

**PE04-078**  
**FORD**  
**1/28/2005**  
**BOOK 3 OF 12**  
**ATTACHMENT F**  
**PART 1 OF 6**

**V. ATTACHMENTS**

**A. FIRE INCIDENT REPORT**



12/18/88 TUE 18:22 FAX

Neo 12 03 101374

005

P. 5

<b>A</b> 40005 - [LA] 10 17 2003 [2] 02-0002377 000 <small>Unit # State # (month/year) # Year # Initial # # Report #</small>		<input type="checkbox"/> Delete <input checked="" type="checkbox"/> Class <input type="checkbox"/> Activity	WFRS - 1 Fire
<b>B Property Details</b> <b>B1</b> <input type="checkbox"/> Not Residential <small>Excluded number of residential living units in building of origin which do not all carry same hazard</small> <b>B2</b> <input type="checkbox"/> Buildings not involved <small>Number of buildings involved</small> <b>B3</b> <input type="checkbox"/> None <small>Area burned (include floor) <input type="checkbox"/> Less than one story</small>		<b>C On-Site Materials or Products</b> <small>Enter up to three codes. First code not count for each code entered.</small> <small>Number of items of each type of material in the package, container or on site when involved</small> 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service	
<b>D Ignition</b> <b>D1</b> 83 Engine area, running <small>Area of fire origin #</small> <b>D2</b> 00 Undetermined <small>Not known #</small> <b>D3</b> 00 Undetermined <small>Area of fire origin #</small> <input checked="" type="checkbox"/> Not confined to depth of origin <b>D4</b> _____ <small>Type of material involved</small> <input type="checkbox"/> Ignited only if that material ignited was to an or etc		<b>E1 Cause of Ignition</b> <input type="checkbox"/> Check box if this is an apparent report. Skip to section 8 1 <input type="checkbox"/> Intentional 2 <input type="checkbox"/> Unintentional 3 <input type="checkbox"/> Failure of equipment or heat source 4 <input type="checkbox"/> Act of nature 5 <input type="checkbox"/> Open under investigation 6 <input checked="" type="checkbox"/> Cause undetermined after investigation	
<b>E2 Factors Contributing To Ignition</b> <input type="checkbox"/> None <small>Factor contributing to ignition (1)</small> <input type="checkbox"/> None <small>Factor contributing to ignition (2)</small>		<b>E3 Health Factors Contributing To Ignition</b> <small>Check all applicable boxes</small> 1 <input type="checkbox"/> Being <input type="checkbox"/> Part 2 <input type="checkbox"/> Recently impaired by alcohol or drugs 3 <input type="checkbox"/> Unconscious person 4 <input type="checkbox"/> Recently mental disabled 5 <input type="checkbox"/> Physically disabled 6 <input type="checkbox"/> Physically person involved 7 <input type="checkbox"/> Age over 65 years <small>Estimated age of person involved</small> 1 <input type="checkbox"/> Male 2 <input type="checkbox"/> Female	
<b>F1 Equipment Involved In Ignition</b> <input type="checkbox"/> None If equipment was not involved, skip to Section 8 <small>Equipment involved</small> Brand _____ Model _____ Serial # _____ Year _____		<b>F2 Equipment Power</b> _____ <small>Equipment power source</small> <b>F3 Equipment Portability</b> 1 <input type="checkbox"/> Portable 2 <input type="checkbox"/> Stationary <small>Part of equipment number can be moved by one person, is designed to be fire in multiple locations, and requires no tools to install.</small>	
<b>G Fire Suppression Factors</b> <small>Enter up to three codes. <input type="checkbox"/> None</small> _____ <small>Fire suppression factor (1)</small> _____ <small>Fire suppression factor (2)</small> _____ <small>Fire suppression factor (3)</small>		<b>H1 Mobile Property Involved</b> <input type="checkbox"/> None 1 <input type="checkbox"/> Not involved in ignition, but burned 2 <input type="checkbox"/> Involved in ignition, but did not burn 3 <input checked="" type="checkbox"/> Involved in ignition and burned	
<b>H2 Mobile Property Type &amp; Make</b> 10 Passenger road vehicle <small>Mobile property type</small> FC Ford <small>Mobile property make</small>		<b>Local Use</b> <input type="checkbox"/> Fire-Fire PIA Available <small>Part of the information presented in this report may be based upon reports from other agencies</small> <input type="checkbox"/> Aeron report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Computer report attached <input type="checkbox"/> Other reports attached	
<b>Expedition</b> Mobile property model WFR 779 <small>Mobile property model</small>		2000 <small>Year</small> LA 1380017241 <small>PLM - VFR number</small>	

**V. ATTACHMENT**

**B. PHOTOGRAPHS**







PED4-878 C 8487





FED-878 C 0488





PE84-878 C 048D

1. View showing the front of the 2000 Ford Expedition vehicle.



2. Rear view of the Ford Expedition vehicle.



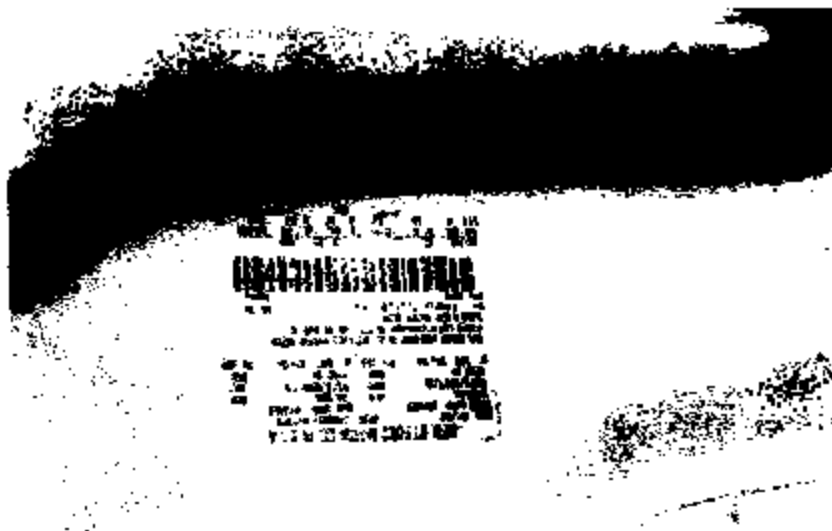
3. Right side view of the Ford vehicle.



4. Left side view of the vehicle.



5. View of the vehicle identification number.



6. View showing the center of the passenger compartment.  
→



7. Back to front view of the rear cargo area.



8. Left to right view of the dash area and steering wheel.



9. Close up view of the left side of the dash.



10. View of the fuse box.





11. View of the cellular phone wiring.



12. View of the hood and front bumper assembly.



13. View of the left fender.



14. View of the hood.



15. View of the underside of the hood.



16. View of the engine compartment.



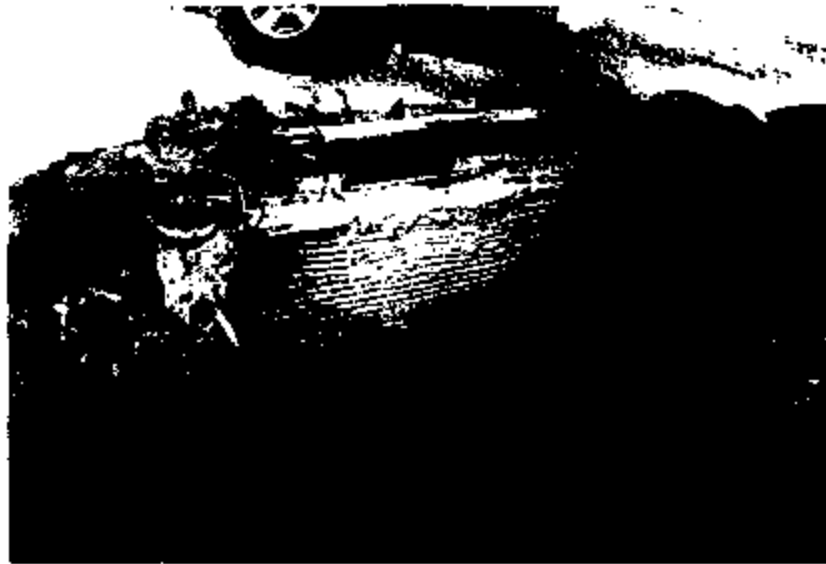
17. Right to left view of the engine compartment.



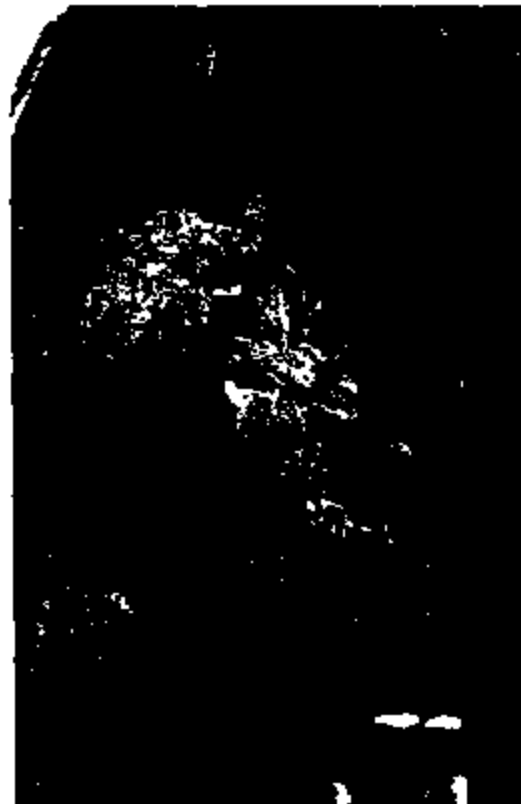
18. Left to right view of the engine compartment.



19. View of the radiator.



20. View of battery.



21. View of right valve cover.



22. View of the left valve cover.



23. View of area of most intense burn.



24. View of the power distribution center.



25. View of the EHCU.



26. View of the power steering fluid reservoir.





27. View of the master cylinder.



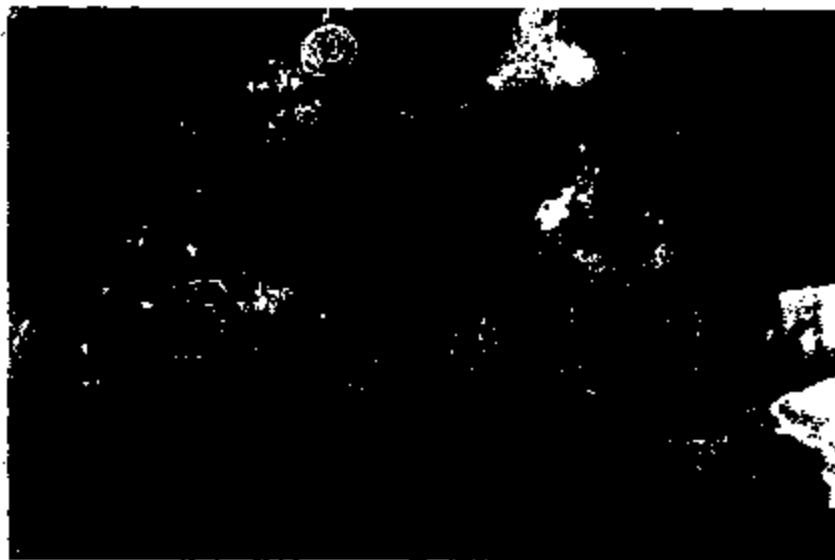
28. View of the brake pressure/cruise control cutoff switch.



29. View of the burn to the relay in the power distribution center.

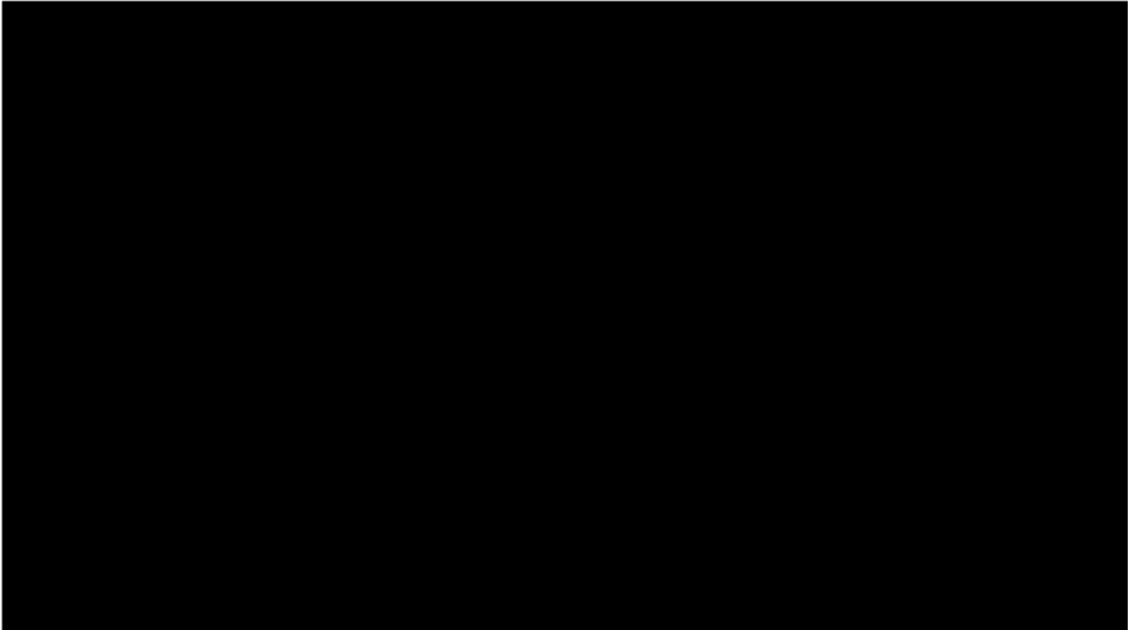


30. View of the burn to the cruise control servo.



31. Closer view of the burn to the cruise control servo.







# Lakeland Fire Department

## Fire Incident Report

Date Printed: 07/26/2004

Page: 1

PD# 8033	State FL	Date of Report 4/27/04 Tuesday	Station 2	Zone 2	Incident No. 04-05483-000
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<b>Location</b>	Type of Address Street Address
Address 3829 CLEVELAND HTS BL	App No
City Lakeland State FL	Zip Code 33808-0000

<b>Incident Type</b> Passenger vehicle fire	<b>Dispatch Times</b>	<b>Units and Alarms</b>
AM Classification None	Alarm 042704 16:07:21	Unit A
Time of Day	Enroute 042704 16:38:48	Alarm 1
This Incident No.	Arrived 042704 16:42:21	City Alarm 1
	Controlled 042704 16:55:23	
	Last Unit Clear 042704 16:58:26	

Primary Action: Single	Detector: Unknown
Additional Action:	Removal of vehicle
Additional Action 2:	

<b>Estimated Damage Losses and Values</b>		<b>Contents</b>	
Contents Loss \$0.00	Pre-incident Contents \$0.00	Public	Private
Property Loss \$10,000.00	Pre-incident Property \$18,000.00	Fire Service	Other
		Callers	Other

<b>Property</b> Mixed Use Not mixed Use	Property Use Schools, government
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<b>Owner</b>	Phone
Name	Address
City Lakeland	State FL
	App#
	Zip Code
	PO Box

<b>Person(s) Involved</b>	Phone
Name	Address
City Lakeland	State FL
	App#
	Zip Code
	PO Box



# Lakeland Fire Department

## Fire Incident Report

Date Printed: 8/20/2004

Page: 1

FD# 6032	State FL	Date of Report 4/27/2004 Tuesday	Station 2	Zone 2	Incident No. 04-02499-000
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### Summary

E-21 responded to a vehicle fire in the YMCA parking lot. Upon our arrival, we discovered a late model Ford pick-up was being driven from the engine area. We extinguished the fire with a single 1-3/4" pre-connected hand line. We made contact with the truck owner who advised that he had previously had an electrical short repaired. Upon investigation, we ruled out any suspicious causes and determined the most apparent cause to be an electrical short in the engine compartment. The owner advised that he called a tow truck and that they were en route to remove the vehicle. No further action required by LFD personnel.

Officer in Charge: RILEY, DOUG  
 Officer Making Report: RILEY, DOUG

Date: 4/27/2004  
 Date: 4/27/2004

# Interscience, Inc.

7785 Ann Ballard Road  
Tampa, FL 33634-2334  
(813) 815-4774  
Fax (813) 899-9157



Our Project No: L0500-02  
Insured: [REDACTED]  
Claim No: [REDACTED]  
Date of Loss: April 27, 2004  
Date of Notification: May 4, 2004  
Date of Inspection: May 11, 2004

Report  
Prepared For:

State Farm Fire & Casualty Co.  
14055 Riveridge Dr., Suite 500  
Tampa, FL 33637

Attn: Ms. Mattie Butler-Link

Report  
Prepared By:

Sean P. Clince, B.S.M.B.



## Interscience, Inc.

7705 Ann Ballard Road  
Tampa, FL 33634-2334  
(813) 885-4774  
Fax (813) 889-9157

May 19, 2004

State Farm Fire & Casualty Co.  
14055 Riveredge Dr., Suite 500  
Tampa, FL 33637

Attn: Ms. Mattie Butler-Link

Re: Our Project No: L0500-02  
Insured: [REDACTED]  
Claim No: [REDACTED]  
Date of Loss: April 27, 2004  
Date of Notification: May 4, 2004  
Date of Inspection: May 11, 2004

Dear Ms. Butler-Link:

As requested, Interscience, Inc. has conducted an examination of the insured vehicle in connection with the subject fire loss, and submits its findings in this report.

### BACKGROUND

It was reported that the subject vehicle had been driven by the son of the insured at the time of the subject loss. The vehicle had been parked in a parking lot of a YMCA. A passerby observed the fire and alerted the driver of the vehicle of the situation. The driver proceeded to attempt to extinguish the fire with a fire extinguisher, but was unsuccessful. The fire reportedly occurred approximately one hour after the vehicle had been parked. The fire department had been contacted and the fire was subsequently extinguished.



State Farm Fire & Casualty Co.  
May 19, 2004  
L0500-02 - Page 2

The incident was reported to State Farm Insurance Company and Interscience, Inc. was subsequently requested to conduct an investigation into the subject claim. The vehicle was transported to Co-Part located in Riverview, Florida.

#### OBSERVATIONS/DISCUSSION

On May 11, 2004, Interscience, Inc. visited the Co-Part Auto Salvage, at 12020 US Highway 301 South, Riverview, Florida. The purpose of this visit was to conduct an origin and cause investigation of the subject vehicle fire.

The subject vehicle was a black 2001, Ford F-150 pick up truck bearing vehicle identification number (VIN) 1FTRX18L51N [REDACTED]. The odometer reading could not be determined at the time of the inspection as the odometer was digital and required a power supply to register a reading.

A visual examination of the interior and exterior of the subject vehicle revealed that the windshield of the vehicle on the driver's side had sustained fire damage as a result of radiant heat from the engine compartment. Essentially no fire or smoke damage was observed on the interior of the vehicle. However, there was some fire damage to the interior side of the fire wall below the dash board on the driver's side. This was most likely caused by radiant heat from the engine compartment.

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Interscience, Inc.

State Farm Fire & Casualty Co.

May 19, 2004

L0500-02 - Page 3

The interior fuse panel was examined and five fuses were observed to have been blown. The fuse diagram was not available for identifying the circuits served by the fuses.

The engine compartment was systematically and thoroughly inspected and photo documented. The area of fire origin was determined to be located within the engine compartment on the driver's side of the vehicle which had sustained significant flame and heat damage. The fire damage was intense and localized on the driver side of the engine compartment. The fire consumed most readily combustible materials in this localized area.

Evidence remaining indicated that the cause of the fire was most probably electrical in nature. After all debris was inspected in place in an effort to identify any fire causing item or items, suspect electrical components were collected. A preliminary examination of some of these components was conducted on site. These same components were retained for further examination. Since the vehicle had been parked for approximately one hour, the possibility of this being a fuel related fire was eliminated.

An examination of the components retained was conducted at Intracore, Inc. facility located in Tampa, Florida. Examination of the electrical components from the engine compartment identified evidence of arcing in a cruise control deactivation switch. An X-Ray of the deactivation switch was taken to determine the point of failure within

State Farm Fire & Casualty Co.  
May 19, 2004  
L0500-02 - Page 4

the switch. The X-Ray revealed that the interior of the switch had electrical arcing. This arcing was a failure within the switch. This switch was located on the brake master cylinder on the driver's side of the engine compartment.

### CONCLUSIONS

It is the conclusion of Interscience, Inc. that the area of fire origin was located on the driver's side within the engine compartment of the vehicle. The point of origin was within a cruise control deactivation switch located in the engine compartment.

The cause of this fire was most likely overheating and short circuiting of the cruise control deactivation switch. No other fire-causing malfunction was identified during the examination of the vehicle.

Interscience, Inc. operates as an independent contractor. The opinions expressed are based upon information available at the time this report was drafted and draw upon the background, training and experience of the personnel involved in the investigation.

In accordance with the ASTM standards, Interscience, Inc. will retain all records related to this assignment for seven years.

PE04-078 C 0514



State Farm Fire & Casualty Co.  
May 19, 2004  
LO500-02 - Page 5

Respectfully submitted,

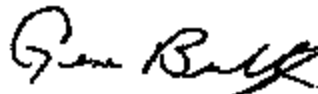
INTERSCIENCE, INC.



Sean P. Clince, B.S.M.E.

SPC:lkc

Reviewed by,



Gene Bullington

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Interscience, Inc.

FE04-076 C 0515

PHOTO INDEX - L0500-02

1-8. Exterior views of the subject vehicle.



3.



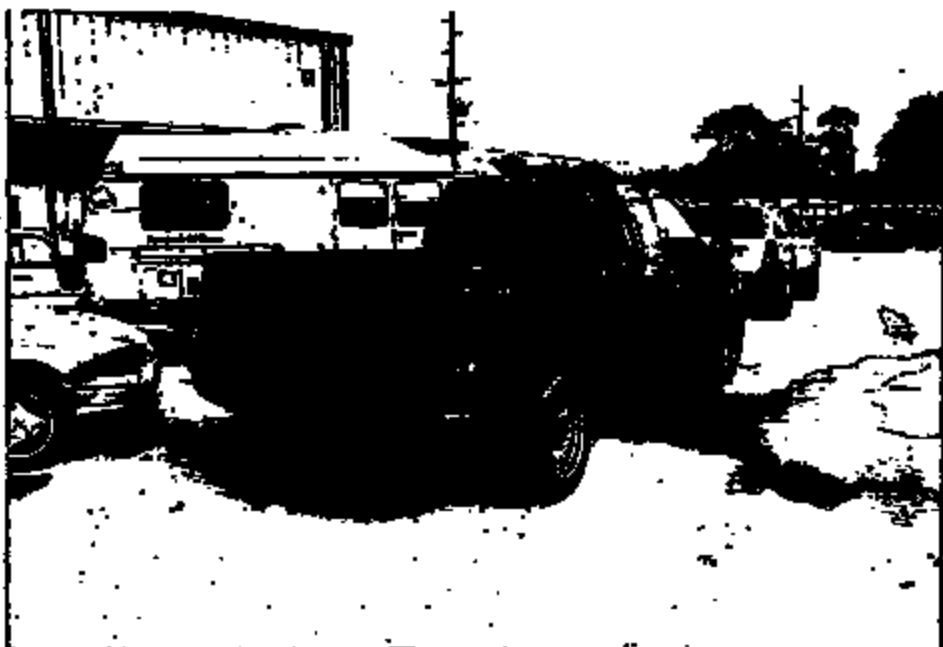
4.



5.



6.



7.



8.



FD-302 (Rev. 11-27-70)



9-15. Interior views of the subject vehicle.





11.



FE84-878 C 8522

12.



13.



PE04-078 C 0323

14.



FEB-678 C 6524

15.

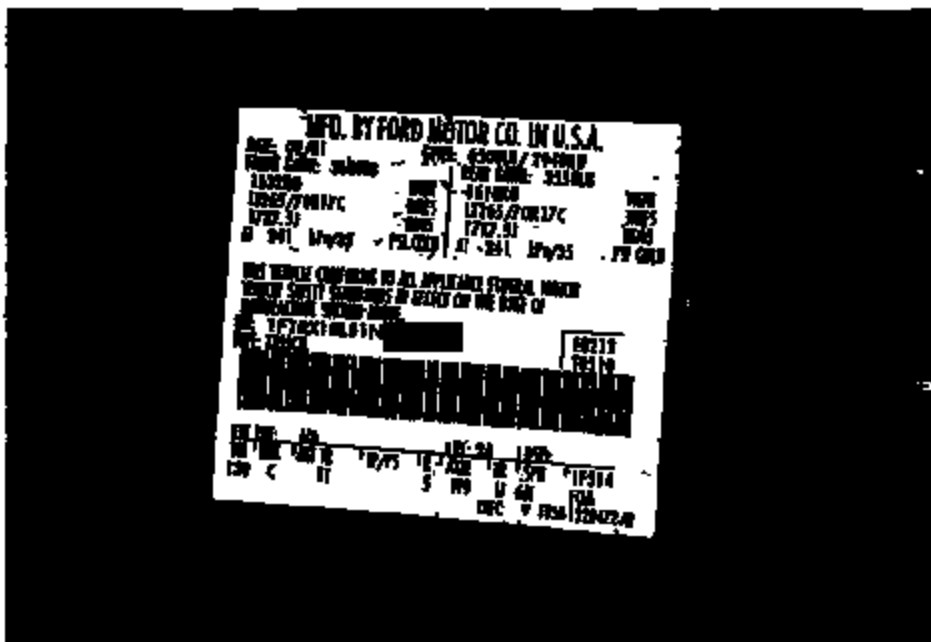


PE64-878 C 8525

16. A view of the vehicle instrument panel.



17-18. Views of the manufacturer's decal and VIN number.



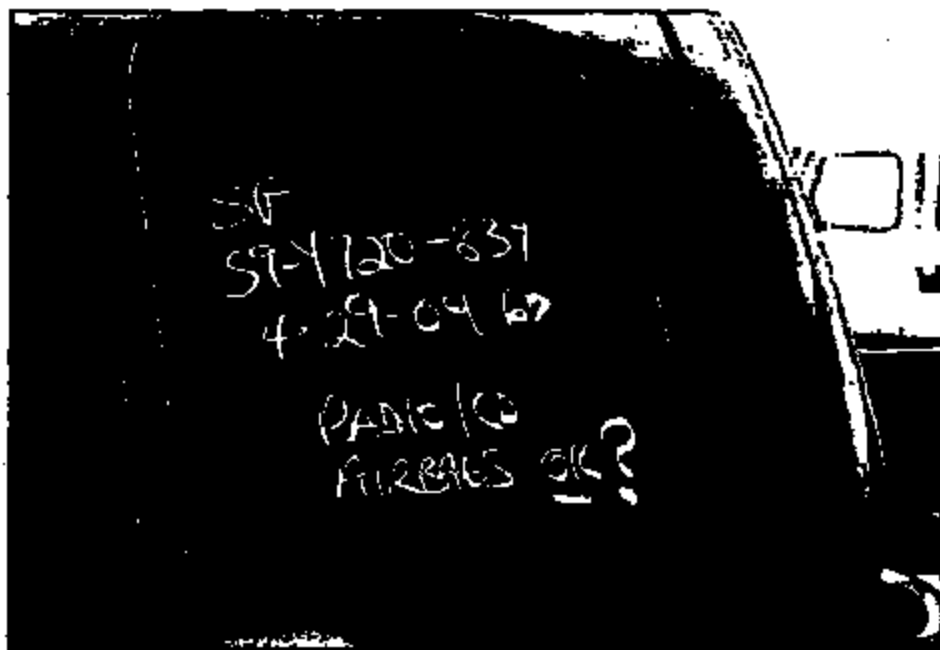
18.



19-20. Views of Co-Part lot number and State Farm claim number.







21-23. Views of burn patterns on exterior of the vehicle hood.



CONFIDENTIAL - SECURITY INFORMATION

22.



23.



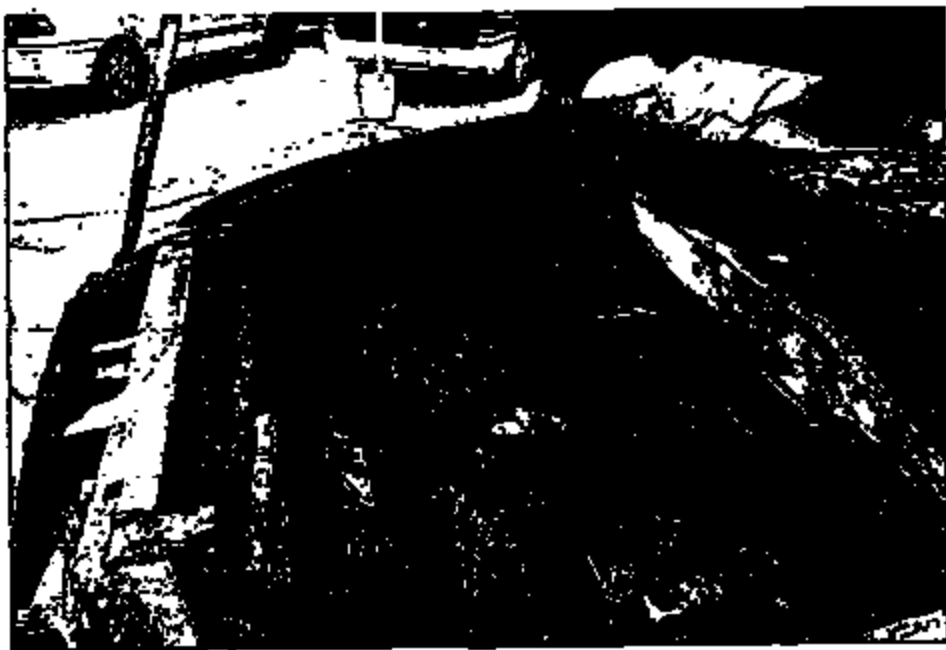
24. Overall view of the engine compartment.



25. A view of the underside of the vehicle hood.



26-28. Views of the engine compartment.



28.



29. A view of a burn pattern in the engine compartment.



30-31. Views of burn damage to the interior side of the fire wall of the vehicle.





34-35. Views of the drivers side of the engine compartment.



PEM-878 C 8535



36-40. Views of arcing to an electrical connector.



PE84-076 C 0536

38.



39.





41-43. Views of the fuel lines behind the engine.



42.



43.

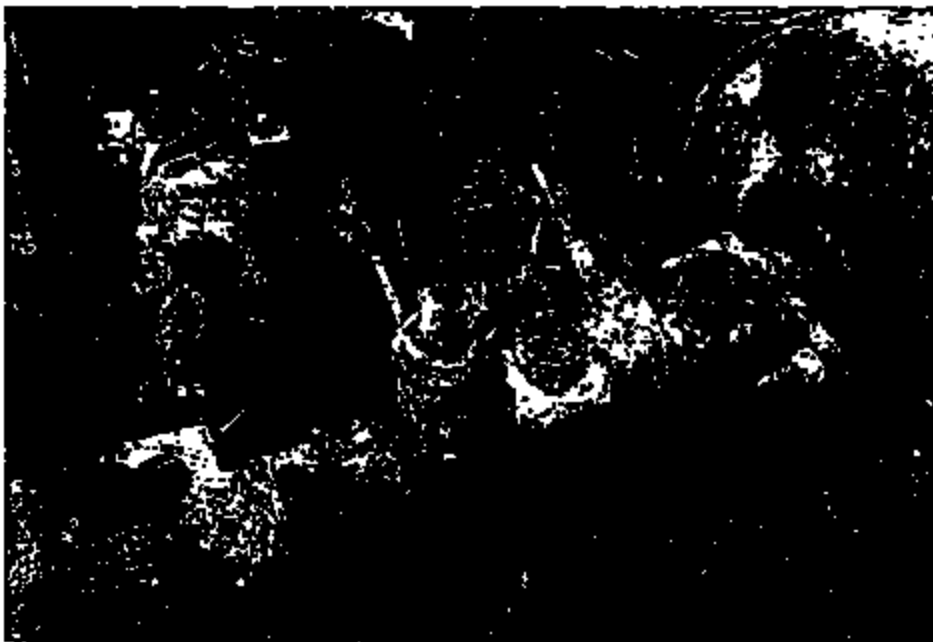


SECRET

44-51. Views of the electrical connectors located at the top of the deactivation switch on the master cylinder.



45.

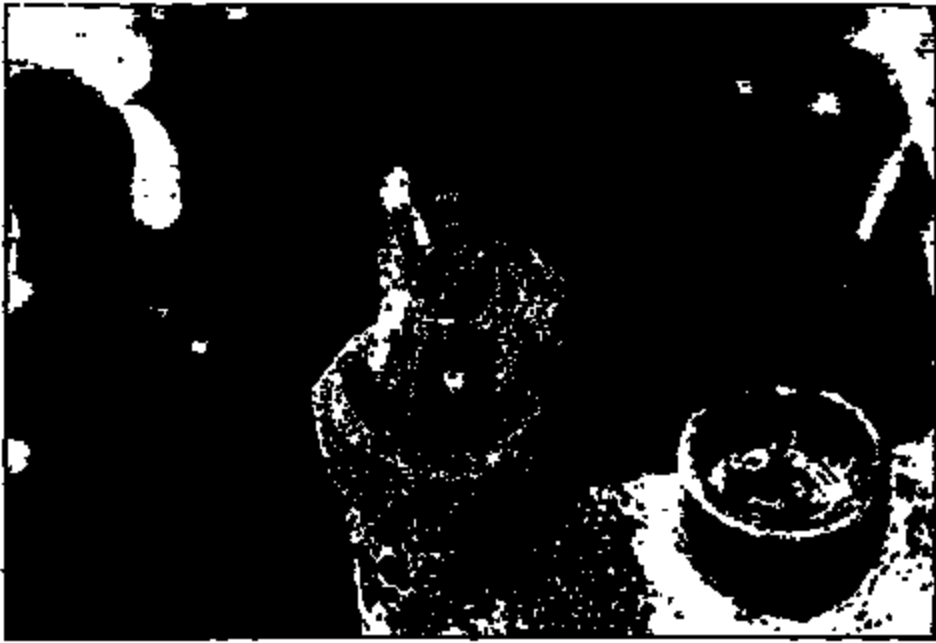


PE84-875 C 0548

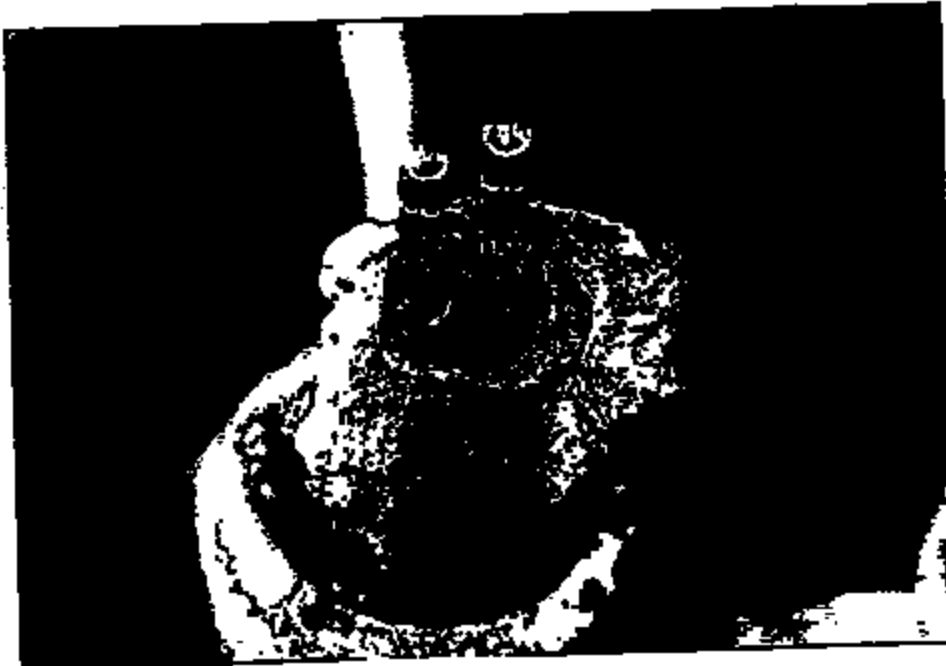
46.



47.



48.



49.



PHS-878 C 0542

50.



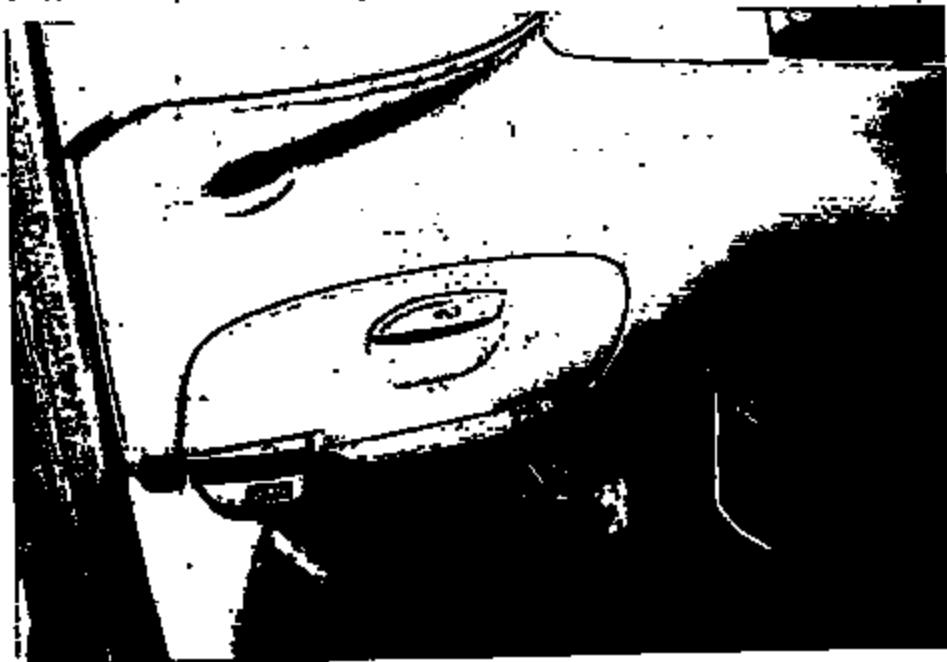
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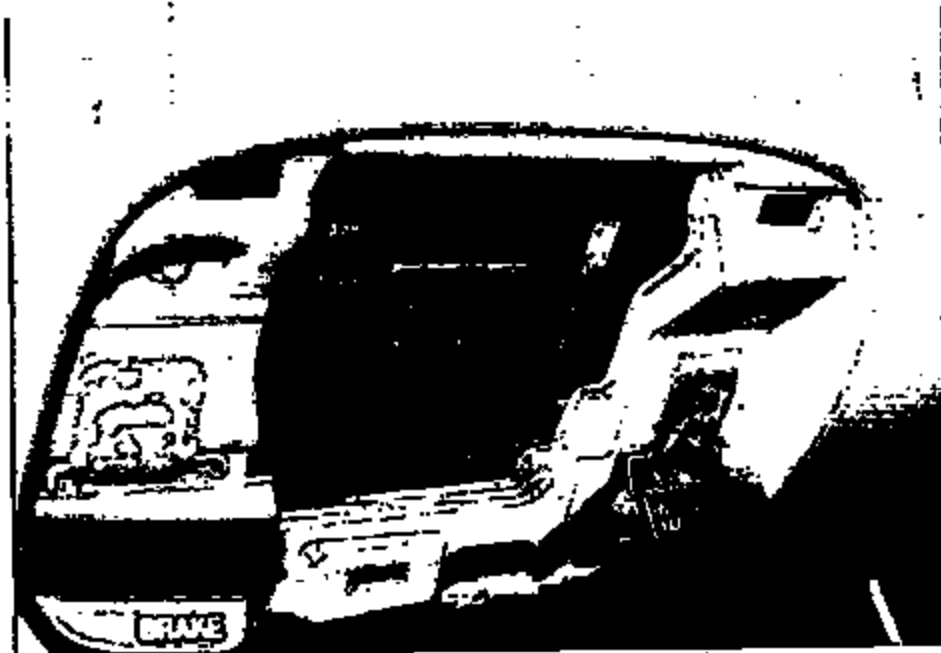
PC84-878 C 8043



52-55. Views of the interior fuse panel of the vehicle.

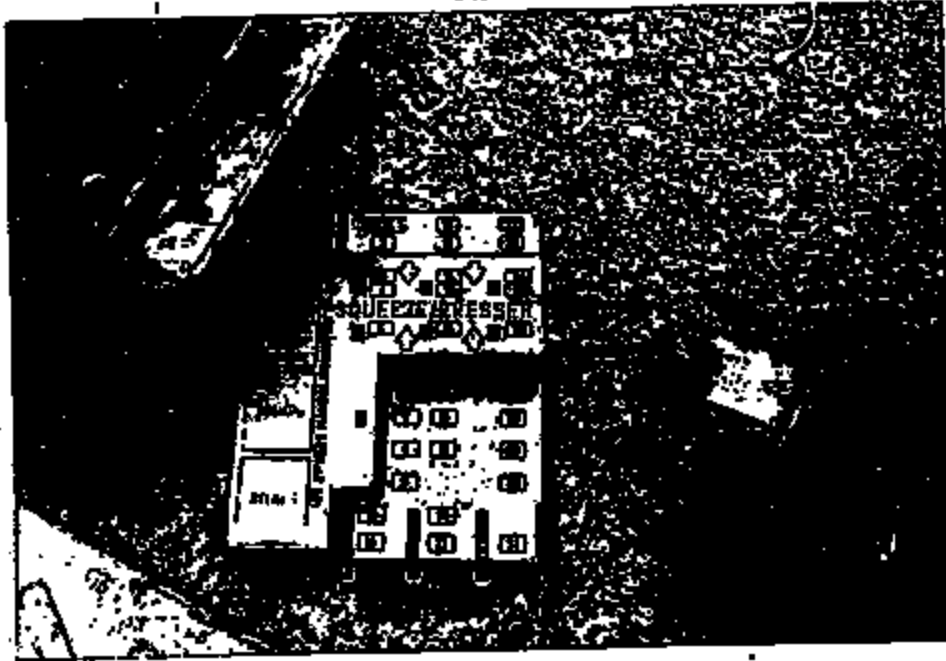


53.



FEB-67B C 6544

54.



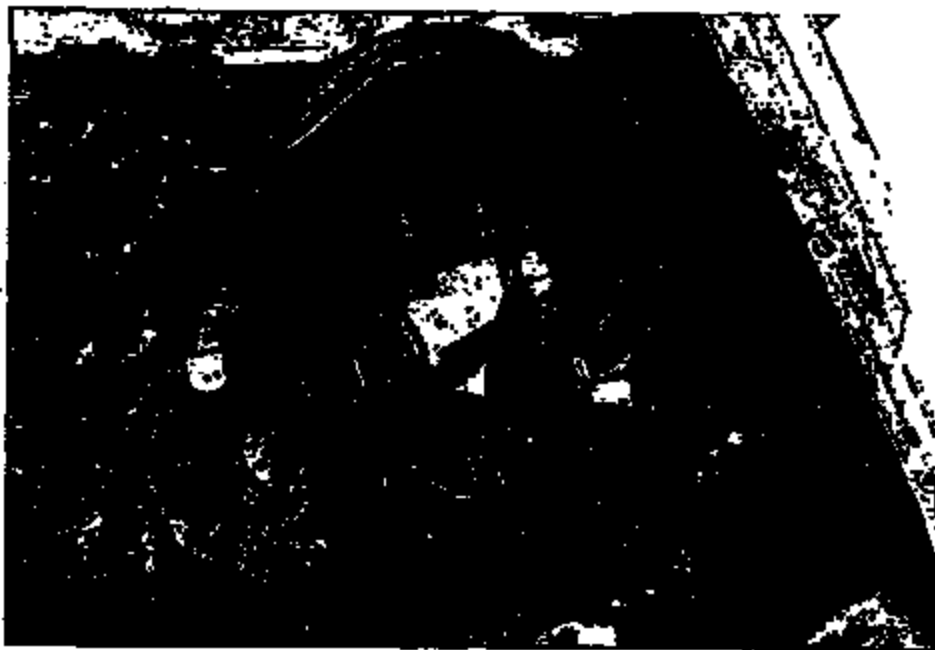
55.



PEBA-878 C 0545

2025 RELEASE UNDER E.O. 14176

56-57. Views of the engine compartment with the master cylinder removed.

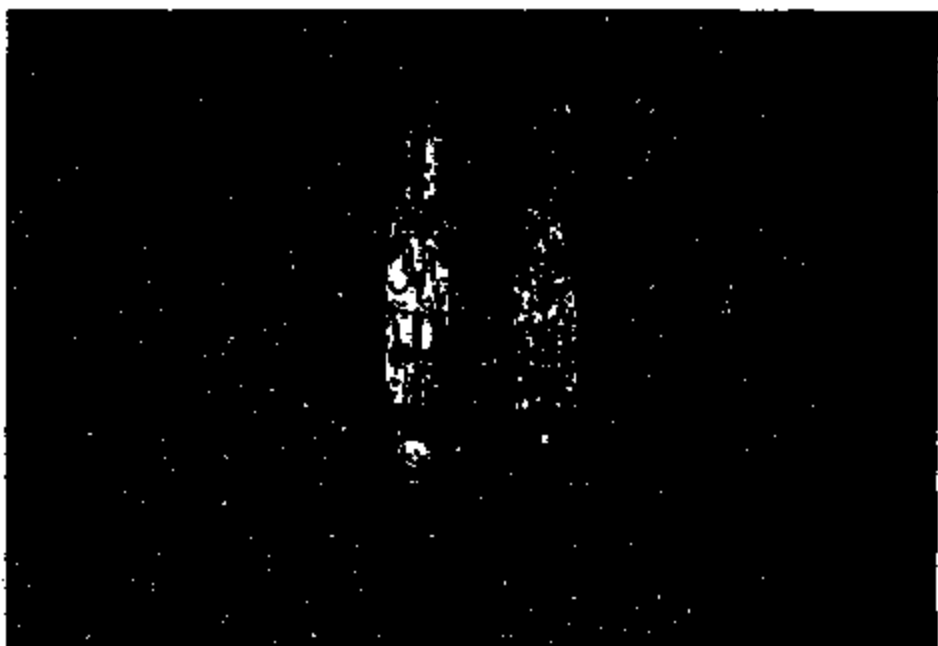


FB84-878 C 8546

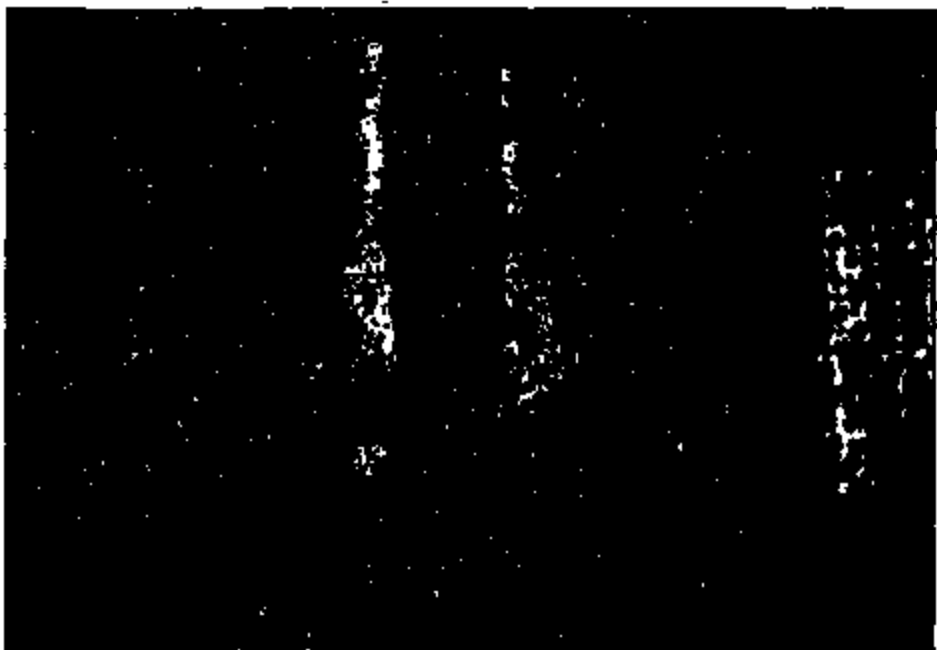
58. A view of the evidence that was removed from the subject vehicle.



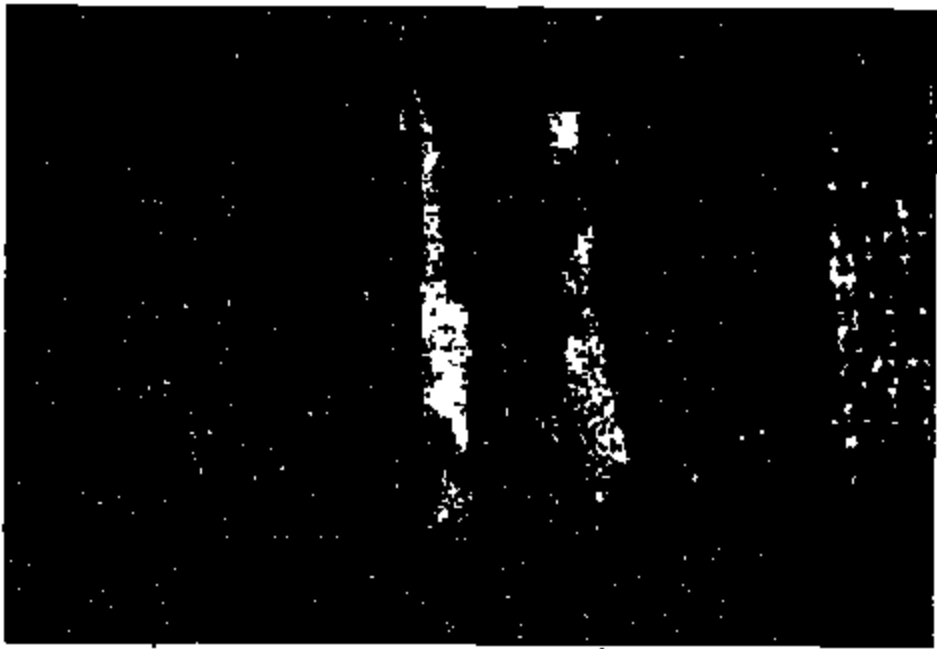
59-69. Views of arcing on the electrical connectors of the cruise control deactivation switch.



60.



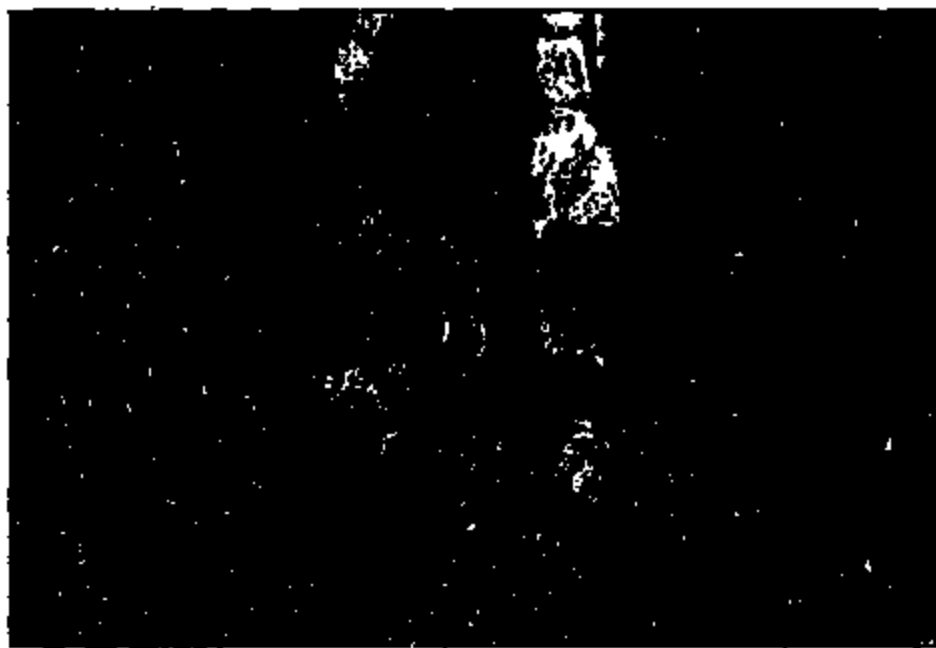
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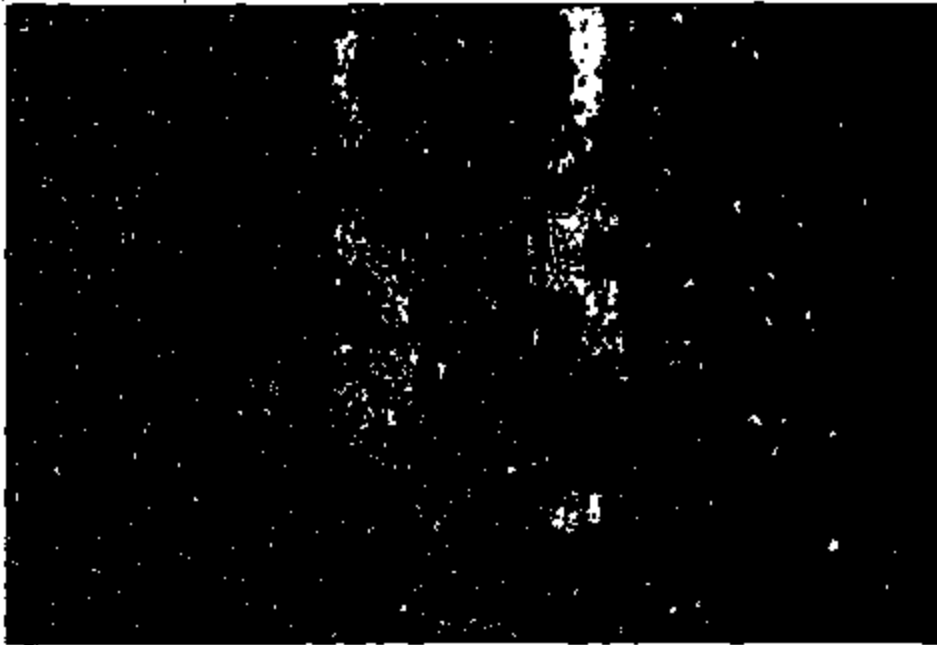
62.



63.



64.



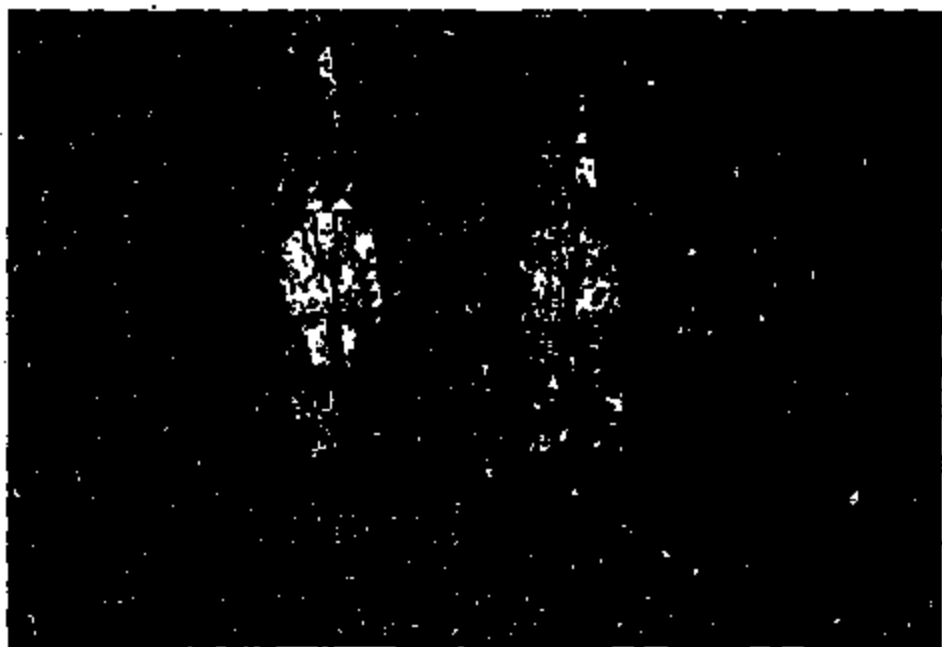
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66.

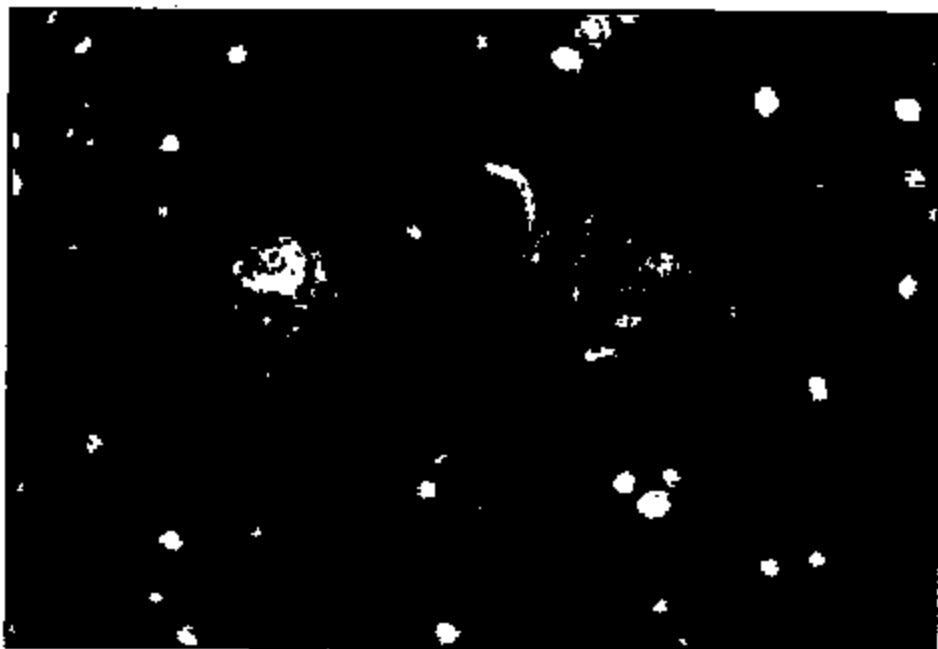


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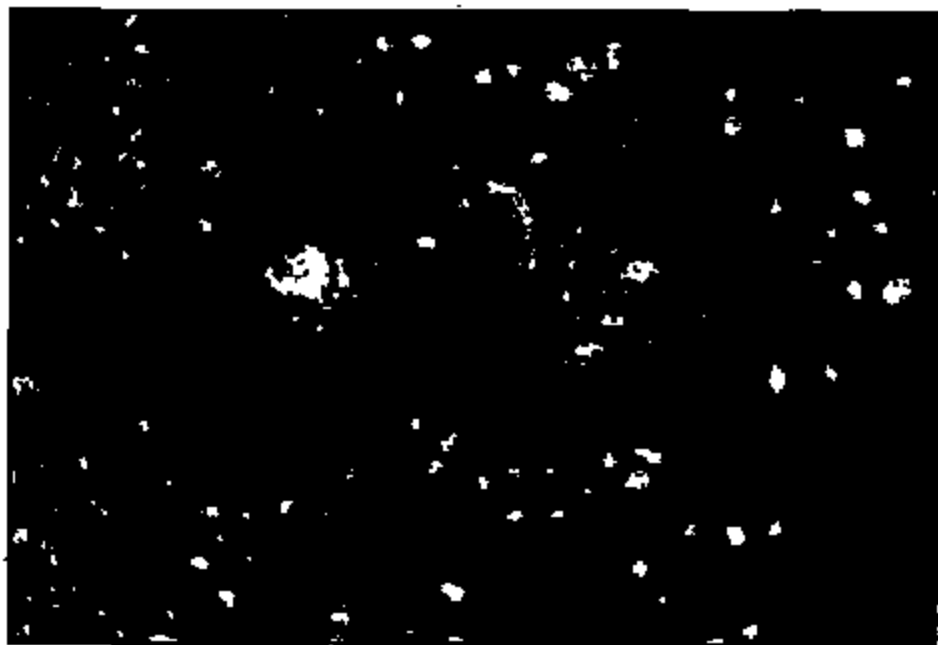




68.



69.



70-71. X-Rays of the interior of the subject cruise control deactivation switch.

