

**PE04-078**

**FORD**

**1/28/2005**

**BOOK 6 OF 12**

**ATTACHMENT F**

**PART 6 OF 6**



**Allstate**  
You're in good hands.

RECEIVED OCT 11 2004

ALLSTATE PROPERTY AND CASUALTY INSURANCE COMPANY  
P. O. BOX 168288  
IRVING TX 75016

09/30/04

(800) 874-4246

P

FORD MOTOR COMPANY  
PO BOX 1899  
DEARBORN MI 48121

FORD MOTOR COMPANY  
RECEIVED  
CLAIMS UNIT  
OCT 06 2004  
OFFICE OF THE  
GENERAL COUNSEL

OUR INVESTIGATION INDICATES THAT YOUR INSURED WAS RESPONSIBLE FOR THIS LOSS.

SINCE WE HAVE ALREADY MADE A SETTLEMENT WITH OUR POLICYHOLDER, THE CLAIM HAS BEEN ASSIGNED TO US. COPIES OF THE FINAL PAPERS RELATING TO THE LOSS ARE ENCLOSED.

PLEASE ACCEPT THIS LETTER AS NOTICE OF OUR SUBROGATION CLAIM. PLEASE FORWARD YOUR PAYMENT WITH OUR CLAIM NUMBER TO:

ALLSTATE PAYMENT PROCESSING CENTER  
P.O. BOX 227257  
DALLAS, TX, 75222-7257

DIRECT ANY OTHER CORRESPONDENCE TO THE ADDRESS AT THE TOP OF THIS LETTER.

SINCERELY,

ROANOKE SERVICE CENTER

ALLSTATE PROPERTY AND CASUALTY INSURANCE COMPANY

CBP:0

YOUR FILE NO. :  
YOUR INSURED : FORD MOTOR COMPANY  
ADDRESS : 3 PARKLANE PTW 300  
DEARBORN MI 48126

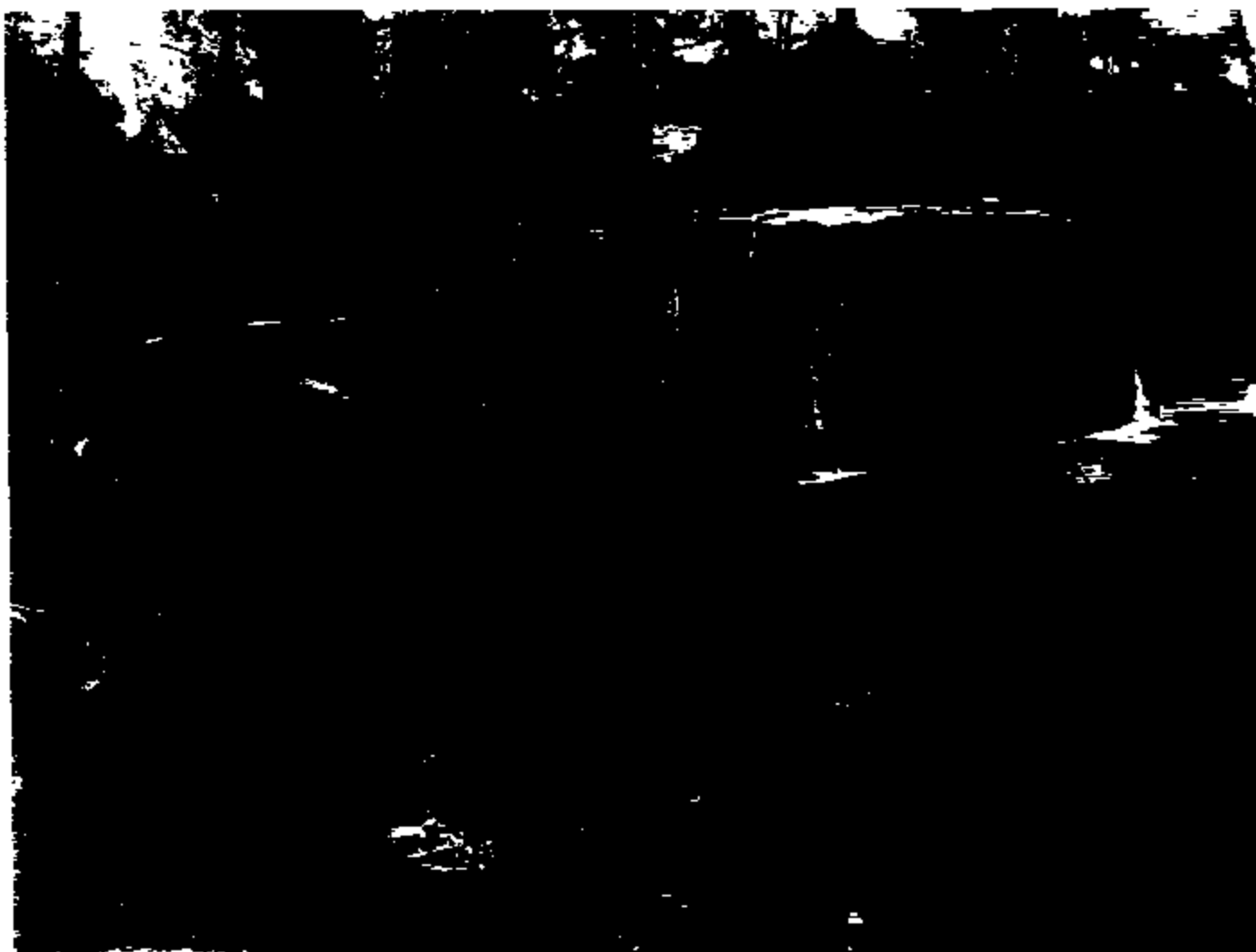
OUR CLAIM NO. : XXXXXXXXXX  
OUR INSURED : XXXXXXXXXX  
LOSS DATE : 01/26/04

LOCATION :  
2806 WOODLAND

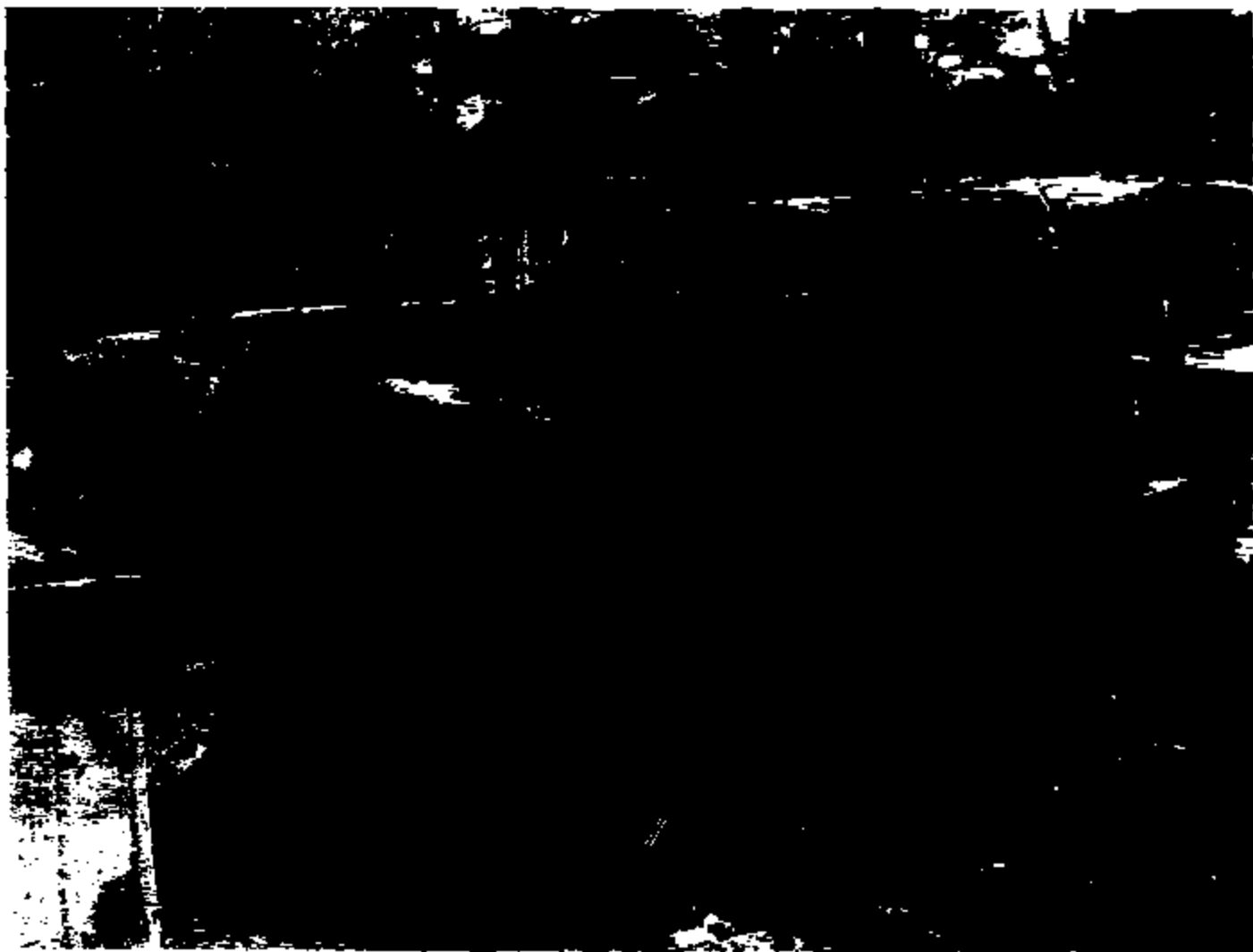
KINGWOOD TX

AMOUNT OF LOSS: \$18,369.63

PE84-878 C 2478



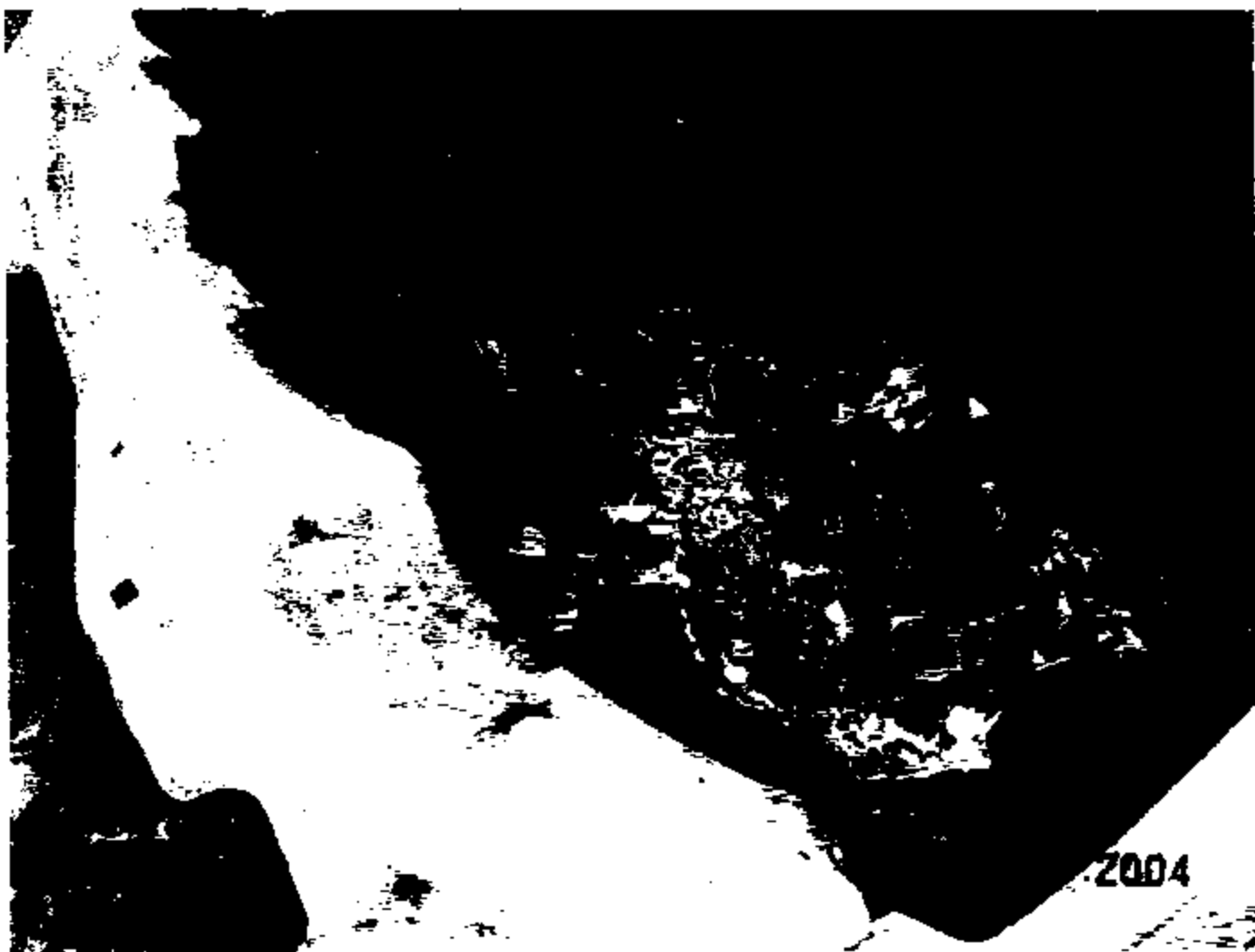
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PE04-078 C 2472



PE04-078 C 2472



PE84-878 C 2474

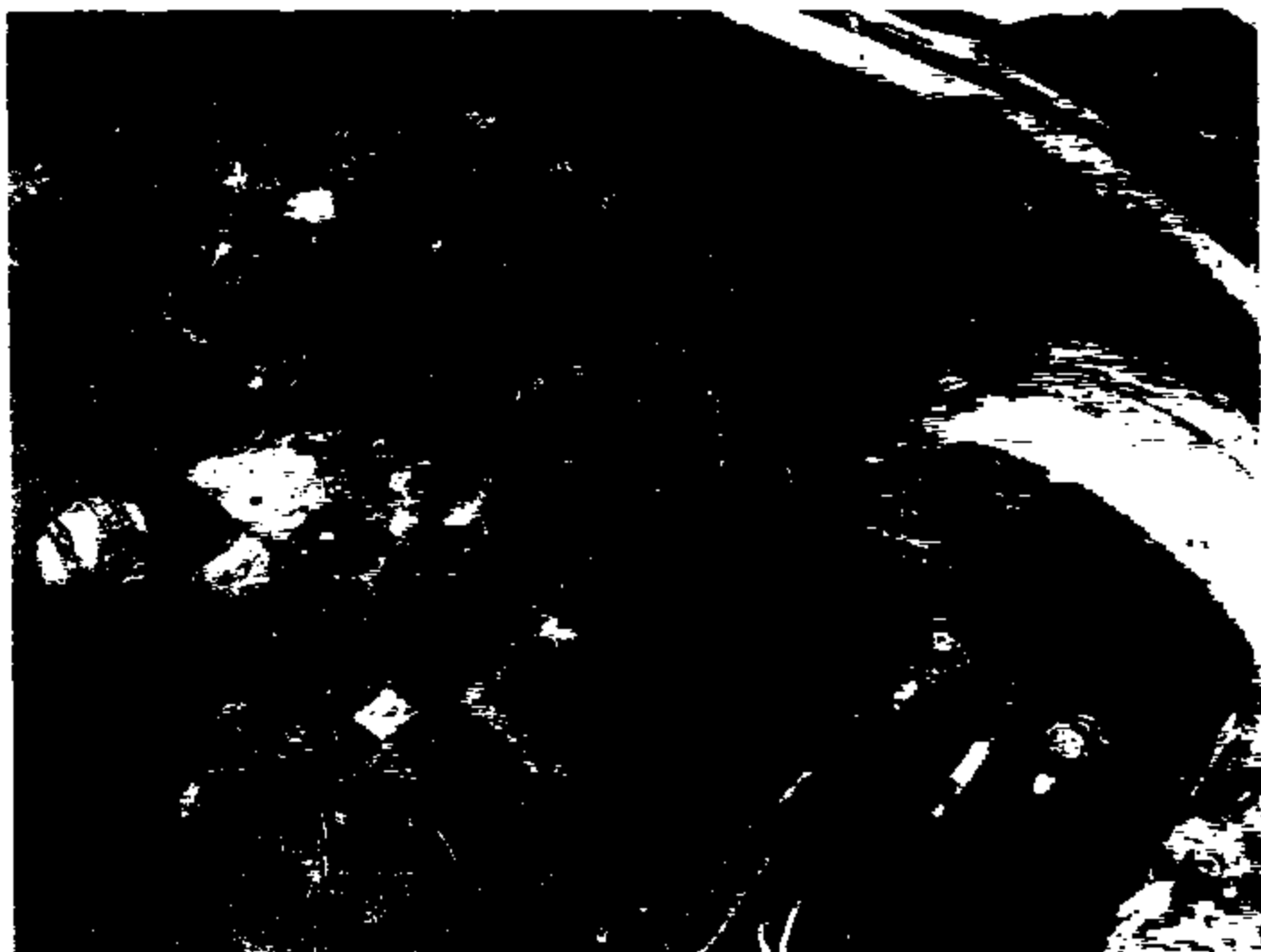


FE04-078 C 2475



PE24-878 C 2476

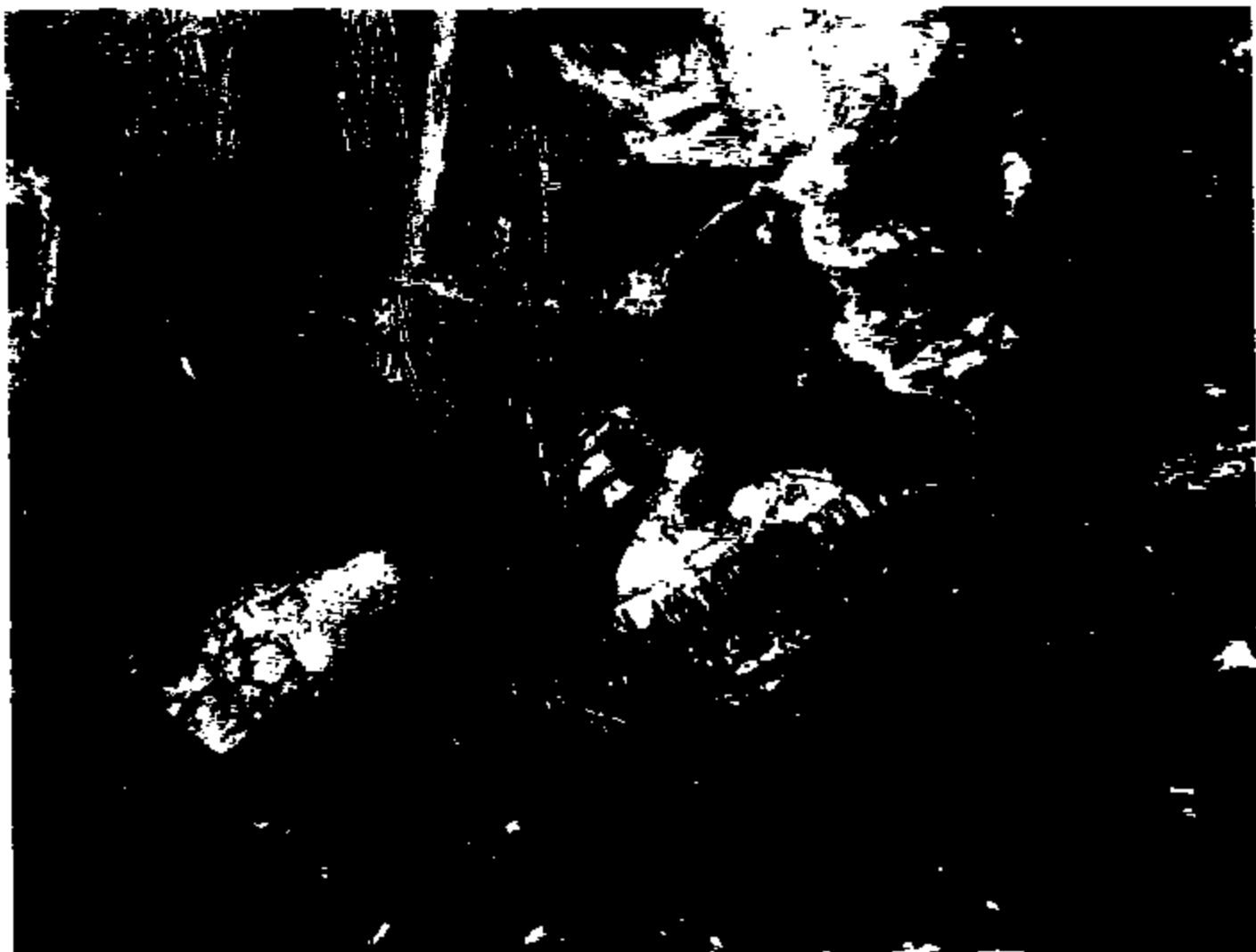




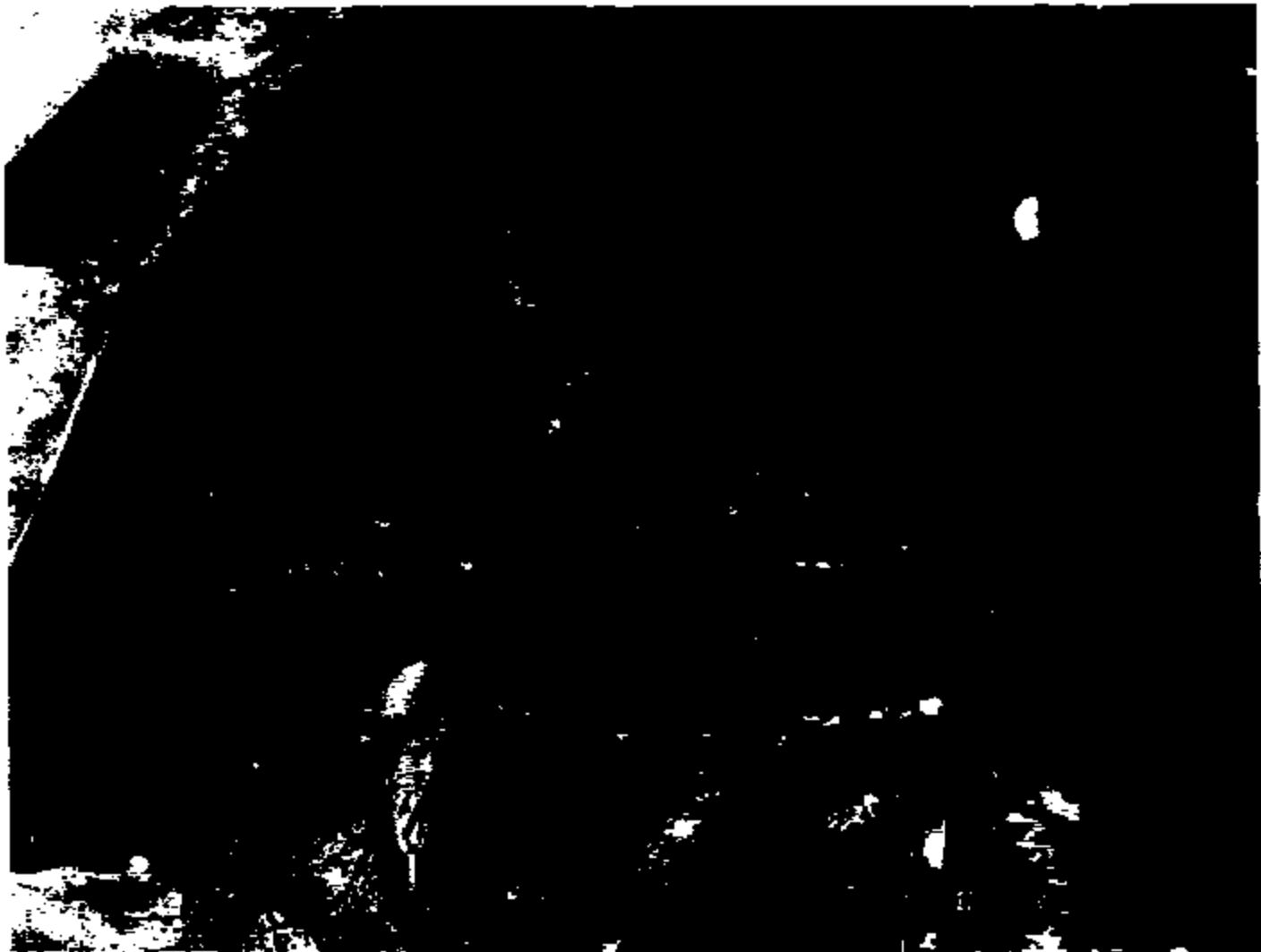
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PE04-078 C 2478



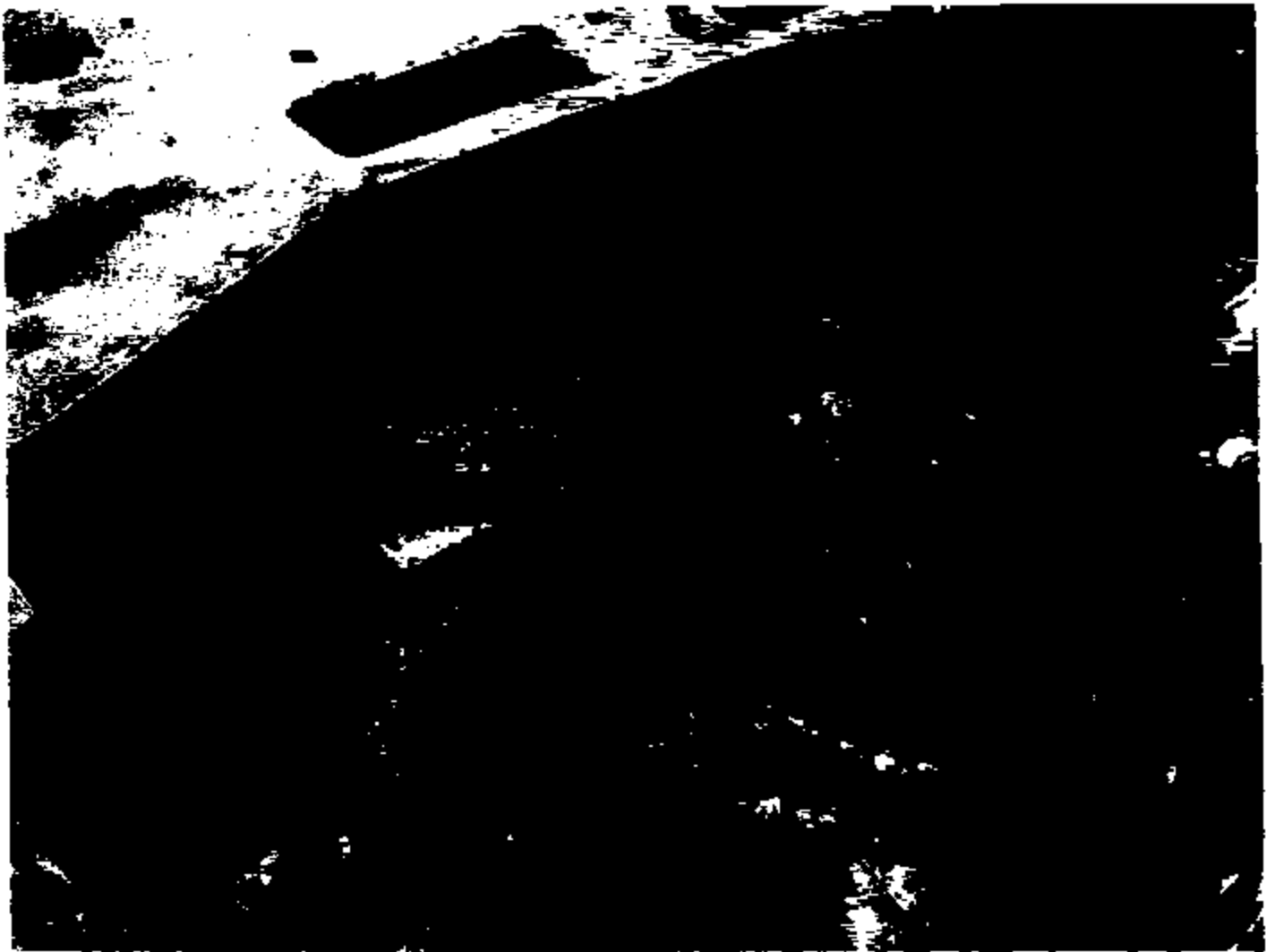
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PEBA-878 C 2480



FE04-078 C 2481



PE04-878 C 2482



PE04-078 C 2493



PE04-078 C 2484

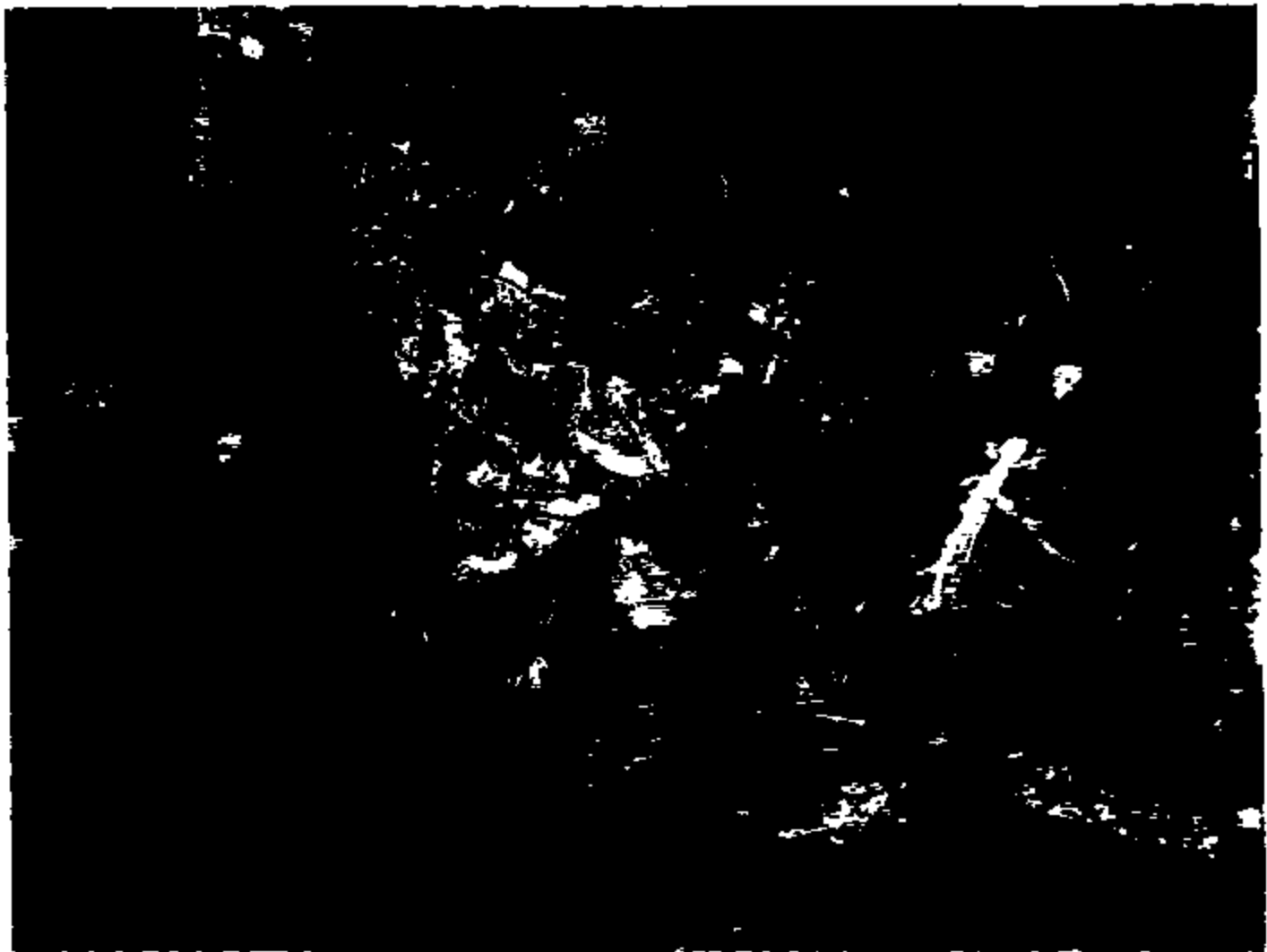




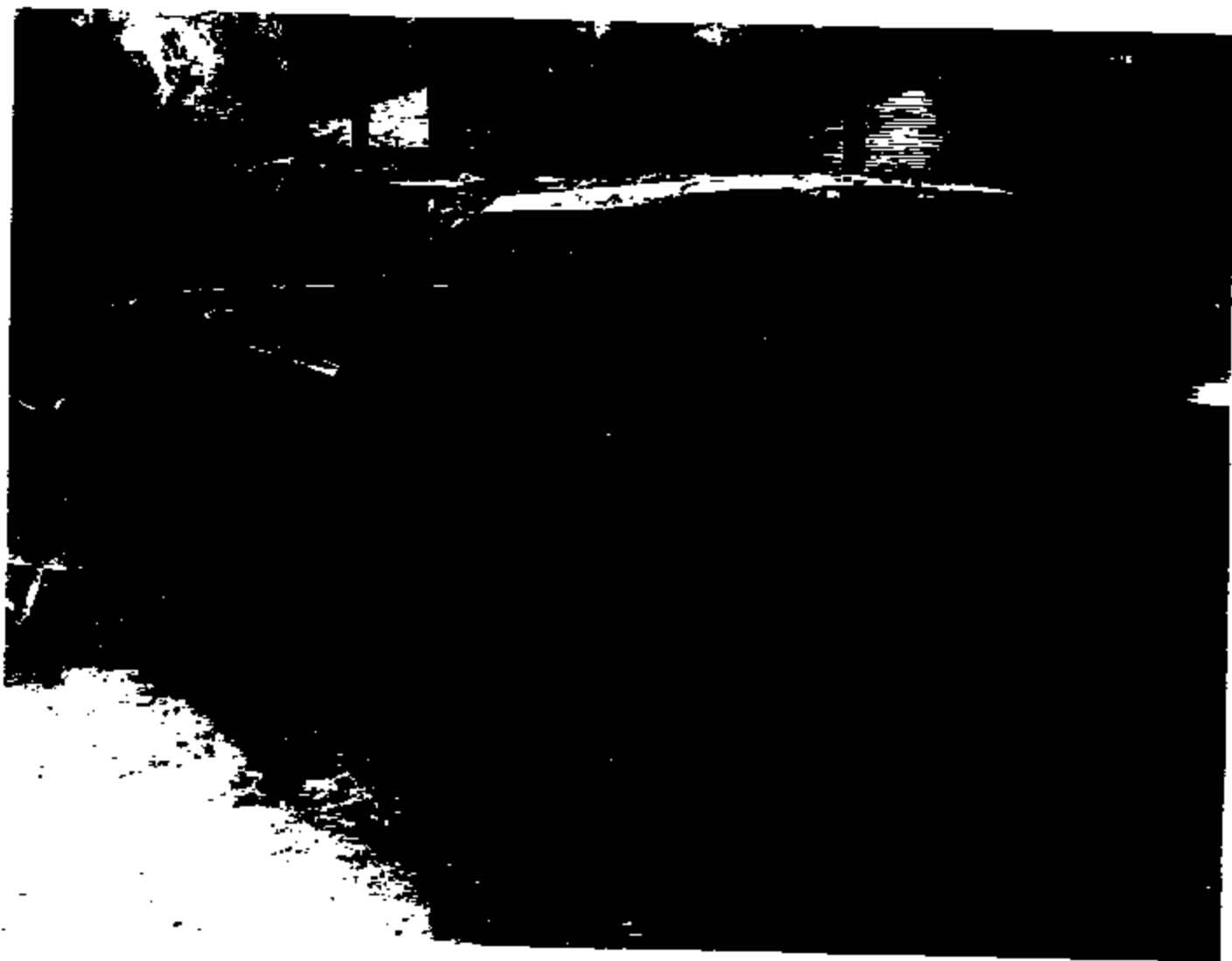
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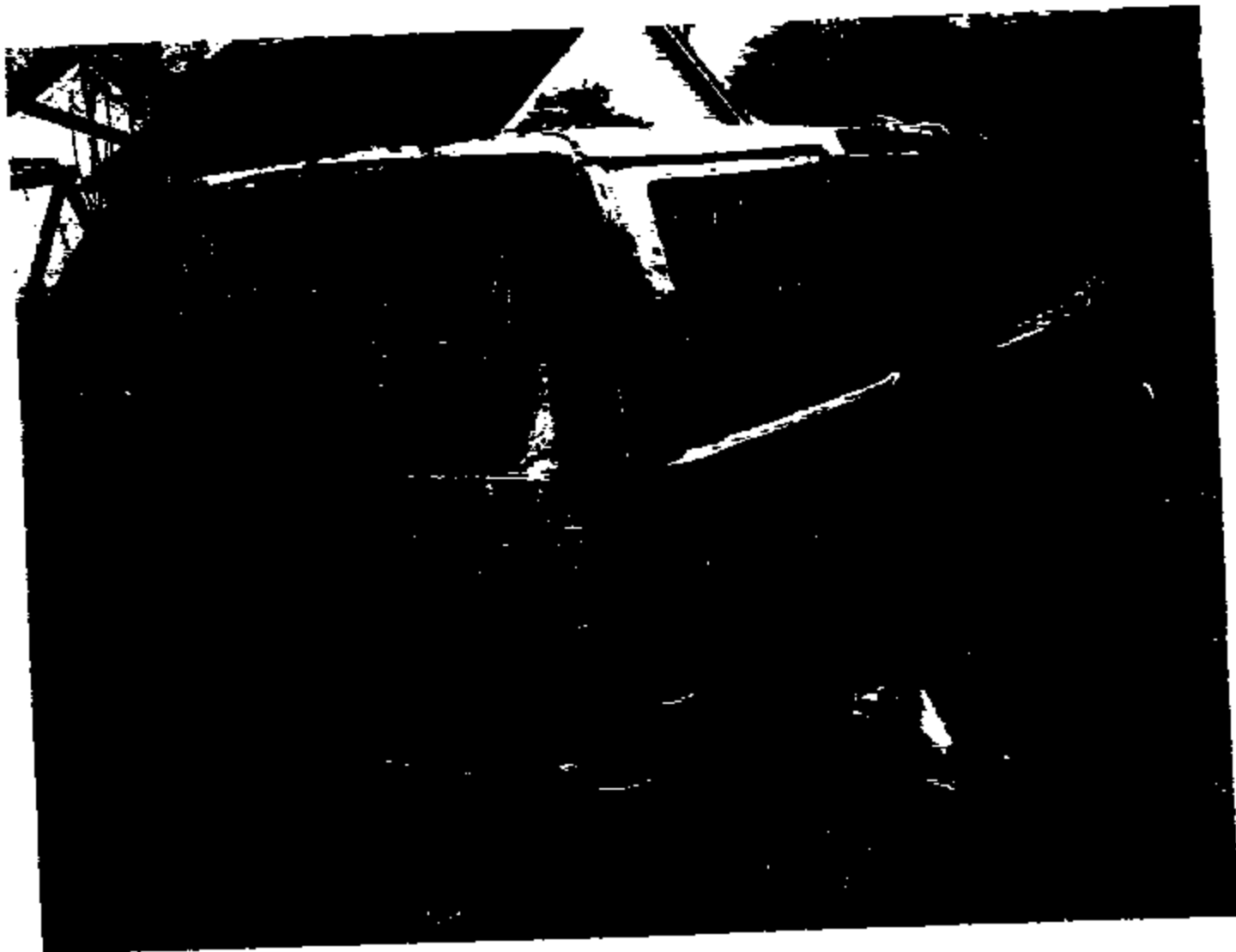
PE04-078 C 2486



PE04-878 C 2487



PE04-070 C 2488



FE84-878 C 2489



PE04-878 C 2480

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WASHINGTON, DC  
WEST CONSHOHOCKEN  
WASHINGTON

A PROFESSIONAL CORPORATION

2300 BANNONE CENTER 1717 MAIN STREET DALLAS, TX 75201-7333  
214.462.3000 800.448.1207 214.462.3299 FAX www.cozen.osn

August 9, 2004

RECEIVED AUG 16 2004

Marcos Hazan-Cohen  
Direct Phone 214-462-3029  
Direct Fax 846-745-8614  
MHazan-Cohen@cozen.com

Brad Whitna  
Porter & Hedges, L.L.P.  
700 Louisiana, 35<sup>th</sup> Floor  
Houston, TX 77002

Gabriel W. Bonacci  
Johnson, Finkel, DeLuca & Kennedy  
1221 Lamar Street  
Suite 1000  
Houston, TX 77010

1:30 PM

*Called  
Chuck  
Adams  
per  
Kiana  
8/17/04*

Shawn L. Norton  
Office of the General Counsel  
Ford Motor Company  
Suite 300  
Three Parklane Blvd.  
Dearborn, Michigan 48126-2568

Re: Insured: [REDACTED]  
Loss Location: [REDACTED] Kingwood, Texas [REDACTED]  
Claim No.: [REDACTED]  
DOL: 1/26/2004  
Our File No.: 149372.000

Ladies and Gentlemen:

Please be advised that we will be performing an additional inspection of the [REDACTED] 2000 Ford Expedition on August 26, 2004 at 10:00 a.m. at the McDowell Owens facility in Houston, Texas. The purpose of the inspection will be to perform additional visual inspections of the vehicle's load leveling compressor. Specifically, our experts are proposing a removal of the cover of the thermal cut-off located within the load leveling compressor motor. The purpose of the inspection will be to document and examine the contacts within the leveling compressor motor. Because the examination may involve some destruction of evidence, I strongly urge each of you to mark this date on your calendar and make the necessary arrangements to be present at this inspection.

August 9, 2004

Page 2

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I expect that the examination will take a little more than one hour, start to finish. As such, we are more than willing to be flexible with the inspection start times. In addition, Mr. Camara of McDowell Owens has also set aside August 27 as an alternative date for testing. Absent an objection from counsel receiving notice as to the timing of this inspection, we will move forward with the inspection as planned on August 26, 2004 at 10:00 a.m.

Thank you for your attention to this matter. If you have any questions and/or comments, please do not hesitate to contact me directly. If you would like to propose alternate dates, then I urge you to contact me immediately.

Sincerely,

COZEN O'CONNOR



By: Marcos Hazan-Cohen  
MHC/ka

cc: Nestor Camara  
Larry Hilton  
William "Bill" Lute



PHILADELPHIA  
ATLANTA  
CHARLOTTE  
CHERRY HILL  
CHICAGO  
DALLAS  
LAS VEGAS  
LONDON  
LOS ANGELES

  
**COZEN  
O'CONNOR**  
ATTORNEYS

NEW YORK  
NEWARK  
SAN DIEGO  
SAN FRANCISCO  
SEATTLE  
WASHINGTON, DC  
WEST CONSHOHOCKEN  
WILMINGTON

A PROFESSIONAL CORPORATION

2300 BANKONE CENTER 1717 MAIN STREET DALLAS, TX 75201-7335  
214.462.3000 800.448.1207 214.462.3299 FAX www.cozen.com

*Now  
(for Shawn)*

January 28, 2004

*Called  
2/4/04*

RECEIVED FEB 4 2004

**Marcos Hazzan-Cohen**  
Direct Phone 214-462-3029  
Direct Fax 866-763-8618  
MHazzan-Cohen@cozen.com

Shawn L. Norton  
Office of the General Counsel  
Ford Motor Company  
Suite 300  
Three Parklane Blvd.  
Dearborn, Michigan 48126-2568

CERTIFIED MAIL: 7003 1680 0004 2024 3226

Re: Insured: [REDACTED]  
Loss Location: [REDACTED] Kingwood, Texas [REDACTED]  
Claim No.: 8203738144  
DOL: 1/26/2004  
Our File No.: TBA

Dear Ms. Norton:

Please be advised that Cozen O'Connor has been retained by Allstate Insurance Company concerning the January 26, 2004 fire at the residence of [REDACTED] located at [REDACTED], Kingwood, Texas. [REDACTED] Based on the initial cause and origin examination of McDowell Owens Engineering, it appears that the fire originated from the insured's 2000 Expedition which was parked in the garage. It is believed that the vehicle caught fire and the fire spread to the house. The estimated damage to our insured's residence is expected to exceed \$150,000.

Please be advised that the residence is currently secure and awaiting final forensic inspection. The purpose of this letter is to provide Ford Motor Company with an opportunity to participate in the inspection of the insured's residence and the insured's vehicle, as well as any other evidence preserved from this loss. Please contact me immediately if you would like to perform an investigation of the loss site and the vehicle involved in the loss. If you wish to participate in the inspection of Ms. Langland's residence and/or vehicle in Kingwood, Texas, please do not hesitate to contact me directly at 214-462-3029.

*- Filed  
- 1/28/04  
- Kingwood, TX  
- 1/28/04*

FE84-878 C 2483

Shawn L. Norton  
January 28, 2004  
Page 2

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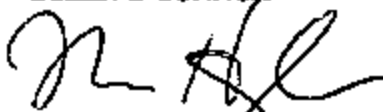
It is my intention to afford you every opportunity to inspect the vehicle and residence and to make recommendations regarding the continued preservation and handling of physical evidence. If I do not receive an immediate response from your office, I will assume that you are not interested in performing a site inspection and that we can commence finalization of our investigation, the removal of pertinent evidence, and the commencement of renovations on this house. I urge you to make immediate arrangements to conduct an inspection of this house.

Although we are not making a formal demand upon you at this time, we reserve the right to assert a claim against you once our investigation is concluded and it is confirmed that the 2000 Ford Expedition is responsible for the fire in question. I fully expect that we will be making a demand for both the insured and the uninsured loss once the investigation and adjustment of this claim have been completed.

Thank you for your prompt attention to this matter. I look forward to hearing from you in the coming days.

Very truly yours,

COZEN O'CONNOR



By: Marcos Hazan-Cohen  
MHC/mp

cc: Ford Motor Company  
P.O. Box 6248  
M.D.-3NE-B  
Dearborn, MI 48126

Office of the General Counsel  
c/o Ford Motor Company  
Park Lane Towers West  
Suite 400  
3 Parkland Blvd.  
Dearborn, MI 48126-2568

Randall Reed Ford  
Of Humble Kingwood  
Service Department  
19000 Hwy. 59 North  
Humble, Texas 77338

FEB4-878 C 2404

Shawn L. Norton  
January 28, 2004  
Page 3

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Tina England  
Customer Relations Manager  
Randall Reed Ford  
Of Humble Kingwood  
19000 Hwy. 59 North  
Humble, Texas 77338

Randall and Sherry Reed  
Owner and President  
Randall Reed Ford  
Of Humble Kingwood  
19000 Hwy. 59 North  
Humble, Texas 77338

RECEIVED APR 22 2004

PHILADELPHIA  
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CHERRY HILL  
CHICAGO  
DALLAS  
LAS VEGAS  
LONDON  
LOS ANGELES



NEW YORK  
NEWARK  
SAN DIEGO  
SAN FRANCISCO  
SEATTLE  
WASHINGTON, DC  
WEST CONSHOHOCKEN  
WASHINGTON

*Called  
Newell  
4/22/04*

A PROFESSIONAL CORPORATION

2309 BANKONE CENTRE 1717 MAIN STREET DALLAS, TX 75201-7335  
214.462.3000 800.448.1207 214.462.3299 FAX www.cozen.com

April 16, 2004

**Marcus Hazan-Cohen**  
Direct Phone 214-863-3839  
Direct Fax 800-763-8619  
MHazan-Cohen@cozen.com

Brad Whitus  
Porter & Hedger, L.L.P.  
700 Louisiana, 35<sup>th</sup> Floor  
Houston, TX 77002

Gabriel W. Bonacci  
Johnson, Finkel, DeLuca & Kennedy  
1221 Lamar Street  
Suite 1000  
Houston, TX 77010

Shawn L. Norton  
Office of the General Counsel  
Ford Motor Company  
Suite 300  
Three Parklane Blvd.  
Dearborn, Michigan 48126-2568

Larry Hilton  
Newell Investigative Services  
P.O. 907068  
Gainesville, GA 30501

Nestor Camara  
McDowell Owens  
1075 Kingwood Drive, Suite 100  
Kingwood, TX 77339

Wm. "Bill" Lute  
Bill Lute Investigations  
P.O. Box 485  
Bustace, TX 75124

Re: Insured: [REDACTED]  
Loss Location: [REDACTED] Kingwood, Texas [REDACTED]  
Claim No.: [REDACTED]  
DOL: 1/26/2004  
Our File No.: 149372.000

Gentlemen:

On March 31, 2004, I sent a letter to all of you regarding scheduling a follow-up inspection and analysis of the 2000 Ford Expedition removed from the [REDACTED] residence and currently being stored by McDowell Owens in Houston. To date, I have received only one response to my prior letter.

FEB4-078 C 2486

Frankly, I'm not quite sure why many of you have not responded. However, please be advised that we will proceed forward with testing within the next thirty days. Those of you interested in participating in the scheduling of this event or in attending this event should call me immediately.

For those of you who do not respond to this letter, I warn you that you do so at your own peril. We have afforded, and will continue to afford, each and every one of you with an opportunity to participate in the proposed inspection. However, we will not hold up prosecution of our claim indefinitely. You are all on notice and can act accordingly to protect your clients interests. I urge each of you to make contact with me in the next 7 days.

In addition to the scheduling of a follow up inspection, the letter also presented a "demonstration protocol" for testing to be performed on a load leveling compressor taken from an exemplar 2000 Ford Expedition and requested that the parties provide dates on which they would be available to attend those test, if they so choose. Once again, I received only a single response to my request. As a courtesy, I have also enclosed another copy of McDowell Owens' "demonstration protocol" for a load-leveling compressor from a 2000 Ford Expedition and am asking those interested to contact me immediately.

Thank you for your attention to this matter. If you have any questions and/or comments, please do not hesitate to contact me directly.

Sincerely,

COZEN O'CONNOR



By: Marcos Hazan-Cohen  
MHC/np

Enclosures

**Demonstration Protocol**  
**Our File No: 046137**

**Objective:** To observe and document operation of a load leveling compressor from a 2000 Ford Expedition.

**Equipment:** Obtain used load leveling compressor from 2000 Ford Expedition along with pertinent components

**Testing Procedure:**

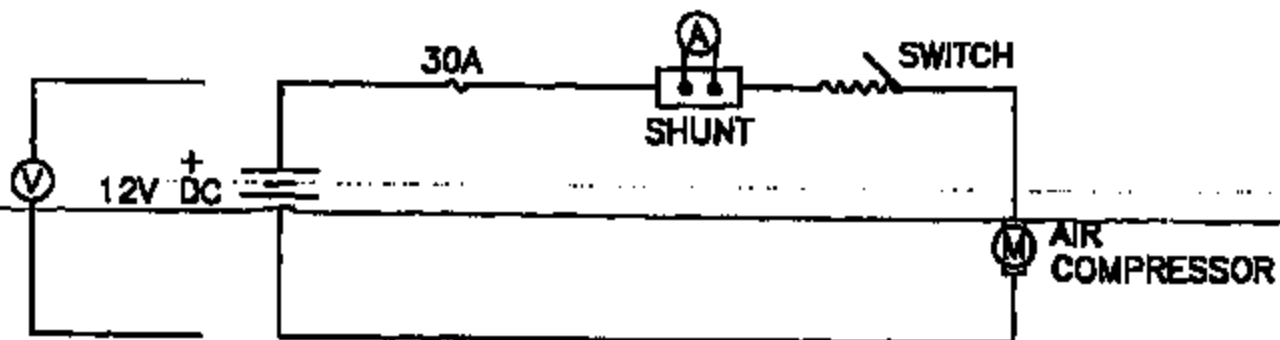
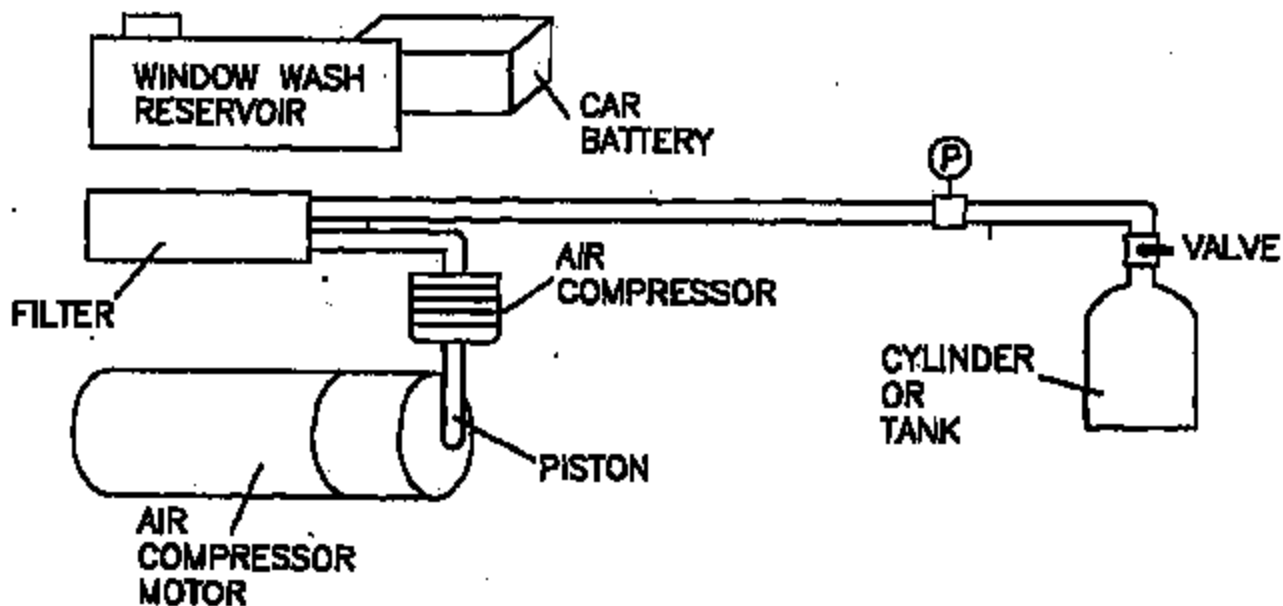
1. Assemble the air compressor components to closely resemble the configuration as installed in a vehicle.
  - a. 12 volt battery
  - b. Load leveling compressor
  - c. Compressor dryer
  - d. Air reservoir
  - e.
2. Isolate components in a metal enclosure to simulate engine compartment configuration
3. Operate compressor under load:
  - a. Open air operation (no load)
  - b. Fill a reservoir operation (load)
4. Monitor operation:
  - a. Temperature
  - b. Voltage
  - c. Current
5. 3 a and b will operate until temperature and electrical measurements stabilize.

**Monitoring equipment:**

Temperatures will be monitored using Adam data modules and DasyLab Software

**Documentation:** Each demonstration will be documented via 6mm digital video tape and digital photography.

# PROPOSED DEMONSTRATION SETUP



PEB4-078 C 2489

100000

100% ENGINEERING DE. #100  
 ENGINEERING, TL 7700  
 TEL. (501) 398-4104  
 FAX (501) 398-3971

100% ENGINEERING DE. #100  
 ENGINEERING, TL 7700  
 TEL. (501) 398-4104  
 FAX (501) 398-3971

**McDowell Owens**  
 Division of Federal Engineering and  
 The Science - Research - Testing

PHILADELPHIA  
ATLANTA  
CHAMBERLAIN  
CHERRY HILL  
CHICAGO  
DALLAS  
LAS VEGAS  
LONDON  
LOS ANGELES

  
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O'CONNOR**  
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SAN DIEGO  
SAN FRANCISCO  
SEATTLE  
WASHINGTON, DC  
WEST CONSHOHOCKEN  
WASHINGTON

A PROFESSIONAL CORPORATION

2300 BANKONE CENTER 1717 MAIN STREET DALLAS, TX 75201-7315  
214.462.3000 800.448.1207 214.462.3299 FAX WWW.COZEN.COM

August 9, 2004

RECEIVED AUG 16 2004

Marcos Hazan-Cohen  
Direct Phone: 214-462-3029  
Direct Fax: 866-783-9610  
MHazan-Cohen@cozen.com

Brad Whitus  
Porter & Hedges, L.L.P.  
700 Louisiana, 35<sup>th</sup> Floor  
Houston, TX 77002

Gabriel W. Bonacci  
Johnson, Finkel, DeLuca & Kennedy  
1221 Lamar Street  
Suite 1000  
Houston, TX 77010

1:30 PM

Called  
Chuck  
Adams  
per  
Kianna  
8/17/04

Shawn L. Norton  
Office of the General Counsel  
Ford Motor Company  
Suite 300  
Three Parklane Blvd.  
Dearborn, Michigan 48126-2568

Re: Insured: [REDACTED]  
Loss Location: [REDACTED] Kingwood, Tex [REDACTED]  
Claim No.: [REDACTED]  
DOL: 1/26/2004  
Our File No.: 149372.000

Ladies and Gentlemen:

Please be advised that we will be performing an additional inspection of the [REDACTED] 2000 Ford Expedition on August 26, 2004 at 10:00 a.m. at the McDowell Owens facility in Houston, Texas. The purpose of the inspection will be to perform additional visual inspections of the vehicle's load leveling compressor. Specifically, our experts are proposing a removal of the cover of the thermal cut-off located within the load leveling compressor motor. The purpose of the inspection will be to document and examine the contacts within the leveling compressor motor. Because the examination may involve some destruction of evidence, I strongly urge each of you to mark this date on your calendar and make the necessary arrangements to be present at this inspection.



PHILADELPHIA  
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CHARLOTTE  
CHERRY HILL  
CHICAGO  
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NEW YORK  
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WASHINGTON  
WEST CONSHOHOCKEN  
WYOMING

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3300 BANK ONE CENTER 1217 MAIN STREET DALLAS, TX 75201-7335  
214.462.3000 800.448.1207 214.462.3299 FAX www.cozen.com

January 28, 2004

Martus Hahn-Cohen  
Direct Phone 214-462-3679  
Direct Fax 214-761-8618  
MHahn-Cohen@cozen.com

Randall Reed Ford  
Of Humble Kingwood  
Service Department  
19000 Hwy. 59 North  
Humble, Texas 77338

**CERTIFIED MAIL: 7003 1680 0004 2024 3202**

Tina England  
Customer Relations Manager  
Randall Reed Ford  
Of Humble Kingwood  
19000 Hwy. 59 North  
Humble, Texas 77338

**CERTIFIED MAIL: 7003 1680 0004 2024 3233**

Randall and Sherry Reed  
Owner and President  
Randall Reed Ford  
Of Humble Kingwood  
19000 Hwy. 59 North  
Humble, Texas 77338

**CERTIFIED MAIL: 7003 1680 0004 2024 3219**

Re: Allstate Insured: [REDACTED]  
Loss Location: [REDACTED] Texas [REDACTED]  
Allstate Claim No.: [REDACTED]  
DOL: 1/26/2004  
Our File No.: TBA

**TO WHOM IT MAY CONCERN:**

Please be advised that Cozen O'Connor has been retained by Allstate Insurance Company concerning the January 26, 2004 fire at the residence of [REDACTED] located at [REDACTED] Ridge, Kingwood, Texas [REDACTED]. Based on the initial cause and origin examination of McDowell Owens Engineering, it appears that the fire originated from the insured's 2000 Expedition which was parked in the garage. It is believed that the vehicle caught fire and the fire

PE04-078 C 2001

Ford Motor Company  
January 28, 2004  
Page 2

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spread to the house. The estimated damage to our insured's residence is expected to exceed \$150,000.

Please be advised that the residence is currently secure and awaiting final forensic inspection. The purpose of this letter is to provide Randall Reed Ford with an opportunity to participate in the inspection of the insured's residence and the insured's vehicle, as well as any other evidence preserved from this loss. Please contact me immediately if you would like to perform an investigation of the loss site and the vehicle involved in the loss. If you wish to participate in the inspection of [REDACTED] residence and/or vehicle in Kingwood, Texas, please do not hesitate to contact me directly at [REDACTED].

It is my intention to afford you every opportunity to inspect the vehicle and residence and to make recommendations regarding the continued preservation and handling of physical evidence. If I do not receive an immediate response from your office, I will assume that you are not interested in performing a site inspection and that we can commence finalization of our investigation, the removal of pertinent evidence, and the commencement of renovations on this house. I urge you to make immediate arrangements to conduct an inspection of this house.

Although we are not making a formal demand upon you at this time, we reserve the right to assert a claim against you once our investigation is concluded and it is confirmed that the 2000 Ford Expedition is responsible for the fire in question. I fully expect that we will be making a demand for both the insured and the uninsured loss once the investigation and adjustment of this claim have been completed.

Thank you for your prompt attention to this matter. I look forward to hearing from you in the coming days.

Very truly yours,

COZEN O'CONNOR



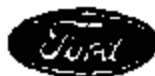
By: Marcos Hazan Cohen

MHC/np

FEB-18-2004 10:24

281-319-9659

PAGE 03



**DEALER REQUEST FOR CONSUMER AFFAIRS REVIEW**

**IMPORTANT - DO NOT PERFORM REPAIRS UNTIL AUTHORIZED!**

This Form is for RETAIL VEHICLES ONLY, For FLEET VEHICLES call 1-800-343-5338

**DEALER INFORMATION:**

Requesting Dealer TEAM FORD FLA 04462 Region & State S.W. TEXAS

Contact Person EUNICE A. HENDERSON Phone # (281) 446-9171

**CUSTOMER/VEHICLE INFORMATION:**

New or Used \_\_\_\_\_ WSD 12-24-99 Year/Model 2000 EXPEDITION

VIN 1FAABU15184L Mileage 95,000

Customer Name \_\_\_\_\_

Address \_\_\_\_\_

City GRANDWOOD County USA State TX Zip code \_\_\_\_\_

Home Phone (\_\_\_\_) \_\_\_\_\_ Work Phone (\_\_\_\_) \_\_\_\_\_

**DETAILS of INCIDENT:**

Incident Involves (Circle all that apply): Accident Y/N Fire  N Injury Y/N

Medical Attention Sought: Y/N

Date of Incident JANUARY 20, 2004

Is customer alleging a component defect caused the incident? Y/N If yes, what type & details UNDER INVESTIGATION

Was a police report filed? Y/N If yes, where \_\_\_\_\_

Has the Insurance Company been contacted?  N What did the insurance company advise? ACCEPT

Owner's Insurance Company AUSTATE Agent's Name \_\_\_\_\_

Insurance Company Phone Number (\_\_\_\_) \_\_\_\_\_

If the vehicle is a conversion unit, who is the coach builder? \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**RESOLUTION that CUSTOMER is SEEKING:**

UNDER INVESTIGATION @ THIS TIME.

PROVIDE ADDITIONAL COMMENTS ON A SEPARATE SHEET OF PAPER

ATTACHMENTS Y/N PAGES: 2

Fax to: (313) 845-5888, or (313) 845-5555

PLEASE USE THIS SHEET AS ORIGINAL AND DUPLICATE AS NEEDED

*File*

**JOHNSON FINKEL DELUCA & KENNEDY**

A PROFESSIONAL CORPORATION

4 HOUSTON CENTER  
SUITE 1000  
1221 LAMAR STREET  
HOUSTON, TEXAS 77010

(713) 652-2525 - Telephone  
(713) 652-5110 - Telecopier

GABRIEL W. BONACCI  
gbonacc@jfk.com

PRIVILEGED PURSUANT TO  
RULE 408 OF THE TEXAS RULES OF EVIDENCE

June 3, 2004

Ms. Shawn L. Norton  
Office of the General Counsel  
FORD MOTOR COMPANY  
Suite 300  
Three Parklane Boulevard  
Dearborn, Michigan 48126-2568

VIA FACSIMILE  
(313) 845-4080

*Called 6/4/04  
"denied" file  
Claim -  
purpose  
no  
further  
action."*

*492583  
8/5/04*

RE: Claimant: [Redacted] Kingwood, Texas [Redacted]  
Loss Location: [Redacted]  
DOL: January 26, 2004  
Our File: RRFORD-049

Dear Ms. Norton:

As you know, this firm represents Prestige Ford Co., Limited Partnership *d/b/a* Team Ford *d/b/a* Randall Reed Ford of Humble ("Team Ford"). Consistent with previous correspondence, find attached an invoice for services rendered by The ProNet Group, Inc. Please submit payment for these services and/or advise that Ford Motor Company refuses to submit payment.

Having complied with Ford Motor Company's requirements regarding submission of a request for defense and indemnity, please advise me of the status of your evaluation of this matter.

Once you have reviewed this correspondence, please contact me as soon as possible so that we may discuss this matter in greater detail.

Very truly yours

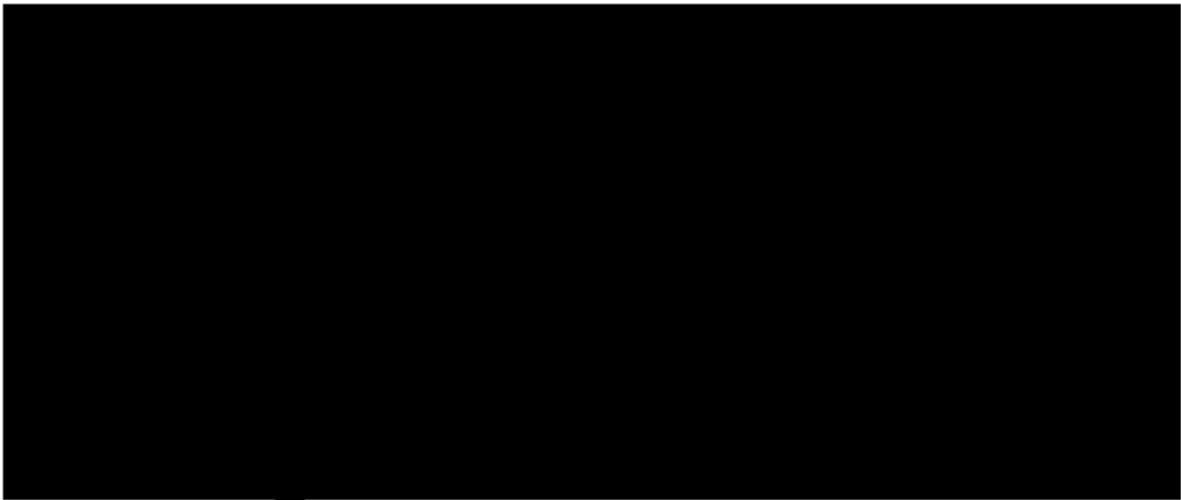
Gabriel W. Bonacci

GWB/

cc: Donald W. Gould II [firm]

E:\DWG\RRF\rd\angelan\K\correspondence\SNorton.004.wpd

HE04-078 C 2504



FE24-078 C 2505

Law Offices of Frank J. Webb

4-18-01

*in log*

Frank J. Webb  
Attorney at Law  
Direct Dial (214) 969-9099

*FW*

A Professional Corporation  
313 E. McKinney Avenue  
Suite 700  
Dallas, Texas 75204  
(214) 969-9099  
(214) 953-0583 (Fax)

April 16, 2001

**SENT VIA CMRRR NO. 7000 1670 0013 4348 0145**

Mr. Scott Wilson  
Betwn McCarroll & Oaks Hartline, L.L.P.  
111 Congress Ave., Suite 1400  
Austin, Texas 78701-4043

Re: Insured: [REDACTED]  
Claim No.: [REDACTED]  
Date of Loss: 7/26/00  
Type of Loss: Fire

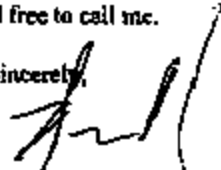
Dear Scott:

Enclosed is the case that I had spoken with you about last week. I have attached the complete adjusters file, cause and origin report with color photographs, and the valuation of the vehicle. I appreciate your efforts in investigating this matter before litigation becomes necessary.

Allstate's loss in this matter is \$15,993.38, however, since the vehicle has a salvage value of \$3,157.98 the actual amount being claimed is \$12,835.40. Further, be advised that the vehicle is still available for inspection at COPART in Longview, Texas.

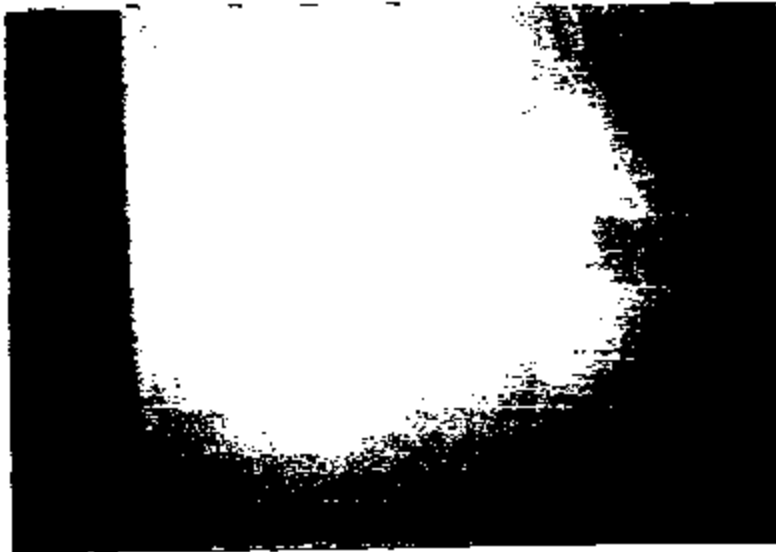
Should you have any questions in regards to this matter, please feel free to call me.

Sincerely,



Frank Webb

enclosure;



POLICY NO. \_\_\_\_\_

DATE/LOSS \_\_\_\_\_

INSURED: \_\_\_\_\_

CLAIM # \_\_\_\_\_

PICTURE NO. \_\_\_\_\_

DATE/TIME TAKEN \_\_\_\_\_

BY \_\_\_\_\_

WEATHER \_\_\_\_\_

LOCATION AND VIEW \_\_\_\_\_

COMMENTS \_\_\_\_\_

ADDITIONAL

INFORMATION \_\_\_\_\_

PICTURE NO. \_\_\_\_\_

DATE/TIME TAKEN \_\_\_\_\_

BY \_\_\_\_\_

WEATHER \_\_\_\_\_

LOCATION AND VIEW \_\_\_\_\_

COMMENTS \_\_\_\_\_

ADDITIONAL

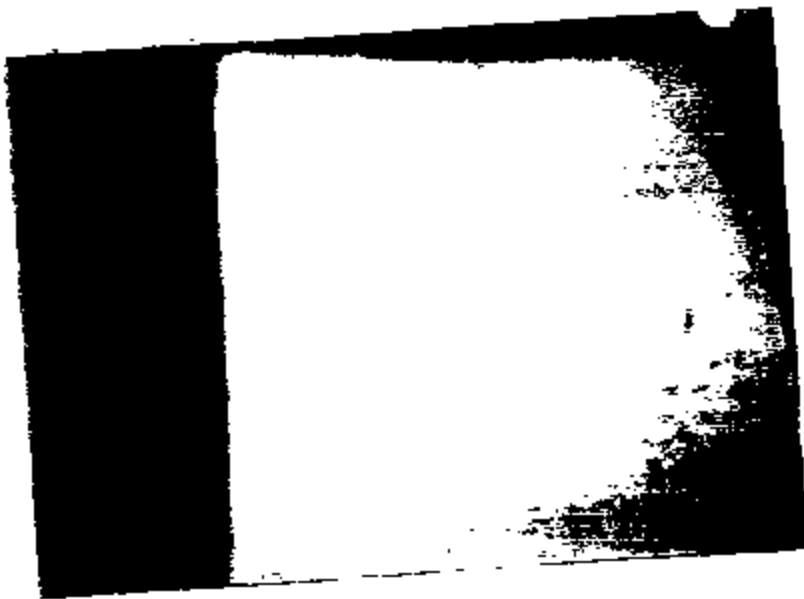
INFORMATION \_\_\_\_\_

INSURED'S \_\_\_\_\_

CO. C. \_\_\_\_\_



PE04-078 C 2507



POLICY NO. \_\_\_\_\_

DATE/PLUG# \_\_\_\_\_

INSURED \_\_\_\_\_

CLAIM # \_\_\_\_\_

PICTURE NO. \_\_\_\_\_

DATE/TIME TAKEN \_\_\_\_\_

BY \_\_\_\_\_

WEATHER \_\_\_\_\_

LOCATION AND VIEW \_\_\_\_\_

COMMENTS \_\_\_\_\_

ADDITIONAL  
INFORMATION  YES

PICTURE NO. \_\_\_\_\_

DATE/TIME TAKEN \_\_\_\_\_

BY \_\_\_\_\_

WEATHER \_\_\_\_\_

LOCATION AND VIEW \_\_\_\_\_

COMMENTS \_\_\_\_\_

ADDITIONAL  
INFORMATION  YES

OUR FILE NO. \_\_\_\_\_

CO. FILE # \_\_\_\_\_



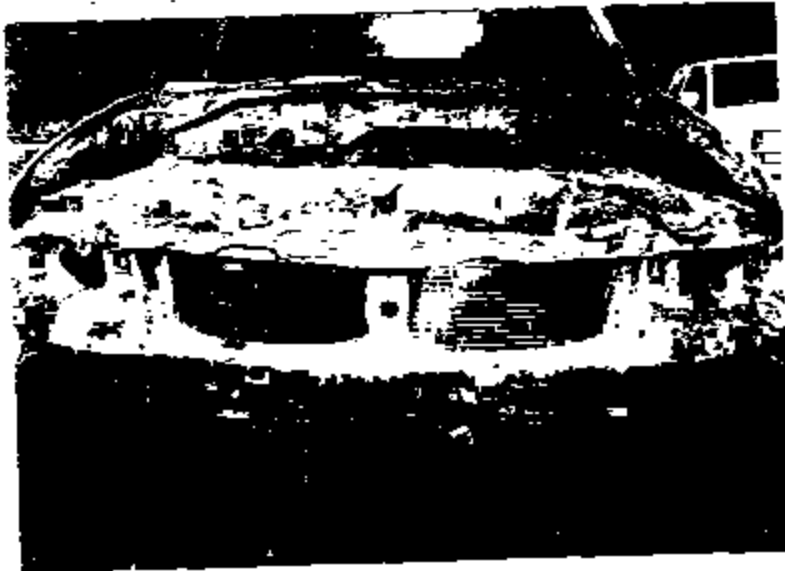




PE04-078 C 2509



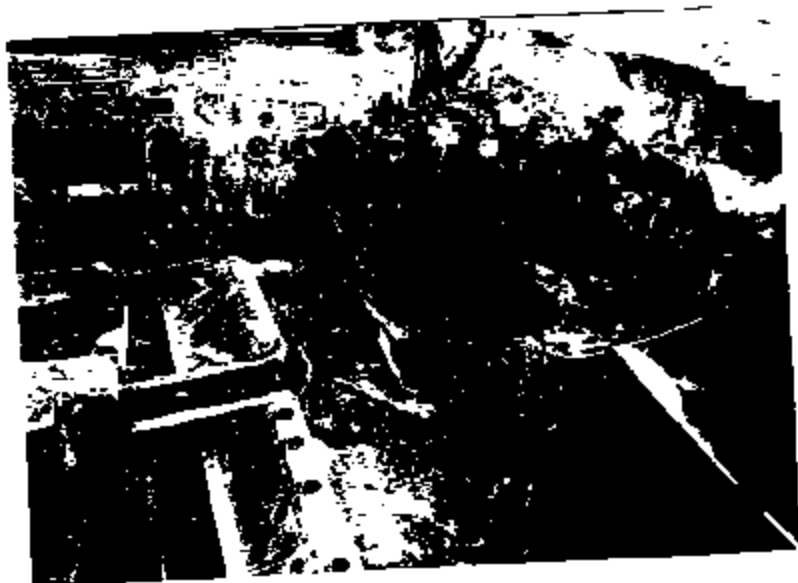
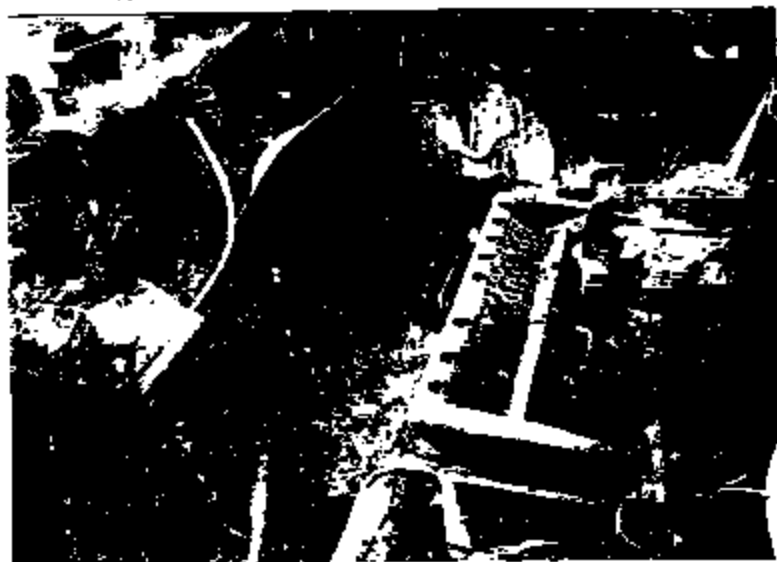
PE04-878 C 2510



PE04-078 C 2511



FEBA-878 C 2512



PE84-078 C 2513



FE04-078 C 2514



PE04-078 C 2515

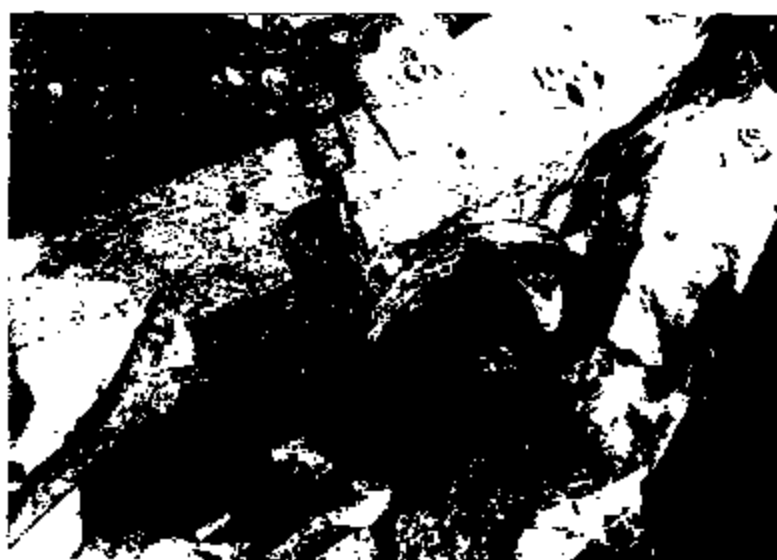


PEB4-078 C 2518





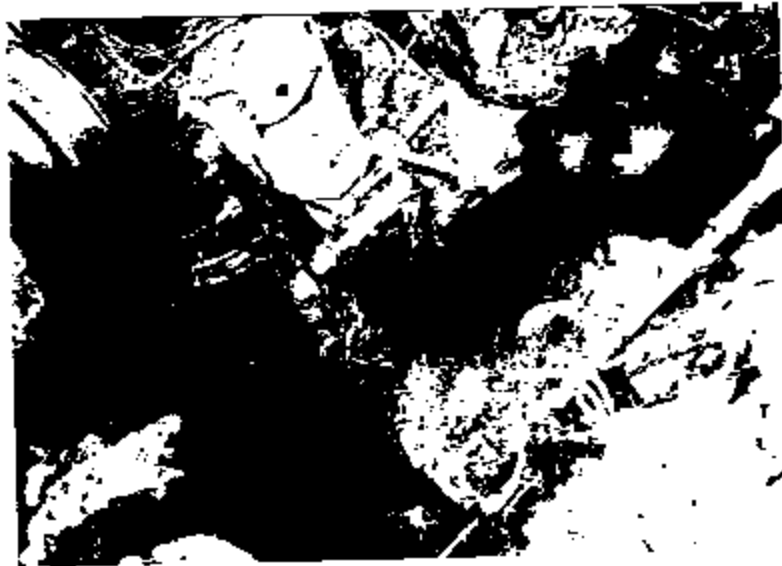
PE04-078 C 2517



PE84-878 C 2518



PE04-078 C 2519



PE84-878 C 2528



**FIRE CAUSE  
INVESTIGATIONS**

*A Division of SEAL Corp.*



*Corporate Office*  
12785 Hwy 64 East  
Tyler, TX 75707  
(800)432-4669\*  
(903)566-4535  
(903)566-4504 Fax  
email seal@tyler.net  
www.sealcorp.com

**BRANCH LOCATIONS**



Dallas/FtWorth



P.O. Box 16125  
Houston, TX 77496



P.O. Box 312009  
New Braunfels, TX 78131



P.O. Box 1506  
Amarillo, TX 79105



11701 Sun Belt Court  
Baton Rouge, LA 70809

24 Hour Service  
1-800-4 FCI NOW\*

**CAUSE AND ORIGIN INVESTIGATION  
OF A VEHICLE FIRE OCCURRING  
TO A 1999 FORD F150  
OWNED BY [REDACTED]  
GILMER, TEXAS**

**PREPARED BY:  
KEVIN JACQUE, CFEI  
REPORT NO: FAI-209-01  
AUGUST 3, 2000**

**PREPARED FOR:  
ALLSTATE INSURANCE COMPANY  
TYLER, TEXAS**

### REPORT SUMMARY

On July 12, 2000, Mr. John Abrams contacted Fire Cause Investigations requesting a cause and origin investigation of a fire that occurred in a 1999 Ford F150 pickup owned by [REDACTED]

On the afternoon of July 26, 2000, after driving the vehicle, [REDACTED] returned to his home and parked the truck in front of his house. The pickup had been parked for approximately five minutes when smoke was noticed. [REDACTED] stated flames were first seen at the forward left side of the engine compartment. Inspection of the engine compartment revealed heaviest damage to the forward left of the engine compartment with lines of demarcation showing the propagation of fire moving from the front left of the engine compartment toward the firewall and into the passenger compartment. Fire patterns observed on the left side of the V-6 engine are consistent with the fire spreading from the forward left corner of the engine compartment upward and outward from the power steering pump and involving the master cylinder of the brake system and the fuel lines of the fuel injected engine. The cause of the fire was most likely the result of a burst or ruptured power steering hose which created a fine mist of power steering fluid that was ignited by the heat generated from the engine.

<b>INVESTIGATOR:</b>	Kevin Jacque, CFEI
<b>FCI FILE NO:</b>	FAI-209-01
<b>CLAIM NO:</b>	[REDACTED]
<b>TYPE, DATE, LOCATION OF LOSS:</b>	Vehicle Fire; 7/26/2000; Gilmer, TX
<b>COPIES:</b>	(2) Mr. John Abrams Allstate Insurance Company P.O. Box 132040 Tyler, TX 75713
	(1) FCI File

**CAUSE AND ORIGIN INVESTIGATION  
OF A VEHICLE FIRE OCCURRING  
TO A 1999 FORD F150  
OWNED BY [REDACTED]  
GILMER, TEXAS**

**I. INTRODUCTION**

On July 27, 2000, Mr. John Abrams of Allstate Insurance Company in Tyler, Texas, contacted Fire Cause Investigations requesting a cause and origin investigation of a fire that occurred in a 1999 Ford F150 pickup owned by [REDACTED]. Authorization was given for Fire Cause Investigations to travel to [REDACTED] Gilmer, Texas to conduct an on-site examination of the vehicle and retrieve any evidence pertinent to fire causation. Opinions stated herein are based on work and evidence reviewed to date. Should further evidence or information develop indicating a need for continued analysis, I reserve the right to expand or modify my opinion as indicated by such developments.

**II. BACKGROUND**

On the afternoon of July 26, 2000, after driving the vehicle [REDACTED] returned to his home and parked the truck in front of his house. While he was outside feeding the horses, he noticed smoke coming from the engine compartment of the vehicle. The pickup had been parked for approximately five minutes at the time the smoke was noticed. [REDACTED] called 911 from his cordless phone and attempted to extinguish the fire with a garden hose. He stated flames were first seen at the forward left side of the engine compartment. Upon the arrival of the Gilmer Volunteer Fire Department, the engine compartment and cab of the pickup were completely involved in fire.

### III. ON-SITE INSPECTION

On July 28, 2000, I traveled to the [REDACTED] residence located approximately eight miles west of Gilmer, Texas at [REDACTED] Gilmer, Texas. Upon my arrival, photographs were taken for documentation purposes.

Initial assessment of the exterior of the vehicle revealed fire patterns and lines of demarcation on the exterior sheet metal consistent with the fire originating in the front of the engine compartment. The radiator and air conditioning condenser had been burned away except in the area where [REDACTED] had been applying water. The composite hood of the truck was completely consumed in the fire. Likewise, the interior of the passenger compartment had been completely consumed, with the bed of the truck exhibiting some melting on the plastic bed rails.

Inspection of the engine compartment revealed heaviest damage to the forward left of the engine compartment with lines of demarcation showing the propagation of fire moving from the front left of the engine compartment toward the firewall and into the passenger compartment. Inspection of the passenger compartment electrical system did not exhibit any signs of electrical activity consistent with fire causation. The interior fuse panel was completely consumed in the fire and the fuses could not be identified for testing. Inspection of the engine compartment revealed an area of low burning at the forward left of the V-6 engine block in the area of the oil filler. Also in this area of low burn, is the power steering gear box. The air conditioning compressor and power steering pump were also identified in the debris and had fallen down in this area. Both of these components exhibited melting from below consistent with the fire having originated in the area of the power steering hoses.. Fire patterns observed on the left side of the V-6 engine of the V-6 engine are consistent with the fire spreading from the forward left corner of the engine



compartment upward and outward from the power steering pump and involving the master cylinder of the brake system and the fuel lines of the fuel injected engine. The fluids of the engine were checked and were within operating parameters.

#### **IV. DISCUSSION**

The vehicle had a five speed manual transmission and no after-market accessories. The vehicle was purchased new by [REDACTED] in late 1999 and had approximately fourteen thousand miles on it. The vehicle was identified with VIN 1FT2F0728X1[REDACTED] and an Arkansas license plate of [REDACTED]. Prior to the fire the vehicle appeared to have been in excellent condition. [REDACTED] stated he had not had any problems with the vehicle prior to the incident except for having the manual transmission bell housing bolts tightened.

#### **V. PRINCIPLES AND METHODS**

Principles and methods employed during my investigation, examination, evaluation, and analysis of this loss include, but are not limited to, the following:

##### **Methods**

1. The methodology utilized in my activities in this particular case was the application of a systematic approach involving the collection of data, analysis of the data through deductive reasoning based upon and consistent with my previous experience, and knowledge concerning fires and fire spread.
2. The method of visual analysis was used on the fire scene evidence and post-fire photographs.
3. To reach my conclusion, I used the method of comparative study, based on the facts and my previous experience.

4. The method of examining a scene from the least damage to the heaviest damage and interpreting patterns to determine the origin and cause of a fire or explosion was used.

#### Principles

1. The principle utilizing the fire tetrahedron proving the components needed: fuel, oxidizing agents, heat, and an uninhibited chain reaction to create and sustain a fire.
2. The principle that fire normally moves upward and outward from a point of origin, unless ventilation, firefighting techniques, or fuel promotes unusual circumstances.
3. Principles of pyrolyzation, decomposition and combustibility.
4. The principles of the conservation of energy, Joule's Law of Electric Heating, high resistance heating, and electrical arcing/heat production.

These methods and principles conform to established technical principles taught and applied during my formal education, training and experience.

#### VI. CONCLUSION

Based on evidence observed during my on-site examination of the vehicle, I conclude the fire originated in the immediate area of the driver's side front, left of the engine compartment near the power steering gear box. The cause of the fire was most likely the result of a burst or ruptured power steering hose which created a fine mist of power steering fluid that was ignited by the heat generated from the engine and igniting surrounding combustible materials in the engine compartment.



Kevin Jacques, CPEI  
Special Investigator  
Fire Cause Investigations

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**RESUME'**

**Special Investigator, Fire Cause Investigations, (FCI) Division  
Technical Specialist, System Engineering And Laboratories Corporation, Tyler**

**EDUCATION**

Fire Fighting School, Norfolk, VA, 1980  
IAAI, Fire Investigation Training Seminar, Jacksonville, FL, January 1999  
Air Conditioning and Refrigeration, TJC, Tyler, TX, 1988  
Boiler Water - Food Water Test and Treatment, Norfolk, VA, 1979  
Propulsion Plant Management, Norfolk, VA, 1979  
Air Conditioning and Refrigeration "Class C", Norfolk, VA, 1980  
Trans-Air Conditioning Clinic, Tyler, TX, 1984  
Damage Control School, Norfolk, VA, 1980  
Principles of Naval Engineering, Norfolk, VA, 1992  
ACCA Refrigerant Recovery, Ferris State University, Tyler, 1994  
Small Power Aircraft Damage and Claim Evaluation,  
First Marine Insurance Co., Houston, TX, March 1998  
Fire, Arson and Explosion Investigation Science and Technology Program,  
Eastern Kentucky University, April, 1999  
16th Annual East Texas Arson Investigator's Seminar, Longview, TX, November, 1999

**PROFESSIONAL SOCIETIES**

NAFI, National Association of Fire Investigators  
NFFPA, National Fire Protection Association  
IAAI, International Association of Arson Investigators  
SFFMA, State Firemen's and Fire Marshals' Association of Texas  
ETAIA, East Texas Arson Investigators Association

**MILITARY**

U. S. Navy, 1976 - 1982  
U. S. Naval Reserve, 1990 - 1998

**CERTIFICATIONS**

Texas Board of Private Investigators and Private Security Agencies, State License No. A06940  
ACCA Refrigerant Transition and Recovery, Types I, II  
PADI Open Water Diver  
NAFI, Certified Fire and Explosion Investigator, Registration No. 6667-2306, 1999

**QUALIFICATIONS**

Fire and explosion causation, arson investigation, fire fighting procedures, and lightning damage determination.  
Origin and cause investigations experience; automobiles, diesel trucks, motorcycles, boats, ships, residential homes, commercial buildings, restaurants and warehouses.  
Laboratory examination and testing of household appliances and electronics for fire causation.  
Sixteen years experience installation, design, troubleshooting and testing: HVAC systems, electronic dry air systems, chilled water systems, electrical and pneumatic controls, ventilation, boilers, fire dampers, and refrigerant recovery.  
Twelve years experience research and development: development and reliability, failure analysis of HVAC systems and related electrical components, model design of hermetic compressor components, lubrication design in HVAC hermetic compressors, hydrostatic and fatigue testing, and surge testing.  
Household appliance repair, welding, sheet metal fabrication, residential/commercial metal roofing design and construction.

**EXPERIENCE**

	Trout Volunteer Fire Department
1998 - Present	Fire Investigator, Fire Cause Investigations (F.C.I.), a division of SEAL Corporation
1998 - Present	Technical Specialist, System Engineering And Laboratories Corporation
1996 - 1998	Operations Manager, East Texas Canopy
1984 - 1996	Product Development Technician, R&D Laboratory, Trans-Air Conditioning
1981 - 1984	Service Technician, Gurganus Air Conditioning And Heating
1977 - 1981	Leading Petty Officer, USS Guadalcanal LPH-7, US Navy MM2/ESWS (E5)
1974 - 1977	Roustabout and Welders Helper, McCord Lane Company, Exxon Oil Field; Brick Layers Helper, Grounds Keeper and Maintenance Man, Travis Golf Center

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## ATTACHMENTS

**FIRE REPORT:**  
**GAR**

**FCI**

File No.: \_\_\_\_\_  
File Name: \_\_\_\_\_

Insured: \_\_\_\_\_ Date of Fire: \_\_\_\_\_ Time: \_\_\_\_\_  
 Make: Ford Year: 1999 Model: F150X2 SPORT Body Style: Pu. FLEETSIDE  
 License Tag No. on Car: \_\_\_\_\_ State: AR Vin No.: 1FT2F0729XA  
 Safety Inspection State: \_\_\_\_\_ Year: \_\_\_\_\_ Odometer Reading: 14,000  
 Date of Fire Inspection: 01/20/00 Location of Inspection: Rt 1, Box 302, Gurin, 75644  
 Area(s) of Damage: \_\_\_\_\_ Extent of Damage: \_\_\_\_\_

1. EXTERIOR	BURNED	MELTED/DAMAGED	ACCELERANT PATTERN	COLLISION DAMAGE
Bumper & Grill	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hood	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roof	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trunk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rear Bumper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Underside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. INTERIOR	YES	NO	COMMENTS
Door(s) Open During Fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>DAMAGE SIDE WINDOW DONE</u>
Window(s) Open During Fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Key in Ignition	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Accessories Removed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Unusual Burn Patterns	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Abnormal Melting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Trunk Open During Fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Unusual Objects in Trunk	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

3. GLASS	SMOKED	CRACKED	MELTED	BROKEN
Windshield	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunroof	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. TIRES	BURNED	REPAIRABLE	NON REPAIRABLE	UNEVEN TREAD
Left Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SIGNS OF RECENT REMOVAL OR CHANGE: Tires  Wheel Covers  Yes  No   
 AREAS OF FORCED ENTRY: Door(s)  Hood  Trunk  Glass

# F C I

File No. : \_\_\_\_\_  
File Name: \_\_\_\_\_

## 5. ENGINE COMPARTMENT

	YES	NO		YES	NO
Hood Open	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Radiator Matted	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Oil Below Dipstick	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Upper Radiator Hoses Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Oil Leaking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Lower Radiator Hoses Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transmission Case Broken	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Belts Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transmission Case Burned/ Matted	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hoses Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transmission Fluid Adequate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Fan & Shroud Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Problems w/ Drive Train Suspension	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Lower Fenders Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motor Mounts Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A/C System Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motor Mounts Broken	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Engine Block Damaged	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Exhaust Manifold Broken	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Steering Column Burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Catalytic Converter Intact	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

## 6. ELECTRICAL

	MISSING	BURNED	MELTED	ARCED
Battery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Battery Connections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Battery Cables	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuse Panel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wiring Harness	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ignition System	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alternator / Generator	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Starter	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 7. FUEL SYSTEM

	MISSING	BURNED	MELTED
Fuel Cap	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Tank Filter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Tank Assembly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fuel Pump(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel Filter(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carburetor/ injectors/ Turbo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Intake Filter(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vapor Recovery System	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Fuel Tank Level: Full

Evidence of Tampering? \_\_\_\_\_

Evidence of Explosion or Rupture?  NO  YES \_\_\_\_\_Fuel Sample Obtained?   Lab. \_\_\_\_\_Oil Sample Obtained?   Lab. \_\_\_\_\_Debris Sample Obtained?   Lab. \_\_\_\_\_

Where Debris Sample Taken? \_\_\_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Inspected By: \_\_\_\_\_

Date: \_\_\_\_\_

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# PHOTOGRAPHS

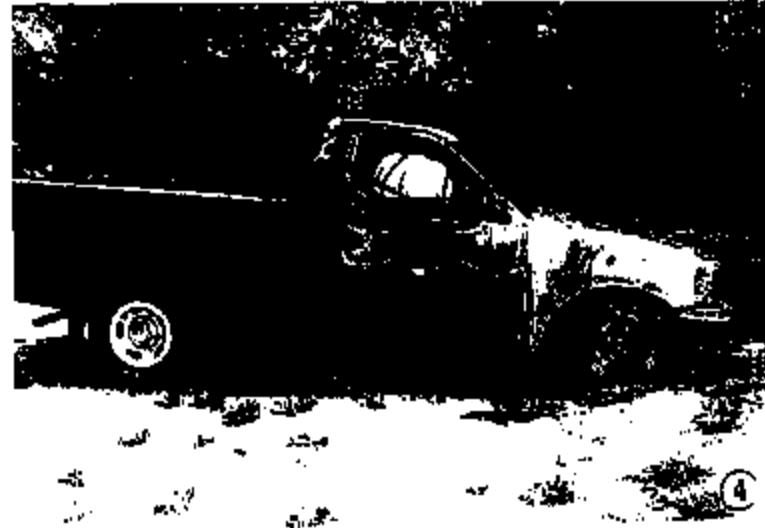
657

FEB-878 C 2532



1. Front view of the 1999 Ford F150. Portion of radiator remaining in the area where [REDACTED] was applying water to extinguish flames.
2. Driver's side view of the 1999 Ford F150.
3. Rear view of 1999 Ford F150 XL Sport. Arkansas License [REDACTED]
4. Passenger's side view of the 1999 Ford F150 at the Barton residence.

PE04-078 C 2933



PE84-078 C 2534



FE84-878 C 2535

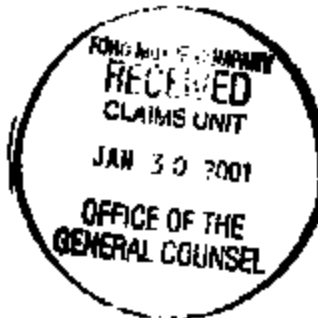
OK  
1/20/01

**Allstate®**

2/11/01  
43-216-0  
S.A.

ALLSTATE INSURANCE COMPANY  
P.O. BOX 148288  
IRVING TX 75016  
(800) 374-4246

01/30/01



FORD MOTOR CO PRODUCT LIABILITY  
P O BOX 1904  
DEARBORN MI 48121

OUR INVESTIGATION INDICATES THAT YOUR INSURED WAS RESPONSIBLE FOR THIS LOSS.

SINCE WE HAVE ALREADY MADE A SETTLEMENT WITH OUR POLICYHOLDER, THE CLAIM HAS BEEN ASSIGNED TO US. COPIES OF THE FINAL PAPERS RELATING TO THE LOSS ARE ENCLOSED.

PLEASE ACCEPT THIS LETTER AS NOTICE OF OUR SUBROGATION CLAIM. PLEASE FORWARD YOUR PAYMENT WITH OUR CLAIM NUMBER TO:

ALLSTATE PAYMENT PROCESSING CENTER  
P.O. BOX 227257  
DALLAS, TX, 75222-7257

DIRECT ANY OTHER CORRESPONDENCE TO THE ADDRESS AT THE TOP OF THIS LETTER.

SINCERELY,

SUBROGATION CLAIM REP  
ALLSTATE INSURANCE COMPANY

YOUR FILE NO. : INSURED  
YOUR INSURED : FORD MOTOR COMPANY  
ADDRESS : P O BOX 1904  
DEARBORN TX 481211904

OUR CLAIM NO. : [REDACTED]  
OUR INSURED : [REDACTED]  
LOSS DATE : 8/7/25/00

LOCATION :  
INSR RESIDENCE : GILMER TX

AMOUNT OF LOSS: \$15,993.38

CBE  
- 10A FC 150  
- 7/26/00  
- Gilmer, TX  
- \$15,993.38  
- 14,000 (30)

MARKET CLAIM OFFICE  
P. O. BOX 132048  
TYLER TX 75713-2040

OK

**Allstate**  
You're in good hands.

PHONE NUMBER: 903-535-4400  
OFFICE HOURS: MONDAY-FRIDAY 8:00-4:30

August 10, 2000

FORD MOTOR COMPANY  
P O BOX 1904  
DEARBORN MI 48121-1904

Allstate Insurance Company  
Claim Number: [REDACTED]  
Our Insured: [REDACTED]  
Date of Loss: July 26, 2000  
VIN: 1FTZF0729X [REDACTED]

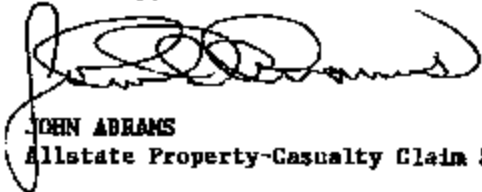
FORD MOTOR COMPANY  
**RECEIVED**  
CLAIMS UNIT  
AUG 15 2000  
OFFICE OF THE  
GENERAL COUNSEL

2000 AUG 16 A 8 21  
GENERAL COUNSEL  
CENTER

This letter serves to give notice of the subrogation rights of Allstate insurance Company regarding damages to a 1999 Ford F150 due to a vehicle fire. Further documentation will be transmitted separately.

Evidence has been retained regarding this fire and is in the custody of Fire Cause Investigations in Tyler, Texas. If you wish to inspect this evidence, you will need to contact this office to make the appropriate arrangements. This evidence will be available for inspection for 90 days from the date of this letter.

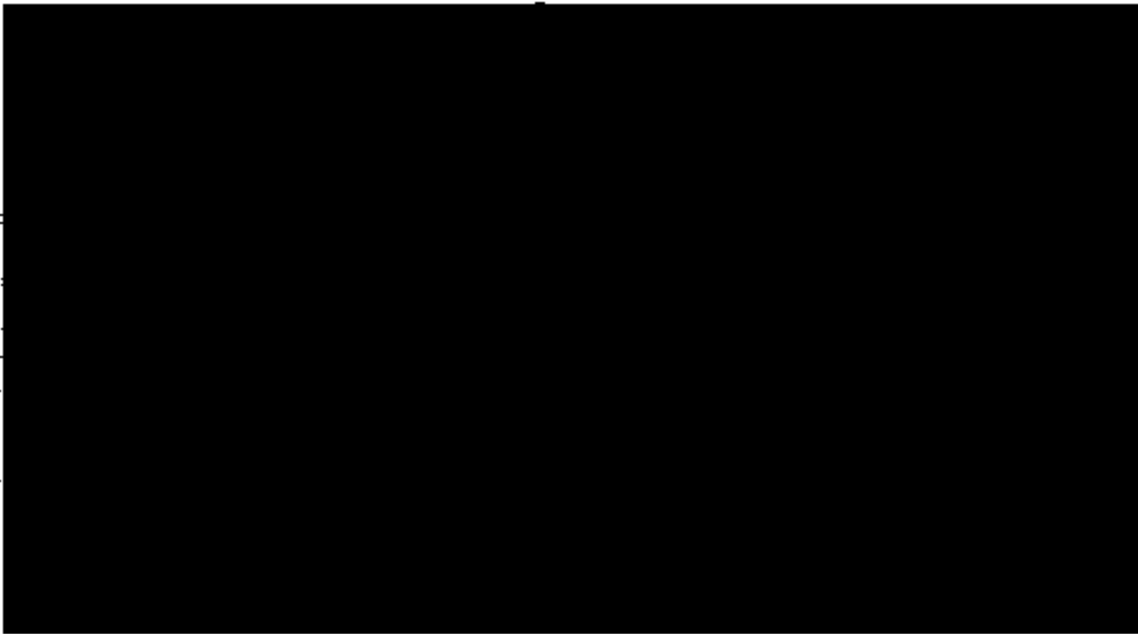
Sincerely,



JOHN ABRAMS  
Allstate Property-Casualty Claim Service Organization

SMD7/0/02/1

OFFICE OF THE  
GENERAL COUNSEL  
AUG 16 10:26  
LIT  
PRACTICE GROUP



PE84-876 C 2536



**Allstate.**

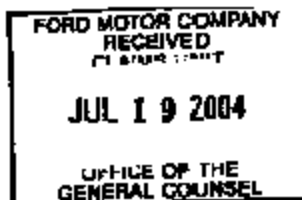
You're in good hands.

Certified Mail # 7001 2510 0005 8799 6387

July 8, 2004

Ford  
Parklane Towers West # 300  
3 Parklane Blvd  
Dearborn, MI 48126

RECEIVED JUL 23 2004



RE: Claim #: [REDACTED]  
Your file #: 1413893133  
Our Insured: [REDACTED]  
Loss Date: 10/24/03  
Amt. of Claim: \$15961.63

To Whom It May Concern:

The above noted subrogation claim has been identified as a product liability loss. We paid our insured for their loss and are looking to you for reimbursement. Should you or your carrier need more information, please call or write me. Please remit payment to Allstate Payment Processing Center, Attn: Subro Cash, PO Box 227257, Dallas, TX 75222-7257. Please include our claim number.

Complete description of the incident: Fire developed in the area of the left front fender. Companion claim for the property damage has already been sent, claim [REDACTED]

Our statement of defect: Strict Liability

Manufacturer: Ford

Model: F150

Year: 2000

VIN: 1FTRX17L3Y [REDACTED]

The following information is attached:  
Damage supporting paperwork.

Please acknowledge receipt of this claim and your position regarding payment of our damages within 30 days.

Sincerely,

David Laughlin, SCLA  
Subrogation Senior Service Representative

*Vehicle Claim  
- 1100 F150  
- VIN  
~ 50,000*

Roanoke National Subrogation Claims Center  
3800 Electric Road, Suite 301, PO Box 21109, Roanoke, VA 24018  
Phone: 1-800-776-2616 or (540) 889-2800 Fax: (540) 889-2640 or (540) 776-3803  
Hours: 8:00 AM - 4:30 PM EST Monday - Friday

PEB4-878 C 2538

RECEIVED NOV 23 2004

Law Offices of Paul Vigushin, P.C.

5919 Greenville Ave. PMB 401

Dallas, TX 75206

pvigushin1@attbi.com

(214) 459-4229 (tel.)

(214) 459-4017 (fax)

November 16, 2004

via First Class Mail

Shawn L. Norton  
Claims Analyst  
Ford Motor Company  
Parklane Towers West, Ste. 300  
Three Parklane Blvd.  
Dearborn, MI 48126

Re: Claimant: [REDACTED]  
Allstate Claim No.: [REDACTED]  
DOL: October 24, 2003

498507

Dear Shawn:

Allstate has referred its subrogation claim to this firm for resolution.

In response to your two requests directed to Allstate claims representatives, I am sending you a complete vehicle history report, copies of photographs taken by the cause and origin investigator, a transcript of a recorded statement given by Brian Burns and a copy of the fire report.

I look forward to a quick decision on whether Ford accepts or rejects liability on this claim.

Sincerely yours,

*Paul Vigushin*  
Paul Vigushin

Encl.

~ 51,000 (M)  
- PHOTOS  
- VMAH

PE04-078 C 2548

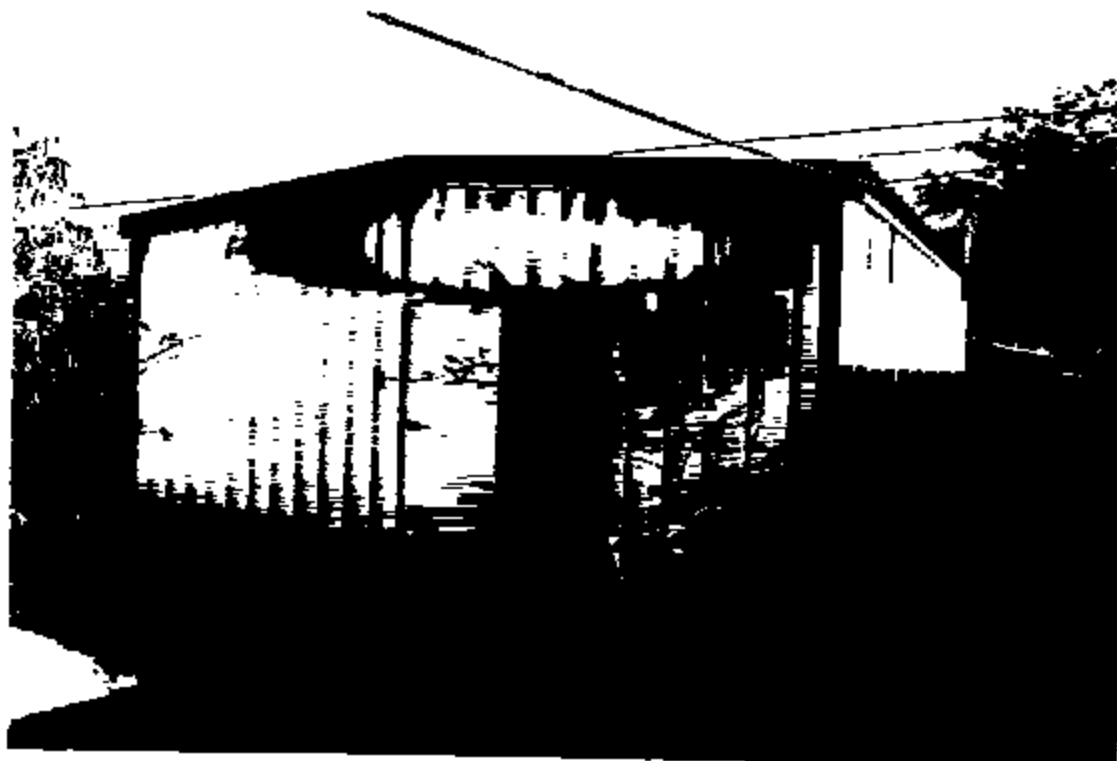
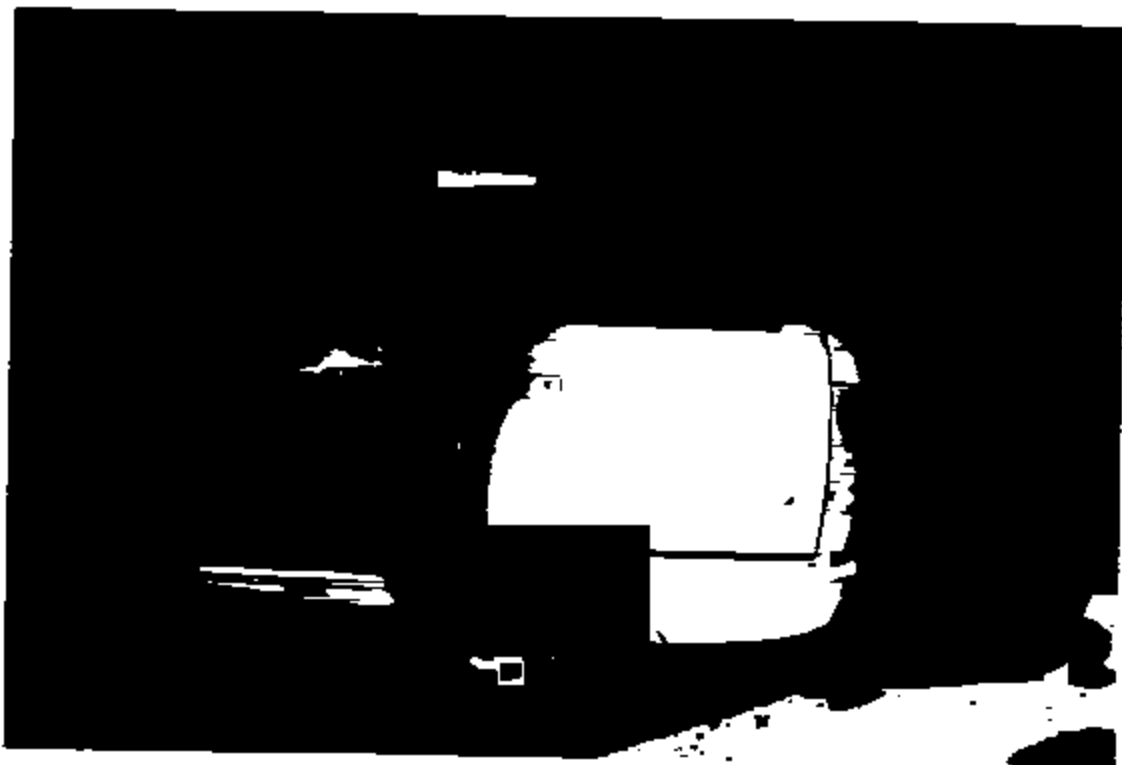




PHOTOGRAPH SHEET

File No.:

Kellough & Associates, Inc.





Kellough & Associates,

PHOTOGRAPH SHEET

File No.:



P. 3



PER-878 C 2542

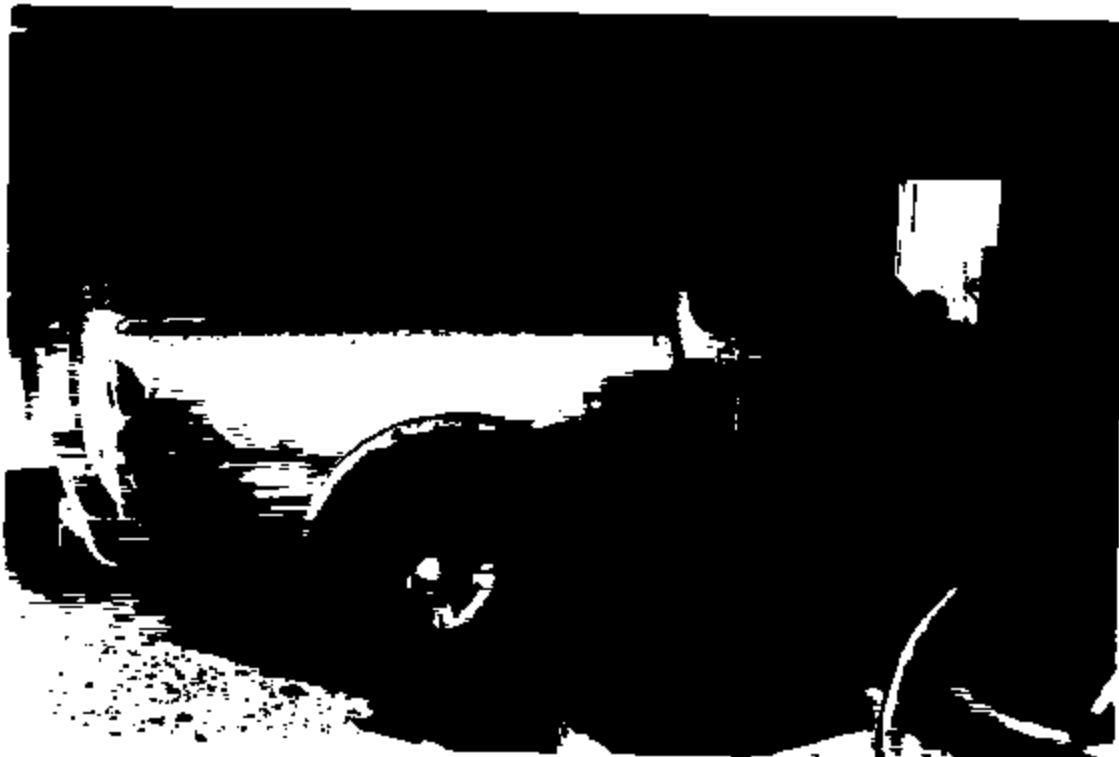


PHOTOGRAPH SHEET

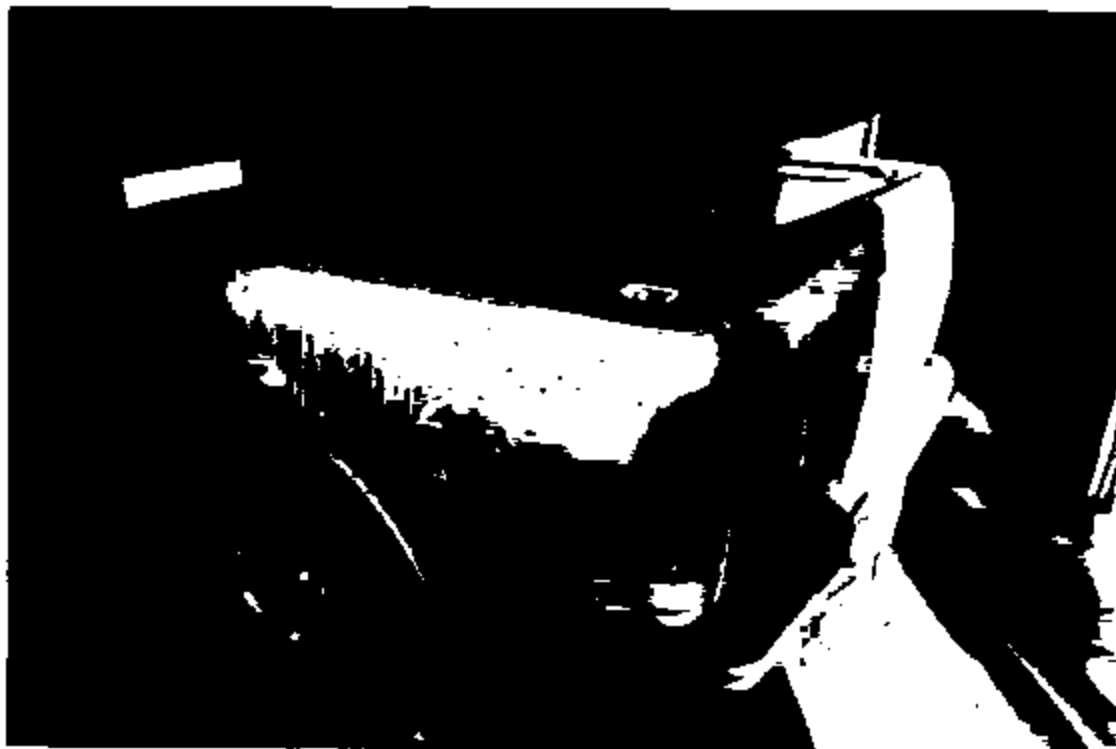
File No.:

1-10-7-1

Kallough & Associates, Inc.



30. 1



PERM-878 C 2543

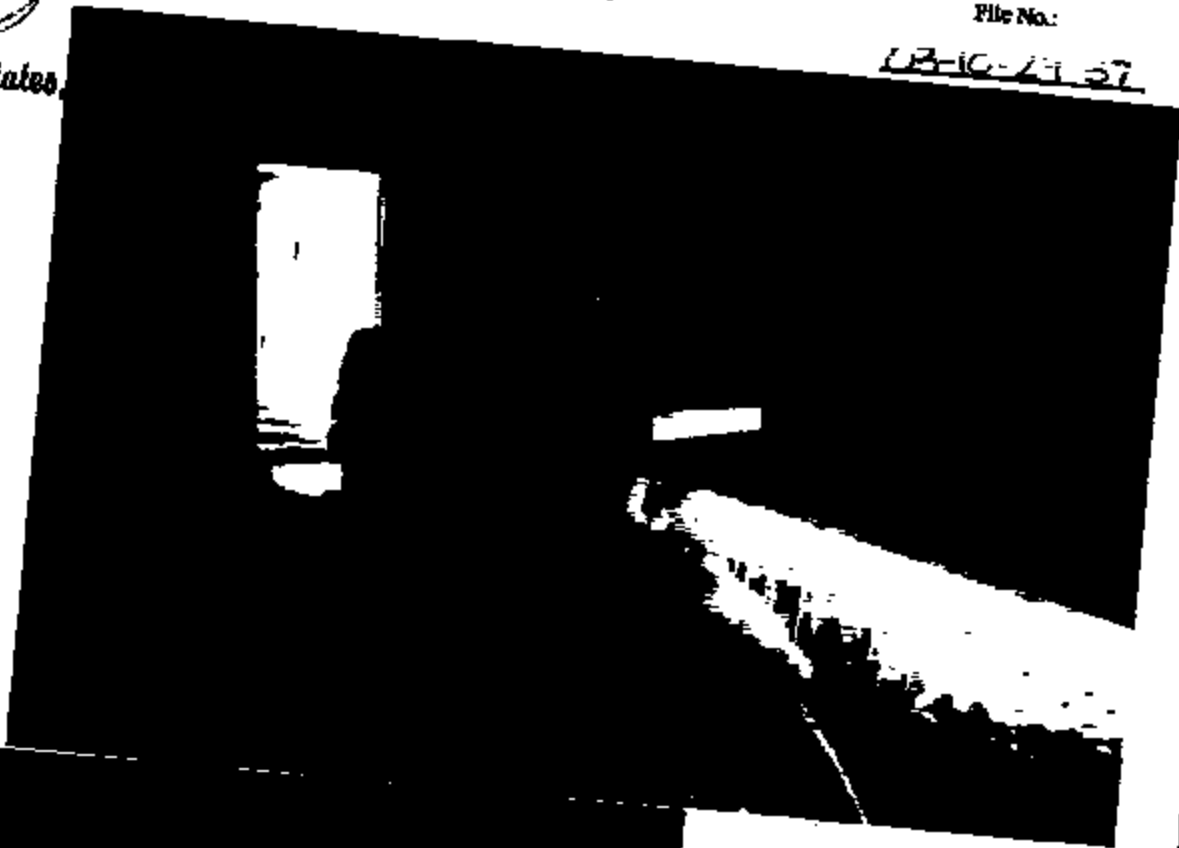


*Kellough & Associates*

PHOTOGRAPH SHEET

File No.:

LB-10-23-57



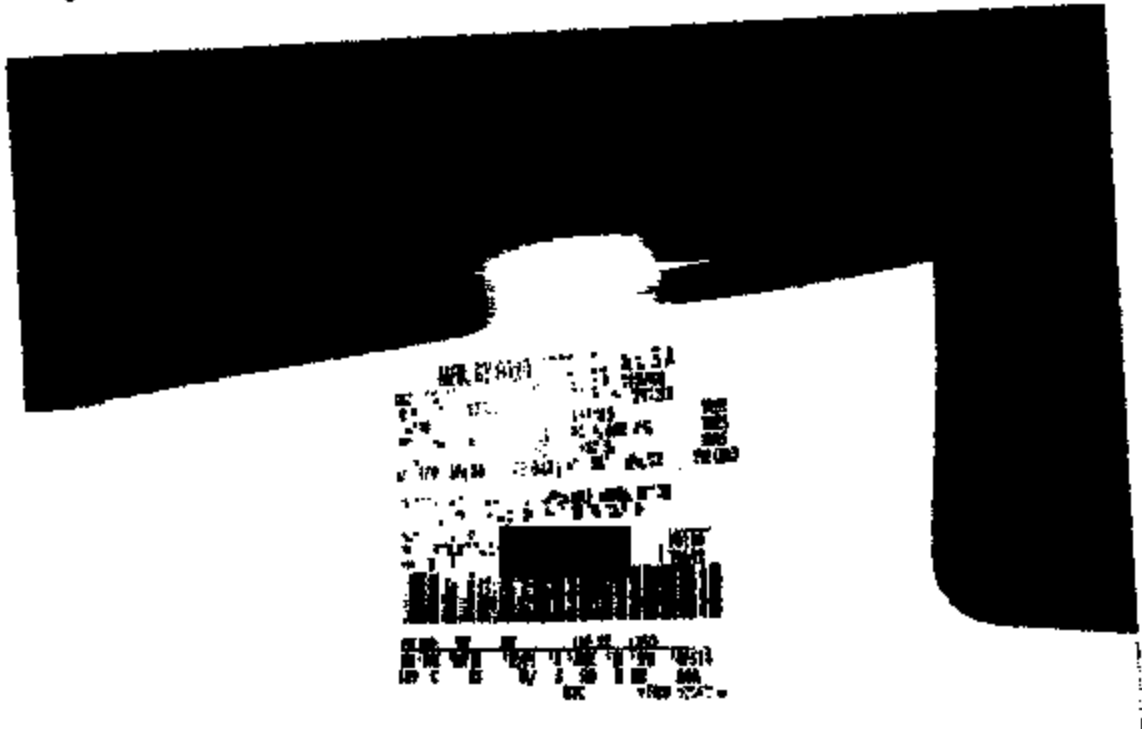
MEGA-878 C 2544



PHOTOGRAPH SHEET

File  
113-11

Kellough & Associates, Inc.



PHOTOGRAPH SHEET

File No.:

13-0-10001



**Kellough & Associates, Inc.**



NO. 13



PHOTOGRAPH SHEET

File No.:



*Kellough & Associates, Inc.*

15-10-1



15



12



PHOTOGRAPH SHEET

File No.:

65-1127-27

Kollough & Associates, Inc.





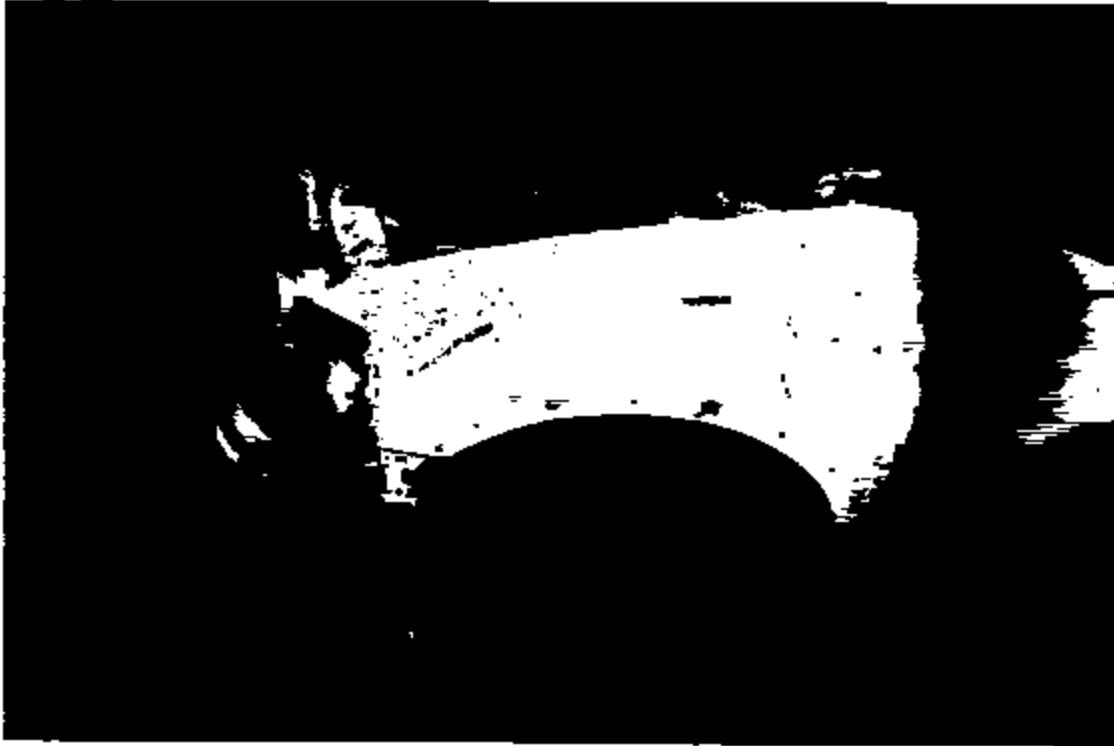


PHOTOGRAPH SHEET

File No.:

13-10-57-51

Kellough & Associates, Inc.



No. 19







PHOTOGRAPH SHEET

File No.:

65-10727-51

Kellough & Associates, Inc.



NO. 45



PHOTOGRAPH SHEET

File No.:

100-1051



Kellough & Associates,



No. 21



FE84-878 C 2592

PHOTOGRAPH SHEET

File No.:

0510245



Kellough & Associates,



Fig. 21



FD-304 (7-6) C 2003



PHOTOGRAPH SHEET

File No.:

*Kellough & Associates, Inc.*



NO. 10





Kellough & Associates, Inc.

PHOTOGRAPH SHEET

File No.:

UO 10-9-57



Fig. 31

RECORDED STATEMENT OF [REDACTED]

1594886176

Tap#402329-1

--THE RECORD IS NOW ON. THIS IS LARRY SPEAKING FROM LUBBOCK, TEXAS. TODAY'S DATE IS WEDNESDAY, OCTOBER 29, 2003. I'M SPEAKING TO [REDACTED] REGARDING A FIRE TO HIS 2000 FORD F-150, UH, IN HIS, UH, AND I GUESS AT HIS ADDRESS AT [REDACTED] WHAT--AT APPROXIMATELY 11:30 P.M. ON THE 24<sup>TH</sup> OF OCTOBER, 2003, IN MIDLAND, TEXAS.

Q. NOW, [REDACTED] CAN YOU PLEASE STATE YOUR FULL NAME FOR ME, SIR?

A. [REDACTED]

Q. THANK YOU, SIR. IS THIS RECORDING BEING MADE WITH YOUR FULL KNOWLEDGE AND CONSENT?

A. YES, SIR.

Q. ALL RIGHT. WERE YOU OR ANYBODY, UH, HURT OR ANYTHING BECAUSE OF THE FIRE?

A. NO, SIR.

Q. OKAY. LET'S TALK ABOUT THE VEHICLE. THIS IS A 2000 FORD, UH, F150, RIGHT?

A. YES, SIR.

Q. AND WHAT WAS THE COLOR BEFORE THE ACCIDENT?

A. WHITE.

Q. WHITE. ALL RIGHT. THERE WAS NO PASSENGERS OR ANYBODY IN THE CAR AT THE TIME WAS THERE?

A. NO, SIR.

Q. OKAY. WAS THERE ANY PRIOR DAMAGE TO THE VEHICLE BEFORE



THIS FIRE HAPPENED?

A. NO, SIR.

Q. OKAY. AND JUST BASED OFF WHAT YOU KNOW OF IT, WHAT KIND OF DAMAGES, WHAT KIND OF BURNS AND INSTRUMENTS AND, UH, ALL OF THE ABOVE, UH, LOOKS LIKE WAS--WAS CAUSED FROM THE ACCIDENT.

A. IT, UH, THE WHOLE HOOD IS DISINTEGRATED, MELTED, OR WHATEVER. WHATEVER HAPPENED TO IT.

Q. YES, SIR.

A. THE--LOOKS LIKE HALF THE ENGINE COMPARTMENT IS JUST GONE. EVERYTHING UNDER THE HOOD IS GONE.

Q. YES, SIR.

A. AND THE FRONT WINDSHIELD IS, UH, BLEW OUT. AND THERE-- THE--BASICALLY THE WHOLE TRUCK KIND OF TURNED BLACK FROM BEING BURNT.

Q. YES, SIR.

A. AND EVERYTHING IS--IS JUST MELTED OR FALLING APART OR-- IT--IT JUST LOOKS LIKE A BOMB (INAUDIBLE)--

Q. SO THE WHOLE VEHICLE HAD--HAD--WAS CAUGHT ON FIRE? OR WAS IT JUST CERTAIN PARTS OF THE VEHICLE?

A. I BELIEVE IT WAS JUST THE FRONT PART OF THE VEHICLE THAT CAUGHT ON FIRE.

Q. YES, SIR.

A. THE, UH, THE HEAT AND--AND THE FLAMES, I GUESS, WHATEVER GOING BACK JUST--IT--THE WHOLE TRUCK IS--LOOKS BAD.

- Q. OKAY. ALL RIGHT. WELL, THANK YOU, VERY MUCH. OR, UH, LET ME GO AHEAD AND ASK YOU SOME MORE QUESTIONS HERE. ALL RIGHT. LET'S SEE, HERE. WAS IT--11:39 SO IT WAS PRETTY DARK OUTSIDE, RIGHT?
- A. YEAH.
- Q. IT HAPPENED--
- A. YEAH.
- Q. OKAY. AND DO WE HAVE ANY IDEA BASED OFF THE, UH, FIRE MARSHALL EVER WHAT WAS THE CAUSE OF THE ACCIDENT. THEY GAVE ANY KIND OF, UH, CAUSE OF THE FIRE?
- A. HE TOLD ME IT WAS DUE TO THE WIRING UNDER THE HOOD.
- Q. OKAY. ALL RIGHT. NOW, UH, HOW MANY MILES DO YOU HAVE ON THIS IN--IN, UH, THIS VEHICLE?
- A. SOMEWHERE BETWEEN 50 AND 51, 5.
- Q. ALL RIGHT.
- A. I BELIEVE IT WAS 51, 2 SOMETHING. IT'S SOMEWHERE IN THAT AREA.
- Q. AND HOW LONG HAVE YOU HAD IT? YOU HAD IT SINCE IT WAS BRAND NEW? OR HAVE YOU HAD JUST FOR SO LONG?
- A. NO, I BOUGHT IT USED. I BELIEVE I'VE HAD IT, LET'S SEE, ALMOST TWO YEARS, NOW.
- Q. ALL RIGHT, ONE SECOND, HERE. NOW, HAVE YOU HAD ANY PRIOR DAMAGE TO IT MEANING THAT AS--YOU HAD ANYTHING LIKE THIS HAPPEN BEFORE WHERE ANY SMOKE OR FIRE CAME UP?
- A. NO.

- Q. ALL RIGHT. UH, HAVE YOU DONE ANYTHING OUT OF THE ORDINARY, LIKE, REBUILT THE ENGINE, GETTING THE TRANSMISSION OVERHAULED? ANYTHING OVER--OUT OF THE ORDINARY?
- A. NO, SIR.
- Q. ALL RIGHT. ALL RIGHT. WHEN IS THE LAST TIME YOU HAD THE OIL CHANGED?
- A. OH, IT WAS ALMOST TIME. ABOUT 3,000 MILES AGO. SO I GUESS IT, UH, ABOUT THREE MONTHS AGO. I DON'T HAVE THAT.
- Q. BUT IT'S AROUND THERE?
- A. YEAH. I--I DO IT EVERY 3,000 MILES.
- Q. THREE, OKAY. SO IT WAS--
- A. UH, AND IT WAS--
- Q. GO AHEAD, I DIDN'T MEAN TO INTERRUPT.
- A. WELL, IT JUST--IT WAS JUST ALMOST TIME. IT WAS AT 51 SOMETHING. AND IT--I THINK 51, 6 WAS THE TIME IT WAS SUPPOSED TO GO BACK. SO--
- Q. ALL RIGHT. NOW, HOW LONG, UH, WHAT, UH, IT--IT HAPPENED AROUND 11:30. HOW LONG HAD IT BEEN SITTING THERE. HOW LONG--HAD--DID YOU DRIVE IT AROUND THAT DAY BEFORE IT WAS SITTING THERE? OR HAD IT BEEN SITTING THERE A WHOLE DAY?
- A. YEAH, UH, I PARKED IT THERE PROBABLY SOMEWHERE BETWEEN 3:00 AND 5:00, I'M NOT EXACTLY SURE WHEN I GOT OFF OF

WORK.

Q. ALL RIGHT. GIVE ME ONE SECOND TO GET HERE. AND IT SAT THERE FROM 3:00 TO 11:30?

A. OH, YEAH.

Q. ALL RIGHT. GET IN HERE. AND HOW MANY MILES DID YOU, UH, PUT ON IT THAT DAY?

A. OH, NO MORE THAN, I WOULDN'T GUESS MORE THAN 25, 30. JUST A TYPICAL WORK DAY FOR ME.

Q. ALL RIGHT, 25, 30 MILES ON IT?

A. YEAH.

Q. OKAY. AND WHAT WAS THE FIRST WARNING? OR HOW DID YOU FIND OUT ABOUT THIS? DID YOU--DID YOU HEAR A NOISE?

A. YEAH.

Q. OR YOU JUST SMELLED SOMETHING?

A. YEAH, WELL, I WAS SMELLING--WE WERE INSIDE THE HOUSE. AND THE SHOP IS--IS NOT ATTACHED TO THE HOUSE. IT'S IN THE BACK. AND I HEARD, UH, A BANG. IT SOUNDED LIKE SOMEBODY RAN INTO THE SIDE OF MY SHOP. IT--IT--INTO THE SIDE OF A METAL BUILDING IS HOW IT SOUNDED. AND WHEN I WENT OUT THE BACK DOOR, THAT'S WHEN IT WAS OBVIOUS.

Q. AND WHAT DID YOU SEE?

A. UH, WELL, THE--THE DOOR WAS CLOSED BUT THERE'S ABOUT A HALF INCH THAT--WHERE YOU COULD SEE UNDERNEATH THE DOOR. AND ALL I SAW WAS JUST ORANGE GLOW. SO, I MEAN, I KNEW IT WAS FIRE.

- Q. AND THE, UH, THE MARSHALL'S THEY DIDN'T SAY THAT IT WAS, LIKE, VANDALISM OR ARSON OR ANYTHING LIKE THAT, DID THEY?
- A. NO, NO, THEY DIDN'T. AND I HAD THE BIG GARAGE DOOR LOCKED. AND I HAD TO UNLOCK THE DOOR TO--TO--TO WHERE-- TO GET IN TO WHERE THE TRUCK IS.
- Q. SO IT WAS LOCKED IN--
- A. YEAH.
- Q. --WHAT, IN YOUR SHOP?
- A. YEAH.
- Q. I WANT TO PUT THAT IN REAL QUICK. OKAY. AND WHAT DID Y'ALL DO AS SOON AS YOU, UH, SAW THE ORANGE GLOW AND ALL THIS. WHAT DID YOU DO IMMEDIATELY?
- A. I ACTUALLY WENT TO THE DOOR. I DIDN'T, UH, I COULD SEE IT WAS A FIRE. I DIDN'T KNOW HOW BIG IT WAS. I--WHEN I PUT THE KEY IN THE DOOR, THE DOORKNOB WASN'T HOT, THE DOOR WASN'T HOT. SO I OPENED--
- Q. YES, SIR.
- A. --I OPENED THE DOOR AND I SEEN JUST FLAMES SHOOTING OUT OF MY--WHERE MY HOOD USED TO BE. AND SO I RAN AND GRABBED THE PHONE AND CALLED 911.
- Q. AND HOW LONG DID IT TAKE BEFORE THE, UH, UH, FIRE DEPARTMENT CAME OUT THERE?
- A. (INAUDIBLE) JUST 45 SECONDS TO A MINUTE. THEY'RE JUST RIGHT DOWN FROM ME.

- Q. OH, REALLY?
- A. YEAH.
- Q. OH, LET ME GET THAT IN HERE. A MINUTE LATER, WOW.  
(INAUDIBLE)?
- A. I WOULDN'T--A MINUTE, 30 MAYBE, AT THE MOST. THEY'RE  
RIGHT DOWN THE STREET FROM ME. I MEAN IT SEEMED LIKE AN  
HOUR. BUT I KNOW IT WAS--
- Q. AND HOW LONG DO YOU GUESSIMATE BY THE TIME YOU CALLED--  
BUT HOW LONG DO YOU THINK THE FLAMES WAS GOING THAT YOU  
KNOW OF?
- A. OH, FROM WHEN THEY ARRIVED OR WHEN I--THEY--
- Q. YEAH.
- A. --CALLED THEM?
- Q. WHEN, YEAH, FROM WHEN YOU THINK IT STARTED AND  
EVERYTHING.
- A. FROM WHEN THEY ARRIVED, THEY HAD IT OUT REAL QUICK. UH-
- Q. SO ONLY A FEW MINUTES AT THE MOST?
- A. THAT I KNOW OF. BUT, I MEAN, THEY--THEY SUSPECTED THAT  
THE NOISE I HEARD WAS MY WINDSHIELD SHATTERING. THEY  
TOLD ME THAT WAS PROBABLY BE THE LOUDEST THING THAT--  
THAT HAPPENED IN THERE. AND THEY--THEY SUSPECTED THAT  
IT WAS GOING LONGER THAN JUST RIGHT THEN. SO--
- Q. OKAY. SO THE WINDSHIELD SHATTER, IS WHAT THEY THOUGHT  
THAT BIG, UH, POP THAT YOU HEARD, RIGHT?

A. YES, YEAH.

Q. NOW, HAD YOUR VEHICLE DURING THAT DAY GIVEN YOU INDICATIONS, LIKE, ANY WARNING LIGHTS COME ON, ANY SMOKE OR ANY KIND OF SMELL OUT OF THE ORDINARY?

A. NO, I'VE NEVER HAD A PROBLEM WITH IT.

Q. ALL RIGHT. (INAUDIBLE). SO ALL WE KNOW IS YOU'RE DOING GOOD. AND THEN ALL OF A SUDDEN IT'S BEEN SITTING THERE, WHAT, SIX HOURS OR MORE.

A. UM-HUM.

Q. AND, UH, ALL OF A SUDDEN YOU HEARD A BOOM. ORANGE FLAME COMING OUT SHOOTING EVERYWHERE. AND THEN THEY COME AND, UH, PUT IT OUT. AND THEY SAID RIGHT NOW THEY THINK IT'S SOME KIND OF ELECTRICAL OR SOME KIND OF WIRING?

A. YES, SIR. THAT'S WHAT, UH, THEY INFORMED ME OF ANYWAY.

Q. DID THEY GIVE YOU OTHER HINTS OR ANYTHING ABOUT THAT BESIDE THAT? OR IS WHAT THAT THEY CAN COME UP WITH RIGHT NOW.

A. THAT WAS ALL HE SAID. HE--HE TOLD ME HE'D HAVE HIS REPORT DONE AND--AND THAT Y'ALL WOULD GET THE REPORT. BUT WHEN HE LEFT, HE WAS--HE WAS SURE IT WAS THE WIRE. AND OTHER THE OTHER PEOPLE THAT HAD BEEN OUT HERE SUSPECT THE SAME THING.

Q. ALL RIGHT. OKAY. SO LET ME MAKE SURE I GOT IT RIGHT. I GOT THE MILEAGE. THAT YOU'VE NEVER HAD ANYTHING DONE LATELY. IT'S BEEN ALMOST ABOUT A LITTLE OVER 3,000 FOR

OIL CHANGE. UH, YOU NEVER HAD ANY INDICATIONS, THAT THE CAR ALL OF A SUDDEN, IT'S SITTING THERE SIX HOUR AND IT-- IT WENT TO FLAMES AND THAT BIG BOOM. YOU, UH, THEY THINK IT MIGHT HAVE BEEN THE WINDSHIELD. OKAY. AND THEY (INAUDIBLE) AND SINCE YOU, UH, FOUND OUT ABOUT IT, IT WOULD HAVE BEEN ONLY, WHAT, TWO OR THREE MINUTES-- WELL, THREE MINUTES OR SO LATER THAT THEY WAS ABLE TO PUT THE FLAME OUT?

A. OH, YEAH, YEAH, THEY WERE HERE PRETTY QUICK.

Q. ALL RIGHT. WELL, THAT LOOKS LIKE THAT'S EVERYTHING I NEED. I JUST WANTED TO GET THE--THE BACKGROUND AND YOUR VERSION. MAKE SURE I HAD, KIND OF, HAD EVERYTHING--

A. OKAY.

Q. --GOING. UH, [REDACTED] WHILE I HAVE YOU ON A RECORDED STATEMENT, ANYTHING ELSE YOU'D LIKE TO ADD TO THIS STATEMENT? ANYTHING AT ALL THAT YOU WOULD, UH, THINK

---

IS, UH, IMPORTANT ABOUT HOW IT HAPPENED, YOUR VERSION, YOU KNOW, YOUR SIDE OF THE STORY AND EVERYTHING.

A. WELL, I THINK WE'VE COVERED IT ALL.

Q. OKAY. WELL, I'LL TALK MORE ONCE WE GET OFF THE RECORDED STATEMENT. I JUST NEED TO ASK IF YOU UNDERSTOOD ALL OF MY QUESTIONS.

A. YES, SIR.

Q. HAVE YOUR ANSWERS AND STATEMENTS BEEN TRUE AND CORRECT TO THE BEST OF YOUR KNOWLEDGE?



A. YES, SIR.

Q. AND, [REDACTED] MAY I HAVE PERMISSION TO TURN THE RECORDER  
OFF?

A. YES.

END OF RECORDED STATEMENT

PRELIMINARY INVESTIGATION REPORT  
CITY OF MICHIGAN LAND FIRE DEPARTMENT - FIRE MARSHAL'S OFFICE

Fire Location: [REDACTED] **COPY** Alarm No.: F-4973  
Alarm Date: 10-24-03 Alarm Time: 11:06 p.m. Case No.:  
Occupant: [REDACTED] Phone:  
Owner: [REDACTED] Phone: [REDACTED]  
Owner's Address: [REDACTED] City: Midland ST: TX Zip: [REDACTED]  
Insured: Yes  No  Insurance Company: Allstate

Information Furnished By: Brian Burns

TYPE OF OCCUPANCY: 2000 Ford Lariat Truck F-150/vin #1FTREX17LSY [REDACTED] /Lic # [REDACTED]

CONSTRUCTION/ROOF: metal/metal

WHERE DID FIRE ORIGINATE?: engine compartment

WHAT STARTED THIS FIRE?: undetermined

WHAT TYPE OF MATERIAL IGNITED?: plastic and rubber

WHAT AIDED FIRE SPREAD?: gasoline in fuel lines

EXPLANATION: At approximately 11:00 pm on 10-24-03 [REDACTED] walked into his backyard after hearing a loud noise. He saw smoke coming from the door of his metal storage building. [REDACTED] returned to his home to get the key, he states the door was locked. [REDACTED] called the fire department and returned to the building to investigate. When [REDACTED] opened the door he stated the fire got much worse. Engine 6 arrived on scene to find a 2000 Ford pick-up fully involved inside a 14' x 24' metal building. Engine 6 stated the fire extended to approximately 25% of the structure fire was extinguished with a process. I arrived on scene at 11:30 and began investigation. This fire started in the engine compartment of the Ford truck. The heaviest damage is on the driver side where the battery was located. [REDACTED] patterns move up and away from this point. All engine components were either completely destroyed or rendered nonuseable from heat damage. The front windshield broke and melted away from heat resulting in heat and smoke damage to interior of the truck. The interior of the metal building sustained heavy smoke damage. [REDACTED] also had moving equipment stored in the building. Some of the equipment sustained heat damage to the plastic components. This fire appears to be electrical in nature and the cause undetermined.

Date/Time/Incident Investigated: 10/29/03/11:30pm/Investigator: James Howard  
James Howard