

PE04-078

FORD

1/28/2005

ATTACHMENT F

BOOK 7 OF 12

PART 3 OF 6

State Farm Insurance Companies®



October 1, 2003

Albany Claim Office
123 North Westover Boulevard
P.O. Box 70339
Albany, GA 31708-0339
(229) 434-6200

The Ford Motor Company
Park Lane Towers West, Suite 300
3 Park Lane Boulevard
Dearborn, MI 48126-2568

RECEIVED OCT 10 2003

RE: Claim Number: [REDACTED]
Date of Loss: May 31, 2003
Our Insured: [REDACTED]

483978 el 10/03

Dear Shawn Norton:

This is in response to your letter attached requesting certain information. The answers to your questions are as follows:

1. Date of incident is May 31, 2003, which occurred in Perry, Georgia.
2. The vehicle owner had parked vehicle. He left vehicle running and went to get water to refill the windshield washer fluid. He heard a noise and saw vehicle catch fire.
3. Police report attached.
6. Mileage at time of incident was approximately 40,000.00
7. Photographs attached.
10. Transmission failure.
11. Documentation attached.
12. No.
13. Vehicle is located at SADISCO in Macon, Georgia. telephone number is [REDACTED] Confirmation number with SADISCO is [REDACTED]
14. All total loss worksheet and copies of draft payments attached.

FE94-078 C 2882

W50-12/23/99
NO ESP

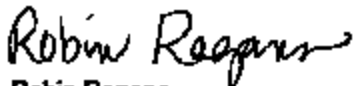
PRY GA
40,000
EXP
NO PHOT
- M 12/24

The Ford Motor Company
11-4117-881
Page 2
October 1, 2003

15. All service work was completed by Ford dealership, at 530 Broad Street, Hawkinsville, Georgia.
16. None.
21. Yes, the engine was running.
22. Yes, keys were in the ignition.
25. Vehicle was purchased from dealer brand new. Mileage at the time of purchase was ten miles.

If you have any further questions, please contact me.

Sincerely,



Robin Ragans
Claim Representative
State Farm Mutual Automobile Insurance Company
(228) 434-6220

RR/024/1001007

Enclosure

PE04-078 C 2883

Consulting Service

Transportation Technology

1184 Wind Hill Lane

Marietta, Ga. 30064

Telephone / Fax (770) 426-6173

or Toll Free (877) 328-3385

www.vehicleinvestigator.com



Photograph: #1

Transportation Technology : 23098

Data Taken: June 9, 2003

Description of Subject: 2000 Ford F-150 XLT

Note: Front view.

PE04-078 C 2664

Consulting Service

Transportation Technology

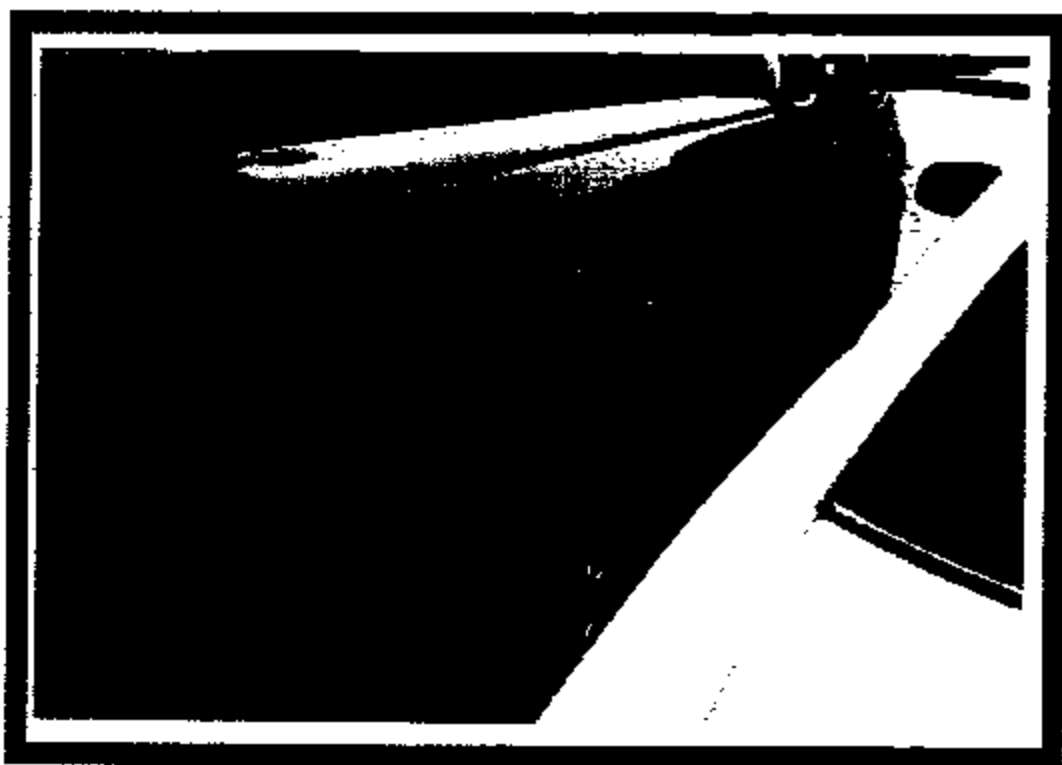
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Marietta, Ga. 30064

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or Toll Free (877) 328-3385

www.vehicleinvestigator.com



Photograph: #2

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: 2000 Ford F-150 XLT

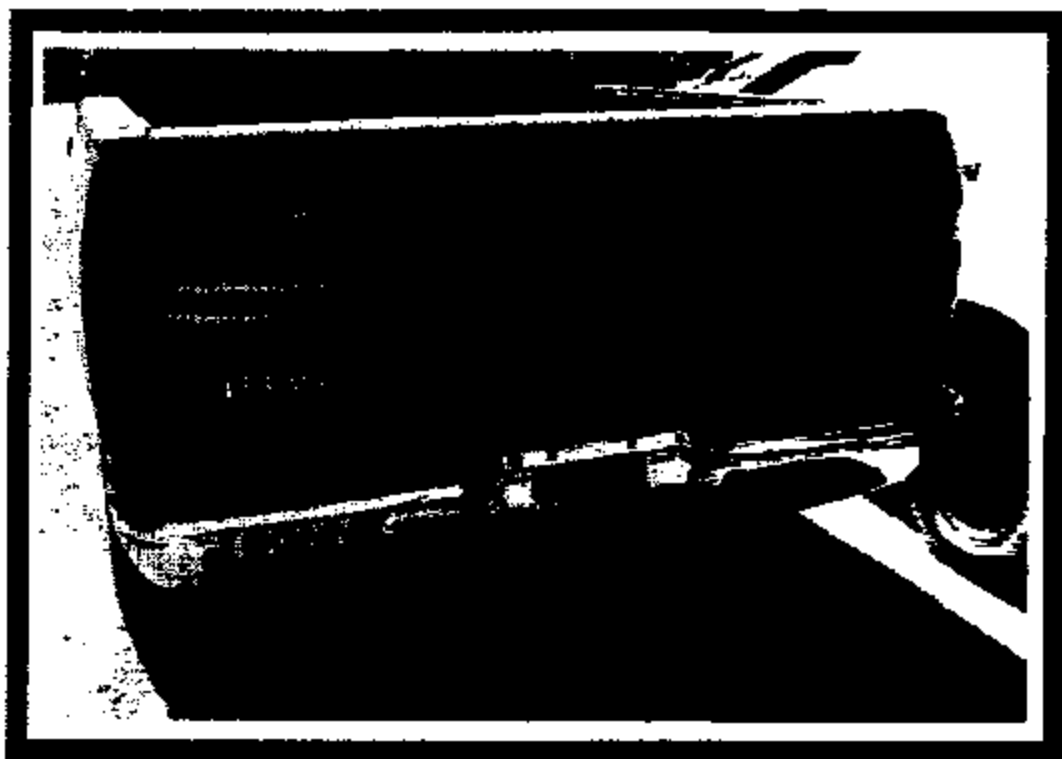
Note: View of passenger's side.

PE04-078 C 2585

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Photograph: #3

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: 2000 Ford F-150 XLT

Note: rear view.

PE04-078 C 2688

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Photograph: #4

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: 2000 Ford F-150 XLT

Note: View of driver's side.

PE04-078 C 2687

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Photograph: #6

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: Interior (from driver's side front door opening)

Note: No fire damage in the cab interior.

PE04-078 C 2689

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Photograph: #7

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: 2000 Ford F-150 XLT (front)

Note: Remains of front grille, headlamps and lower valance panel.

PER4-876 C 2690

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Photograph: #8

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: Hood

Note: No surface accumulations on the hood in contrast to the fenders which indicated it was open at the time of the fire.

PER4-878 C 2691

Consulting Service

Transportation Technology

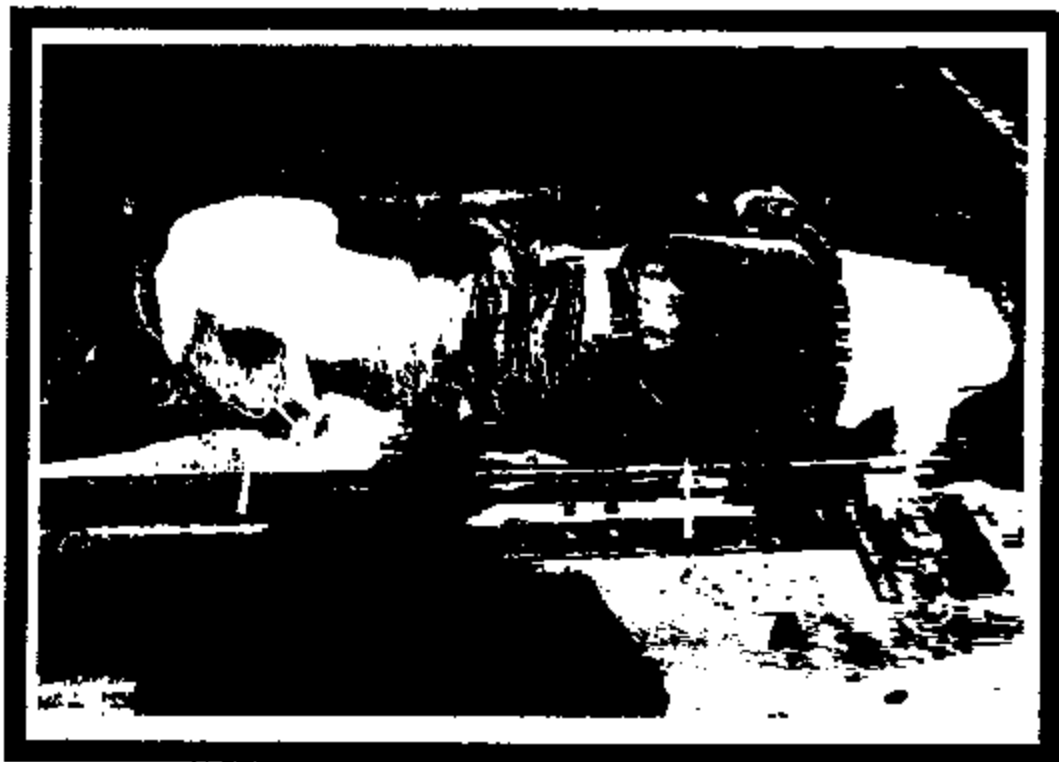
1184 Wind Hill Lane

Marletta, Ga. 30064

Telephone / Fax (770) 428-6173

or Toll Free (877) 328-3385

www.vehicleinvestigator.com



Photograph: #9

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: Engine Compartment

Note: Leading sides of air inlet ducts were partially melted.

FE24-078 C 2682

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Photograph: #10 Transportation Technology : 23098
Date Taken: June 9, 2003
Description of Subject: Engine (passenger's side).

Note: No engine fire damage behind air intake duct.

PE04-07B C 2693

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Photograph: #11

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: Engine (driver's side)

Note: Some very minor fire exposure damage on rubber hoses.

PE04-878 C 2894

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Photograph: #12 Transportation Technology : 23098
Date Taken: June 9, 2003
Description of Subject: Transmission Oil Cooler Hose

Note: Separated hose.

PE04-078 C 2695

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Photograph: #13

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: Transmission Oil Cooler Hose

Note: Separated hose.

FE04-075 C 2896

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Photograph: #14

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: Transmission Oil Cooler

Note: Melted sections of the core fins.

PE04-076 C 2697

Consulting Service

Transportation Technology

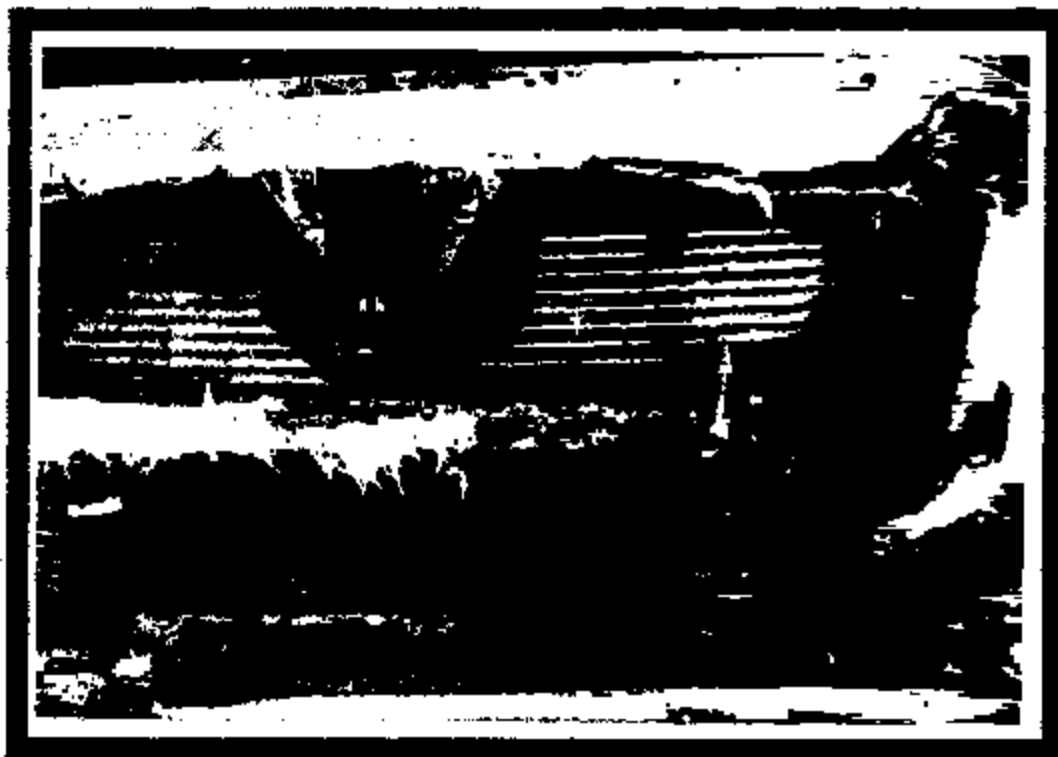
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Marietta, Ga. 30064

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or Toll Free (877) 328-3385

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Photograph: #15

Transportation Technology : 23098

Date Taken: June 9, 2003

Description of Subject: Air Conditioning Condenser (front of vehicle)

Note: Partial melting of air conditioning condenser fins.

PE04-078 C 2598

Consulting Service

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3.0 EXAMINATION OF VEHICLE

3.1 Pursuant to a request from State Farm Insurance Company, the above mentioned vehicle was inspected while it occupied stall number #14 at Sadisco Salvage Disposal in Macon, Georgia. Information obtained from State Farm indicated the owner was refilling the windshield washer fluid (engine was in operation) when he heard a popping noise which was accompanied by a discharge of automatic transmission fluid. The transmission fluid ignited thereby resulting in fire.

3.2 The exterior surfaces were photographed to document the condition of the vehicle at the time of the investigation (Photos #1, #2, #3, #4). The vehicle identification number was recorded from a label on the driver's side front door (Photo #5). The interior of the vehicle was not fire damaged (Photo #6).

3.3 The major fire damage was located at the extreme front of the vehicle. The fiberglass grille panels were mostly decomposed. The lower valance panel was partially melted and both headlamps were also melted (Photo #7). Both front fenders had surface residue accumulations from the fire. There were no accumulations on the hood which indicated it was open at the time of the fire (Photo #8).

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3.4 The hood was elevated for an examination of the engine compartment. The vehicle was equipped with a 5.4L fuel injected engine which was coupled to an automatic transmission. The leading side of the fresh air inlet ducts exhibited fire exposure damage (Photo #9). Engine components mounted behind the air inlet duct had little or no fire damage (Photo #10, #11). Undercarriage views showed both external transmission oil cooler hoses were separated (Photo #12, #13). Sections of the oil cooler fins had started to melt (Photo #14). Fin core melting was also noted on the air conditioning condenser (Photo #15). There was no evidence of physical damage which would account for the transmission fluid discharge.

4.0 CONCLUSIONS

4.1 The fire originated at the front lower area of the vehicle. The fire was caused by a transmission fluid discharge which was ignited on the hot surfaces of the engine. The fire melted a section of the external transmission oil cooler and sections of the air conditioning condenser. Both rubber linking sections of the transmission oil cooler were separated at the time of the investigation. It is likely that one of the rubber hose sections failed thereby discharging transmission fluid on the hot surfaces of the engine and producing fire.

PE84-878 C 2708

IN THE STATE COURT OF COBB COUNTY, GEORGIA, CIVIL ACTION #

PLAINTIFF: State Farm Mutual Automobile Insurance Company
(Our File #301-2023)

VS

DEFENDANT: Ford Motor Company

COMPLAINT FOR DAMAGES

Plaintiff [REDACTED] files this Complaint for damages against Defendant Ford Motor Company Inc., and respectfully shows the Court as follows;

1. Defendant Ford Motor Company (hereinafter "Defendant") is a foreign profit business corporation registered to do business in the State of Georgia. Said Defendant may be served with process through its registered agent in the State of Georgia to-wit: Corporation Process Company, 180 Cherokee Street, N.E., Marietta, Cobb County, Georgia 30060. Defendant is subject to the jurisdiction of this Court pursuant to O.C.G.A. 14-2-63 and 9-10-91.

2. On or about May 31, 2003, Stacy Willis (hereinafter "Plaintiff's Insured") owned a 2000 Ford F-150 pickup truck, V.I.N.: 1FTRX17L1Y [REDACTED] (hereinafter "said vehicle").

3. On or about May 31, 2003, said vehicle caught fire and was damaged in the amount of \$18,090.80 as a result of leaking transmission fluid which ignited on the hot surfaces of the engine (hereinafter "defective part") manufactured by Defendant and installed on said vehicle by Defendant.

4. Plaintiff is subrogated to all rights and interest in the claim against Defendant as a result of making payments to Plaintiff's Insured under a policy of insurance.

5. But for the defect in the defective part of said vehicle, said vehicle would not have burned and Plaintiff's Insured would not have suffered the loss of the automobile.

6. Defendant manufactured, distributed and installed the defective part in said vehicle, and placed it in the stream of interstate commerce.

COUNT A: NEGLIGENCE OF DEFENDANT IN MANUFACTURING AND DESIGNING THE DEFECTIVE PART

Plaintiff herein incorporates by reference the allegations contained in paragraphs 1 through 6 as if set forth herein.

7. Plaintiff shows that said defective part in said vehicle, which was designed, manufactured, distributed and sold by Defendant was in a defective condition at the time of the first distribution and sale.

Plaintiff shows that the defective condition existing in this vehicle included, but was not limited to,

(a) A defective design of the defective part installed in said vehicle;

(b) the failure to warn and to continue to warn users, purchasers and registered owners of such vehicles, including Stacy Willis, by letter, recap notice, or other reasonable means, of the dangerous characteristics and properties of the defective part.

8. Defendant had a duty to exercise reasonable care to design, engineer, test, manufacture, inspect, market, distribute and sell safe vehicles and parts, so as to not subject purchasers or users to an unreasonable risk of harm. Defendant breached its duty to exercise reasonable care with respect to said vehicle and defective part. Defendant also failed to utilize economical and technically available safety design alternatives in the design of the defective part.

9. Defendant was negligent and acted in a willful and wanton manner in designing, testing, and/or manufacturing, inspecting, marketing, distributing and selling the installed defective part in such a manner and in such condition as to cause unexpected and unintentional fire in the engine compartment of said vehicle.

10. Defendant's failure to exercise due care, combined with the defects present in said vehicle, proximately caused the fire in the engine compartment of said vehicle and the total loss of said vehicle and damages of \$18,090.80.

COUNT B: STRICT LIABILITY OF DEFENDANT

Plaintiff incorporates by reference the allegations contained in paragraphs 1 through 10 as if fully set forth herein.

11. Defendant is strictly liable in tort to Plaintiff for the losses suffered by Plaintiff because the defective part installed in said vehicle was defective when distributed and sold by Defendant, was not merchantable and was not reasonably suited to the use intended, said defective condition having existed at the time of sale. Specifically, Plaintiff shows that the defects existing in the defective part installed in said vehicle include, but are not limited to, defects in design and engineering of the defective part installed in said vehicle, defects which were unreasonably dangerous and pose an unreasonable risk of serious injury or death to the occupants of the vehicle due to unexpected and unintentional fire in the engine compartment of the vehicle resulting from defective design and manufacture of the defective part. Plaintiff further shows that Defendant failed to utilize economical and technically available safety design alternatives insofar as the design of the defective part is concerned.

12. The defects present in said vehicle proximately caused the fire in the engine compartment of said vehicle and caused the total loss of said vehicle and damages of \$18,090.80.

COUNT C: BREACH OF EXPRESS AND IMPLIED WARRANTIES BY DEFENDANT

Plaintiff incorporates by reference the allegations contained in paragraphs 1 through 12 as if set forth verbatim herein.

13. The defective part installed in said vehicle was not merchantable, nor was it reasonably suited for the use intended, and as such, Defendant breached the express and implied warranties of fitness for

a particular purpose and of merchantability in that the defective part of said vehicle posed an unreasonable risk of serious injury and death to its occupants due to the defective design of the defective part which allowed for unexpected and unintended fire in the engine compartment of said vehicle. Further, Defendant failed to utilize economical and technically available design alternatives insofar as the defective part is concerned.

COUNT D: NEGLIGENT INSTALLATION OF THE DEFECTIVE PART INTO SAID VEHICLE BY DEFENDANT

Plaintiff incorporates by reference the allegations contained in paragraphs 1 through 13 as if set forth verbatim herein.

14. Defendant negligently installed the defective part in said vehicle. Said negligence was the proximate cause of the engine compartment fire which caused damage totaling \$18,090.80.

PRAYER FOR RELIEF AND DAMAGES

WHEREFORE, Plaintiff demands judgment against Defendant in the amount of \$18,090.80, plus 3% pre-judgment interest, one-third attorney fees in the event of default, costs and 3% post-judgment interest; and that a writ of fieri facias issue commanding all Sheriffs within the State of Georgia and their lawful deputies to execute said writ by levy and seizure of Defendant's goods and lands

February 11, 2004

Ronald W. Barnell
Attorney for Plaintiff
State Bar Number 564450
301-2023.C

Our File #301-2023
Post Office Drawer 81085
Conyers, Georgia 30013
(770) 929-8585 Answer Service



PROGRESSIVE

JAN 21 2001 10:00 AM
MAY 21 2001 10:00 AM
Telephone: 1-800-765-7610
Toll Free: 1-800-765-7610
Fax: 314-291-2800
E-Mail: greg.mcnair@progressive.com

March 21, 2001

Shawn L. Norton
Claims Analyst
Ford Motor Company
Packlane Towers West, Suite 300
Three Packlane Blvd.
Dearborn, Mi 48126-2568

RE: Claimant: [REDACTED]
DOL: December 25, 2000
Claim #: [REDACTED]

Dear Mr. Norton:

Please find enclosed herewith color photos taken by Transportation Technology for the above referenced claim. If you need additional information please do not hesitate to contact me at 1-800-765-7610, ext. 6735.

Sincerely,

Greg McNair (gym)

Greg McNair
Progressive Companies

PE24-878 C 2787



PROGRESSIVE

February 02, 2001

Greg McNeil
Director, Insurance Sales
Western North Carolina
Telephone: 336-978-1100
Facsimile: 336-978-1100
greg.mcneil@progressive.com

**Ford Motor Company
Parklane Towers West Suite 300
Three Parklane Blvd
Dearborn MI 48126-2568**

Re: Our Insured: [REDACTED]
Claim Number: [REDACTED]
Date of Loss: December 25, 2000
Insd Vehicle: 2000 Ford F150 4x4
VIN: 1FTRF08W7YK [REDACTED]

477-40
U

Shawn Norton:

This is in reply to your letter I received on January 24, 2001. You requested answers to approximately 25 pieces of information. Enclosed with this letter is a copy of yours, and I have replied in numerical sequence, providing only the answer to your original numbered request. Please use your letter as a reference. There are blocks which were not checked indicating to me that you did not require an answer. For those numbered requests, I have submitted an N/A for an answer.

- ◆ 1. December 25, 2000, Nauvoo Alabama 35578
- ◆ 2. Our insured was operating his vehicle on a public roadway when he smelled a strong odor of gasoline within the interior of the above-styled vehicle. He stopped the vehicle and opened the hood to investigate the odor. Immediately upon opening the hood, fire "exploded" out from behind the engine in the area of the firewall. Prior to the loss on December 24, 2000, the insured stated the vehicle stalled as if it had run out of gasoline, despite the fuel guage indicating approximately 1/4 full. He put more gasoline in the truck, approximately 2-3 gallons, the vehicle started after several seconds and drove "as normal" until December 25, 2000 when the loss occurred. Directly following the discovery of fire, the insured contacted 911 for emergency assistance. Nauvoo Volunteer Fire Department received the call at 3:26 PM CST, they arrived on-scene at 3:35 PM CST, and they extinguished the fire.
- ◆ 3. Copy of fire report is included with this letter.
- ◆ 4. N/A
- ◆ 5. N/A
- ◆ 6. Approximately 4500 according to our insured.
- ◆ 7. Digital photographs printed on inkjet printer, provided with this letter.
- ◆ 8. N/A
- ◆ 9. N/A

cc: [unclear]
[unclear] AL
[unclear]

- ◆ 10. Fuel system and related fuel delivery components.
- ◆ 11. Copy of expert's report and photographs provided with this letter.
- ◆ 12. No.
- ◆ 13. Attached-to/on vehicle. Vehicle is located at Lamb's Motors, 4234 State Highway 17, Hamilton AL 35570, 205-921-4872. Vehicle is tarped/covered to preserve evidence.
- ◆ 14. Copy of total loss worksheet and copies of paid drafts provided with this letter.
- ◆ 15. Not provided to us by the insured as he stated he has had no service work or maintenance performed on the vehicle since purchase in June 2000.
- ◆ 16. None made, none disclosed.
- ◆ 17. N/A
- ◆ 18. N/A
- ◆ 19. N/A
- ◆ 20. Yes
- ◆ 21. Yes
- ◆ 22. N/A
- ◆ 23. N/A
- ◆ 24. N/A
- ◆ 25. N/A

Should you require anything else, please feel free to contact me at 205-978-6735 Monday through Friday, 8:00 AM CST through 5:00 PM CST.


Greg McNair
Progressive Companies

ATTN: Greg

COPY

FIRE REPORT

Nauvoo Volunteer Fire Department
P.O. Box 186, Nauvoo, Al. 35578

Run Number _____ Date 12-25-2000
Time of Alarm 3:26 a.m. 10-84-330 a.m. 10-21-3:35 a.m.
10-8-4:20 a.m. p.m. Location 2128 Radiant City Rd

Type of Alarm _____ Type of Fire _____ Grass or Brush _____
Fire Residential _____ Manufacturing _____
Wreck _____ Merchantile _____ Storage _____ Vehicle
False _____

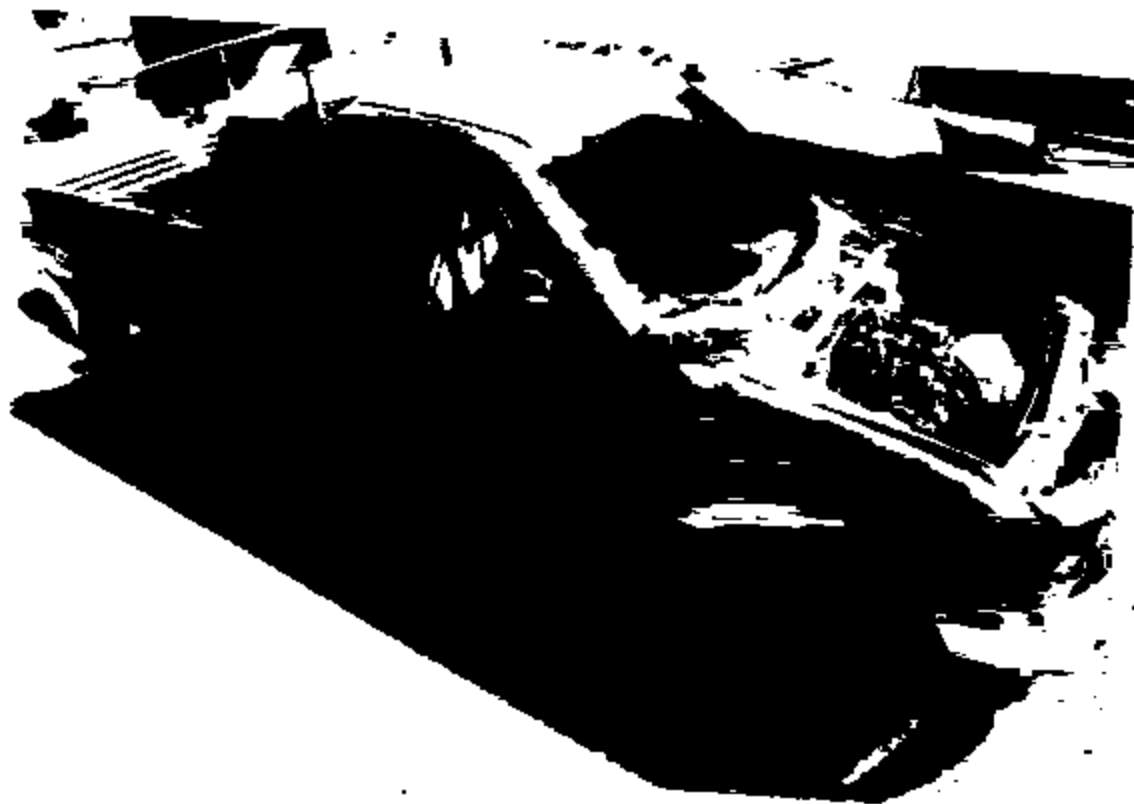
Tag Number _____ Make 7150 XL Ford
Model 2000 VIN 1FTRF08L7YK
Wrecker Service _____
Alarm received from: Pager From: Call PSB
Structure Type _____ Frame _____ Brick _____ Block _____ Metal _____ Wood _____
Owner _____ Phone _____
Address _____
Occupant _____ Phone _____
Address _____
Insurance Co. Progressive Phone _____
Address _____

Mutual Aid _____ Engine Trk. _____ Service Trk. _____
Brush Trk. _____ Tanker Trk. _____
Hydrant Location _____
Hose Used: 1 1/2 200 ft. 2 1/2 ft. 4 1/2 ft.
Extinguisher _____ Booster Roll _____ Gal. of water 650
Equipment Loss _____ Damage _____
Driver Name Engine 1 _____ Ser. Truck _____
Brush Truck William Wright Tanker _____
Fireman: Injured _____ Dead _____ Persons: Injured _____ Dead _____

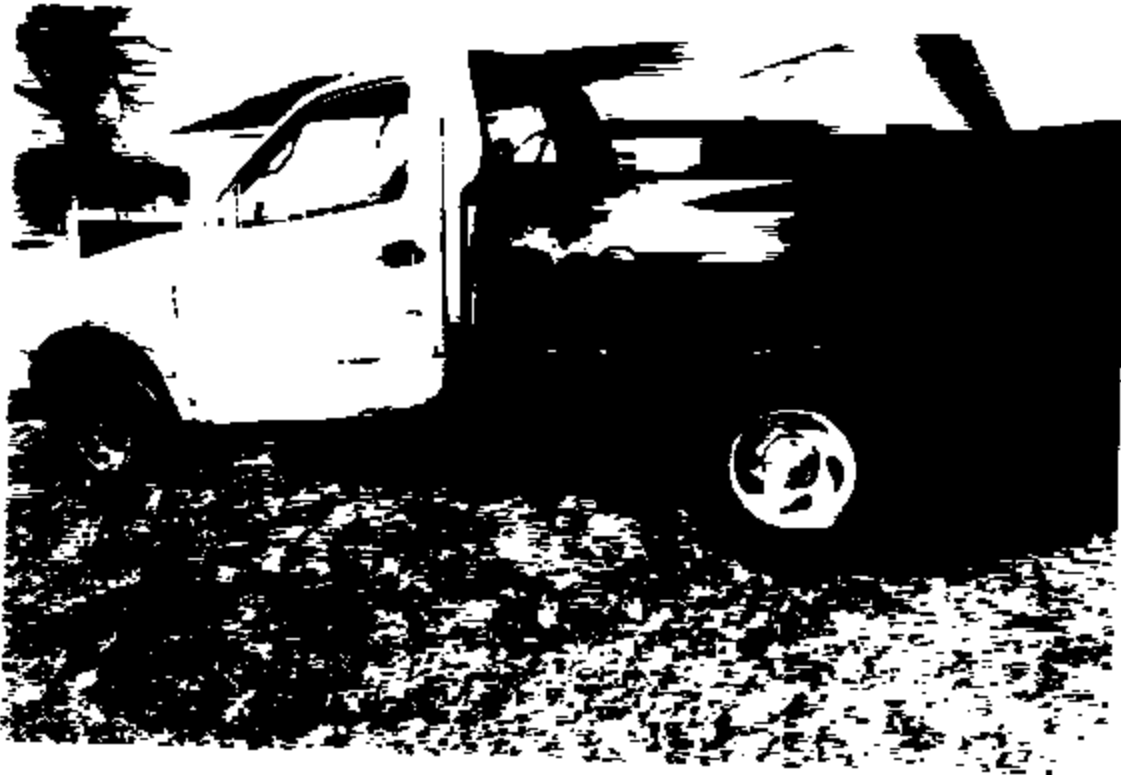
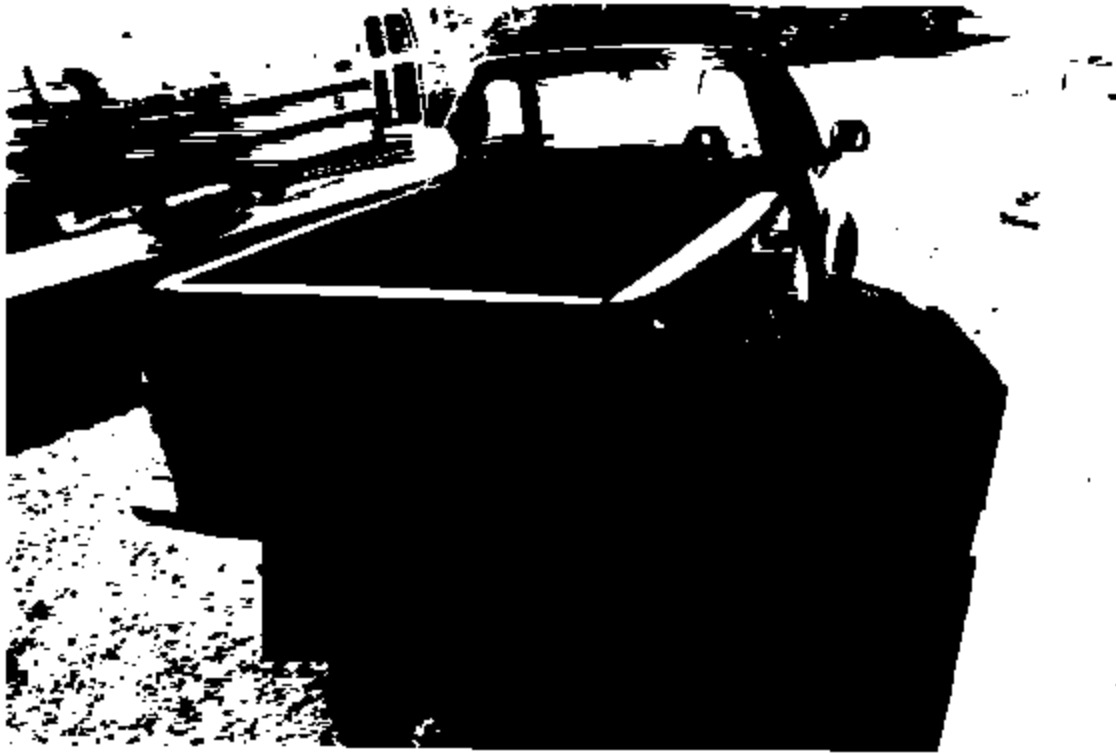
Fireman on Scene:
Gary Knight William Wright
Chris Metel Danny Cole
Benny Colburn
Jerry Long

Remarks: When arrived on scene Ford P.U. was on fire under hood and inside cab. owner stated that he smelled gas and pulled off of road to check vehicle raised hood truck was pre-fire. Cause unknown

Officer in Charge: _____ Title: _____
Chief Gary Knight



PE84-678 C 2712





PE04-878 C 2714

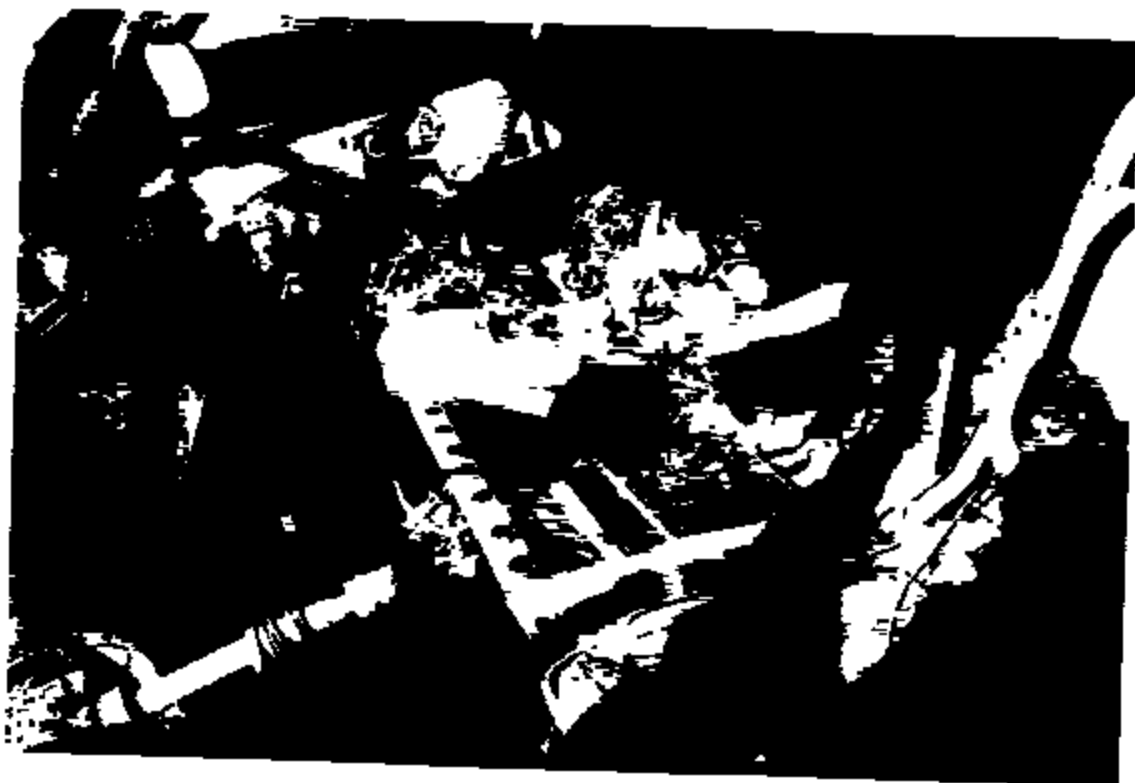




PE04-078 C 2718



PE84-878 C 2717



PE04-076 C 2718

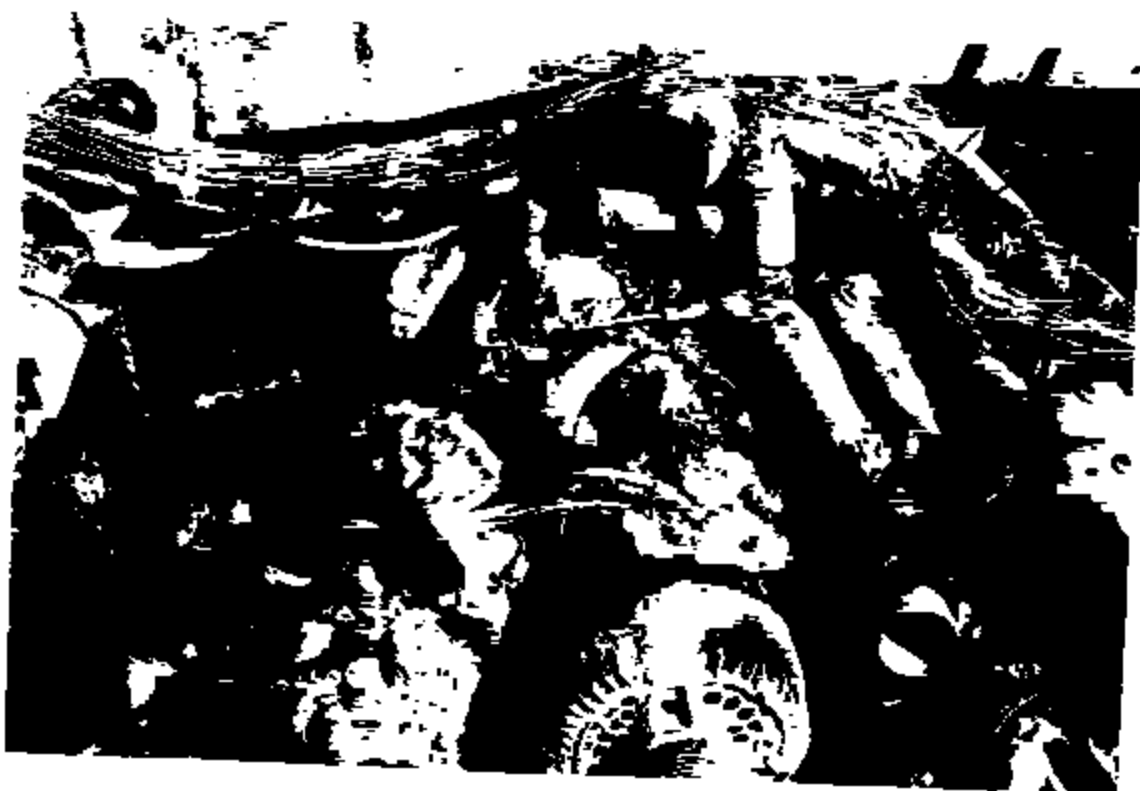


FE84-578 C 2719

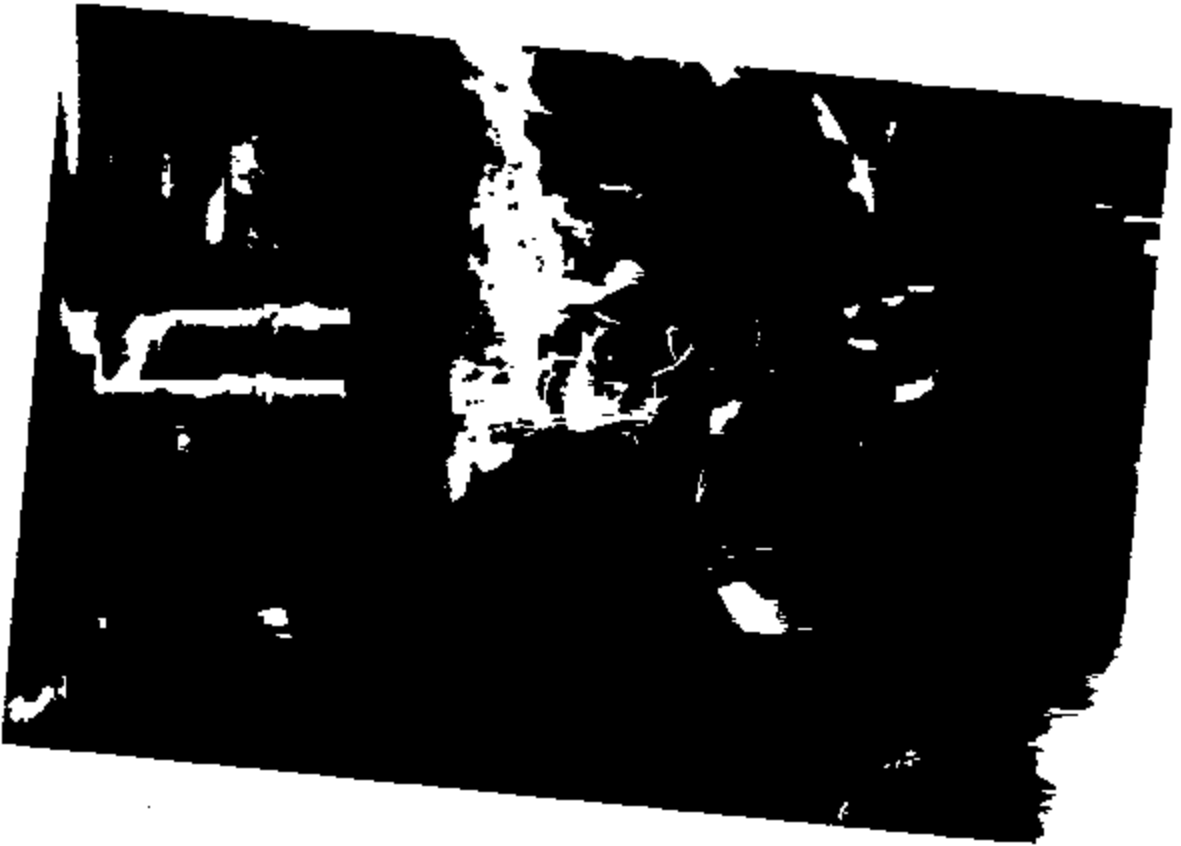


FE84-878 C 2728







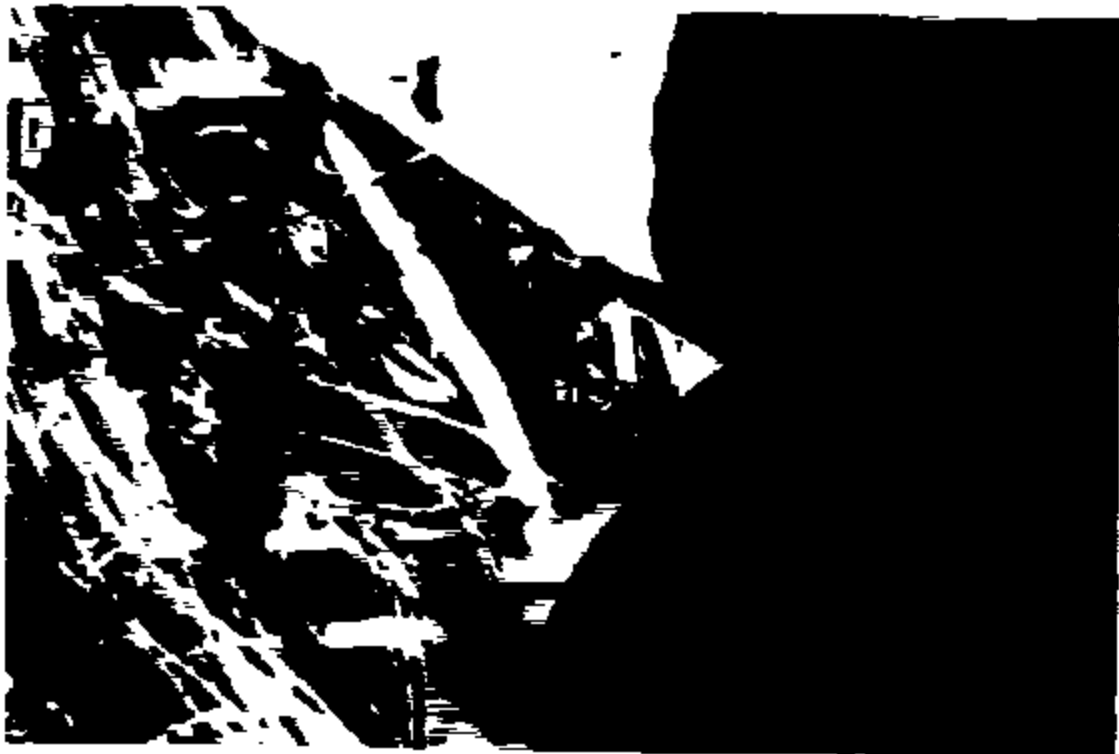




FEB4-878 C 2725



PE84-076 C 2728



PE84-878 C 2727







FE04-078 C 2738



PE84-878 C 2731

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January 11, 2001

John Gallops
Progressive Insurance Company
3439 McGhee Road
Suite "B"
Montgomery, AL 36111

Re: Fire Loss
Transportation Technology No. : 21004
Claim No# [REDACTED]
Owner: [REDACTED]

Dear Mr. Gallops:

Enclosed are the report and invoice for subject investigation. Please contact me if you have any questions or need further assistance.

Thank you again for the opportunity to assist you.

Sincerely,



Michael E. Breenock

PE84-878 C 2733

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Transportation Technology

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Marietta, Ga. 30064

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CASE 21004

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1.0 ASSIGNMENT

1.1 Client:

[REDACTED]

1.2 Subject:

2000 Ford F-150

Ser# 1FTRF08W7YK [REDACTED] (not verified)

Mileage # Could not be determined

1.3 Location:

Troy's Wrecker Service

3893 Silcklizard Rd.

Nauvoo, AL

1.4 Purpose:

Determine the cause of the fire.

1.5 Date of Inspection:

January 4, 2001

2.0 Participating Personnel

2.1 Investigator:

Michael E. Bresnock - Consultant

Transportation Technology

PE84-878 C 2735

Consulting Service

Transportation Technology

1184 Wind Hill Lane

Marietta, Ga. 30064

Telephone / Fax (770) 426-6173

or Toll Free (877) 328-3385

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3.0 EXAMINATION OF VEHICLE

3.1 Pursuant to a request from Progressive Insurance Company we conducted an origin and cause investigation on the above mentioned vehicle while it was situated on a parking stall at Troy's Wrecker Service in Nauvoo, AL (Photo #1). Proceeding in a clockwise direction from the front of the vehicle the exterior surfaces were photographed to document the extent of exterior surface fire damage (Photo #2, #3, #4, #5). Most of the vehicle's hood melted during the fire (Photo #6) and a section of the roof panel was buckled (Photo #7). Most of the driver's side front tire had been consumed (Photo #8). The inboard side of the passenger's side front tire had a large burn through opening (Photo #9). Both of the rear tires were fully inflated (Photo #10, #11). The spare tire was secured in its holder, beneath the rear of the cargo box (Photo #12). The fuel tank cap was installed, as required (Photo #13).

3.2 Interior fire damage was extensive, however, there were some remains of the passenger's side front seat padding (Photo #14). A view of the dash panel and

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Instrument cluster through the rear vision glass opening showed some remains of the dash (on the passenger's side), however the dash and instrument cluster, (located on the driver's side), had been consumed (Photo #15). A single burn pattern was visible on the cargo box front panel, which was oriented toward the driver's side of the cab (Photo #16). The passenger's side front window was in the up position during the fire as indicated by the glass remains in the upper edges of the window channel (Photo #17). The driver's side front door glass dropped from its location and melted inside of the door panel (Photo #18).

3.3 A large opening was visible on the driver's side of the fire wall, which originally accommodated the steering shaft (Photo #19). The opening aligned with a section of the interior firewall, which was below and behind the instrument cluster (Photo #20). It is likely that one of the paths taken by the fire spread was through the firewall opening to the interior.

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3.4 This vehicle was originally equipped with a fuel injected 4.8L conventionally mounted engine. Many of the engine components were made from aluminum and melt through openings were visible through two sections of the timing gear chain covers (Photo #21). Additionally, a portion of the air intake manifold was melted (Photo #22). The alternator, which is situated on the front center of the engine exhibited some metal softening on the front side (Photo #23).

3.5 Most of the radiator and air conditioning condenser, mounted at the extreme front of the engine compartment, decomposed (Photo #24). The small remaining radiator section, on the driver's side front of the engine compartment, contained the transmission oil cooler. A burn through opening was visible on the top side of the cooler (Photo #25). The rubber sections of the transmission oil cooler lines had been consumed (Photo #26). Additionally, flexible rubber sections of the power steering lines had also been consumed (Photo #27). These findings indicate additional fuel loads for the fire.

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3.6 The battery, situated on the passenger's side front inner fender, was partially decomposed (Photo #28). The brake master-cylinder, located on the driver's side rear of the engine compartment had melted (Photo #29). An overhead view from the cowl showed the oxidation patterns and fire damage resulting from the secondary fire caused by leaking transmission and power steering fluid (Photo #30).

3.7 Frontal views show that the headlight and chrome trim on the driver's side were missing while some remains were intact on the passenger's side (Photo #31). The engine valve covers were made from a fiberglass material. The rear of the driver's side valve cover was decomposed exposing some of the internal engine components (Photo #32). You will note that the decomposed section of the valve cover was adjacent to the fuel supply and return lines (Photo #33). You will also note that sections of both flexible fuel lines had separated (Photo #34). The rear section of the passenger's side valve cover was intact (Photo #35). An undercarriage view showed the melt through opening on one section of the lower

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bell housing cover (Photo #36, #37). This finding indicated a secondary fire inside of the bell housing because the cross over frame section had a paint coating and was not oxidized.

3.8 The fuel injection system used on this vehicle transports pressurized fuel from the tank to the driver's side fuel rail. At the rear of the fuel rail flexible hoses continue across the back side of the engine to a fuel rail connection on the passenger's side. Photograph #38 shows the driver's side fuel rail connections. Photograph #39 shows the passenger's side fuel rail connections. You will note that the flexible rubber hose, which bridged the driver's and passenger's side fuel rails was missing and most likely consumed.

3.9 The automatic transmission fluid level was above the full mark, which is normal for this transmission when the engine is not in operation. The transmission fluid had a bright pink hue, which is an indication that there were no internal problems (Photo #40). The engine oil level dip-stick could not be removed from the dip-stick pipe.

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4.0 CONCLUSIONS

4.1 The fire originated at a location just behind the air intake manifold. The fire spread to the interior through openings on the driver's side firewall. Burn patterns and fire damage clearly show that the fire was more aggressive on the driver's side interior. Secondary fires erupted in the engine compartment when the flexible sections of the power steering and transmission lines were penetrated. The secondary fire melted the radiator and front sections of the timing case cover. It is likely that the original fire was a result of leaking gasoline from the fuel system. The driver's side valve cover, a fiberglass composition component, was partially decomposed on the rear side adjacent to the fuel line attachment. Additionally, the transmission bell housing cover, located beneath the vehicle, exhibited a melt through opening. It is likely that the fuel leak was able to enter the bell housing area where combustion occurred. There were no remains from the fuel cross over pipe to identify the source of any pre-fire leaks in the flexible lines that bridged both of the fuel rails. We found no evidence to indicate that the fire was intentionally set. It is likely that the fire was the result of a fuel system containment failure.

PEBA-878 C 2741

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Photo: #1

Date Taken: January 4, 2001

Note: Fire damaged 2000 model year Ford F-150. Situated on a parking stall at Troy's Wrecker Service in Nauvoo, Alabama.

PE84-878 C 2742

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Photograph: #2 Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: 2000 Ford F-150

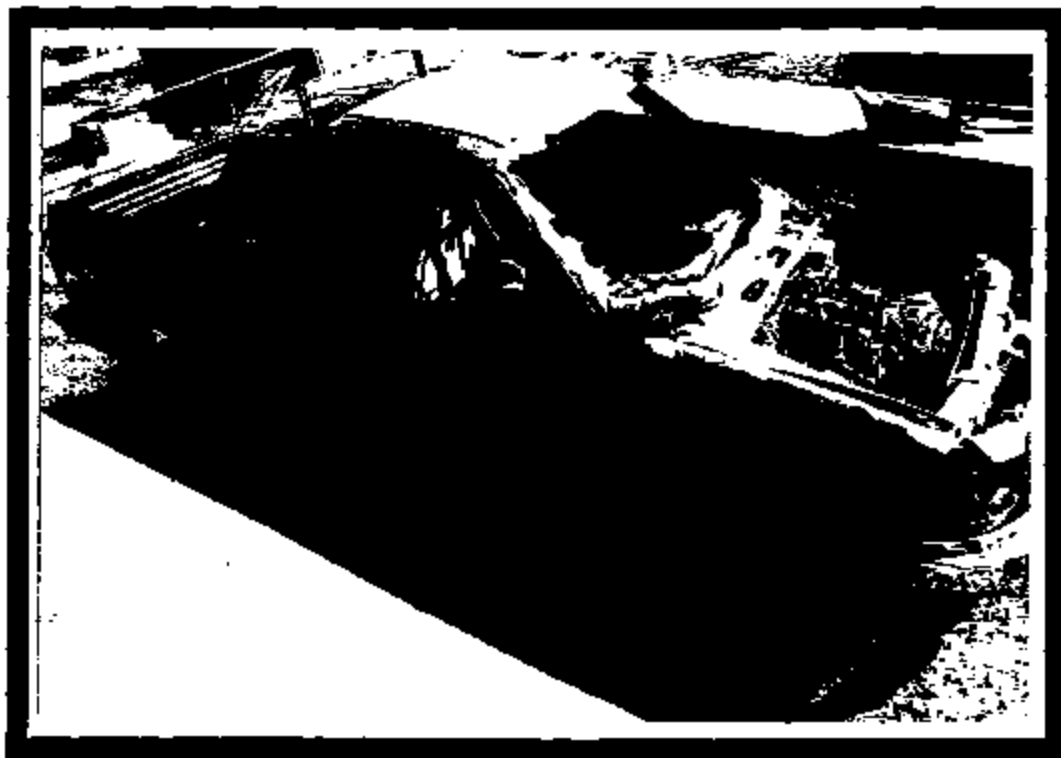
Note: Front view of fire damaged vehicle.

PE84-878 C 2743

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Photograph: #3 Transportation Technology : 21004
Date Taken: January 04, 2001
Description of Subject: 2000 Ford F-150

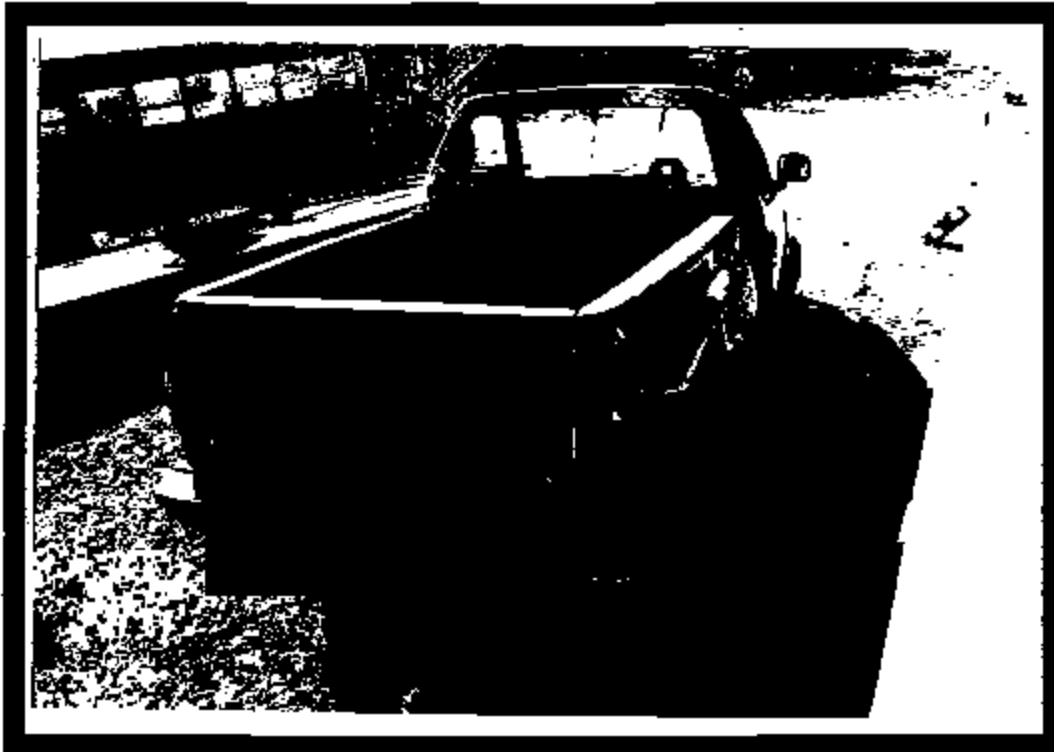
Note: View of passenger's side.

PE04-078 C 2744

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Photograph: #4 Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: 2000 Ford F-150

Note: Rear view of vehicle.

PE84-878 C 2745

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Photograph: #5

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: 2000 Ford F-150

Note: View of driver's side.

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Photograph: #6 Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: 2000 Ford F-150 (front)

Note: Remains of hood panel on perimeter of engine compartment opening.

PE84-878 C 2747

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Photograph: #7

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Roof (overhead view)

Note: Buckled section of roof panel.

PE84-878 C 2748

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Photograph: #8

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Driver's Side Front.

Note: Remains of front tire.

FED-878 C 2748

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Photograph: #2

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Passenger's Side Front Tire (Inboard side)

Note: Opening in tire where inboard section had been consumed.

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Photograph: #10

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Driver's Side Rear Tire

Note: Fully Inflated.

FED4-878 C 2751

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Photograph: #11

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Passenger's Side Rear Tire

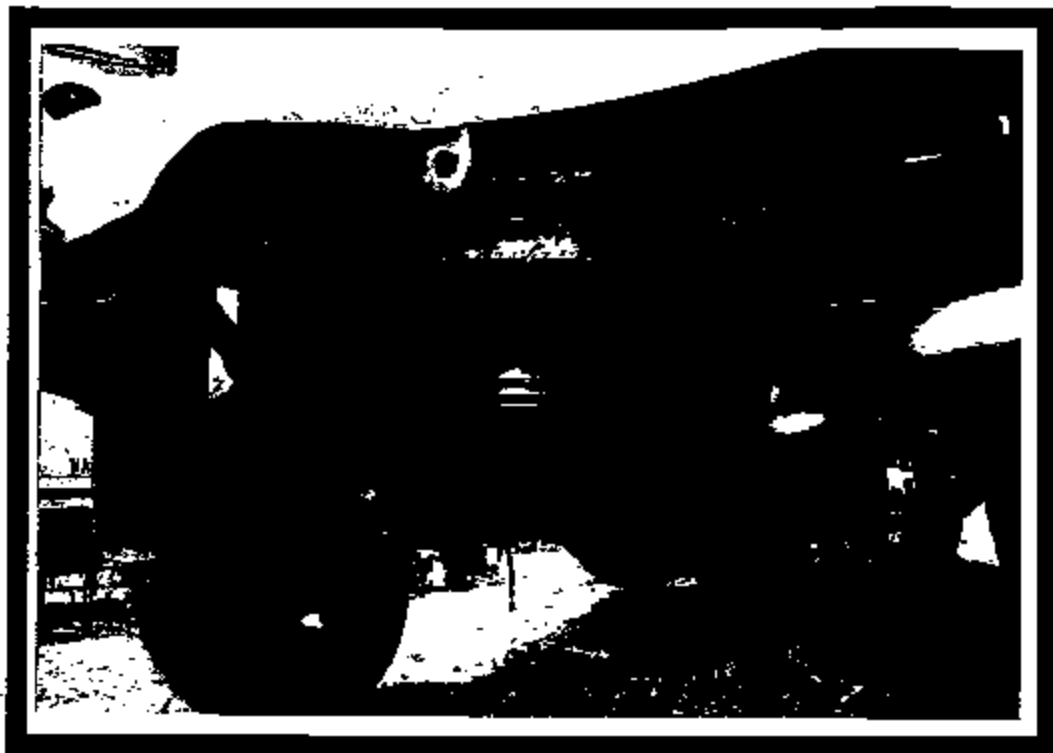
Note: Fully inflated.

PE04-878 C 2752

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Photograph: #12

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Undercarriage (rear)

Note: Fully inflated spare tire.

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Photograph: #13

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Fuel Fill Opening

Note: Fuel tank cap intact

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Photograph: #14

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Interior (front seating area)

Note: Remains of passenger's side seat cushion.

PE04-878 C 2795

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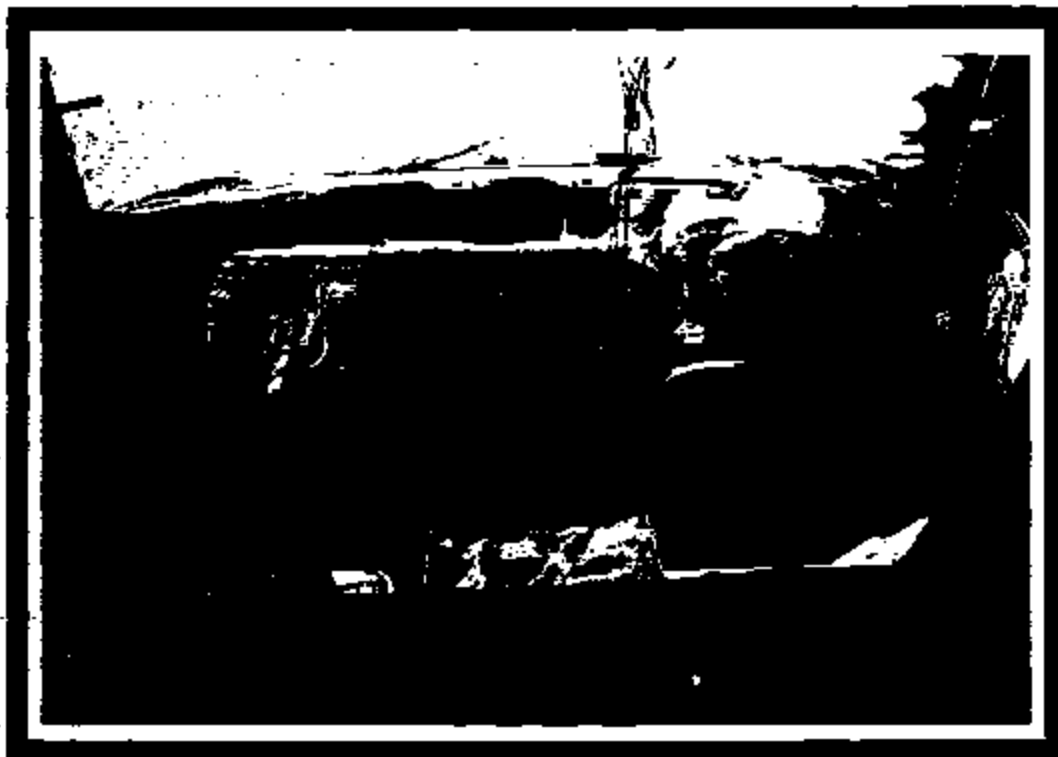
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Photograph: #15

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Interior (dash)

Note: Dash remains on passenger's side. Also note: instrument cluster and dash on driver's side consumed.

PE04-678 C 2758

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Photograph: #16

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Cargo Box

Note: Burn pattern on driver's side of cargo box.

PE04-078 C 2757

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Photograph: #17

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Passenger's Side Door (forward edge of glass channel)

Note: Glass remains in channel indicating glass was "up" when fire occurred.

PE84-078 C 2750

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Photograph: #18 Transportation Technology : 21004
Date Taken: January 04, 2001
Description of Subject: Driver's Side Door Box (interior side)

Note: Melted door window glass inside door box.

PE84-878 C 2755

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Photograph: #19

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Firewall (engine compartment side).

Note: Opening in firewall.

PE04-078 C 2760

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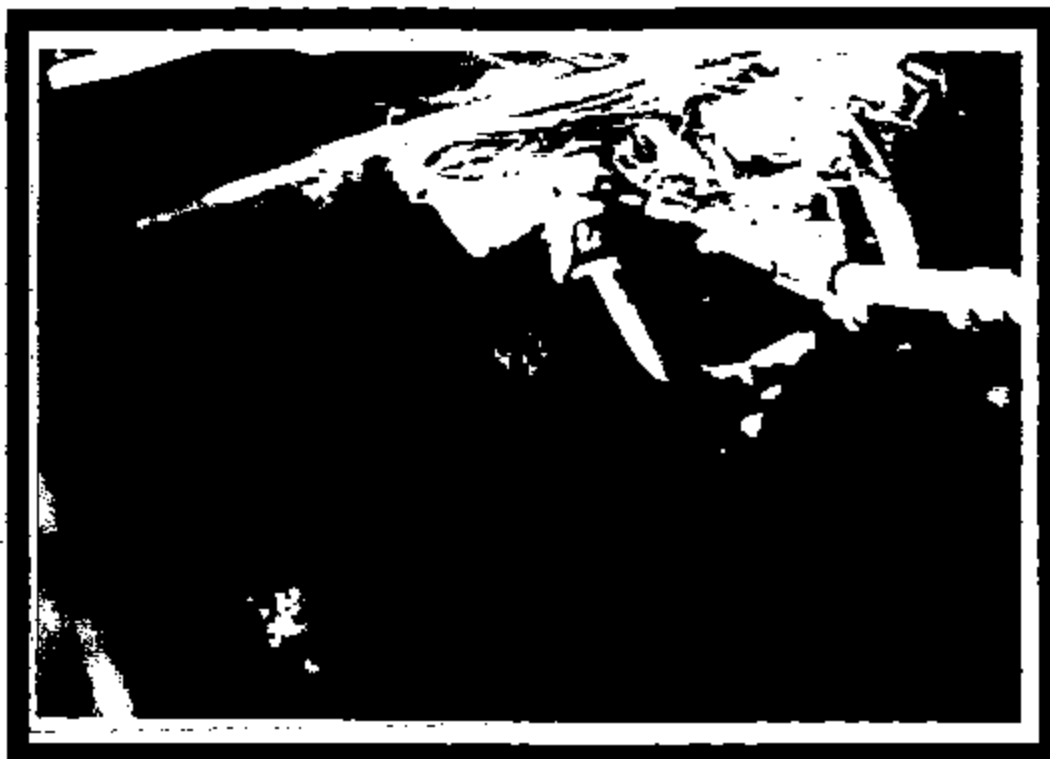
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Photograph: #20

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Firewall (passenger compartment side).

Note: Opening in firewall through which fire spread to the interior.

PE84-876 C 2761

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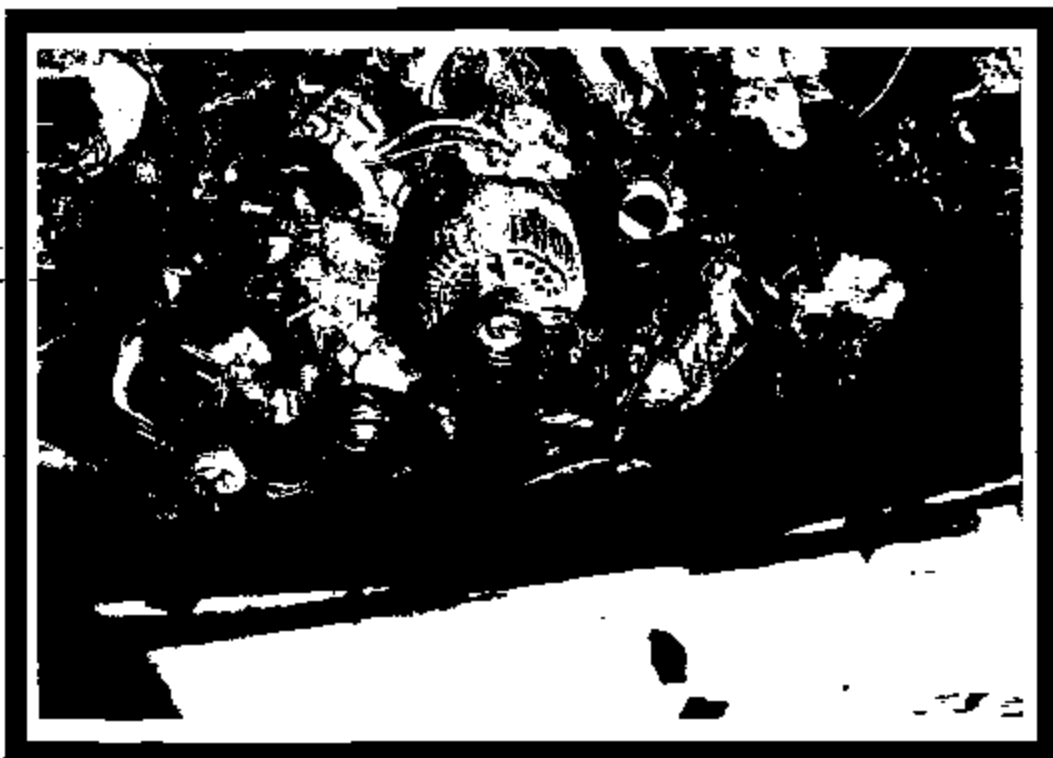
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Photograph: #21

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine (front)

Note: Melt through openings on front side of engine.

PE04-E78 C 2762

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Photograph: #22

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine (top)

Note: Partial melting at the front of the air intake manifold.

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Photograph: #23

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine (top front)

Note: Alternator front case metal softening.

PEB4-878 C 2784

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Photograph: #24 Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine Compartment (extreme front)

Note: Most of radiator and air conditioning condenser had melted.

PE04-078 C 2788

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Photograph: #25

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine Compartment (extreme front driver's side)

Note: Remains of transmission oil cooler.

PE04-078 C 2768

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Photograph: #26

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine Compartment (extreme front lower).

Note: Flexible rubber sections of the transmission oil cooler lines had been consumed.

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Photograph: #27

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine Compartment (driver's side front)

Note: Remains of power steering pressure hose.

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Photograph: #28

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Date Taken: January 04, 2001

Description of Subject: Engine Compartment (passenger's side)

Note: Location and condition of battery.

PE84-878 C 2788

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Photograph: #29

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Date Taken: January 04, 2001

Description of Subject: Engine Compartment (driver's side rear)

Note: Brake master cylinder melted.

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Photograph: #30

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Date Taken: January 04, 2001

Description of Subject: Engine Compartment (overhead view)

Note: Oxidation patterns from secondary fire at front of engine compartment.

PE84-878 C 2771

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Photograph: #31

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Front View

Note: Lamp bucket remains on passenger's side while driver's side lamp bucket had decomposed.

PE04-078 C 2772

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Photograph: #32

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Engine (driver's side valve cover)

Note: Area of driver's side valve cover, below fuel lines, which was decomposed.

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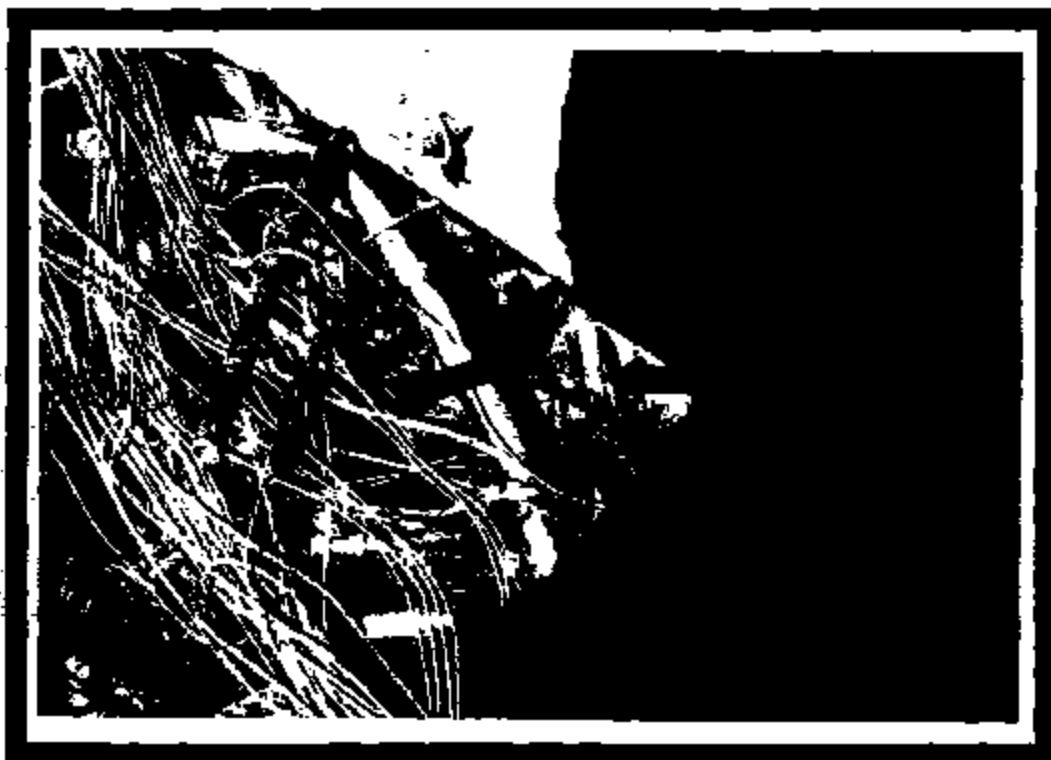
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Photograph: #34

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Fuel Feed & Return Lines

Note: Separated flexible sections of the fuel line.

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Photograph: #36 Transportation Technology : 21004
Date Taken: January 04, 2001
Description of Subject: Undercarriage

Note: Melted section of bell housing cover

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Photograph: #37

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Undercarriage

Note: Melted bell housing cover.

PE04-878 C 2778

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Photograph: #38

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Fuel Rail (driver's side)

Note: Connection nipple which was originally fitted with a flexible hose.

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Photograph: #39

Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Fuel Rail (passenger's side)

Note: Nipple which was fitted with a flexible hose that carried fuel from the driver's side fuel rail connection.

PE04-078 C 277a

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Photograph: #40 Transportation Technology : 21004

Date Taken: January 04, 2001

Description of Subject: Transmission Fluid Level Indicator

Note: Above full indication and bright pink hue.

PE84-878 C 2779