

**PE04-078**

**FORD**

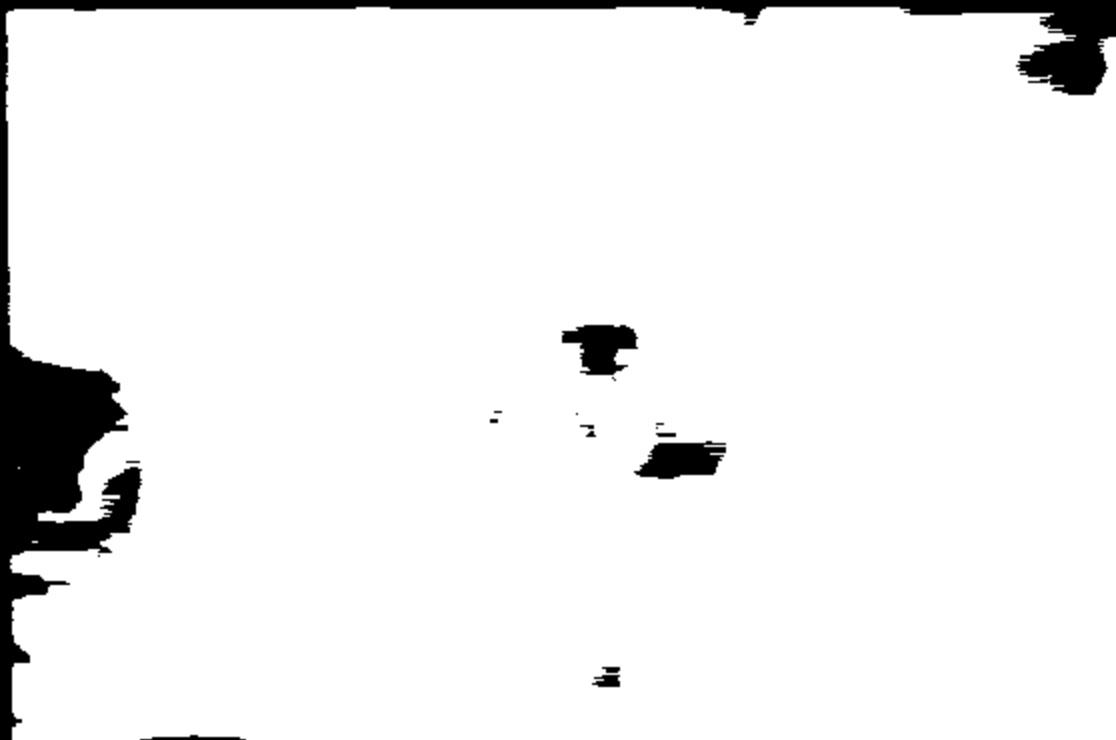
**1/28/2005**

**BOOK 5 OF 12**

**ATTACHMENT F**

**PART 4 OF 6**

#31



#32



**PHOTO #33:** Shows a view of the pressure switch which shows combustion of a large portion of the plastic materials around the pressure switch.

**PHOTO #34:** Shows a view of the remains of the pressure switch placed in its pre-fire position. Note it appeared that the pressure switch and wiring had internally overheated.

#33



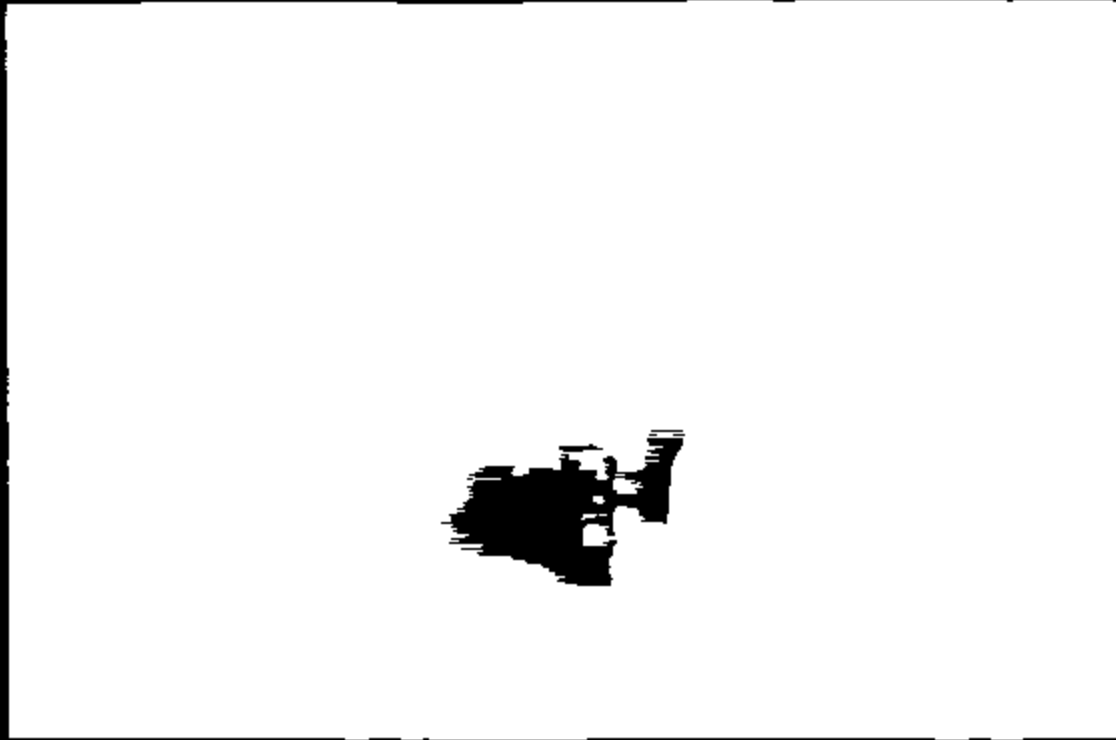
#34



**PHOTO #35:** Shows a closeup view of the connections for the wire to the cruise control disconnect that had broken loose.

**PHOTO #36:** Shows a closeup view of one of the stab blades from the interior of the pressure switch where it had electrically faulted and melted in two.

#35



#36



FE04-078 C 1705

**PHOTO #37:** Shows a view of the opposite portion of the interior of the pressure switch. Noted by the red arrow is an area where one of the stab blades had faulted and was severely charred.

**PHOTO #38:** Shows a view of the plastic container with the remains of the brake pressure switch and the remaining wiring was placed into for preservation.

#37



#38



PED4-878 C 1787



**PHOTO #39:** Shows a view of the throttle body assembly. Note the air filter housing was melted from the throttle body.

**PHOTO #40:** Shows a view of the right side of the engine compartment. Note the fuel rail and some of the injectors were damaged as a result of external heating.

#39



#40

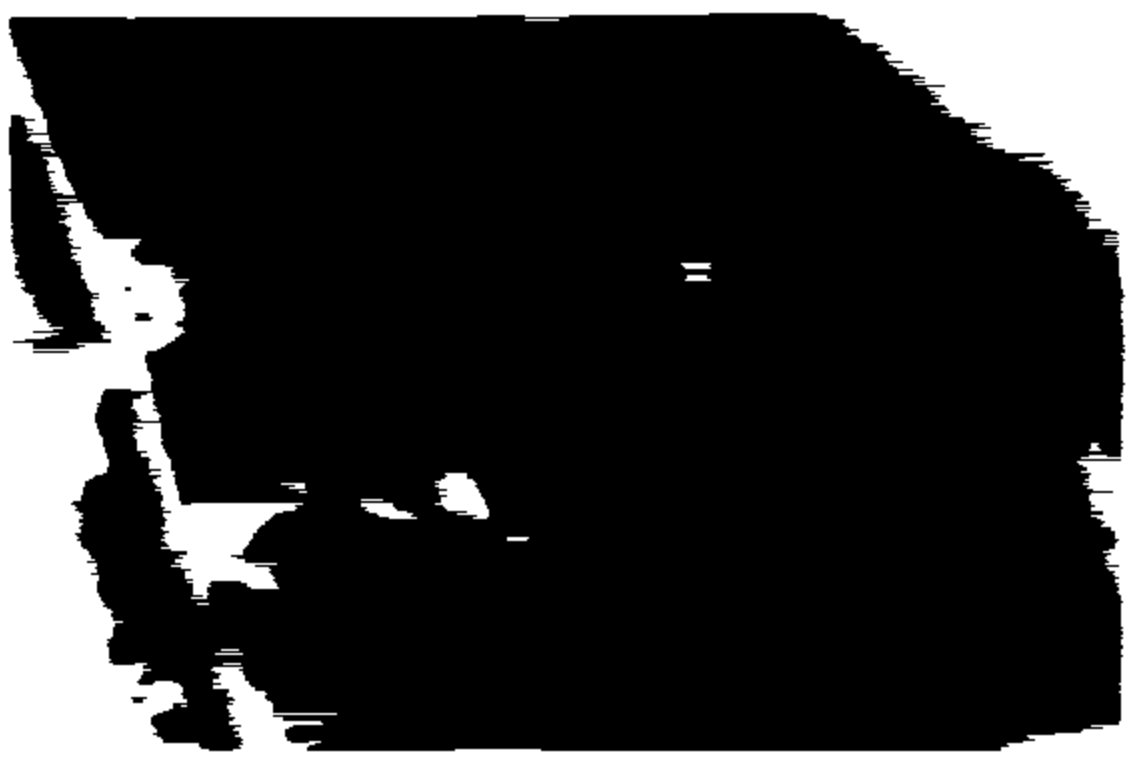


FEB-678 C 1788

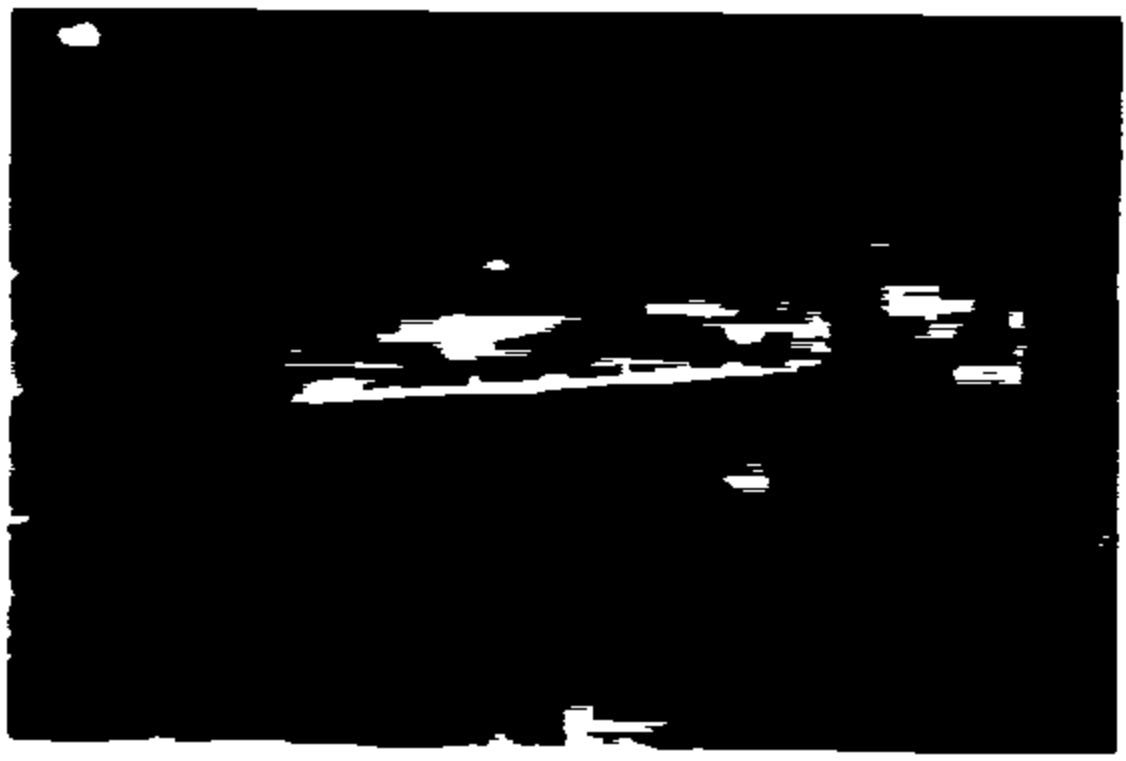
**PHOTO #41:** Shows a view of the incoming fuel supply lines. Note the safety clips were still to the connections and there was no evidence that leaks had occurred and initiated the fire.

**PHOTO #42:** Shows a view of the engine oil and transmission fluid dipsticks, which shows both to be at or near their normal level.

#41



#42





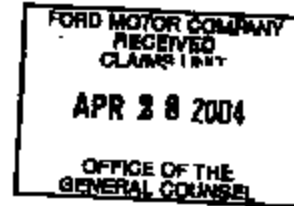


**Horace Mann**  
Educated Financial Solutions

Retirement Annuities and Life, Auto,  
Homeowners and Group Insurance

April 20, 2004

Ford Motor Company  
Office of General Counsel  
Packlane Towers West, Ste 300  
Dearborn, MI 48126-2568



Attn: Claims Analyst

**NOTICE OF LIEN AND SUBROGATION INTEREST**

Subject: Date of Loss: 1/25/04  
Our Claim: [REDACTED]  
Our Insured: [REDACTED]  
Amount of Claim: \$18,301.56

Dear Sir or Madam:

Our investigation establishes that the fire which caused the total loss of our insured's 2001 F150 truck, VIN #1FTRW07W31K [REDACTED] was caused by a faulty brake pressure switch, which is mounted on the front of the master cylinder.

Please accept this letter as notice of subrogation rights and communicate with us promptly. Please refer to our claim number on all communications.

Sincerely,

Peggy Camille  
General Adjuster  
Subrogation Unit  
Horace Mann Insurance Companies

Enc: Supports

*WSP 5/8/04  
ESP 10/10/04 1/28/05*

*- Meadow Place, TX -  
- 1/25/04  
- \$18,301.56  
- '01 F-150  
- VIN [REDACTED]  
- Marked for 1 hr  
- 103,000 (M)*

The Horace Mann Companies 1 Horace Mann Plaza Springfield, Illinois 62715-0001  
217-789-2500 www.horacemann.com

GS412 FOID	TX State	1/26/2004 Incident Date	3 Station	149 Incident Number	0 Exposures	MFERS-1 Bark
Location <input type="checkbox"/> Address is on the Wildland Fire Module Street Address: [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] Apt./Suite/Room: [Redacted] Meadows Place TX [Redacted] City State Zip Code Cross street or direction:		Class: Truck 070323 City: [Redacted]		1058374495423538		
Incident Type: 131 Passenger vehicle fire Aid Given or Received: None Their FOID: State Task Incident Number:			Date & Time: Alarm: 1/26/2004 00:45:00 Arrival: 1/26/2004 00:45:00 Controlled: 00:00:00 Last Unit: 1/26/2004 01:18:00		Shifts & Alarm: 0 3 4 Shift Alarm Dist Special Studies	
Actions Taken: 11 Extinguish Primary Action Taken (1) Additional Action Taken (2) Additional Action Taken (3)			Resources: <input checked="" type="checkbox"/> Apparatus or Personnel Form Used Apparatus Personnel Suppression: 0 0 EMS: 0 0 Other: 0 0 <input type="checkbox"/> Resource counts include aid received			
Estimated Dollar Losses & Values LOSSES Property: 0 <input checked="" type="checkbox"/> None Contents: 0 <input checked="" type="checkbox"/> PRE-INCIDENT VALUE: Property: 0 <input checked="" type="checkbox"/> Contents: 0 <input checked="" type="checkbox"/>						
Casualties <input checked="" type="checkbox"/> None Fire Service: 0 0 Civilian: 0 0			Hazardous Materials Released N None			
Detector			Street Use Property			
Property Use 952 Residential street, road or residential driveway						





08412 FOID	TX State	1/26/2004 Incident Date	3 Stories	149 Incident Number	0 Expenses	MPFS-2 Fire
---------------	-------------	----------------------------	--------------	------------------------	---------------	----------------

<b>Property Details</b>	
0 Est. number of residential units	<input checked="" type="checkbox"/> Not Residential
0 Number of buildings involved	<input checked="" type="checkbox"/> Buildings not involved
0.000 Acres burned	<input checked="" type="checkbox"/> None <input type="checkbox"/> Less than one acre
<b>On-Site Materials or Products</b> <input checked="" type="checkbox"/> None	
On-site material (1)	Storage use (1)
On-site material (2)	Storage use (2)
On-site material (3)	Storage use (3)

<b>Ignition</b>	<b>Cause Of Ignition</b>
E3 Engine area, running gear, wheel area Area of origin UU Undetermined Heat Source UU Undetermined How first ignited <input type="checkbox"/> Confined to object of origin UU Undetermined Type of material first ignited	<input type="checkbox"/> Requires Report 3 Failure of equipment or heat source Cause
	<b>Factors Contributing To Ignition</b>
	<input checked="" type="checkbox"/> None
	NIH None
	Factor contributing to ignition (1)
	Factor contributing to ignition (2)

<b>Human Factors Contributing To Ignition</b>	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Age was a factor
<input type="checkbox"/> Asleep		Estimated age of person involved
<input type="checkbox"/> Possibly impaired by alcohol or drugs		Sex of person involved
<input type="checkbox"/> Unattended person		
<input type="checkbox"/> Possibly mentally disabled		
<input type="checkbox"/> Physically disabled		
<input type="checkbox"/> Multiple persons involved		

Person/Entity Involved		Exclusive agency		Phone Number	
Mr., Ms., Mrs.	First Name	MI	Last Name	Suffix	
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]
Number	Prefix	Street or Highway		Street type	Suffix
Post Office Box	ApL/Club/House		Meadows Place		
TX	Zip Code		City		
State	Zip Code				

Order		Business name		Phone Number	
Mr., Ms., Mrs.	First Name	MI	Last Name	Suffix	
[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]	[Redacted]
Number	Prefix	Street or Highway		Street Type	Suffix
Post Office Box	ApL/Club/House		City		
State	Zip Code				

Authorization					
Officer in charge:	Di Camillo, Lawrence, R	Signature:	_____		
	Assignment:	Date:	1/27/2004	Asst Chief EMT Lawrence R. Di Camillo	
Member making report:	Di Camillo, Lawrence, R	Signature:	_____		
	Assignment:	Date:	1/27/2004	Asst Chief EMT Lawrence R. Di Camillo	

GS412 FDD	TX State	1/26/2004 Incident Date	3 Station	149 Incident Number	0 Expense	NFPA-1 Notes
--------------	-------------	----------------------------	--------------	------------------------	--------------	-----------------

Notes	Title	Incident notes
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Pick-up truck on fire in driveway of residence. Fire extinguished and SFM #3 requested for the investigation. SFM #3 unavailable and fire believed to be electrical in nature. MPPD units on scene and vehicle left with Owner (Nelson) and MPPD.

**FDA**  
**Failure & Damage Analysis, Inc.**

February 9, 2004

Mr. Chuck Persinger  
Horace Mann Insurance  
13111 Northwest Freeway, Suite 400  
Houston, Texas 77040

Re: Claim No: [REDACTED]  
Insured: [REDACTED]  
Subject: Report of Findings  
File: 667

Dear Mr. Persinger:

On January 25, 2004, a car fire accident happened at the residence of [REDACTED] in Stafford, Texas. A 2001 Ford F-150 suddenly caught fire while parked in the driveway of [REDACTED] residence. The owner of the vehicle reportedly heard an explosion sound coming from his vehicle. They reportedly called the fire department and the fire department put out the fire.

Failure & Damage Analysis Inc. was retained to examine the vehicle and determine the cause and origin of the fire.

In the course of our work, we examined and photographed the Ford F-150.

#### **Conclusions & Discussion**

- 1- The fire damage is consistent with the reported fire accident.
  
- 2- There has been over 10 similar fire accidents on the 2000 Ford F-150 trucks which have the same similar design as 2001 Ford F-150s.

3 Riverway . Suite 705 . Houston, Texas 77056  
Tel . (713) 355-3775 . Fax ( 713) 840-8115

PE84-878 C 1719

3- The fire started in front of the master cylinder on the driver side underneath the air filter. The cause of the fire is electrical. According to some of the reports it is caused by a faulty brake pressure switch, which mounts on the front of the master cylinder. It has been reported that although the switch blows a fuse, somehow the switch keeps burning and melting, unless the battery is disconnected. The air filter above the switch starts getting hot and starts expanding like a plastic ball till the fire reaches it and blow the plastic ball. The expanded air filter blows like a ball as it releases the trapped air making an explosive sound.

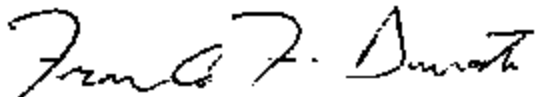
4- A copy of similar fire incidents for Ford F-150 has been attached.

Our report is based on the information made available to us at this time. Should additional information become available, we reserve the right to determine the impact, if any, of the new information on our opinions and conclusions, and to revise our opinions and conclusions if necessary and warranted by the discovery of additional information.

Thank you for allowing us to provide this service. If you have any questions or need additional assistance, please contact us.

Sincerely,

**FAILURE & DAMAGE ANALYSIS, INC.**



Franco F. Davati, P.E.  
Consultant, M.S.;A.E.; DABFE  
Diplomate, American Board of Forensic Examiners

3 Riverway . Suite 705 . Houston, Texas 77056  
Tel (713) 355-3773 . Fax (713) 840-8115



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Educated Financial Solutions

Retirement Accounts and Life, Auto,  
Horaceowners and Group Insurance



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<http://images.copart.com/website/data/pix/20040126/065933448.jpg>

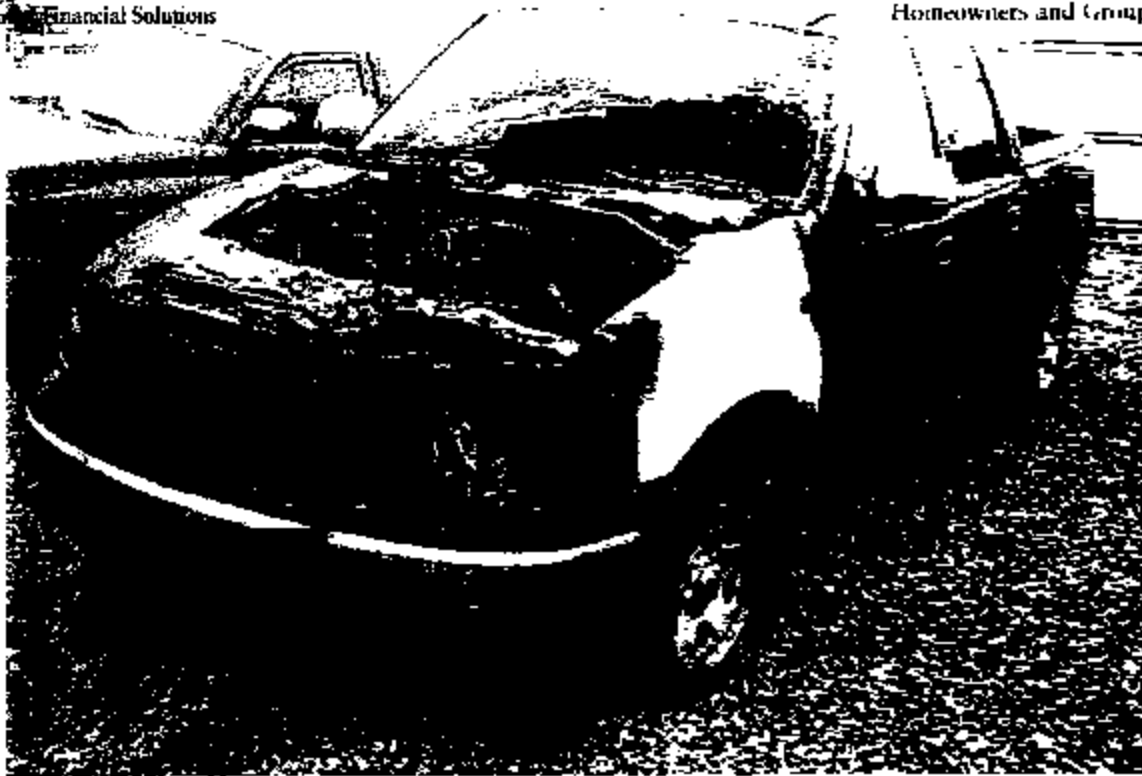
4/20/2004

PE04-076 C 1721



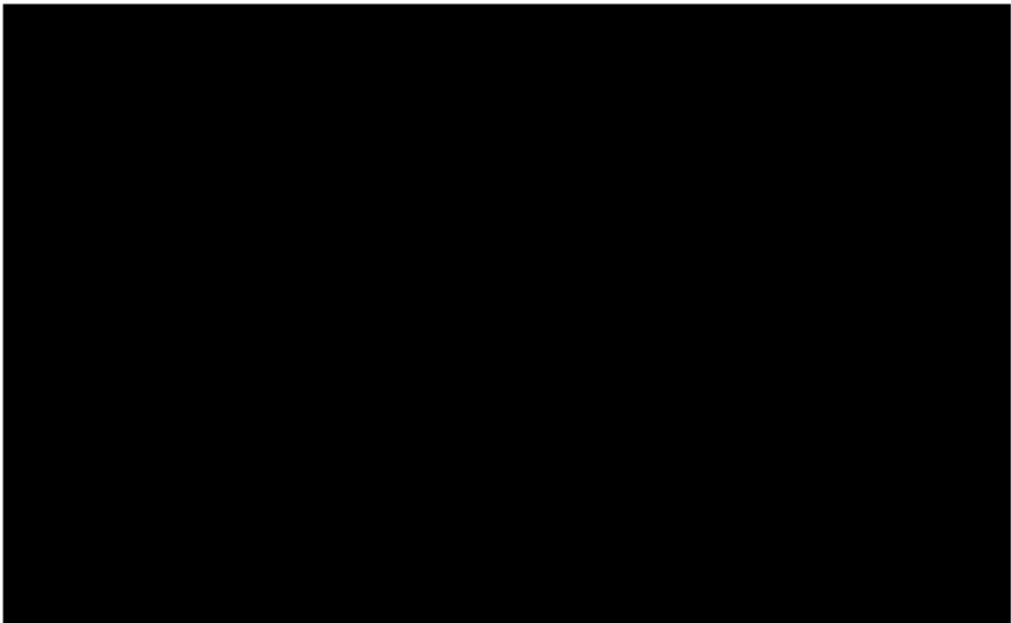
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Homeowners and Group Insurance



The Horace Mann Companies | Horace Mann Plaza | Springfield, Illinois 62761-0001  
117-389-1500 | [www.horacemann.com](http://www.horacemann.com)  
[http://images.copart.com/website/data/pix/20040126/00857334\\_1PC.JPG](http://images.copart.com/website/data/pix/20040126/00857334_1PC.JPG)

4/20/2004



PE04-078 C 1723



RECEIVED DEC 27 2004

504440 SA



# State Farm Insurance Companies®

November 30, 2004

Parade Claim Office  
5501 Snapping Shoal Drive  
P. O. Box 370558  
Decatur, GA 30037  
(770) 593-8400

FORD MOTOR COMPANY  
PARKLANE TOWERS WEST  
SUITE 400  
3 PARKLANE BOULEVARD  
DEARBORN MI 48128-2568

**CERTIFIED MAIL—RETURN RECEIPT REQUESTED**

RE: Claim Number: [REDACTED]  
Our Insured [REDACTED]  
Date of Loss: 11-18-04  
Make, Model, Year: 200 Ford Expedition  
VIN: 1FMRU1568Y [REDACTED]

Dear Sir

This State Farm® insured vehicle was involved in a fire loss. We settled a claim with our insured in the amount of \$ 16,420.50 which includes our insured's deductible.

Our investigation revealed that the cause of the loss was due to cruise control disconnect switch. Enclosed is the documentation of State Farm's claim. The evidence is being held for your inspection. You may contact me at (770) 593-8471 to make arrangements to inspect the vehicle.

Please consider this letter as our demand to Ford Motor Company for reimbursement of \$16,420.50.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim E. Blount".

Jim E. Blount  
Claim Representative  
State Farm Mutual Automobile Insurance Company  
(770) 593-8471

JEB/045/1013048e

Enclosure

# State Farm Insurance Companies®



November 19, 2004

RECEIVED:

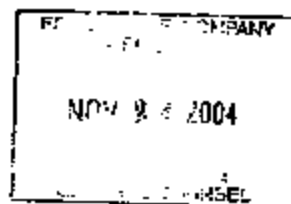
NOV 24 2004

Panda Claim Office  
5301 Snapfinger Park Drive  
P. O. Box 370588  
Decatur, GA 30037  
(770) 593-6400

FORD MOTOR COMPANY  
PARK LANE TOWERS WEST SUITE 400  
3 PARK LANE BOULEVARD  
DEARBORN MI 48126-2588

**CERTIFIED MAIL—RETURN RECEIPT REQUESTED**

RE: Claim Number: [REDACTED]  
Our Insured: [REDACTED]  
Date of Loss: 11-18-04  
Make, Model, Year: 2000 Ford Expedition  
VIN: 1FMRU1566Y [REDACTED]



Dear Sir or Madam:

The identified vehicle is insured by State Farm Fire and Casualty Co. The vehicle experienced a fire loss originating in engine compartment.

State Farm® would like to give you an opportunity to inspect the vehicle and give you advanced notice of our potential subrogation claim.

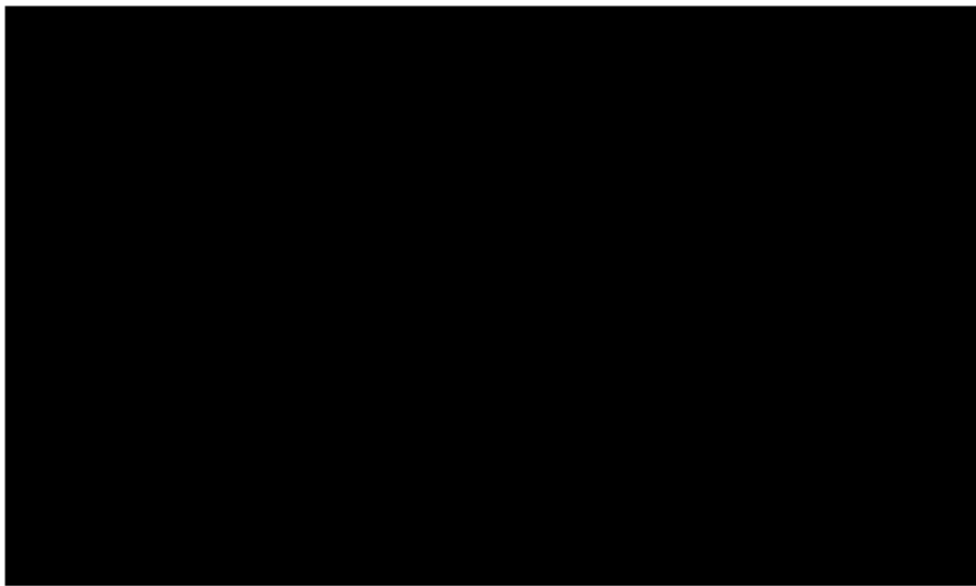
Please contact me, Jim Blount, to set up a time for your inspection.

Sincerely yours,

  
Jim E. Blount  
Claim Representative  
State Farm Mutual Automobile Insurance Company  
(770) 593-6471

JEB/025/1014003er

- F121  
- 11/18/04  
- '00 Exped  
- VIN



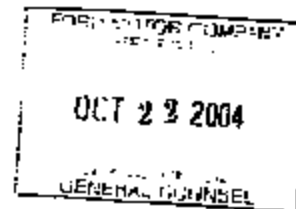
# State Farm Insurance Companies\*



10/13/2004

EMERYTECH SERVICE CENTER  
1475 - 86th Street  
Emeryville, CA 94608  
(510) 985-8200

Ford Motor Company  
Attn: Consumer relations  
Parklane Towers West  
3 Parklane Blvd. Suite 400  
Dearborn, MI 48126-2568



**VIA CERTIFIED MAIL-RETURN RECEIPT REQUESTED**

Claim Number: [REDACTED]  
Date of Loss: 9-30-04  
Insured: [REDACTED]  
Vehicle: 2000 Ford F150  
Vin: 1FTPX17L6Y [REDACTED]

Dear Gentle Person:

The identified vehicle is insured by State Farm Mutual Automobile Insurance Company. This vehicle was involved in a comprehensive fire loss as a result failure to the brake pressure switch. State Farm Insurance would like to give you an opportunity to inspect the damaged vehicle or parts. In addition, we would like to give you advanced notice of potential subrogation. Please contact me at 925-779-2965 to set up a time for your inspection. We request that the inspection occur within 15 days from the date of this letter so we may move forward with the resolution of this matter.

Sincerely,

A handwritten signature in cursive script that reads "Manuel Bento".

Manuel Bento  
Vehicle Investigator  
State Farm Mutual Automobile Insurance Company

CC.





## INVESTIGATIVE CONSULTANTS, INC.

### FIRE INVESTIGATOR

#### EXPERIENCE:

September 1995-Present

*Investigative Consultants, Inc.*

- \* Complete insurance investigations to include fire origin and cause determination on residential and commercial properties
- \* Conduct fire investigations on vehicles
- \* Identify fraudulent claims and develop financial history
- \* Provide expert witness testimony and consultations

Nov. 1994-Aug. 1995

*de Boer, Inc. Transportation*  
*J.B. Hunt Transport, Inc.*

- \* Truck Driver

Oct. 1989-Nov. 1994

*Rinkus Consulting Group, Inc.*  
*Robert A. Minor Fire Investigation Service*

- \* Completed fire investigations to include origin and cause determination, motive and opportunity
- \* Prepared reports and conducted video and photographic documentation of fire scenes
- \* Provided expert testimony and consultations for the insurance industry

April 1969-Nov. 1988

*Town of Addison &*  
*City of Farmers Branch*

- \* Fire Chief in Addison
- \* Deputy Fire Chief in Farmers Branch

[Redacted] Arlington, Texas [Redacted]  
Metro [Redacted] Local [Redacted] • Fax [Redacted]

PE84-878 C 1728

**[REDACTED]**  
**FIRE INVESTIGATOR**  
**(CONTINUED)**

Bob has over 35 years of experience in fire service with expertise in determining the origin and cause of a fire loss. He is a Court Qualified Expert Witness. Bob has numerous hours of training, a few courses are listed below.

**EDUCATION:** Associate of Arts Degree-Fire Protection Technology-El Centro College, Dallas

**CERTIFICATE COURSES:**

- \* National Fire Department Management School (SMU) 1974
- \* Executive Development (National Fire Academy & Texas A&M) 1978, 1979 and 1981
- \* Hazardous Waste Operator Health & Safety Course, 1993
- \* 41st Annual Texas Fire & Arson Investigators Seminar, 1996
- \* National Police Forensic Video Course, 1997
- \* Electrical Fire Investigation Course, 1998
- \* Advanced Fire Scene Processing and Report Preparation (W.V.A. Association of Fire and Arson Investigators), 1999
- \* Fire Investigation Training Seminar, International Association of Arson Investigators & Arizona Chapter, 2000
- \* Investigation of Gas and Electric Appliance Fires Seminar, Fire Findings Laboratories LLC, Benton Harbor, Michigan, 2001
- \* Fire Pattern Certification - Public Agency Training Council - Cypress, Texas, 2002
- \* Vehicle Fire, Arson & Explosion Investigation Science & Technology Seminar - Eastern Kentucky University in Richmond, Kentucky, October 1-4, 2003

**FIRE INVESTIGATOR  
(CONTINUED)**

**STATE  
CERTIFICATIONS:**

- \* Master Firefighter
- \* Advanced Peace Officer
- \* Fire & Arson Investigator
- \* Fire Inspector
- \* Fire Service Instructor
- \* N.A.F.I. Certified Fire & Explosion Investigator
- \* N.A.F.I. Certified Vehicle Fire Investigator

**MEMBERSHIPS:**

- \* International Association of Arson Investigators
- \* National Association of Fire Investigators

FM/12



## DEPOSITIONS/TRIAL TESTIMONY

- 08/15/91 Deposition Allen Duplantis vs. Ari-Tex, Inc., Individually and D/B/A Ari-Tex Contractors, Rick Pickard, Individually and D/B/A Ari-Tex Contractors, and American Electrical Corporation. Cause No. 90-04003-D, District Court of Dallas County, Texas, 95th Judicial District.
- 12/11/91 Deposition Mark and Patricia Feldman vs. Groves Electrical Services, Inc. Cause No. 91-5959-G, District Court of Dallas County, Texas, 134th Judicial District.
- 01/23/92 Deposition Linda Wegenast, [REDACTED] Lisa Beck, Shirley Thompson, Beth Murphy, and Ridgetree Investors vs. Gene Bransome, Tristar Electric, Inc., and Commercial Plumbers of Dallas, Inc. Cause No. 90-07589-D, District Court of Dallas County, Texas, 95th Judicial District.
- 08/10/92 Deposition Bernard Schuchmann, Individually as Next Friend of Kerry and Lisa Schuchmann, Fred Miller and James Seaman as Trustee of the Dallas Trust, Et Al vs. Jaguar Cars, Ltd. Et Al. Cause No. 91-7884, District Court of Dallas County, Texas, 134th Judicial District.
- 02/01/93 Civil Trial Allen Duplantis vs. Ari-Tex, Inc., Individually and D/B/A Ari-Tex Contractors, Rick Pickard, Individually and D/B/A Ari-Tex Contractors, and American Electrical Corporation. Cause No. 90-04003-D, District Court of Dallas County, Texas, 95th Judicial District.
- 11/10/93 Deposition J. S. DuBose and Colonial Management Corporation vs. Therm-O-Disc, Inc. Cause No. 236-145889-92, District Court of Tarrant County, Texas, 236th Judicial District.
- 12/28/93 Deposition Michael J. Brady and Libby W. Brady vs. Houk Air Conditioning, Inc. Cause No. 96-145092-92, District Court of Tarrant County, Texas, 96th Judicial District.
- 05/26/94 Deposition Atlantic Mutual Insurance Company as Subrogee of Fellowship Bible Church North and Chisolm Development as Intervenor vs. Philip E. Grubbs Individually and as Principal in Philip E. Grubbs, & Assoc., Et Al. Cause No. 296-725-93, District Court of Collin County, Texas, 296th Judicial District.

03/30/95	Deposition	Geary Washburn, Individually and D/B/A H&R Block vs. Aboud M. Ary, Individually and D/B/A A. Ary Company. Cause No. 94-02-082, District Court of Wise County, Texas, 271st Judicial District.
01/08/96	Criminal Trial	United States of America vs. James Douglas "Bob" Impson. Case Number 4:95-CR-52, United States District Court, Eastern District of Texas.
05/29/96	Deposition	Joe E. Shaw, Jr. and Roxanne K. Shaw vs. Rulon Electric Company, Inc. Cause No. 94-20464, District Court of Harris County, Texas, 11th Judicial District.
03/25/97	Deposition	Martin S. Barron vs. Texas Utilities Electric Company, Cause No. 96-462-C26, District Court of Williamson County, Texas, 26th Judicial District.
06/05/97	Criminal Trial	The State of Texas vs. Carol Davis Walker. Case No. F-9775159 - L, Criminal District Court No. 5 of Dallas County, Texas.
09/23/98	Deposition	John C. Napoli vs. Ford Motor Company, and United Technologies Automotive, Inc. Cause No. 97-07613, District Court, Dallas County, Texas, 68th Judicial District.
05/29/02	Deposition	Peter John Witt vs. Honeywell International. Case No. 401-CV-0511-E, United States District Court for the Northern District of Texas, Fort Worth Division.
08/18/03	Deposition	Tommye Blewett and Enoch Blewett vs. Ford Motor Company. The County Civil Court at Law No. Two (2), Johnson County, Texas.
06/01/04	Deposition	Johnette Ware Ivey Vs. Icon Health and Fitness. Cause No. 342-197700-03, In the District Court of Tarrant County, Texas, 342 Judicial District.

# State Farm Insurance Companies



CLAIM NUMBER: 53-E254-516

53-E254-516 IU

State Farm Insurance  
Claim Office  
P.O. Box 148203  
Austin, Texas 78714-8203

## AFFIDAVIT OF VEHICLE FIRE (All Questions)

1. Name of Insured: \_\_\_\_\_  
Address: \_\_\_\_\_ Home-Phone: \_\_\_\_\_  
Date of Birth: \_\_\_\_\_ Social Security: \_\_\_\_\_  
Driver's License #: \_\_\_\_\_ (TV) (optional)  
Marital Status:  Married  Single No. of Dependents: \_\_\_\_\_  
Occupation: M.D. Employer: Self  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_

2. Date of Fire: Houston 10-6-03 Time: 1 AM  PM  
Make of Vehicle: Ford Year: 2000 Model: F150  
Body Type: TRUCK Color: BLACK  
Veh ID#: \_\_\_\_\_ License plate: \_\_\_\_\_ State: \_\_\_\_\_  
Certificate of Title: \_\_\_\_\_ If none, why? \_\_\_\_\_

Number of cylinders? 3 H.P. or C.I. or Liter? \_\_\_\_\_  
Odometer reading: ~ 112,000  
Was vehicle locked?  YES  NO  
Were windows rolled up?  YES  NO  
When did you last see your vehicle? (Date & Time) 10-05 A  
Date: 10-5-03 Time: \_\_\_\_\_ AM  PM

Specific location where vehicle burned: ST LOUIS MEDICAL CENTER  
Reason vehicle was left at this location: DRIVING STORAGE  
NOT ASSIGNED PARKING  
Name and address of person who left the vehicle at this location: (Above)

That person's driver's license number: \_\_\_\_\_

When was the fire discovered? Date: 10-6-03 Time: ~ 12:1 P  
Who made the discovery? Building Personal

When was the fire reported to the fire department?  
Date: 10-6-03 Time: \_\_\_\_\_ AM  PM

Location of Fire Station: HTD  
Describe fire (where, color of smoke, cause): \_\_\_\_\_

Was vehicle being driven?  YES  NO Describe exactly what happened prior to noticing smoke or fire (electrical or mechanical malfunction): NOT NOTICIBLE problem present when at parking.  
Were you carrying a container of flammable liquid in the

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710-0001

PF04-878 C 1734

vehicle at the time of fire?  YES  NO  
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 any mechanical problems prior to fire?  
 Yes  No  
If yes, explain \_\_\_\_\_

Was the vehicle stolen and recovered burned?  Yes  No  
If so, was anything stolen from the vehicle?  Yes  No

Has vehicle been damaged during the past three years?  
 YES  NO

If so, give location \_\_\_\_\_  
Type of Damage \_\_\_\_\_  
Amount of Damage \$ \_\_\_\_\_, Date \_\_\_\_\_

Were repairs made?  YES  NO  PARTIAL  
Were repairs totally 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  
vehicle?  YES  NO

Any other vehicles in your household?  YES  NO  
Name of insurance company and agent on other vehicles:  
same  
Your prior insurance company and agent: Allstate

Any homeowners claims within the past 6 months with  
State Farm?  YES  NO  
Any other carrier?  YES  NO

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

<input checked="" type="checkbox"/> Radio	<input type="checkbox"/> Mag Wheels
<input checked="" type="checkbox"/> AM FM	<input type="checkbox"/> T-Tops
<input checked="" type="checkbox"/> Stereo	<input checked="" type="checkbox"/> Tilt Wheel
<input type="checkbox"/> Tape Deck	<input checked="" type="checkbox"/> Cruise control
<input checked="" type="checkbox"/> Air conditioning	Tires:
<input type="checkbox"/> Power Steering	<input type="checkbox"/> White wall
<input checked="" type="checkbox"/> Power Brakes	<input checked="" type="checkbox"/> Radial

Power Locks  
 Power Windows  
 Power Seats  
 Vinyl Roof  
 Tinted Glass

Special  
Transmission:  
 Automatic  
 Standard  
 Console

Other \_\_\_\_\_  
CB Radio Type \_\_\_\_\_ Cost \$ \_\_\_\_\_ Date \_\_\_\_\_  
Installed

Purchased from: \_\_\_\_\_

4. Vehicle Condition:

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

Other distinguishing features: (dents, decals, trailer hitch,  
interior, etc.)  
\_\_\_\_\_  
\_\_\_\_\_

5. Name and address of service station or garage:

Who performs routine maintenance service? Beechmont Auto  
Date last serviced? \_\_\_\_\_

Who performs State MV inspection? \_\_\_\_\_  
Date last inspected? \_\_\_\_\_

6. Date vehicle purchased? 2000  NEW  USED

Purchase price? 38000 Trade in \_\_\_\_\_

Allowance on trade in \_\_\_\_\_

Seller Dealer, Individual Name and Address \_\_\_\_\_

How did you learn the vehicle was for sale? \_\_\_\_\_

How was the vehicle paid for?  CASH  CHECK

If financed, name and address of finance company \_\_\_\_\_

Account # FORD MOTOR CREDIT Balance Due \$ 2500.

Loan Terms \_\_\_\_\_ Months \_\_\_\_\_

Date of last loan payment: Sept 03

Is account past due?  YES  NO How long? \_\_\_\_\_

Are keys in your possession?  YES  NO

Ignition key # \_\_\_\_\_ Trunk key # \_\_\_\_\_

Page 4  
October 6, 2003

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 vehicle previously a recovered theft?  YES  NO  
If yes, date of prior theft \_\_\_\_\_

7. Amount for which you are making claim? \$ \_\_\_\_\_

8. Are the answers you have given true to  
knowledge and belief?  YES  NO

Witness: \_\_\_\_\_ Policyholder

Address: \_\_\_\_\_

SUBSCRIBED AND SWORN TO BEFORE ME this 06 day of October,  
year 2003 in Houston, Harris County,

Texas  
Notary Public Nancy Ann Blaylock Commission expires 5/17/2005

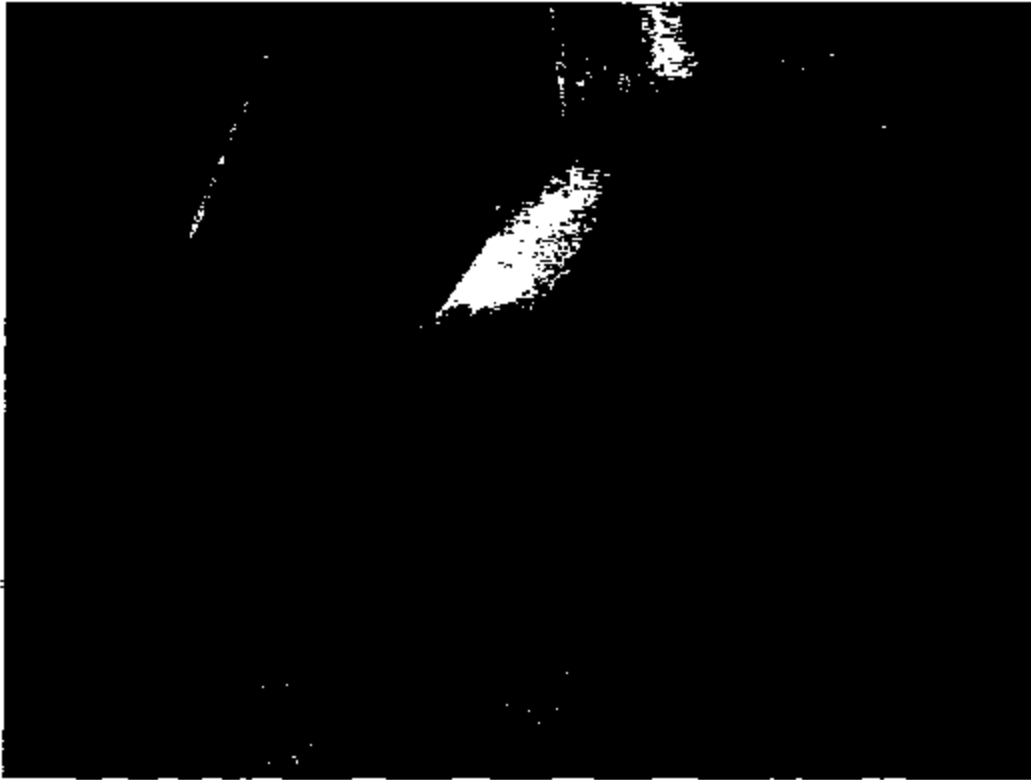
State Farm Mutual Automobile Insurance Company





311

FE84-078 C 1738



FE84-878 C 1739





PE04-078 C 1740



PE04-078 C 1741



PE04-078 C 1742

# State Farm Insurance Companies



17301 Preston Road  
P.O. Box 798014  
Dallas, TX 75379-8011  
(888)257-8077  
Fax - (888)257-8078

November 24, 2003

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

RE: Claim Number: [REDACTED]  
Date of Loss: October 8, 2003  
Our Insured: [REDACTED]  
Year/Make/Model: 2000 Ford F150  
VIN: 1FTRX18L1Y [REDACTED]

DEC 02 2003  
GENERAL COUNSEL

Dear Ford Motor:

This vehicle was insured by State Farm and involved in a comprehensive loss. The claim settled for \$19,967.19, which includes our insured's deductible.

Our investigation establishes the cause of loss was due to a failure of the 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*

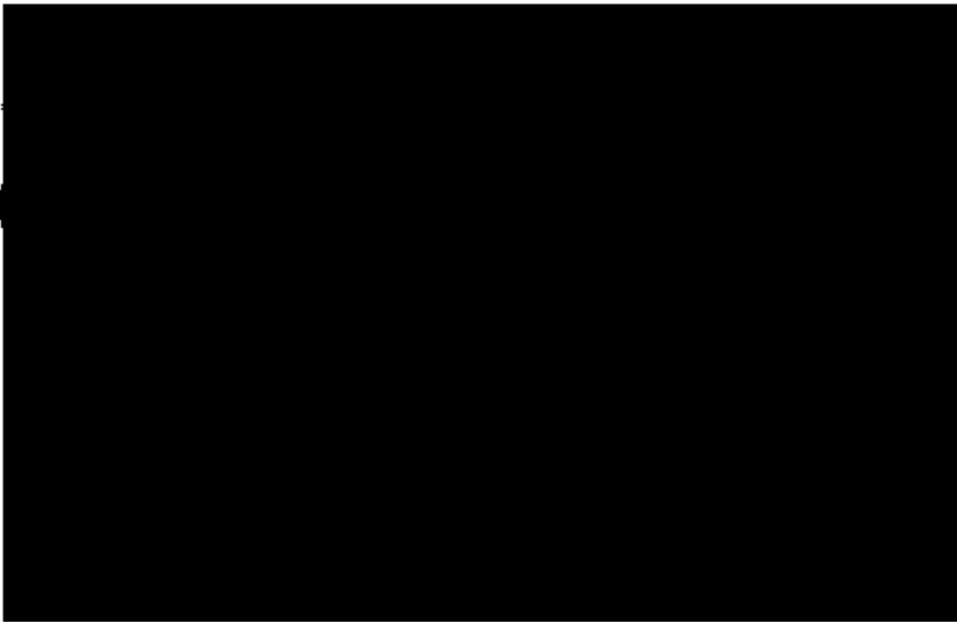
Tonya Bedell - Team 40  
Claim Representative  
(972) 732-4842 Ext. 40

State Farm Mutual Automobile Insurance Company

Enclosures

PE04-878 C 1743

- F105  
- 10/6/03  
- 100 F-150  
- VIN  
- \$19,967.19  
- 272,000 (M)  
- Houston, TX



PE04-078 C 1744

RECEIVED JUL - 7 2004

State Farm Insurance Companies



New Orleans East Claim Office  
5700 Bullard Avenue  
New Orleans LA 70128-2820  
Phone: (504) 245-8600

July 1, 2004

Shawn Norton  
Ford Motor Company  
3 Park Ln Blvd, West Ste 300  
Dearborn, MI 48126



RE: Claim Number: [REDACTED]  
Date of Loss: March 13, 2004  
Our Insured: [REDACTED]

Dear Ms. Norton:

This letter is to put you on notice of a subrogation claim against your company. An investigation was completed and it was found that [REDACTED] 2000 Ford F150 caught fire as a result of internal failure of the speed control deactivation switch.

The fire spread to the vehicle parked across from [REDACTED] vehicle. Once we have the total figures we will send the sub demand and supporting documents.

If you have any questions, please contact me.

Sincerely,

Mabel Dupre  
Claim Representative  
(504) 240-7016

State Farm Mutual Automobile Insurance Company

- F105  
- 3/13/04  
- '00 F-150





UNITED SERVICES AUTOMOBILE ASSOCIATION  
P.O. Box 33490, San Antonio, TX 78265

LEGAL DEPARTMENT, CONSUMER  
FORD MOTOR CORPORATION  
PO BOX 624, MD-3NE-B  
DEERBORNE MI 48126

CONSUMER AFFAIRS  
SECTION

4 AUG -4 AUG 15

June 16, 2004

Policyholder: [REDACTED]  
Reference Number: 15306448-7101-7-7643  
Date Of Loss: April 22, 2004  
Loss Location: Jacksonville, Florida  
USAA Tax ID Number: 74-0959140  
Your Policyholder: self  
Your Reference Number: unknown

FORD MOTOR COMPANY  
RECEIVED  
AUG 05 2004  
OFFICE OF THE  
GENERAL COUNSEL

Gentlemen:

We have reimbursed our insured for damages sustained as a result of the above loss. Our investigation reveals that your insured is responsible. Therefore, we are seeking full reimbursement from you.

This is to notify you of our subrogation interests and to request that you not make any settlements on this claim without protecting our recovery rights.

Our claim payments are documented below:

Collision Amount Paid	\$	2,639.06
Insured's Deductible	\$	500.00
Rental/Loss of Use	\$	456.93
<b>Total Subrogation Demand</b>	<b>\$</b>	<b>3,595.99</b>

*FIOS*  
*\$3,595.99*  
*100 F-150*  
*VIN*  
*74479*  
*WSD*  
*VCC NO ESP*  
*3/6/00*  
*QW 7 yrs*

Please forward your check, referencing # 15306448-7101-7-7643, in the amount of our total subrogation demand. Make your check payable to USAA as subrogee of our policyholder. Please include our reference number on your check to allow us to identify your payment to our claim and avoid additional demands or an arbitration filing.

Remit Payment To: USAA  
ATTN: Insurance Claims  
P.O. Box 33490  
San Antonio, TX 78265-3490

Be aware that no partial payment to USAA that is less than the

15306448 - 7 - FL - 04/22/04 - 7643 - 94 - A109

PER4-878 C 1747



full amount claimed herein will be considered in any way a satisfaction of this claim without an express written release of our claim executed by an individual who identifies himself/herself as a member of our Subrogation Department. Therefore, our legal rights to enforce collection on the remaining amount of the claim shall not be waived or estopped due to a partial payment by you or someone acting on your behalf.

If you wish to discuss this matter, please contact me.

Sincerely,

*Esmeralda Bryant*

Esmeralda Bryant  
Subrogation Specialist  
Claims - East Zone Subrogation  
Phone: 1-800-531-8222 ext. 7-6931  
Fax Phone: 210-498-3063

Encl: Support Docs



4. 23. 2004

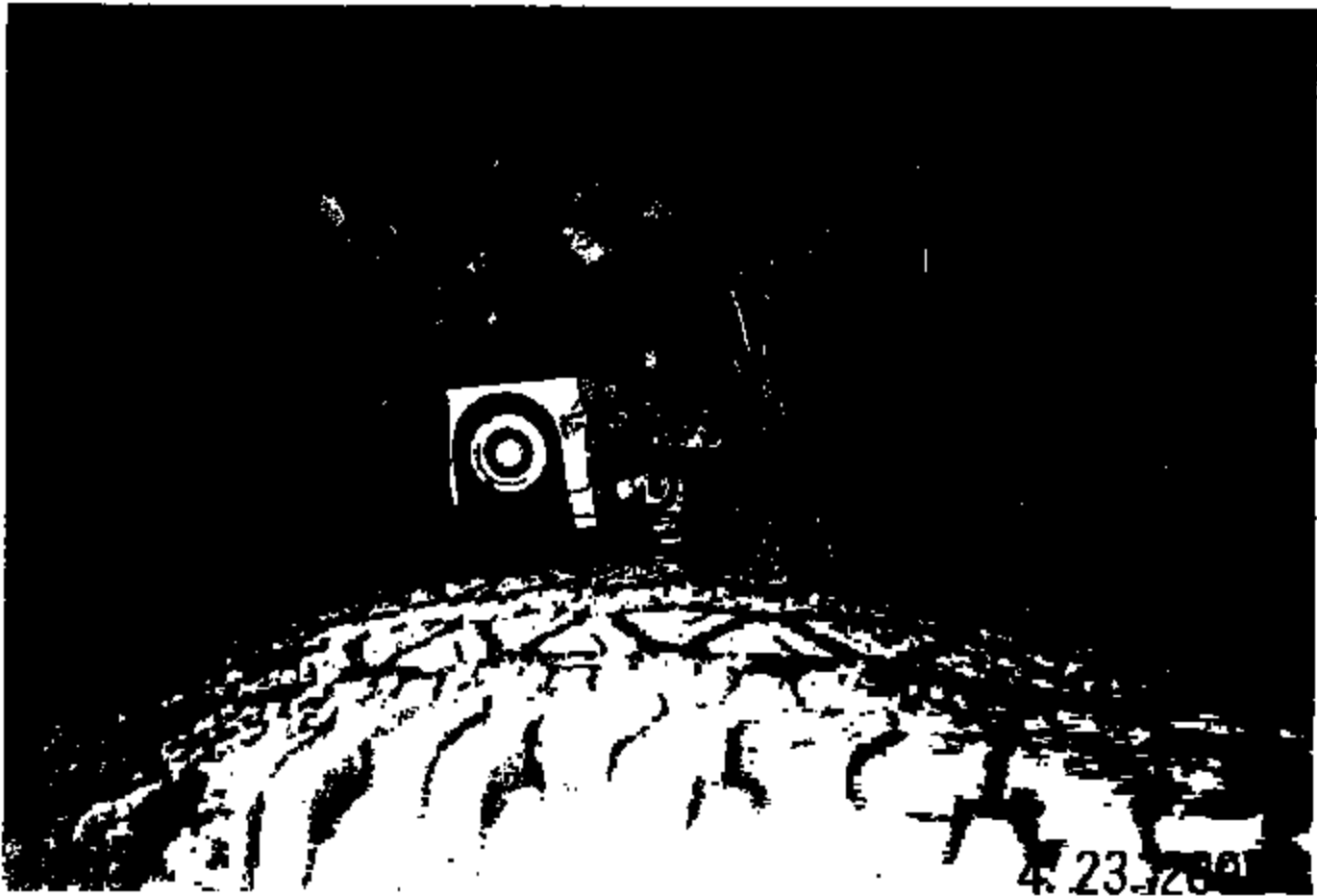
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DESCRIPTION: ROBERT P DECELERATION SWITH MOUNTS ON MASTER CYLINDER SHORTED OUT.

Field Assignment Attachment Note Version 1.0

CREATED: 2004-04-23 09:49:14 ORIGIN: FILE

ROBERT P DECELERATION SWITH MOUNTS ON MASTER CYLINDER SHORTED OUT.



DATE CREATED: 2004-04-23 09:49:30

DESCRIPTION:

Field Assignment Attachment Note Version 1.0

CREATED: 2004-04-23 09:49:30 ORIGIN: ELLS

PE04-07B C 1750



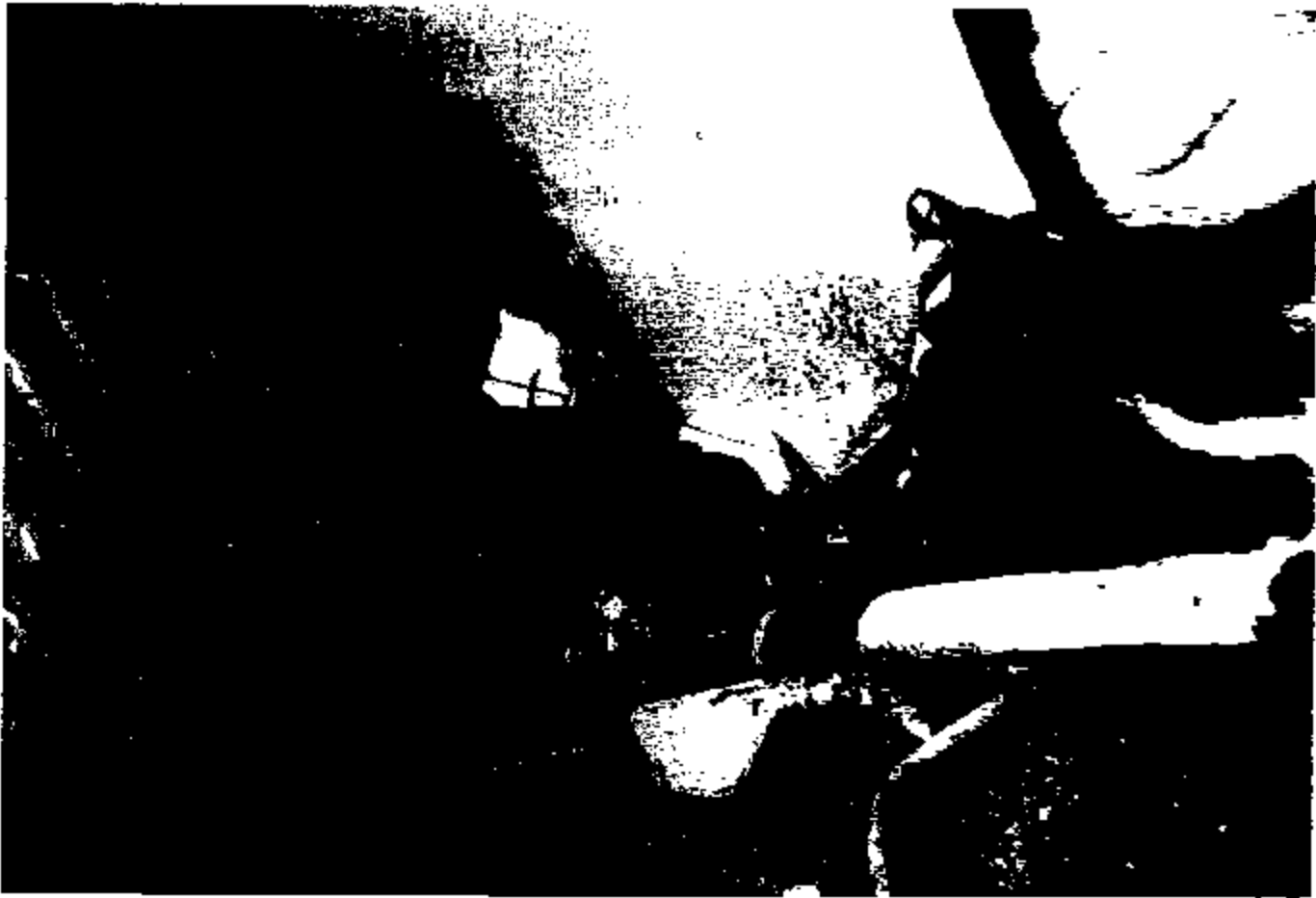
DATE CREATED: 2004-04-23 09:50:10

DESCRIPTION: BURNS ON ANTI LOCK BRAKE MOD.

Field Assignment Attachment Note Version 1.0

CREATED: 2004-04-23 09:50:10 ORIGIN: FILE

BURNS ON ANTI LOCK BRAKE MOD.



DATE CREATED: 2004-04-23 09:50:20  
DESCRIPTION:

Field Assignment Attachment Note Version 1.0  
CREATED 2004-04-23 09:50:20 ORIGIN: FILE



DATE CREATED: 2004-04-23 09:50:44

DESCRIPTION:

Field Assignment Attachment Note Version 1.0

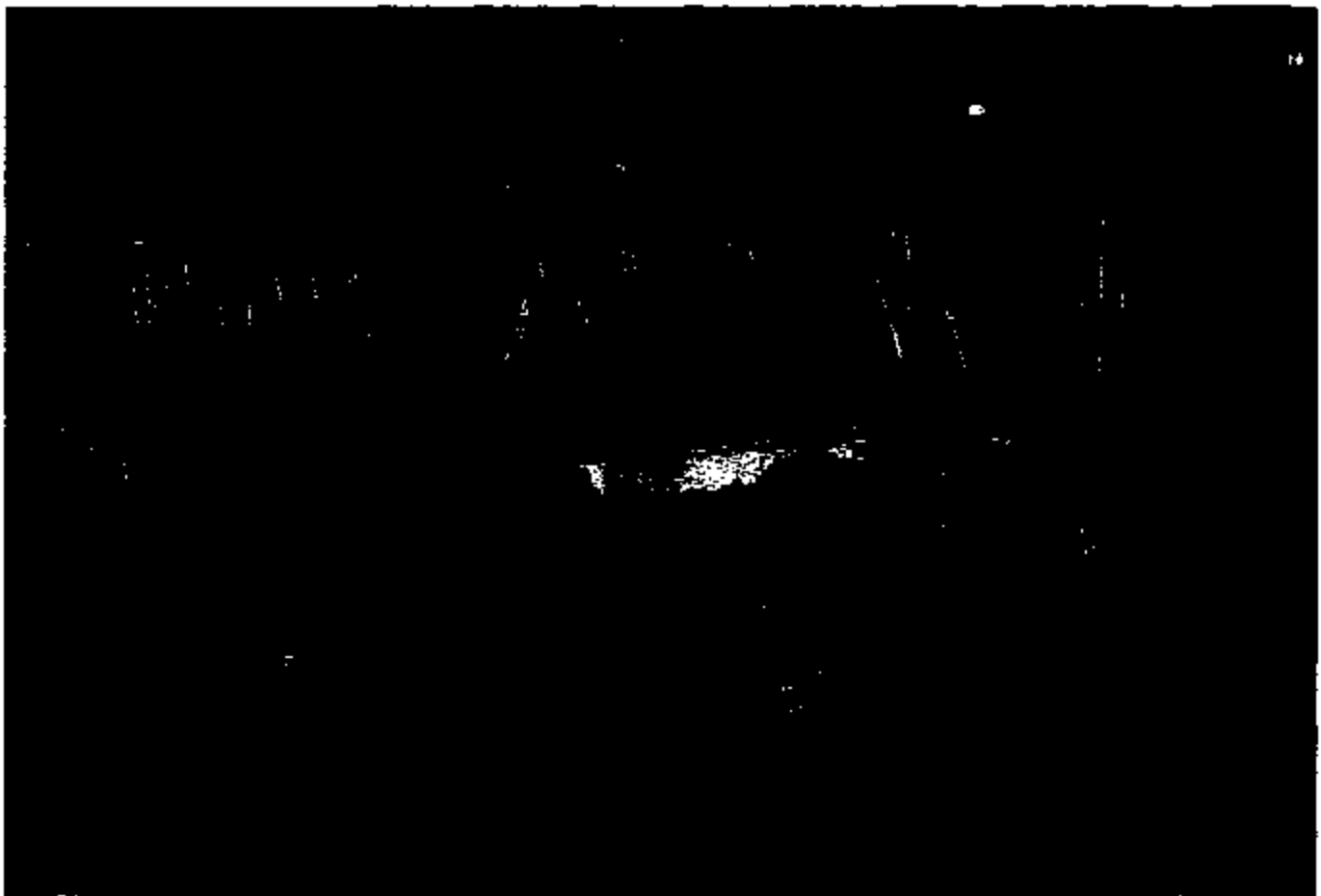
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PEB4-078 C 1753



DATE CREATED: 2004-09-23 09:50:58  
DESCRIPTION:

Field Assignment Attachment Note Version 1.0  
CREATED: 2004-09-23 09:50:58 ORIGIN: FILE



DATE CAPTURED: 2004-04-23 09:51:32  
DESCRIPTION:

Field Assignment Attachment Note Version 1.0  
CREATED: 2004-04-23 09:51:32 ORIGIN: FILE

PE04-078 C 1755





UNITED SERVICES AUTOMOBILE ASSOCIATION  
P.O. Box 33490, San Antonio, TX 78265

FORD MOTOR CORPORATION  
PO BOX 624, MD-3NE-B  
LEGAL DEPARTMENT, CONSUMER  
DEERBORNE MI 48126

CONSUMER AFFAIRS  
SECTION

4 JUN 17 P1:35

June 8, 2004

Policyholder: [REDACTED]  
Reference Number: 15306448-7101-7-7933  
Date Of Loss: April 22, 2004  
Loss Location: Jacksonville, Florida  
USAA Tax ID Number: 74-0959140  
Your Policyholder: FoMoCo  
Your Reference Number: unknown

FORD MOTOR COMPANY  
RECEIVED  
CLAIMS UNIT  
JUN 17 2004  
OFFICE OF THE  
GENERAL COUNSEL

To whom it may concern:

Our investigation reveals that your insured is responsible for damages sustained in this loss.

This is to notify you of our subrogation interests and to request that you not make any settlements on this claim without protecting our recovery rights. The exact amount of our claim and supporting documentation will follow separately.

Be aware that no partial payment to USAA that is less than the full amount claimed herein will be considered in any way a satisfaction of this claim without an express written release of our claim executed by an individual who identifies himself/herself as a member of our Subrogation Department. Therefore, our legal rights to enforce collection on the remaining amount of the claim shall not be waived or estopped due to a partial payment by you or someone acting on your behalf.

If you wish to discuss this matter, please contact me.

Sincerely,

*Andre Turbida*

Turbida, Andre E  
Senior Auto Claims Representative  
USAA Southeast Regional Office  
Phone: 1-800-531-8222 x44775  
Fax Phone: 800-531-8877

- 4/22/04  
- Jacksonville, FL  
- M100

15306448 - 7 - FL - 04/22/04 - 7933 - 5 - A109

PE04-076 C 1756





FARMERS

National Document Center  
P.O. Box 268992  
Oklahoma City, OK 73126-8992  
claimsdocuments@farmersinsurance.com  
Fax : 877-217-1389

10/07/2004

Shawna Norton Via Fax No. 313-845-4089  
Ford Motor Company  
Parklane Towers, Ste 300  
3 Parklane Blvd  
Dearborn, MI 48126

Re: Our Insured: [REDACTED]  
Loss Date: 07/21/2004  
Claim Number: [REDACTED]  
Total Amount Owed: \$20,818.56

Dear Ms. Norton:

We previously advised you of our subrogation rights for the damages listed above. We provided you with our cause and origin report documenting the faulty cruise control deactivation switch. To date, you have not responded.

I would appreciate if you would forward your settlement offer at your earliest convenience.

Sincerely,  
Mid-Century Insurance Company of Texas

Scott Sheffield  
Auto Subrogation Representative  
512-238-5739

PE04-078 C 1758

AUG 11 04 07:21a

AUG. 9. 2004 3:58PM

FARMERS

2818763905

No. 1335 P. 2

P. 2



The ProNet Group, Inc.

1778 Gray Hills Drive  
Suite 318  
Houston, Texas 77037-4276  
281-740-2000 (phone)  
281-740-5000 (fax)  
800-210-7200 (toll free)  
pronet@pronet.com  
www.pronet.com

## REPORT OF FINDINGS

Claim No: [REDACTED]  
Date of Loss: 07/21/04

### VEHICLE FIRE EVALUATION

INSURED: [REDACTED]  
2001 FORD F150 LARIAT

Prepared for:

FARMERS INSURANCE GROUP  
480 NORTH SAM HOUTON PARKWAY EAST  
SUITE 320  
HOUSTON, TEXAS 77060

Randy Callison, ASE, CFEI, CVFI  
Project Manager

August 9, 2004

ProNet File No. 7497

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## I. INTRODUCTION

On July 21, 2004, a fire occurred involving a Ford vehicle. On July 22, 2004, The ProNet Group, Inc., was retained by Mr. Chris Novotny of Farmers Insurance Group to inspect the vehicle and evaluate the damage.

On July 27, 2004, The ProNet Group attempted to inspect the vehicle at the insured's residence, located at 1543 Piñata Lane in Crosby, Texas. The Ford vehicle had been moved from the residence, however, fire debris was located in the driveway adjacent to the garage. This debris consisted mainly of burned and melted engine compartment components. The steel skeleton of the cruise control deactivation switch was located in the debris and taken into evidence.

On August 2, 2004, ProNet inspected the vehicle at Insurance Auto Auction, located at 2535 West Mount Houston in Houston, Texas. During this visit, the vehicle was inspected 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 of the vehicle, but will demonstrate typical conditions observed. All photographs are available for review.

The cruise control deactivation switch was collected during this inspection and is currently stored by ProNet.

## II. BASIS OF REPORT

This report is based on the following:

1. Inspection of the vehicle.
  2. Interview with the owner of the vehicle, [REDACTED]
  3. Research of the National Highway Traffic Safety Administration (NHTSA) records to identify any preliminary evaluations, engineering analyses, or recalls on 2001 Ford F150 Lariat trucks.
3. 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 findings and observations as noted in this report, it is our opinion the 2001 Ford F150 Lariat truck fire originated in the left rear quadrant of the engine compartment, was accidental in nature, and was caused by the failure of the cruise control deactivation switch.

### IV. DISCUSSION

#### INTERVIEW

An interview was conducted with [REDACTED] on August 12, 2004, and the following information was obtained:

1. He has owned the vehicle since March or April of 2001. There has been no previous trouble with the vehicle, no warning lights flashing, and no recent repairs.
2. The vehicle was equipped with an aftermarket alarm, radio, subwoofers, and amplifier.
3. He had driven approximately thirty (30) miles home from work and had left the vehicle sitting for an hour, when he heard the alarm going off.
4. He went outside and saw flames coming from the hood, just right of center (passenger side) and medium to dark gray smoke. He attempted to put the fire out with a water hose, which it seemed to make it worse. He called 911 and they advised him to get away from the vehicle. The fire department responded three to four minutes later and extinguished the fire.

#### VEHICLE DESCRIPTION

The vehicle was identified as a gold-colored four-door 2001 Ford F150 Lariat truck bearing Vehicle Identification No. 1FTRW07L51[REDACTED] and Stock No. 834544.

#### EXTERIOR INSPECTION

Our inspection of the truck exterior revealed:

1. A burn pattern consistent with a fire originating in the engine compartment.
2. The windshield was shattered.



3. The right and left front fenders were void of paint. The left front fender evidenced the most intense burn.
4. The right and left front tires were burned. The inboard side of the left front tire had evidence of intense burn.
5. All that remained of the hood was a very small section attached to the left hood hinge.
6. All combustibles were consumed on the front face of the vehicle.

#### PASSENGER COMPARTMENT

Our inspection of the passenger compartment revealed:

1. A burn pattern consistent with a fire that propagated from the engine compartment into the passenger compartment after consuming the firewall (bulkhead) access hole seals.
2. The front third section of the dash was consumed.
3. The front third section of the headliner was burned.
4. The front seat coverings were mildly burned.
5. The floorboard in the rear passenger area contained aftermarket electrical wiring consistent with aftermarket stereo components being installed. No components were located and it appears these items were removed subsequent to the fire.

6. Closer inspection of the aftermarket stereo electrical wiring in the rear passenger area did not reveal any electrical short-circuiting that would have caused the fire. Specifically, the insulation for the electrical wiring was not melted, which is indicative of electrical overheating. The wiring routed to the dash area and one (1) heavy gauge wire (wire A) routed through a firewall opening right of the brake booster. Wire A was void of insulation three inches (3") from the firewall (passenger compartment side) along its route towards the starter solenoid, which was secured at the right upper quadrant of the firewall in the engine compartment. Attached to the end of wire A (engine compartment side) was a burned fuse holder.

A shorter heavy gauge wire (wire B) was attached to the starter solenoid B+ terminal, the other end of the wire evidenced a "set screw" consistent with the use of a fuse holder.

It can be concluded that wires A and B are the same wire and they were attached via a fuse holder. Wire A did not have any evidence of electrical short-circuiting along its route from the passenger compartment to the engine compartment and wire B did not have any evidence of electrical short-circuiting.

7. Inspection of the passenger compartment fuse/relay center revealed No. 14, a 15-amp fuse, had failed.

#### ENGINE COMPARTMENT

Our inspection of the engine compartment revealed moderate to intense lower to upper level progressive type burn patterns consistent with a fire originating in the left rear

quadrant of the engine compartment and propagating around the front of the engine in a clockwise direction. Specifically:

1. The right upper control arm rear bushing was basically intact and the front bushing was slightly burned. The left upper control arm front and rear bushings were consumed indicative of a fire that was more intense in the left third section of the engine compartment.
2. The battery had evidence of intense burn that consumed the case and exposed the lead plates within.
3. The right engine valve cover was burned in a progressive pattern (more burn at the front than the rear). The left valve cover evidenced a significantly greater burn than the right valve cover indicative of a fire that was more intense in the left third of the engine compartment.
4. The vehicle was equipped a V-8 engine coupled to an automatic transmission. The front face of the engine specifically, the aluminum timing chain covering revealed surface burn, while the left third of the left timing chain covering was consumed. Again, this is indicative of a fire that was more intense in the left third section of the engine compartment than the right third.
5. The alternator was located at the front upper edge along the centerline of the engine. The left face of the alternator had evidence of intense burn.
6. The fuel supply and return hoses were burned but intact. The securing clips for the lines were in place.

7. The electrical wiring in the engine compartment was void of insulation. Inspection of the wiring did not reveal any evidence of electrical short-circuiting that would have caused this fire.
8. The aluminum, plastic and rubber components secured to the top face of the engine had evidence of progressive burn patterns, consistent with a fire that propagated from the left third section of the engine compartment to the right third.
9. The air conditioner condenser was consumed and all that remained of the radiator was the left lower corner. The burn pattern observed to the radiator is consistent with a fire that propagated from the left third section of the engine compartment to the right.
10. The power steering fluid reservoir was consumed. The reservoir location is directly adjacent to the front third of the left valve cover and slightly forward and right of the brake master cylinder.
11. The brake booster, located in the left rear quadrant of the engine compartment, exhibited evidence of exterior surface burn. All that remained of the brake master cylinder was the securing hardware attached to the brake booster.

It should be noted that the front third section of the brake master cylinder housing, as well as internal components of the master cylinder, were observed in the driveway fire debris at the residence. The front third of the master cylinder was located in the debris. The front quarter of the master cylinder exhibited evidence of very little burn.

12. The right two-thirds section of the front face of the power distribution center had evidence of intense burn. The distribution center is located approximately six inches (6") to the left of the brake master cylinder location and forward of the brake booster. The interior of the distribution center, specifically the electrical wiring and relays, did not evidence electrical short-circuiting or electrical overheating that would have caused the fire.
13. The cruise control servo located directly forward of the power distribution center exhibited evidence of intense burn.

#### RECALLS

We searched the National Highway Traffic Safety Administration (NHTSA) database to identify any preliminary evaluations, engineering analyses, or recalls on 2001 Ford F150 vehicles relating to electrical fires involving cruise control deactivation switches.

A search of their records, as well as technical service bulletins, did not indicate any problems relating to cruise control deactivation switch failures resulting in engine compartment fires within 2001 Ford F150 vehicles at this time.

However, a search of their records did reveal ODI Action No. EA02-025. This ODI is an engineering analysis investigation involving the cruise control deactivation switch failures that result in fires. While the 2001 Ford F150 was not a listed vehicle in this investigation, it should be noted that the switch is virtually identical to the ones used in the vehicle in question.

### SUMMARY

In summary, this 2001 Ford F150 truck fire originated in the left rear quadrant of the engine compartment, specifically in the immediate area of the brake master cylinder as evidenced by the burn patterns. The burn patterns are further indicative of a fire originating at the cruise control deactivation switch. Specifically, the cruise control deactivation switch is located on the top face front third section of the brake master cylinder and is supplied with 12-volts at all times. The switch itself had evidence of intense burn, however the front quarter of the master cylinder was basically intact.

In regards to cruise control deactivation switch failures, it is known and documented that these switches have failed and subsequently caused fires.

### RECOMMENDATIONS

We recommend that the 2001 Ford F150 Lariat 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.

V. ATTACHMENT

PHOTOGRAPHS

1. View showing the fire debris located at the vehicle owner's residence.



2. View showing the fire debris located at the insured's residence



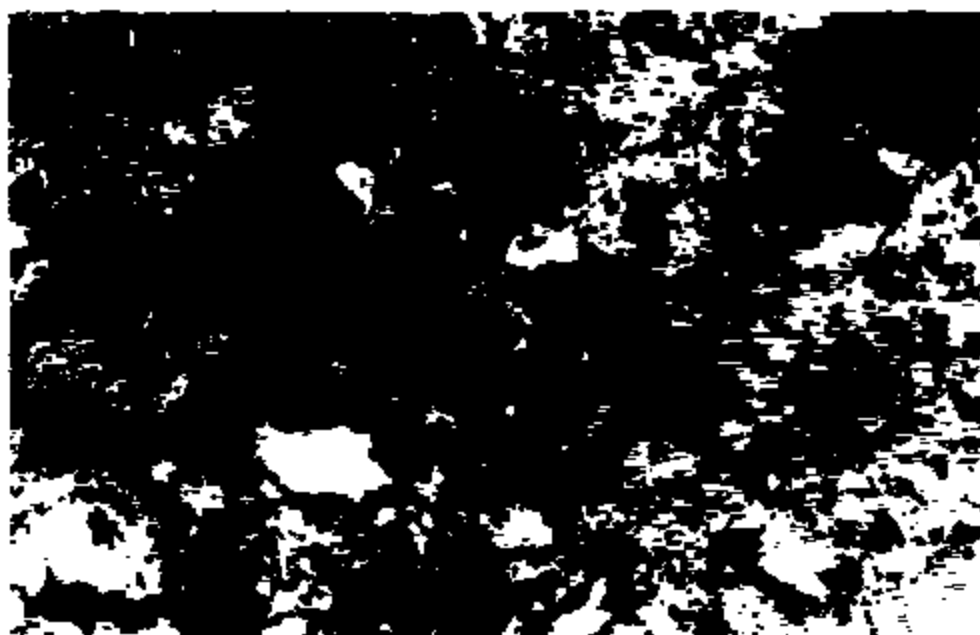
PE88-878 C 1774



3. View showing the fire debris located at the insured's residence.



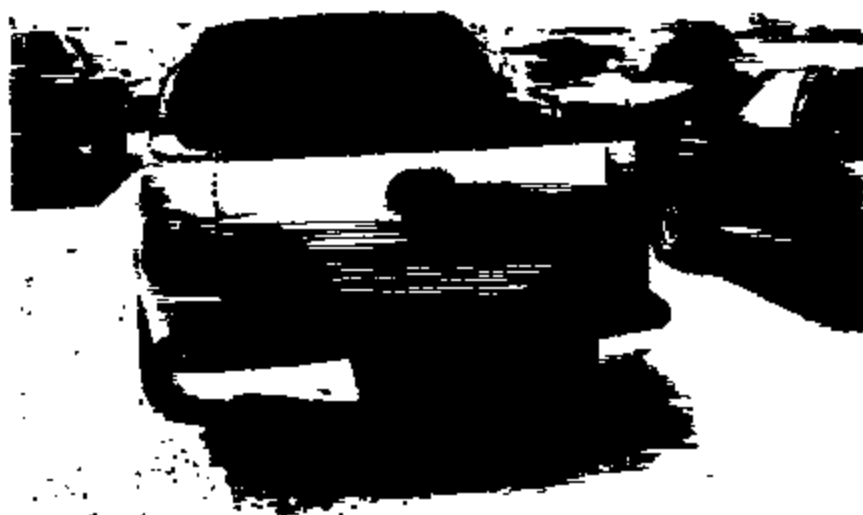
4. View showing the cruise control deactivation switch located in the fire debris.



5. View showing the front of the 2001 Ford F150 Lariat vehicle.



6. Rear view of the vehicle.



7. Front to rear view of the right side of the vehicle.



8. Rear to front view of the right side of the vehicle.



9. Front to rear view of the left side of the vehicle.



10. Rear to front view of the left side of the vehicle.



11. View of the vehicle identification number.



12. Right to left view of the rear passenger compartment.

13. Left to right view of the front passenger compartment.



14. Left to right view of the rear passenger compartment.

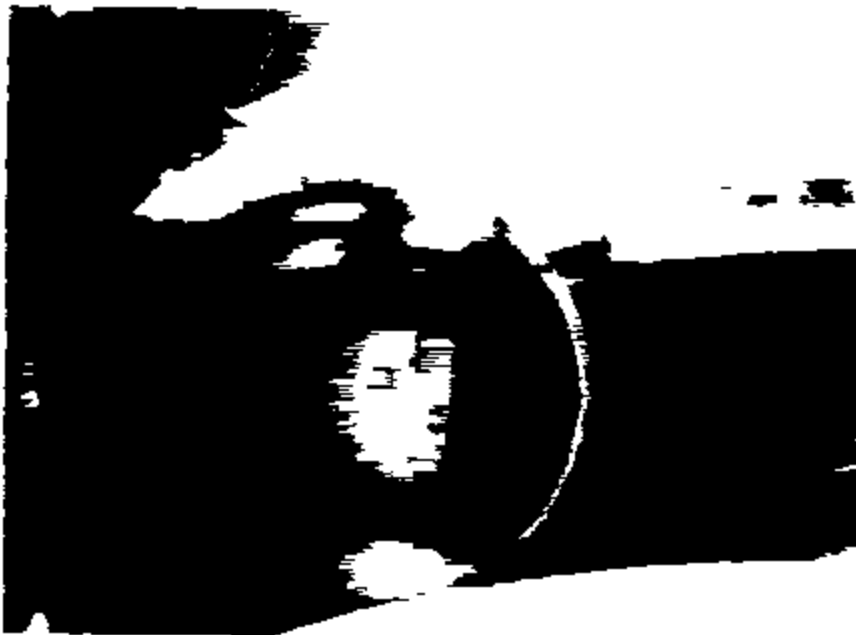
15. View showing the right third of the dash.

→



16. View showing the center third of the dash.

17. View showing the left third of the dash.



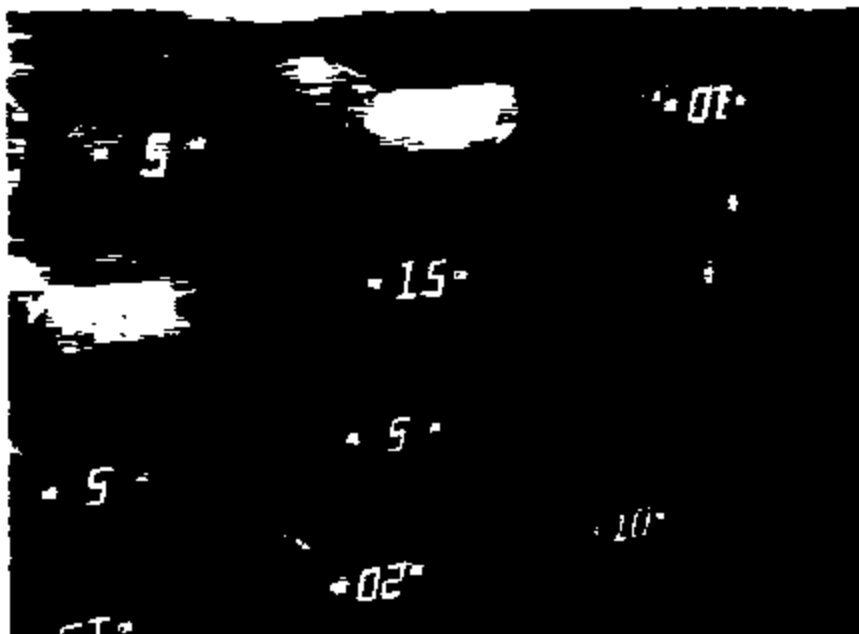
18. View showing the passenger compartment fuse/relay center.



PCD-87B C 177B



19. Closer view showing the passenger compartment fuse/relay center.

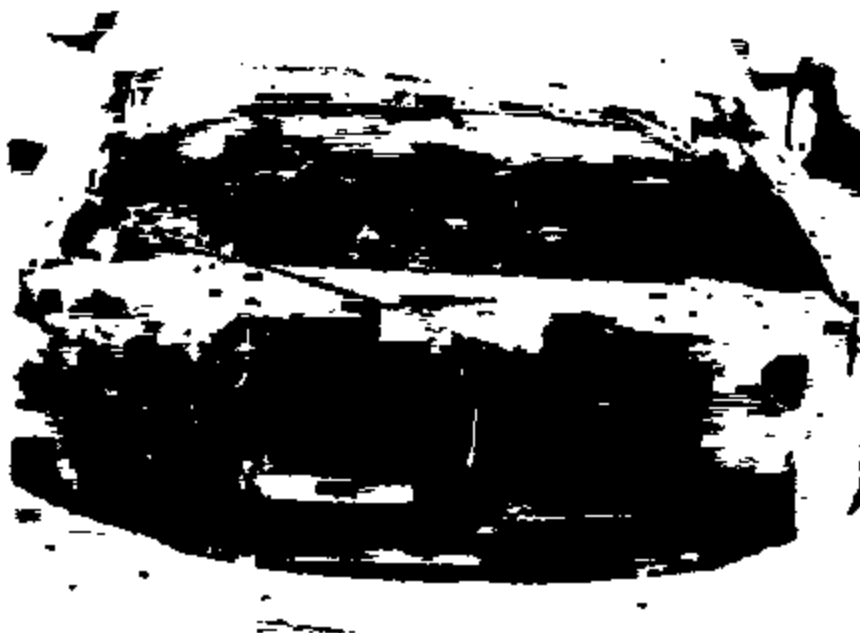


20. View showing fuse No. 14.



PE84-878 C 1780

21. Overview of the engine compartment.



22. Right to left view of the engine compartment



23. Left to right view of the engine compartment.



24. View showing the right third of the engine compartment.

25. View showing the center third of the engine compartment.



26. View showing the left third of the engine compartment.



27. View showing the right rear corner of the engine compartment.



28. View showing the left rear corner of the engine compartment.



PEBA-018 C 1784

29. View of the right valve cover and timing chain cover.



30. View of the left valve and timing chain cover.



31. View of the aftermarket wires A&B.



32. View of aftermarket wire A.



PE04-878 C 1786

33. View of aftermarket wire B.



34. View of aftermarket wire A at the point where it enters the passenger compartment (engine compartment side).



PE84-878 C 1787



35. View of aftermarket wire A at the point where it enters the passenger compartment (passenger compartment side).



36. Another view of wire A.



PE04-078 C 1700

37. Closer view of wire A.



38. View of the fuel hose connectors and clips.



FE04-878 C 1789

39. Closer view of the fuel hose connectors and clips.



40. View of the left valve cover.



11. View of the power distribution center.



12. Another view of the power distribution center.

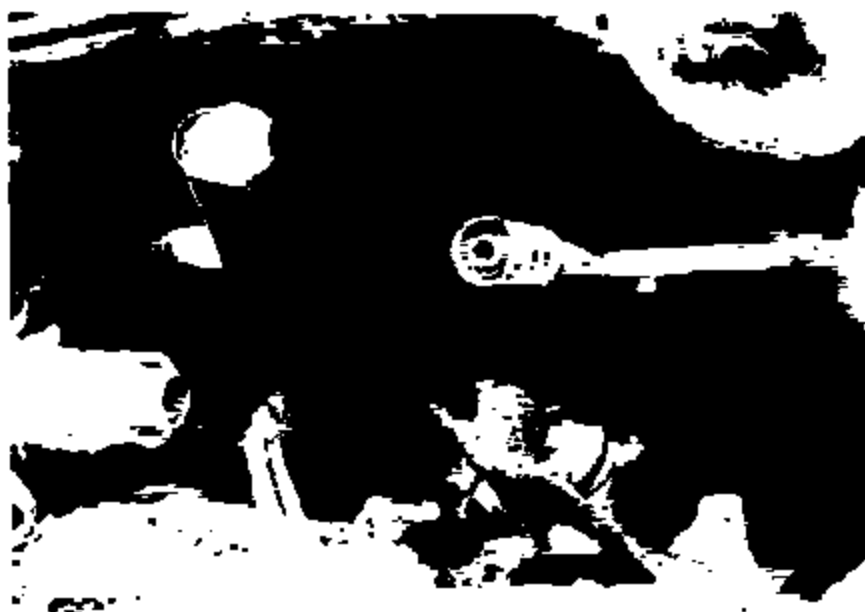


PERM-078 C 1781

43. Another view of the power distribution center.



44. View of the right upper control arm bushing.



ME84-078 C 1782

45. Closer view of the right upper control arm bushing.



46. View of the left upper control arm bushing.



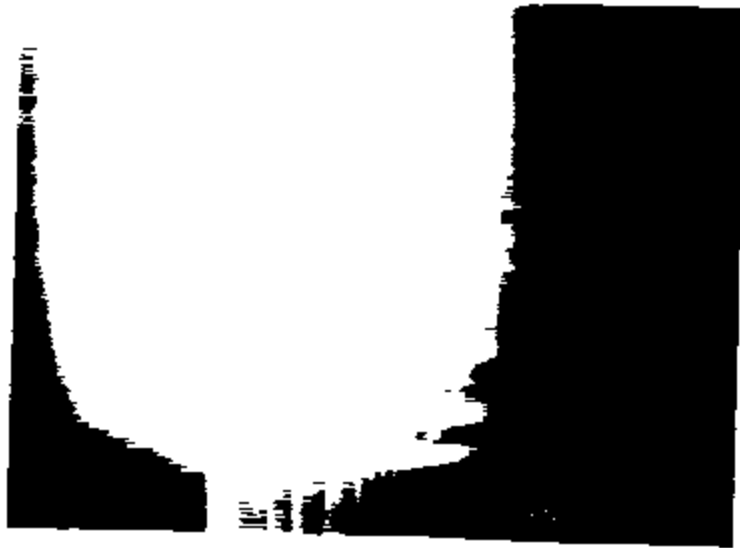
47. Closer view of the left upper control arm bushing.



PCBA-078 C 1794



left front

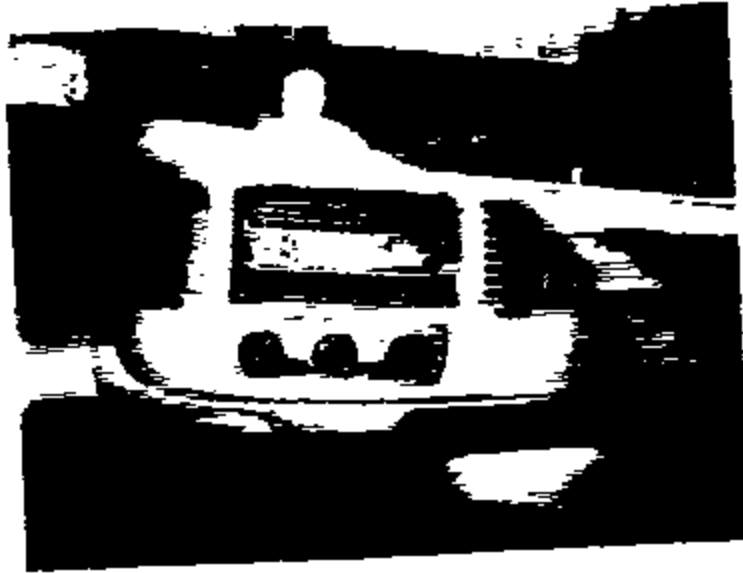


vn

PEB4-076 C 1795



CRN Photo Template



cd player



front seats

PEBA-078 C 1796



rear seats



interior of truck bed

PH00-078 C 1797



left side



left rear

PE04-078 C 1788



rear



right rear

PE04-B7B C 1789

CRN Photo Template



right side



right front

PE04-078 C 1000

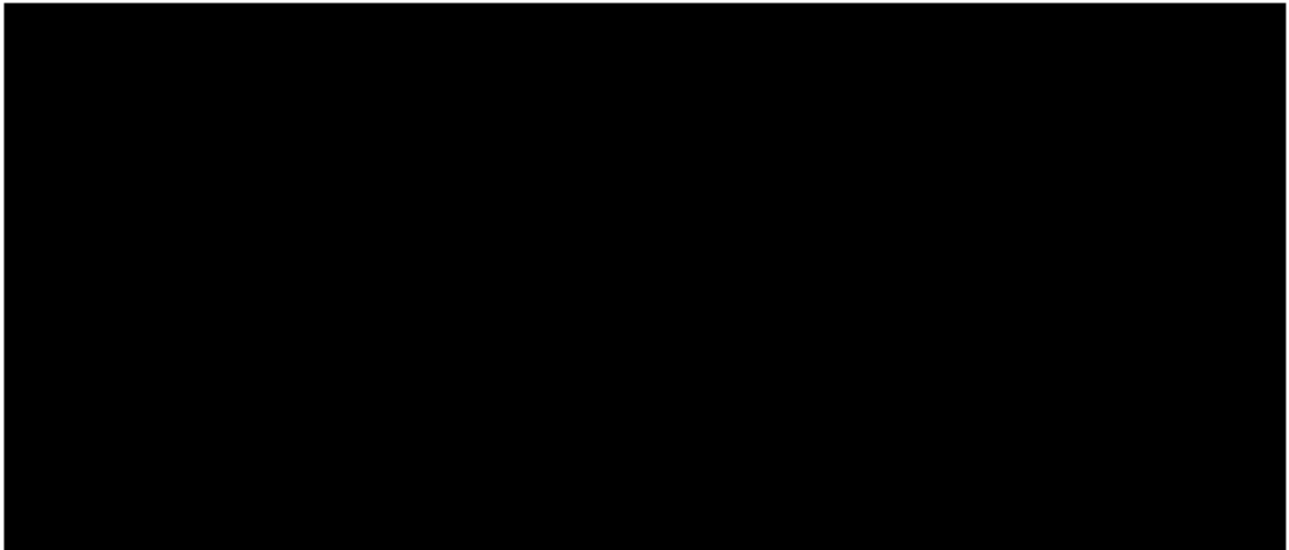


front



engine

PE94-078 C 1801



PE04-078 C 1802



FARMERS

National Document Center  
P.O. Box 268992  
Oklahoma City, OK 73126-8992  
claimsdocument@farmersinsurance.com  
Fax : 877 217-1389

09/10/2004

Shawna Norton  
Ford Motor Company  
Parlane Towers West, Suite 300  
Three Parlane Blvd.  
Dearborn, MI 48126-2568

500 721  
0

Re: Our Insured: [REDACTED]  
Our Claim #: [REDACTED]  
Date of Loss: 07/01/2004  
Amount Owed: \$5,793.72

Dear Ford Motor Company:

We previously informed you of our subrogation claim. Pursuant to your request enclosed herewith are color photographs. Please be advised the Ford Dealership acknowledged that the cruise control deactivation switch failed, which is known and documented that these switches have failed and subsequently caused fires.

Our insured's vehicle was repaired by the dealership. I retained the parts have them for your review and inspection if necessary.

Please review your file and advise us if you are now in a position to consider our claim.

Sincerely,  
Mid-Century Insurance Company of Texas

Scott Sheffield  
Subrogation Representative  
512-238-5739





WIRING HARNESS



MASTER CYLINDER AND CRUISE CONTROL DEACTIVATION SWITCH



AIR INTAKE



MASTER CYLINDER AND CRUISE CONTROL DEACTIVATION SWITCH



COWL UPPER PANEL



HOOD INSULATOR



WIRING HARNESS



ABS SENSOR



AIR INTAKE SENSOR



VIN



MILEAGE



FENDER LINER



LT FRONT



RT FRONT



RT REAR



LT REAR