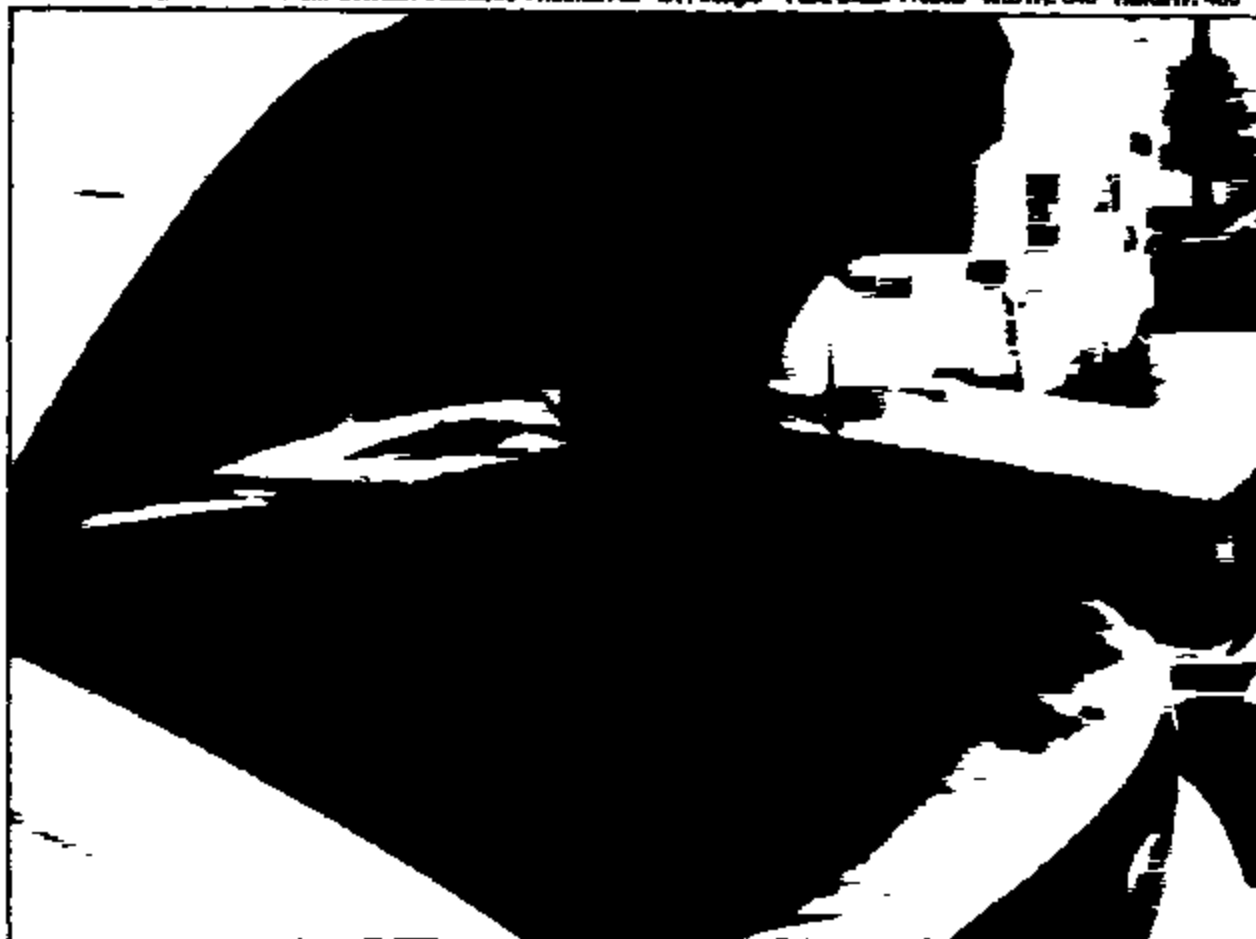
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Travelers



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Travelers

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Travelers

PEBA-678 C 0417

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Travelers

PE84-878 C 0418

5/27/2004

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Travelers

FEB4-078 C 0419

2-2004

DESCRIPTION: UNKNOWN REPORTED: 8/22/2008 11:33:48 AM BY: bcagle FILE SIZE: 64077 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN REPORTED: 6/22/2003 11:33:48 AM BY: bcajls FILE SIZE: 172357 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN REPORTED: 8/22/2003 11:33:47 AM BY: boagb FILE SIZE: 109024 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN IMPORTED: 8/22/2003 11:33:47 AM BY: bcagle FILE SIZE: 130637 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN IMPORTED: 02/22/2009 11:33:57 AM BY: bcagle FILE SIZE: 160128 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN REPORTED: 8/22/2003 11:33:57 AM BY: bangle FILE SIZE: 119570 WIDTH: 640 HEIGHT: 480



Travelers

04-878 C 6425

2/7/2004

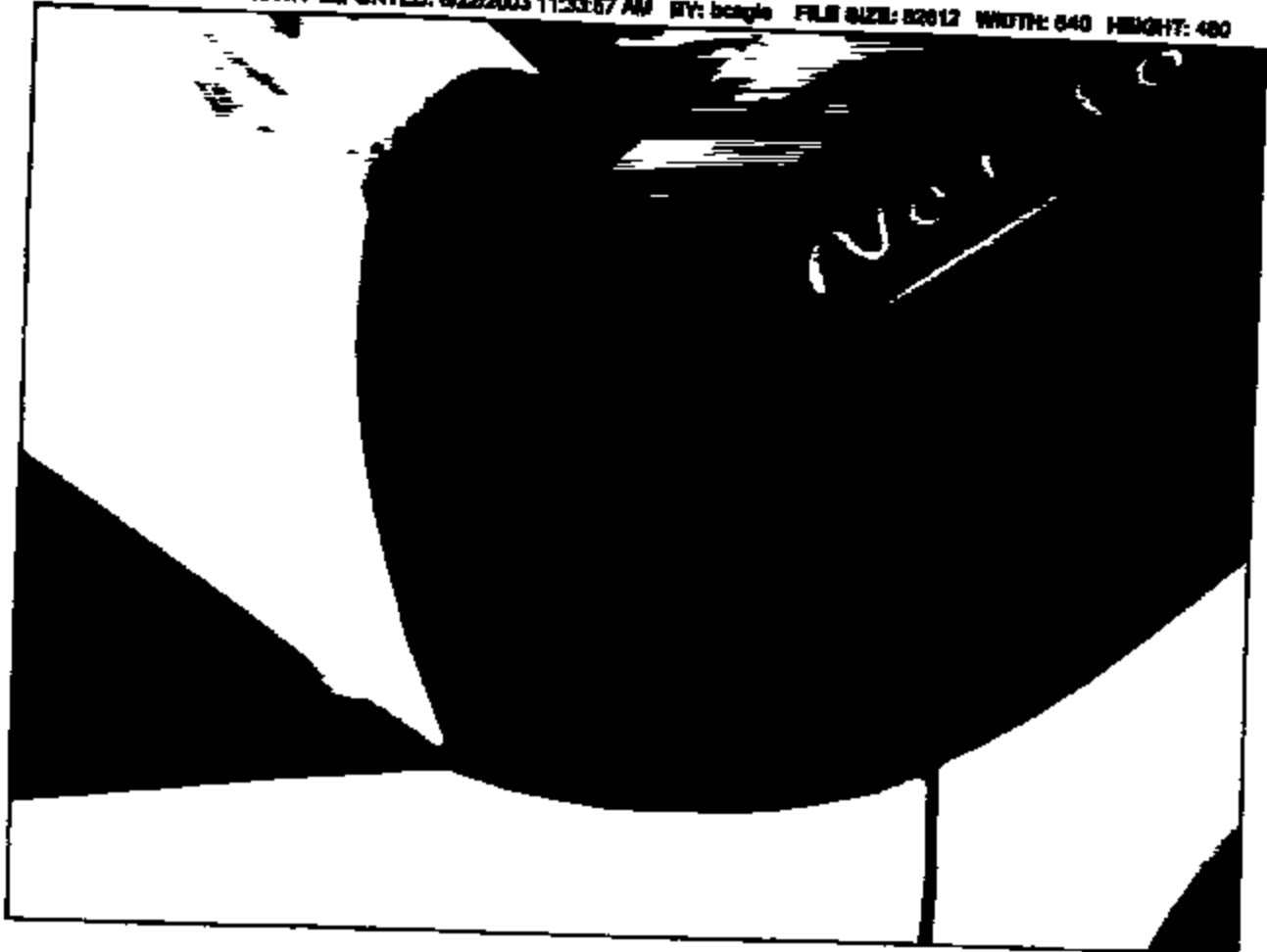
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Travelers

FEB4-878 C 8428

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Travelers

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Travelers

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Travelers

DESCRIPTION: UNKNOWN REPORTED: 8/25/2008 10:18:11 AM BY: wdough1 FILE SIZE: 53801 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN IMPORTED: 02/23/2003 10:16:07 AM BY: vldougl1 FILE SIZE: 66526 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN REPORTED: 8/28/2005 10:18:56 AM BY: vlcsegl1 FILE SIZE: 78424 WIDTH: 840 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN IMPORTED: 02/25/2003 10:15:57 AM BY: vldough1 FILE SIZE: 39066 WIDTH: 640 HEIGHT: 480



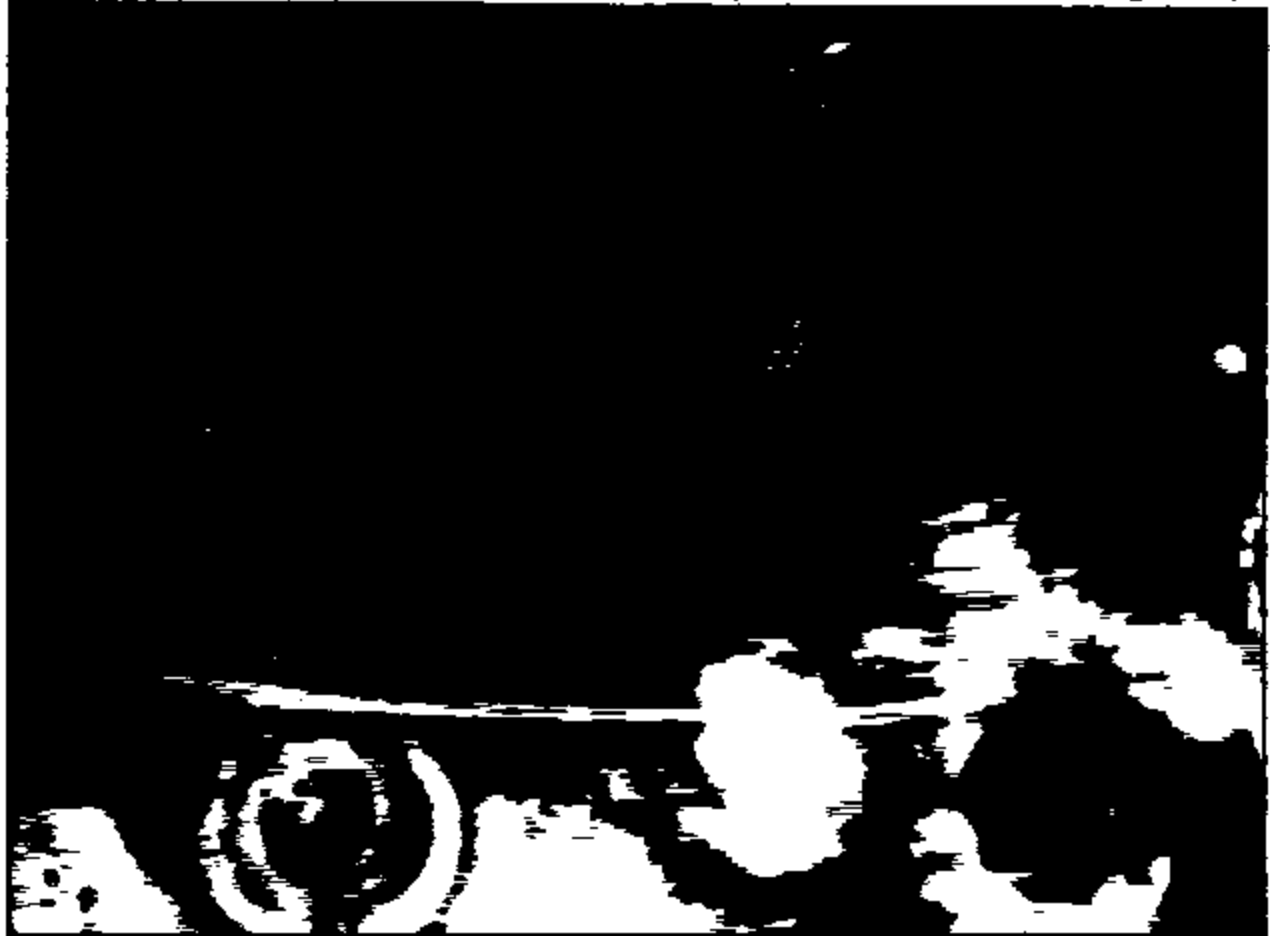
Travelers

DESCRIPTION: UNKNOWN REPORTED: 8/25/2008 10:15:58 AM BY: vdouglr1 FILE SIZE: 61244 WIDTH: 640 HEIGHT: 480



Travelers

DESCRIPTION: UNKNOWN REPORTED: 8/21/2003 11:33:08 AM BY: bcaple FILE SIZE: 133728 WIDTH: 640 HEIGHT: 480



Travelers

PE04-078 C 0435

2/7/2004



FE84-878 C 0437

VFE

VERITÉ FORENSIC ENGINEERING, LLC.

October 30, 2003

Mr. Robert Vargas
State Farm Insurance Company
10725 Bandera Road
San Antonio, TX 78250

Transmitted Via Facsimile and U.S. Mail

Re: *Vehicle/Parking Garage Fire Inspection - Preliminary Report*
Insured: [REDACTED]
Claim No.: [REDACTED]
Date of Loss: September 19, 2003
VFE Project: 031006

Dear Mr. Vargas:

In accordance with your recent request, Verité Forensic Engineering (VFE) has evaluated a 2000 Ford 150 pickup truck that was involved in a fire at a commercial parking garage. Specifically, VFE was requested to examine that truck and render a professional opinion, if possible, regarding any failures or malfunctions that may have been a causal factor for the fire.

A field trip was made to Beacon Collision in San Antonio, Texas, on October 24, 2003, at which time the vehicle was examined. It had been moved to that facility after the fire occurred in the parking garage. The vehicle had been properly wrapped and prepared by Intersept, who performed a fire origin and cause investigation. According to Intersept, the fire originated in the left rear corner of the vehicle engine compartment. This was verified by VFE based on electrical arcing activity found on the wiring in and around the brake vacuum booster. The fuses inside the vehicle were also inspected; four were found to be "blown." They were fuses circuits 2, 13, 14, and 21. The brake master cylinder was deformed and fallen loose.

The damage observed is consistent with a failure of the speed control deactivation switch (commonly known as the "brake pressure switch"). The support body of the brake pressure switch was observed lying on the left Seat A-frame of the suspension. It was not disturbed at this time. The plastic switch housing may also be in that same general area.

1824 A First Street • Houston, TX 77002 • Telephone 281-546-3501 • Fax 281-546-3502
Mailing Address: P.O. Box 509 • Houston, Texas 77247

10/30/03 THU 08:08 FAX/RL NO 03781 0002

FEB4-078 C 0436

Mr. Robert Vargas
State Farm Claims 33-E246-378
October 30, 2003
Page 2

In order to proceed further, it will be necessary to perform a joint inspection with representatives of the Ford Motor Company. At that time, the debris lying on the frame rail and the suspension components can be extracted and examined along with a bag of debris that was swept up from underneath the truck. Once all of the analysis is completed, a final report will be issued.

After reviewing this report if there are any questions, please do not hesitate to contact our office. We will await your further instructions in this matter.

Sincerely,

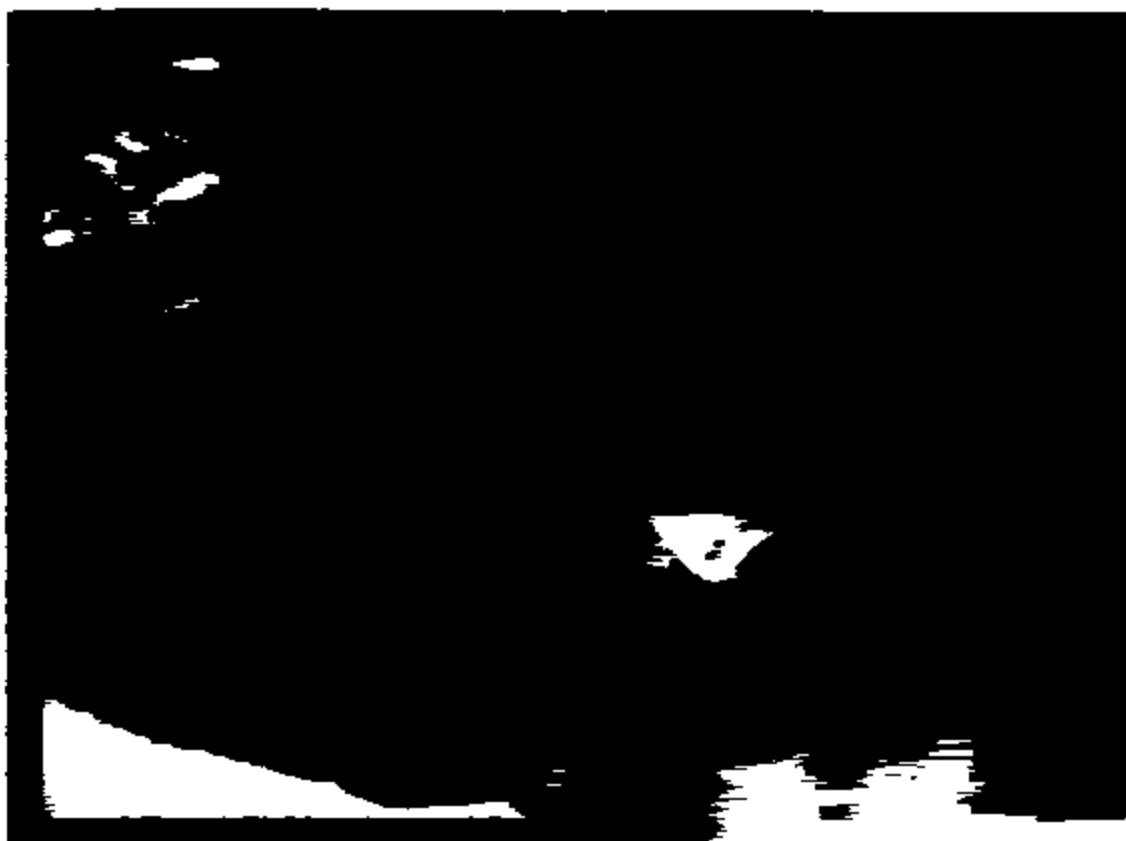


David A. Rahar, P.E., C.P.I.
Senior Project Engineer, Electrical

DAR/ma









490301

State Farm Insurance Companies



December 1, 2003

17301 Preston Road
P.O. Box 799014
Dallas, TX 75378-9014
(888)257-8077
Fax - (888)257-8078

Ford Motor
Parklane Towers West, Ste. 400
3 Parklane Blvd
Dearborn, MI 48126

RE: Claim Number: [REDACTED]
Date of Loss: September 19, 2003
Our Insured: [REDACTED]
Year/Make/Model: 2000 Ford Pickup
VIN: 1FTRX17LXY [REDACTED]

Dear Ford Motor:

This vehicle was insured by State Farm and involved in a comprehensive loss. The claim settled for \$16,280.29, which includes our insured's deductible.

Our investigation establishes the cause of loss was due to failure of the speed control deactivation switch.

Enclosed is our documentation. We will retain the evidence until we conclude this matter with your company. You may contact me to arrange for inspection of the vehicle.

Please consider this notice as our demand for reimbursement.

Sincerely,

Tonya Bedell
Tonya Bedell - Team 40
Claim Representative
(972) 732-4842 Ext. 40

State Farm Mutual Automobile Insurance Company

Enclosures

MICHAEL B. JOLLY
ATTORNEY AT LAW

1015 PRINCETON, 4TH FLOOR
HOUSTON, TEXAS 77008
REGISTERED PRINCE ATTORNEY

OFFICE (713) 237-8385
FAX (713) 237-8386
mbj@jollypcal.com

December 2, 2003

New for Shawn

Dana S. Spear
Andrew Schimmelster

Via Fax (713) 880-1689

Jason Hahn
Eric Mayer

Via Fax (713) 884-8888

Wayne Pickering

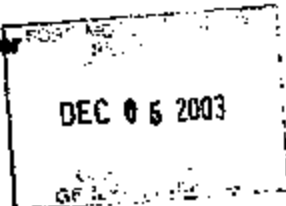
Via Fax (281) 340-7001

Allison Kennamer

Via Fax (958) 541-2170

Sarah Kirkwood

Via Fax (249) 203-0783



RE: [Redacted] 2000 Ford F-150 truck, date of fire: September 2003, location: San Antonio, Texas

[Redacted] 2000 Ford F-150 truck, VIN 1FTRX17W0Y [Redacted], date of fire: November 12, 2003, location: McAllen, Texas

[Redacted] 2000 Ford F-150 truck, VIN 1FRTX17LZY [Redacted], date of fire: November 14, 2003, location: McAllen, Texas

Dear Counsel:

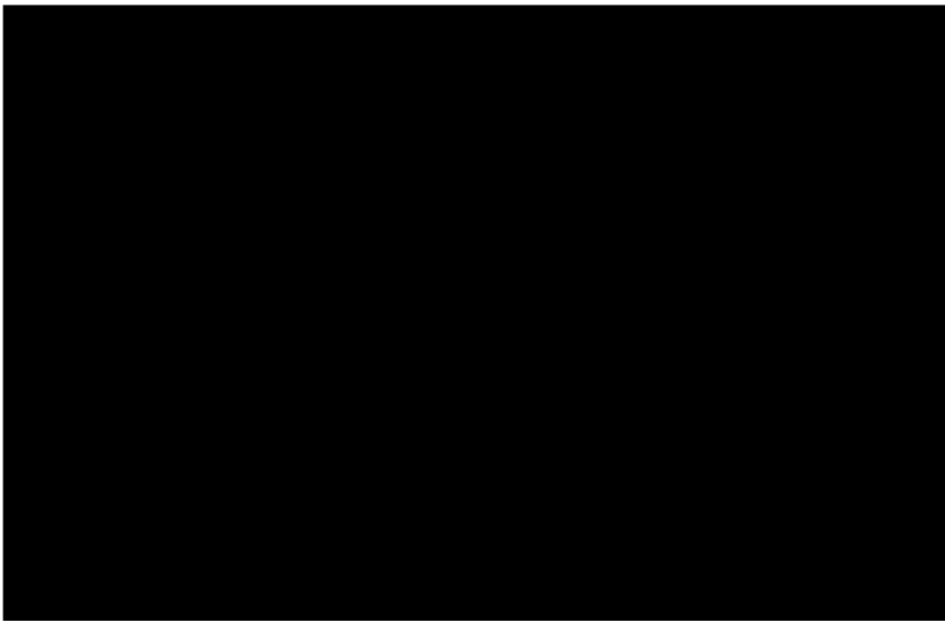
We represent the above individuals regarding fires which originated in the front left engine compartment of these vehicles. These vehicles are available for your inspection immediately. Please let me know when each of you plan on inspecting these vehicles.

Sincerely,

[Signature]
Michael Jolly

M.Jew

*- FI 21
- '00 F150
- VIN San Antonio TX
- 9/7/03
- FBI*



CIVIL SUIT NUMBER 218,259

[REDACTED]

9TH JUDICIAL DISTRICT COURT

VERSUS

PARISH OF RAPIDES

FORD MOTOR COMPANY

STATE OF LOUISIANA

PETITION FOR DAMAGES

The petition of [REDACTED]

a foreign corporation authorized to do and doing business in the State of Louisiana, respectfully represents:

1.

Made defendant herein is:

Ford Motor Company, a Delaware corporation authorized to do and doing business in the State of Louisiana, who may be served through its registered agent for service of process, C. T. Corporation Systems, 8150 United Plaza Boulevard, Baton Rouge, Louisiana 70809.

2.

Defendant is liable unto petitioner for such sums as are restorable in the premises, together with legal interest thereon from date of judicial demand until paid in full and all costs of these proceedings for the following reasons:

3.

On or about October 17, 2003, [REDACTED] owned a 2000 Ford Expedition SUV bearing vehicle identification number (VIN) 1FMRU17L2Y1 [REDACTED]

4.

On or about October 17, 2003, said 2000 Ford Expedition SUV was properly parked and unoccupied in the parking lot of [REDACTED], when the vehicle began to emit smoke from the hood and then proceeded to burst into flames.

5.

The 2000 Ford Expedition owned by [REDACTED] was manufactured by Ford Motor Company.

6.

The smoke and flames which had initiated in under the hood eventually engulfed the entire engine compartment, which fire resulted in the total loss of the vehicle.

7.

The cause of the above mentioned fire was latent and/or hidden manufacturing defects which existed at the time of purchase by [REDACTED].

8.

Ford Motor Company is liable unto petitioner for all damages set forth herein as the vehicle was unreasonably dangerous in construction and composition in that design defects, electrical malfunction or failure in the brake pressure/cruise control cut-off switch resulted in the above described fire.

9.

The 2000 Ford Expedition SUV deviated in a material way from manufacturer's specifications or performance standards and from other vehicles manufactured by the defendant, Ford Motor Company. The deviation consisted of defects in the brake pressure/cruise control cut-off switch.

10.

Ford Motor Company is negligent by way of improper manufacturing and/or assembly of the brake pressure/cruise control cut-off switch.

11.

The defects in the brake pressure/cruise control cut-off switch are structural and mechanical defects and are due to the negligent manufacture and design of the automobile; therefore, are attributable to the manufacturer, defendant, Ford Motor Company.

12.

As a direct result of the above described fire, the [REDACTED] vehicle was rendered a total loss.

13.

Petitioner shows that it is entitled to compensation for all pecuniary and non-pecuniary losses suffered, an award for attorney's fees, and an adjudication that the defendant is liable for payment of all costs, expert witness fees, and all other expenses.

At all times pertinent herein, [redacted] issued a policy of insurance to [redacted] the subject vehicle and, as a result of such contractual commitment, [redacted] paid to and/or on behalf of [redacted] certain sums under the comprehensive provisions of said insurance policy, said amount being the fair market value of the vehicle less the deductible loss. [redacted] is therefore legally and conventionally subrogated to the rights of its insured for the amount so paid.

WHEREFORE, PETITIONER PRAYS:

1. Defendant be duly served with a copy of and be duly cited to appear and answer this petition; and
2. After due proceedings are had and a trial heard there be judgment rendered herein in favor of [redacted] and against the defendant, FORD MOTOR COMPANY, for such sums as are reasonable in the premises, together with legal interest on all sums from the date of judicial demand until paid in full, and all costs of these proceedings.

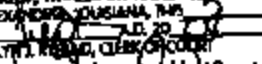

Respectfully Submitted,
HUGHES & LAFLEUR
(A Professional Law Corporation)


BY: 
JEFFREY S. INGRAM (#25721)
201 Johnston Street
Post Office Box 1831
Alexandria, Louisiana 71309-1831
(318) 443-4090

ATTORNEYS FOR PLAINTIFF

Please Serve:

Ford Motor Company
through its authorized agent for service of process,
C. T. Corporation Systems
8350 United Plaza Boulevard
Baton Rouge, Louisiana 70809

STATE OF LOUISIANA, PARISH OF RAPIDES
I HEREBY CERTIFY THAT THE ABOVE AND FOREGOING IS
A TRUE AND CORRECT COPY OF THE ORIGINAL ON FILE
AND OF RECORD IN THIS OFFICE.
IN FAITH WHEREOF, WITNESS MY HAND AND SEAL OF
OFFICE, AT ALEXANDRIA, LOUISIANA, THIS
DAY OF SEP A.D. 2003

CAROLYN J. WEILAND, CLERK OF COURT
BY 
OF, CLERK OF COURT

FILED & RETURNED
CLERK OF COURT
RAPIDES PARISH LA
BY 
CARMEL A. BROWN
CLERK
74 SEP -2 11 53

HUGHES & LAFLEUR
(A PROFESSIONAL LAW CORPORATION)
201 JOHNSON STREET
SUITE 400
POST OFFICE BOX 1834
ALEXANDRIA, LOUISIANA 71209-1831

David A. Hughes
Paul M. Lafleur
Jeffrey S. Ingram

Telephone (512) 443-6090
Facsimile (512) 443-6091

July 19, 2004

Ms. Shawn Norton
Ford Motor Company
3 Parkland Blvd., Suite 400
Dearborn, Michigan 48126

RECEIVED JUL 27 2004

CL 3/04

Re: Your Claim Number: Unknown
Date of Loss: October 17, 2003
Our Client: [REDACTED]
State Farm Insured: [REDACTED]
Our File Number: 05-04-0143

489408

Dear Ms. Norton:

In response to your written inquiry of May 25, 2004, please see attached machine copies of photographs of the subject vehicle. The file materials forwarded to me by [REDACTED] do not contain copies of any documentation detailing the service history of the subject vehicle; however, I have written to the insured and requested same and will forward any documentation I receive to your attention upon my receipt.

Please feel free to contact me should have any further questions at this time.

Yours very truly,

HUGHES & LAFLEUR
(A Professional Law Corporation)

BY: Jeffrey S. Ingram
JEFFREY S. INGRAM

JSI/sam
Enclosures

10/20/03

PEB-476 C 0452



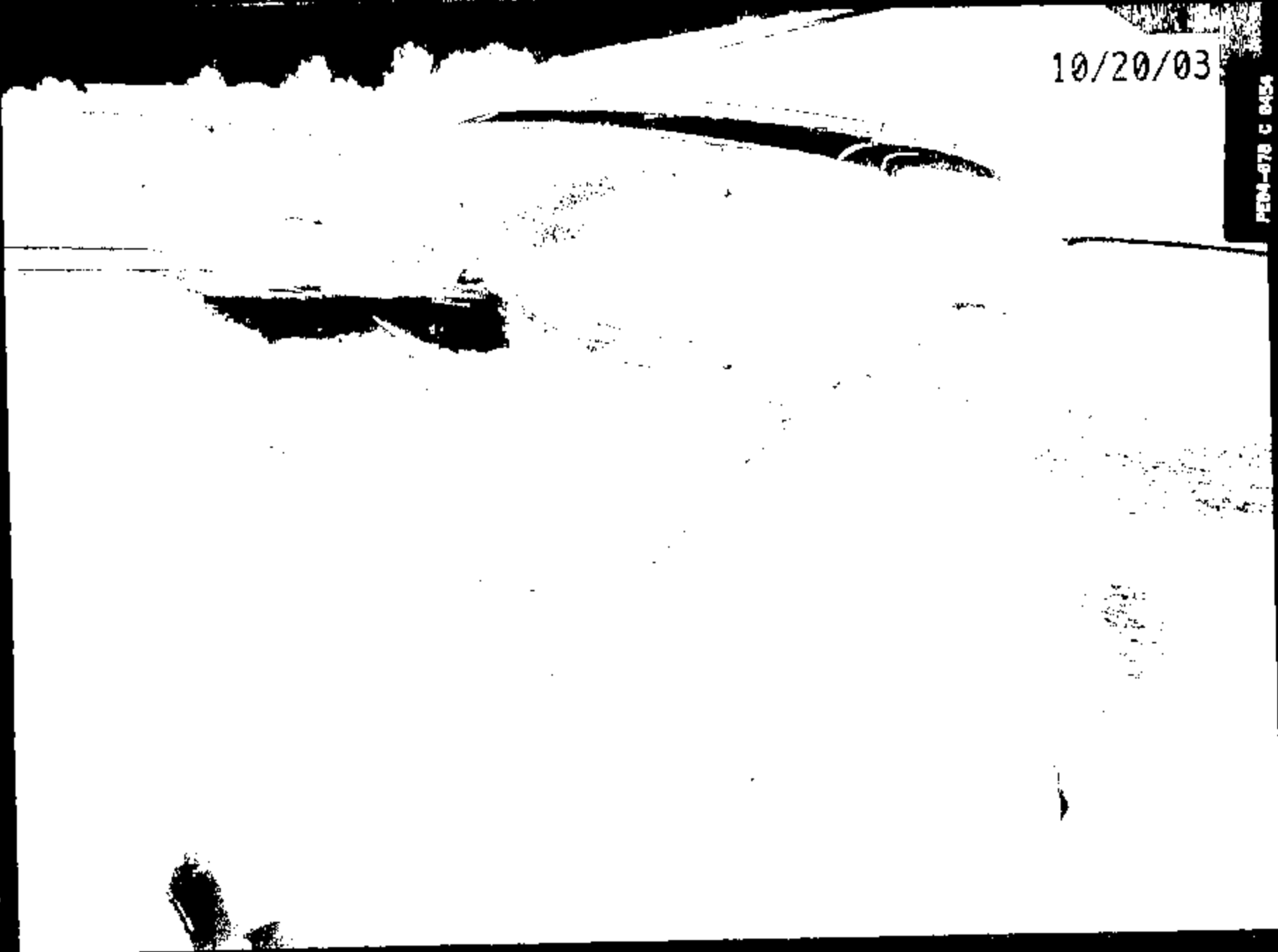
10/20/03

FE04-076 C 0453



10/20/03

PEM-078 C 0454



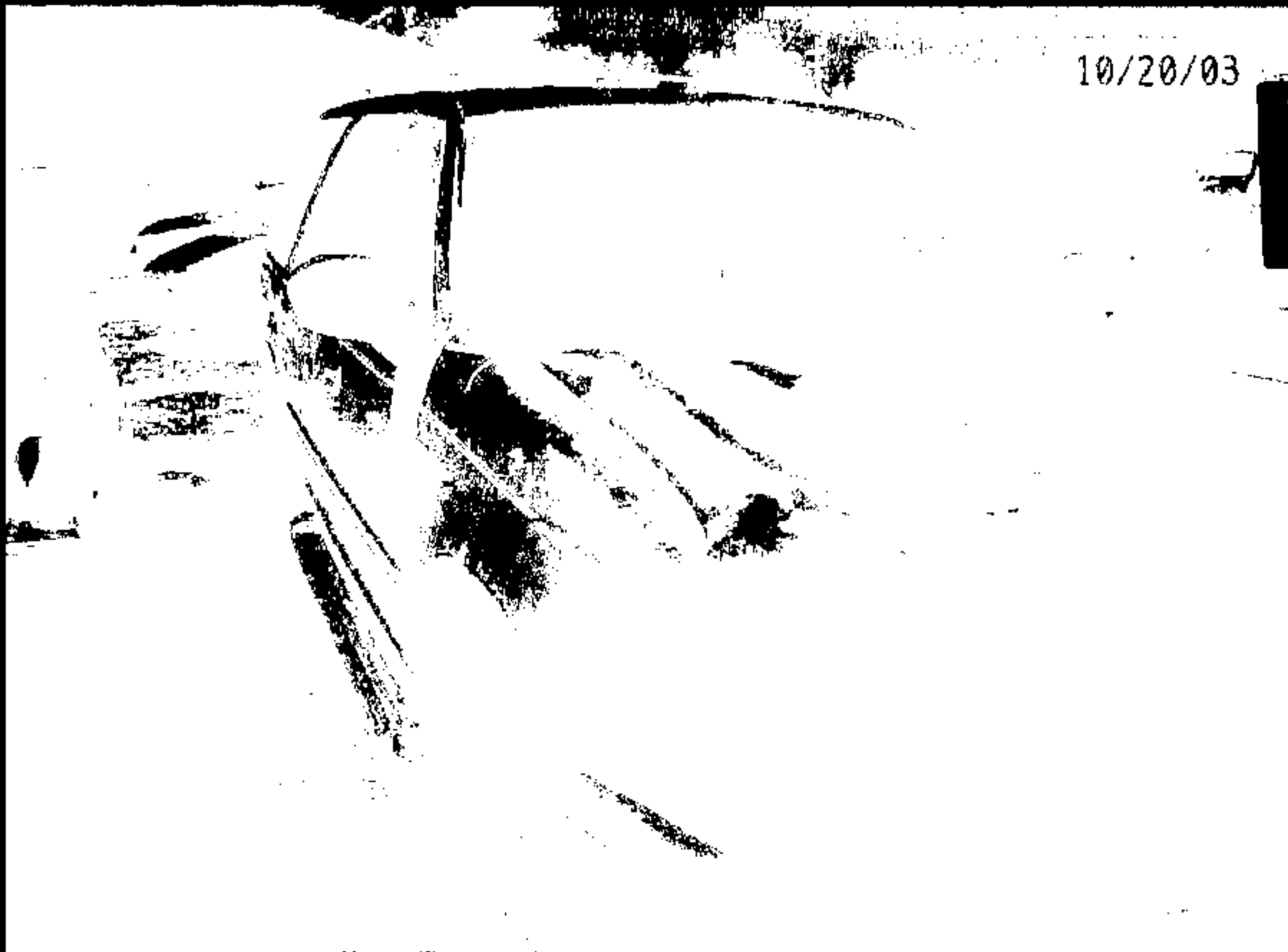
10/20/03

MEM-878 C 0455



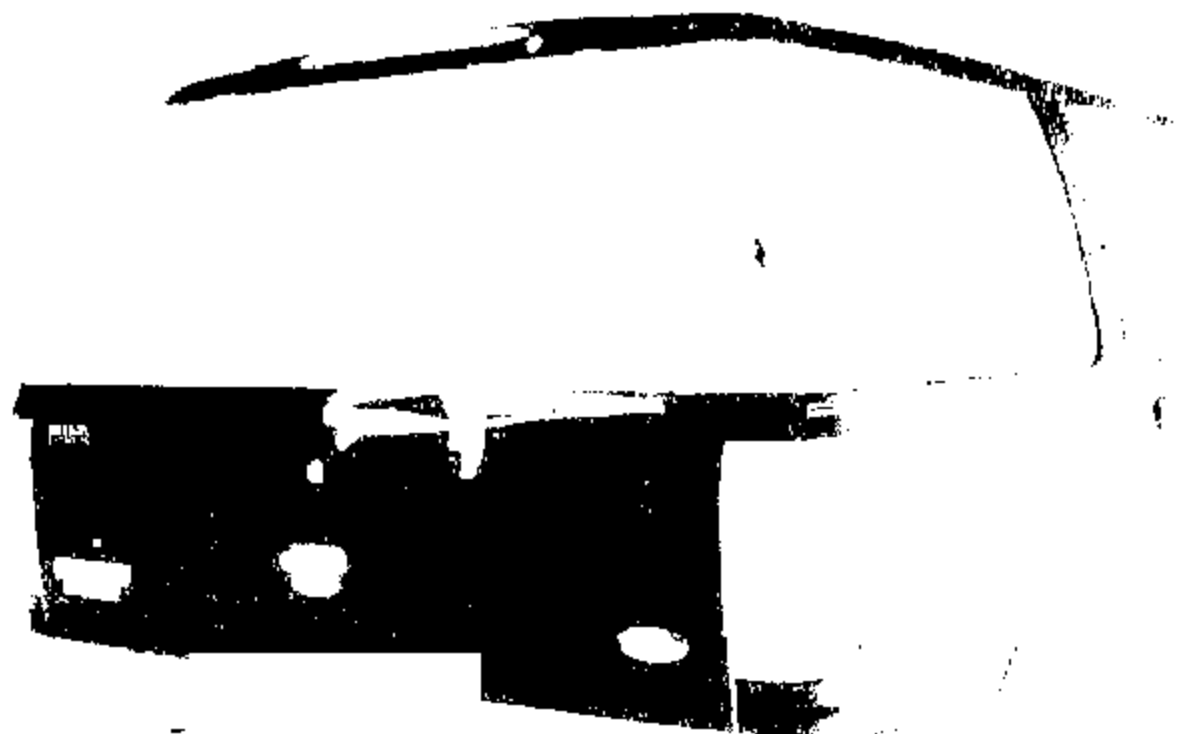
10/20/03

PE84-878 C BASS



10/20/03

PE04-078 C 0457



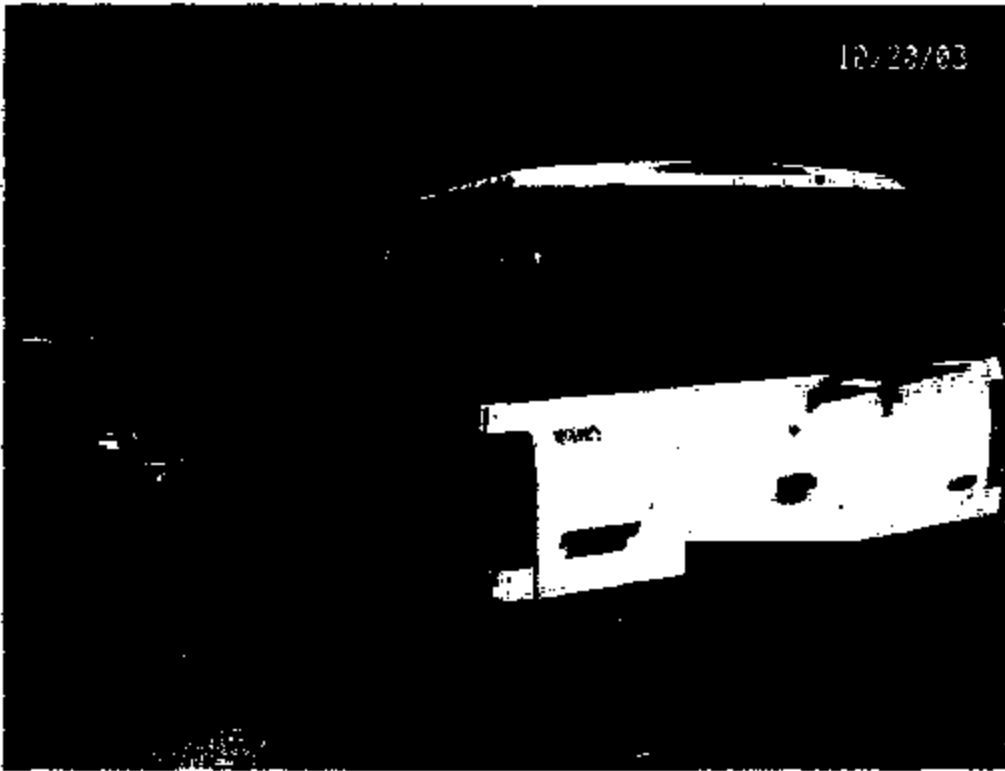


FEB-87 678 C 8458

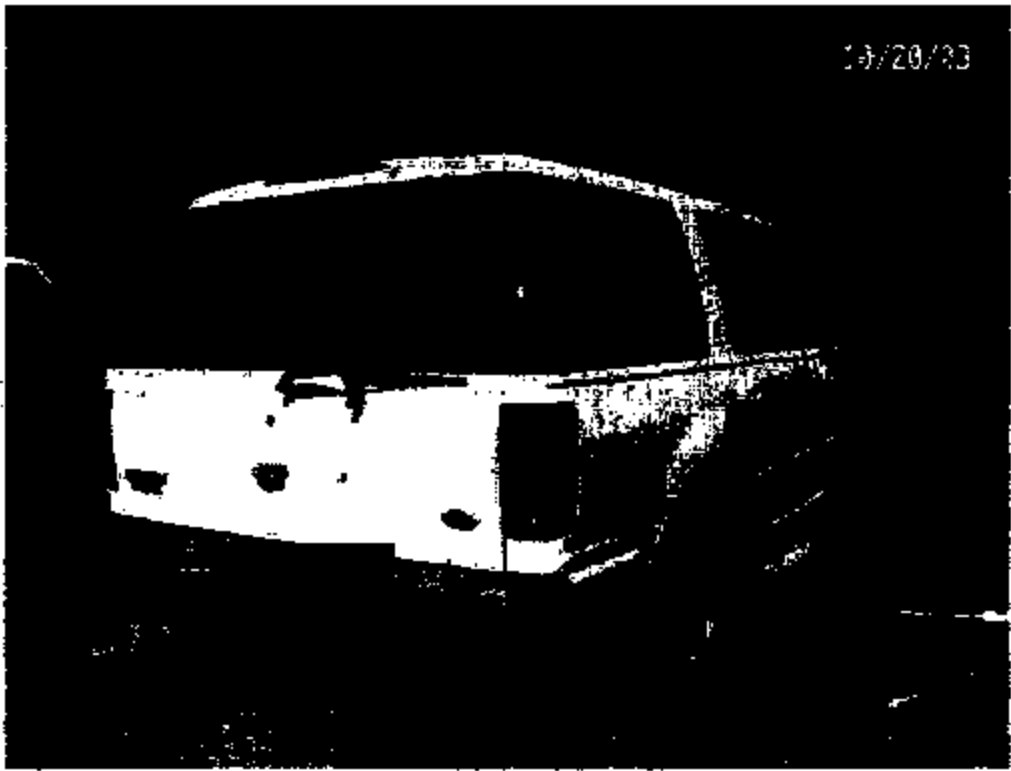




PE04-B70 C 0460







FE84-878 C B463

HUGHES & LAFLEUR
(A PROFESSIONAL LAW CORPORATION)
281 JOHNSON STREET
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ALEXANDRIA, LOUISIANA 71304-1831

David A. Hughes
Paul M. Laffeur
Jeffrey S. Ingram

Telephone (504) 443-8990
Facsimile (504) 443-8991

May 14, 2004

AL 3/14
489408

Ms. Shawn Norton
Ford Motor Company
3 Parkland Blvd., Suite 400
Dearborn, Michigan 48126

REGISTERED MAY 24 2004

Re: Your Claim Number: Unknown
Date of Loss: October 17, 2003
Our Client: [REDACTED]
State Farm Insured: [REDACTED]
Our File Number: 05-04-0143

Dear Ms. Norton:

We have been retained by [REDACTED] to protect its subrogation interests which have arisen as a result of a vehicle fire which occurred on October 17, 2003, at Tioga, Rapides Parish, Louisiana. The fire consumed a [REDACTED] insured vehicle; specifically, a 2000 Ford Expedition, Vehicle Identification Number 1FMRU17L2Y [REDACTED]. It is my understanding that Ford Motor Company has previously been put on notice of the subrogation claim of [REDACTED] and also been provided full supporting documentation of the amount of same.

Ms Norton, please make arrangements for the appropriate representative of Ford Motor Company to contact this office at your earliest convenience so that we may discuss our respective positions. Although it remains our hope that this matter may be resolved amicably without the need for formal intrusion into the process of litigation, we are prepared to institute formal legal proceedings if forced to do so.

Thank you in advance for your courtesy and prompt attention, and I will look forward to hearing from you at your convenience.

Yours very truly,

HUGHES & LAFLEUR
(A Professional Law Corporation)

BY: [Signature]
JEFFREY S. INGRAM

JSI/sam
05041412hpbm0004

RECEIVED APR 22 2004

COPY

March 11, 2004

Ford Motor Company
Manager Product Claims Dept.
Mr. Howard E Keys
Parklane Tower West
3 Parklane Blvd, Suite 400
Dearborn, MI 48126

Auto Subrogation Team
P.O. Box 11960
Monroe, LA 71211-1960
1-800-448-4587
Fax 1-800-726-4093

FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT
APR 20 2004
OFFICE OF THE
GENERAL COUNSEL

RE: Claim Number: [REDACTED]
Date of Loss: October 17, 2003
Our Insured: [REDACTED]

Dear Mr. Keys:

This State Farm insured's vehicle, 2000 Ford Expedition VIN IFMRU17L2YL [REDACTED] was involved in a loss due to electrical overheating. We settled a claim with our insured in the amount of \$21,970.75, which includes our insured's deductible.

Our investigation revealed the cause of the loss was due to the following: electrical overheating of the brake pressure/cruise control cutoff switch.

Enclosed is the documentation of State Farm's claim. We are holding the vehicle until we have concluded our claim with your company. You may contact me at the phone number below to make arrangements to inspect the vehicle.

Please consider this letter as our demand to Ford Motor Company for reimbursement of \$21,970.75.

2000 Expedition
Coln photos
NO VREH
BOW 1yr
Neg 1yr
SL. 1yr.
BPS - not signed

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710

COPY

Page 2
March 11, 2004

In order to assist you in evaluating and processing the subrogation claim we are asserting, we may provide nonpublic personal information about our customer. We are sharing this information to effect, administer, or enforce a transaction authorized by the consumer. However, you are neither authorized nor permitted to: (1) use the customer information we provide for any purpose other than to evaluate and process the subrogation claim, or (2) disclose or share the customer information we provide for any purpose other than to evaluate and process the subrogation claim.

Sincerely,

Claim Handler
800-448-4587 Team 20





- STATE FARM FIRE AND CASUALTY COMPANY
- STATE FARM INDEMNITY COMPANY
- STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY
- STATE FARM COUNTY MUTUAL INSURANCE COMPANY OF TEXAS

Barcode Only

Claim Number 18-0828-397

AFFIDAVIT OF VEHICLE FIRE (All Questions Must Be Completed In Ink)

1. Name of Insured [Redacted] Name of Owner [Redacted]
 Address P.O. Box 1775 Tioga, LA 71477 Home Phone [Redacted]
 Date of Birth [Redacted] Marital Status: Married Single No. of Dependents
 Social Security No. [Redacted] Driver's License No. [Redacted]
 Occupation Concraeter Employer's Name [Redacted]
 Address [Redacted] Phone [Redacted]

2. Date of Fire 10-17-2003 Time 1:00 A.M. P.M.
 Make of Vehicle Ford Year 2000 Model Expedition Body Type 4-Door Color
 Vehicle ID # 1FMRU17L2YL License Plate # [Redacted] State LA
 Certificate of Title # If none, why?
 Number of cylinders 8 H.P. or C.I. or Ltr 5.4 Odometer reading 55,000
 Was vehicle locked? Yes No Were windows rolled up? Yes No
 When did you last see your vehicle? Date 10-17-03 Time 1:00 A.M. P.M.
 Specific location where vehicle burned Tioga Elementary
 Reason vehicle was left at this location work
 Name and address of person who left auto at this location [Redacted]
[Redacted] lane Dryflong Driver's license # [Redacted] U-05

When was the fire discovered? Date 10-17-03 Time 1:00 A.M. P.M.
 Who made the discovery? someone just driving by saw smoke.
 When was fire reported to fire department? Date 10-17-03 Time 1:05 A.M. P.M.
 Name and Location of Fire Station Alpine Fire Dep. Tioga, LA
 Describe fire (where, color of smoke, cause): black, gray smoke with flames
 Was vehicle being driven? Yes No Describe exactly what happened prior to noticing smoke
 or fire (electrical or mechanical malfunction):
 Were you carrying a container of flammable liquid in the vehicle at the time of fire? Yes No

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OCT 30 2003

SHREVPP:

If yes, give type of liquid _____, amount _____, size and
type of container _____, location of container at time of fire _____

Did you smell smoke or see flames first? NO

Have you had similar problems prior to fire? Yes No If yes, explain _____

Has vehicle been damaged during the past three years? Yes No If so, give location _____
_____, type of damage _____, amount of damage \$ _____, and date _____

Were repairs made? Yes No Partial If so, were they completed? Yes No

Who made the repairs? _____

Name and address of insurance company who paid claim damages, if any: _____

Any other claims in the last three years on this or any other auto? Yes No

Any other vehicles in your household? Yes No

Name of insurance company and agent on other vehicles Henny Smith State Farm

Your prior insurance company and agent _____

Any homeowners claims within the past 6 months with State Farm? Yes No

With any other carrier? _____

3. Vehicle Equipment (Check if vehicle had any of the following)

<input checked="" type="checkbox"/> Radio AM	<input checked="" type="checkbox"/> Power Steer	<input type="checkbox"/> Vinyl Roof	<input checked="" type="checkbox"/> Cruise Control	Tires	Transmission:
<input checked="" type="checkbox"/> AM/FM	<input checked="" type="checkbox"/> Power Brakes	<input type="checkbox"/> Tinted Glass	<input checked="" type="checkbox"/> Compact Disc	<input type="checkbox"/> W/W	<input checked="" type="checkbox"/> Automatic
<input checked="" type="checkbox"/> Stereo	<input checked="" type="checkbox"/> Power Locks	<input type="checkbox"/> Mag Wheels	<input type="checkbox"/> Sun/Moon Roof	<input type="checkbox"/> Radial	<input type="checkbox"/> Standard
<input type="checkbox"/> Tape Deck	<input checked="" type="checkbox"/> Power Windows	<input type="checkbox"/> T-Tops		<input type="checkbox"/> Special	<input type="checkbox"/> Console
<input checked="" type="checkbox"/> Air Cond.	<input checked="" type="checkbox"/> Power Seats	<input type="checkbox"/> Tilt Steering Wheel			<input type="checkbox"/> AutoStick

Other: _____

CB Radio Type _____ Cost \$ _____ Date Installed _____

Purchased From: _____

4. Vehicle Condition

Paint	<input type="checkbox"/> Fair	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Excellent
Transmission	<input type="checkbox"/> Fair	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Excellent
Engine	<input type="checkbox"/> Fair	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Excellent
Body	<input type="checkbox"/> Fair	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Excellent

Other distinguishing features: (Dents, decals
trailer hitch, interior, etc).

5. Name and address of service station/garage: _____

Who performs routine maintenance service? _____ Date last service _____

RECEIVED
OCT 30 2003
SHREVEPORT CLAIMS

Who performs State MV inspection? Certified Transmissions Date last inspected 7-2003

6. Date car purchased Oct. 2000 New Used Purchase Price \$ 35,000

Trade-in _____ Allowance _____

Seller Dealer/Individual Name and Address Hixon Hopkins Auto Plex

How did you learn the car was for sale? _____

How was the car paid for? Cash Check

If financed, name and address of finance company Ford Motor Credit
P.O. Box 169007 Franklin, TN 37068-9007

Account # 00000085525761 Balance Due \$ 15,458.76 Loan Terms _____ Months

Is account past due? Yes No How Long? _____

Are keys in your possession? Yes No Ignition key # _____ Trunk key # _____

Do you have other theft insurance? Yes No Policy# _____

Name of insurance company _____

Was this a rebuilt wreck? Yes No If yes, name of rebuilder _____

Was it a recovered theft? Yes No If yes, date of theft _____

7. Amount for which you are making claim \$ _____

8. Are the answers you have given true to the best of your knowledge and belief? Yes No

Any person who knowingly presents a false or fraudulent claim for payment of a loss or benefit or knowingly presents false information in an application for insurance is guilty of a crime and may be subject to civil fines and criminal penalties.

Witness _____

Polk  (signature) (date)

Address _____

SUBSCRIBED AND SWORN TO BEFORE ME this 23rd day of October, (year) 2003
in Pinaville, La. County, Rapides
Notary Public Vada L. Shaw My commission expires: Life

RECEIVE:
OCT 30 2003
NEWPORT CLAIMS

F-INSD VEH CAUGHT FIRE

A-312

G-OPENED 312 AND 501. SENT RENTAL LETTER. SPOKE TO MR INSD. HE STATED THAT MRS INSD PARKED VEH AROUND 7AM AT POE. PERSON PASSING BY ADVISED VEH ON FIRE. EXTENSIVE DAMAGE. NO RECENT PROBS WITH VEH--NO RECENT WORK DONE. HE IS UNSURE WHAT EXACTLY CAUGHT ON FIRE. ADVISED PART THAT MALFUNCTIONED IS NOT COVERED. SYSTEM SENT CRASH. ADVISED D AND R25. DOES NOT NEED RENTAL AT THIS TIME. REQUESTED INSPECTION



2170 Creech Drive
Suite 380
Harmon, Texas 77077-8586
881-496-2983 (phone)
281-496-0604 (fax)
800-216-7299 (toll free)
pronet@earthlink.net (eMail)
www.pronetgroup.com

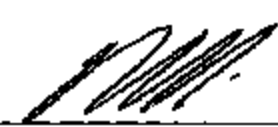
REPORT OF FINDINGS

CLAIM NO: [REDACTED]

INSURED: [REDACTED]
2000 FORD EXPEDITION

Prepared for:

STATE FARM INSURANCE COMPANY
1915 EAST 70th
SHREVEPORT, LOUISIANA 71105


Randy Callison, ASE, CFEI, CVFI
Project Manager

January 20, 2004

ProNet File No. 7199

PEB4-878 C 8471

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I. INTRODUCTION

On October 17, 2003, a fire occurred involving a Ford vehicle. On December 16, 2003, The ProNet Group, Inc., was retained by Ms. Janet Sanders of State Farm Insurance Company to inspect the vehicle, evaluate the damage, and determine the origin and cause of the fire.

On December 23, 2003, Randy Callison of The ProNet Group inspected the vehicle at Co-Part Salvage Yard, located at 21595 Greenwell Springs Road, Greenwell Springs, Louisiana. During this visit, the vehicle was visually observed and photographs were taken to document our observations. The observations described and pictured in this report are representative of the conditions observed during our visit. This report will not reflect all conditions in and around the vehicle, but will demonstrate typical conditions observed. All photographs are available for review.

II. BASIS OF REPORT

This report is based on the following:

1. Inspection of the vehicle.
2. Research of the National Highway Traffic Safety Administration (NHTSA) records to identify any preliminary evaluations, engineering analyses, or recalls on 2000 Ford Expedition vehicles.

PE04-878 C 0473

3. Research of Mitchell Repair Information Co., LLC (Mitchell-on-Demand) records relating to the cruise control circuit on 2000 Ford Expedition vehicles.
4. Review of the Fire Incident Report (see Attachment A).
5. Information and observations as noted in this report.

This report is based upon information available to us at this time, and is not necessarily final. Should additional information be presented or discovered, we reserve the right to review and, if necessary, revise this report and our conclusions in light of that information.

III. CONCLUSION

Based on our observations and findings as noted in this report, it is our opinion that the 2000 Ford Expedition vehicle fire originated in the engine compartment and was caused by electrical overheating of the brake pressure/cruise control cutoff switch.

V. DISCUSSION

INTERVIEW

An interview with the owner of the vehicle, [REDACTED], was conducted and the following information was obtained:

1. On the day of the loss, she drove to work and parked the vehicle.

2. She was working outside duty when a co-worker informed her that her vehicle was on fire.
3. Smoke and flames were seen coming from under the hood.
4. The vehicle was locked and all windows were up.
5. Other than regular oil changes, no recent repairs have been performed.
6. She has not had any problems with the cruise control or brake lights.
7. There are no aftermarket components on the vehicle.

VEHICLE DESCRIPTION

The vehicle was identified as a white five door 2000 Ford Expedition bearing Vehicle Identification No. 1FMRU17L2Y [REDACTED] and Co-Part No. 9440323.

EXTERIOR INSPECTION

Our exterior inspection of the vehicle revealed a burn pattern consistent with a fire that originated in the engine compartment. Specifically:

1. The upper edge of the right front fender adjacent to the hood was void of paint.
2. The left front fender was void of paint with the exception of the rear vertical edge.

PED4-878 C 0175

3. The left front tire was deflated and had evidence of burn to the inboard sidewall.
4. The right front headlamp was burned across 70 percent of its exterior surface. The left front headlamp was slightly melted across the edge adjacent to the grill.
5. The grill was consumed and the center third section of the front bumper trim was melted.
6. The hood was void of paint and consumed leaving only the right and front third section and the left edge; this appeared as a somewhat circular burn pattern.
7. The left half of the windshield had shattered and burned outward across the bottom edge.

ENGINE COMPARTMENT

Our inspection of the engine compartment revealed an intense lower to upper level burn pattern that was more intense in the left rear third section of the compartment. Specifically:

1. The battery located in the left rear third section had exterior surface burn, a melted case, and no evidence of aftermarket electrical wiring.
2. The right electrical bulkhead connector was intact and the left bulkhead connector had evidence of exterior surface burn.
3. The right valve cover was intact and the left had exterior surface burn.

PE04-078 C 0476

4. The air filter and housing located in the left front third section of the compartment was consumed.
5. The fan shroud was consumed with the exception of the right lower and bottom edges.
6. The fuel supply and return hoses were connected to the lines and fuel rails. One of the fuel hoses had separated.
7. The upper radiator hose was partially consumed and the lower hose exhibited evidence of surface burn. The plastic cooling fan blades were melted in a right to left direction.
8. The serpentine belt was partially consumed, the most intense burn to the belt was observed on the left side of the engine.
9. The power steering fluid reservoir was partially consumed exhibiting a more intense burn across its left rearward face.
10. The brake master reservoir was consumed and the master cylinder showed signs of melting.
11. The power distribution center had evidence of intense burn adjacent to the front third section of the brake master cylinder. One relay located at the right front corner of the center (directly adjacent to the brake pressure switch/cruise control cutoff switch) exhibited evidence of intense burn. There was no visible evidence of electrical short-circuiting. No further inspection of the distribution center was performed.

PE04-878 C 8477

12. The rear upper edge of the brake EHCU (electro hydraulic control unit) located directly below the front edge of the master had evidence of intense burn.
13. The cruise control servo located directly forward of the power distribution center exhibited evidence of intense burn to the electrical components.
14. The brake pressure switch or cruise control cutoff switch located on the top face front third section of the master cylinder had evidence of intense burn. The electrical connectors (2) were missing. The electrical wires (2) for the switch were void of their insulation and the electrical connectors were missing.

No further inspection or testing was performed in order to preserve the evidence.

PASSENGER COMPARTMENT

Our inspection of the passenger compartment revealed a burn pattern consistent with a fire that originated in the engine compartment. Specifically:

1. The leading edge of the headliner was slightly burned.
2. The top face of the dash pad was burned across its exterior surface adjacent to the windshield defrost vent. The interior of the defrost vent had evidence of a significant amount of burn.
3. The left front floorboard adjacent to the foot pedals had fall down debris.
4. The firewall access hole seal above and to the right of the steering shaft seal was consumed and exhibited evidence of a moderate amount of burn to the

adjacent components. This area is located directly below the dash vent previously described. Furthermore, this is the location where the fire propagated into the passenger compartment.

5. Fuse No. 13 a 20 amp and fuse No. 14 a 15 amp were blown. Aftermarket wiring was routed to fuse Nos. 4 and 30, and there was no evidence of an electrical short circuit. The aftermarket wiring routed to a cellular phone base located under the left front bucket seat. This electrical wiring was also fused (protected) with 3 - 2A fuses. These fuses did not exhibit any evidence of failure.

No further inspection or testing was performed in order to preserve the evidence.

RECALLS

We searched the National Highway Traffic Safety Administration (NHTSA) database to identify any preliminary evaluations, engineering analyses, or recalls on 2000 Ford Expedition vehicles relating to electrical fires involving brake pressure/cruise control cutoff switches.

A search of their records, as well as technical service bulletins, did not indicate any problems relating to brake pressure/cruise control cutoff switch failures resulting in engine compartment fires within 2000 Ford Expedition vehicles at this time. However, the National Highway Traffic Safety Administration is currently investigating brake pressure/cruise control cutoff switch failures involving other Ford vehicles.

SUMMARY

In summary, this 2000 Ford Expedition vehicle fire originated in the engine compartment and was caused by electrical overheating. Specifically, the burn patterns

observed to the power distribution center, power steering fluid reservoir, cruise control servo and the brake EHCU (electro hydraulic control unit) place the origin of the fire in the area of the brake pressure/cruise control cutoff switch. The brake pressure/cruise control cutoff switch exhibited evidence of the most intense burn of all electrical components in the fire area of origin. The brake pressure/cruise control cutoff switch is supplied battery voltage at all times and the circuit is protected by fuse No. 13 a 20 amp fuse, which had blown.

RECOMMENDATIONS

We recommend that the 2000 Ford Expedition vehicle be retained, secured and protected regarding any further testing or inspection by other interested parties. We also reserve the right to be present and observe any and all inspections or testing of the Ford vehicle by any other concerned parties.