

**PE04-078**

**FORD**

**1/28/2005**

**ATTACHMENT F**

**BOOK 7 OF 12**

**PART 5 OF 6**

**FIRE REPORT**

UNCLAS	TX	09	08	2004	1	04-000761	000	Change	NO	NO
<p><b>B Location</b></p> <p><input type="checkbox"/> Check this box to indicate that the address for this incident is provided on the fire made in section 9 "Narrative Incident Description", use only for telephone lines</p> <p><input checked="" type="checkbox"/> Street address  <input type="checkbox"/> Intersection  <input type="checkbox"/> In front of  <input type="checkbox"/> Rear of  <input type="checkbox"/> Adjacent to  <input type="checkbox"/> Directions</p> <p>Number/Highway Route Street or Highway          Apt./Suite/Room City          State ZIP+4</p> <p>TX 75455          TX 75455</p> <p>Close street or direction, as applicable</p>										
<p><b>C Incident Type *</b></p> <p>131 Passenger vehicle fire</p>			<p><b>1 Data &amp; Times</b></p> <p>Month Day Year Hr Min Sec          09 08 2004 10:57:40</p> <p><b>2 Arrival</b> 09 08 2004 11:01:56</p> <p><b>3 Departed</b> 09 08 2004 11:03:31</p> <p><b>4 Closed</b> 09 08 2004 11:26:41</p>				<p><b>2 Shift &amp; Alarm</b></p> <p>Shift of Alarm</p> <p>Special Studies</p>			
<p><b>D Aid Given or Received</b></p> <p>1 <input type="checkbox"/> Medical aid received</p> <p>2 <input type="checkbox"/> Automatic aid received</p> <p>3 <input type="checkbox"/> Medical aid given</p> <p>4 <input type="checkbox"/> Automatic aid given</p> <p>5 <input type="checkbox"/> Other aid given</p> <p>6 <input type="checkbox"/> None</p>			<p><b>3 Resources *</b></p> <p>Apparatus: 0003</p> <p>Personnel: 0006</p> <p>Other: _____</p>				<p><b>2 Estimated Dollar Losses &amp; Values</b></p> <p>Property: \$ 000.00</p> <p>Contents: \$ 000.00</p> <p>Other: \$ 000.00</p>			
<p><b>F Actions Taken *</b></p> <p>11 Extinguish</p> <p>Address: Action Taken (1)</p> <p>Additional Action Taken (2)</p>			<p><b>3 Hazards &amp; Releases</b></p> <p>1 <input type="checkbox"/> None</p> <p>2 <input type="checkbox"/> Flammable gas</p> <p>3 <input type="checkbox"/> Flammable liquid</p> <p>4 <input type="checkbox"/> Flammable solid</p> <p>5 <input type="checkbox"/> Corrosive liquid</p> <p>6 <input type="checkbox"/> Corrosive solid</p> <p>7 <input type="checkbox"/> Toxic gas</p> <p>8 <input type="checkbox"/> Toxic liquid</p> <p>9 <input type="checkbox"/> Toxic solid</p> <p>10 <input type="checkbox"/> Other</p>				<p><b>I Mixed Use Property</b></p> <p>10 Assembly use</p> <p>20 Educational use</p> <p>30 Medical use</p> <p>40 Residential use</p> <p>50 Shop &amp; Professional</p> <p>60 Office use</p> <p>70 Industrial use</p> <p>80 Military use</p> <p>90 Farm use</p> <p>00 Other mixed use</p>			
<p><b>J Property Use</b></p> <p>131 Church, place of worship</p> <p>161 Restaurant or cafeteria</p> <p>162 Bar/Tavern or nightclub</p> <p>213 Elementary school or kindergarten</p> <p>215 High school or junior high</p> <p>241 College, adult education</p> <p>311 Care facility for the aged</p> <p>321 Hospital</p>			<p>341 Clinic, clinic type infirmary</p> <p>342 Doctor/ambulance office</p> <p>361 Prison or jail, not juvenile</p> <p>419 1-or 2-family dwelling</p> <p>429 Multi-family dwelling</p> <p>439 Boarding/boarding house</p> <p>449 Commercial hotel or motel</p> <p>459 Residential, board and care</p> <p>464 Residential/boarding</p> <p>519 Used and inventory sales</p>				<p>539 Household goods, sales, repairs</p> <p>579 Motor vehicle/boat sales/repair</p> <p>571 Gas or service station</p> <p>599 Business office</p> <p>615 Electric generating plant</p> <p>629 Laboratory/diagnostic lab</p> <p>700 Manufacturing plant</p> <p>819 Livestock/poultry storage (non)</p> <p>882 Non-residential parking garage</p> <p>881 Warehouse</p> <p>981 Construction site</p> <p>984 Industrial plant yard</p>			
<p>124 Playground or park</p> <p>655 Grove or orchard</p> <p>669 Forest (timberland)</p> <p>847 Outdoor storage area</p> <p>978 Dump or sanitary landfill</p> <p>991 Open land or field</p>			<p>936 Vacant lot</p> <p>938 Gravel/crusher for plot of land</p> <p>946 Lake, river, stream</p> <p>961 Railroad right of way</p> <p>960 Other street</p> <p>961 Highway/divided highway</p> <p>962 Residential street/throughway</p>				<p>Property Use: 365</p> <p>Vehicle parking area</p>			

TX PLEASANT FIRE DEPT

01/08/2004 04:00:24

PE84-878 C 2882

<b>A</b> <b>TKSD1</b> <input type="checkbox"/> <b>TK</b> <input type="checkbox"/> <b>OS</b> <input type="checkbox"/> <b>OS</b> <input type="checkbox"/> <b>2004</b> <small>TKSD1 TK OS OS 2004</small>		<b>1</b> <b>08-000761</b> <small>Number Incident Number</small>	<b>000</b> <input type="checkbox"/> <b>Other</b> <input checked="" type="checkbox"/> <b>No Other</b> <small>Category</small>	<b>MPRS 2</b> <b>Page</b>
<b>B Property Details</b> <b>B1</b> <input type="checkbox"/> <b>Not residential</b> <small>Permitted Number of residential living units in building of origin whether or not all units become involved</small> <b>B2</b> <input checked="" type="checkbox"/> <b>Buildings not involved</b> <small>Number of buildings involved</small> <b>B3</b> <input type="checkbox"/> <b>None</b> <small>Notes burned (outside fires) <input type="checkbox"/> (less than one acre)</small>		<b>C On-Site Materials or Products</b> <small>Enter up to three codes. Check one or more boxes for each code entered</small> Create material (1) Create material (2) Create material (3)		<small>Circle if there were any significant amounts of aerosol, chemical, energy or electrical products or materials on the property, whether or not they were involved</small> 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service
<b>D Ignition</b> <b>D1</b> <b>83</b> <b>Engine area, running</b> <small>Area of fire origin</small> <b>D2</b> <b>1U</b> <b>Undetermined</b> <small>Other source</small> <b>D3</b> <b>00</b> <b>Undetermined</b> <small>Other than listed <input type="checkbox"/> <input type="checkbox"/> was confined to object of origin</small> <b>D4</b> _____ <small>Type of material ignited only if both first ignited area is 40 sq ft</small>		<b>E1 Cause of Ignition</b> <input type="checkbox"/> <b>Other than 1-5</b> <small>Help to explain 1-5</small> 1 <input type="checkbox"/> Intentional 2 <input type="checkbox"/> Misadventural 3 <input type="checkbox"/> Faulty wiring 4 <input type="checkbox"/> Lack of warning 5 <input type="checkbox"/> Human error investigation 6 <input type="checkbox"/> Cause undetermined after investigation		<b>E2 Factors Contributing to Ignition</b> <input type="checkbox"/> <b>None</b> <small>Number contributing to ignition (1)</small> <small>Number contributing to ignition (2)</small>
<b>E3 Equipment Involved In Ignition</b> <input type="checkbox"/> <b>None</b> <small>If equipment was not involved, help to Section 6</small> Equipment involved Brand _____ Model _____ Serial # _____ Year _____		<b>E2 Equipment Power</b> _____ <small>Equipment power source</small> <b>E3 Equipment Portability</b> 1 <input type="checkbox"/> <b>Portable</b> 2 <input type="checkbox"/> <b>Stationary</b> <small>Portable equipment usually can be moved by one person, is designed to be used in multiple locations, and requires no tools to install.</small>	<b>F Fire Suppression Factors</b> <small>Enter up to three codes</small> <input type="checkbox"/> <b>None</b> Fire suppression factor (1) Fire suppression factor (2) Fire suppression factor (3)	
<b>H1 Mobile Property Involved</b> <input type="checkbox"/> <b>None</b> 1 <input type="checkbox"/> <b>Not involved in ignition, was damaged</b> 2 <input type="checkbox"/> <b>Involved in ignition, but did not burn</b> 3 <input checked="" type="checkbox"/> <b>Involved in ignition and burned</b>	<b>H2 Mobile Property Type &amp; Make</b> <b>11</b> <b>Passenger car</b> <small>Mobile property type</small> <b>70</b> <b>Ford</b> <small>Mobile property make</small>	<b>I Local Use</b> <input type="checkbox"/> <b>See-Only Plan Available</b> <small>Any of the information presented in this report may be linked upon request from other agencies</small> <input type="checkbox"/> <b>Alarm report attached</b> <input type="checkbox"/> <b>Police report attached</b> <input type="checkbox"/> <b>Contract report attached</b> <input type="checkbox"/> <b>Other reports attached</b>		
<b>PCSD</b> <small>Mobile property model</small> <b>5PVR30</b> <small>License plate number</small>	<b>TK</b> _____ <small>State</small> <b>2000</b> <small>Year</small>	<small>MPRS-2 Revision 01/19/99</small>		

FD-204 (Rev. 10-1-95)

MPRS-2 (Rev. 01/19/99)

RECEIVED NOV 8 2004



FARMERS

National Document Center  
1911 Broadway  
Oklahoma City, OK 73102-8007  
Email: document@farmers-insurance.com  
Fax: 405-251-1200

10/20/2004

Ford Motor Company  
P O Box 6248  
Dearborn, MI 48126

RECEIVED  
OCT 27 2004  
OFFICE OF THE  
GENERAL COUNSEL

RECEIVED  
OCT 26 12:34

Re: Our Insured: [REDACTED]  
Our Claim #: [REDACTED]  
Date of Loss: 09/08/2004  
Amount Owed: \$17,605.55

Dear Ford Motor Company:

We previously informed you of our subrogation claim. Please review your file and advise us if you are now in a position to consider our claim.

If we do not hear from you within 10 days of receipt of this letter, we will assume we have your permission to arbitrate. If you are not a participating company with Arbitration Forums Inc., we will be filing a lawsuit against your company and/or your insured.

If you need additional support for our claim, please call me with your FAX number so that the requested information can be sent to you. If you need anything additional, please call me at the above telephone number.

Sincerely,  
Mid-Century Insurance Company of Texas

Scott Sheffield  
Auto Subrogation Representative  
512-238-5739



FARMERS

National Document Center  
P.O. Box 268891  
Oklahoma City, OK 73126-8891  
claimsdocuments@farmersinsurance.com  
Fax: 877-217-1589

4 SEP 27 09 34

09/21/2004

Ford Motor Company  
Attn: Shawn Norton  
P O Box 6248  
Dearborn, MI 48126

RECEIVED  
SEP 27 2004  
OFFICE OF THE  
GENERAL COUNSEL

Re: Our Insured: [REDACTED]  
Our Claim #: [REDACTED]  
Date of Loss: 09/08/2004  
Your Claim #: unknown  
Amount Owed: \$16,895.18

Dear Ms. Norton:

We have made payment to our insured for damages resulting from this accident. Our investigation has established that the above loss was caused by the negligence of your driver. *The vehicle will be available for your inspection within the next 60 days. After that we will be required to attempt to sell the salvage.*

Be advised that no partial payment, which is less than the full amount claimed herein, will be considered in any way an acceptance of benefits, a novation or an accord and satisfaction of this claim without the express written release of our claim executed by an individual who identifies himself/herself as a member of our subrogation department. Therefore, our legal rights to enforce collection on the remaining amount of the claim shall not be waived or estopped due to a partial payment by you.

If you need additional support for our claim or require further information, please call me at 512-238-5739 with your FAX number so that the requested information can be sent to you.

Sincerely,  
Mid-Century Insurance Company of Texas

Scott Sheffield  
Special Subrogation Representative

ATTACHMENT(S)

- Unit Info
- Unit Details
- Unit History
- Unit Photos
- Unit Documents
- Unit Assignments
- Unit Loss Settlement
- Unit Mileage
- Unit Maintenance
- Unit Insurance
- Unit Repairs
- Unit Towing
- Unit Storage
- Unit Lien
- Unit Residual
- Unit Customer
- Unit Mortgage

Claim Units					
Unit Number	Related Unit	Status	Unit Type*	Unit Sub Type	Expense Payment
> 100549854-1-1	100549854-1-3	Closed	Comp		

Total Loss Settlement				Settlement Detail			
<b>Vehicle Information</b> Year: 00      Serial Number/Trailer ID: [REDACTED] Make: FORD      VIN: 1FTRX08L6YM[REDACTED] Model: F150 ST      Inspected VIN: 1FTRX08L6YM[REDACTED] Mileage: [REDACTED]      Boat: [REDACTED]				<b>Send Settlement Tail</b> Valuation: CCC      Valuation: 32951365 Valuation: \$15,875.00      Additional Details: [REDACTED] Attachment: \$0.00 Actual Cash: \$15,875.00      Towing Fees: \$0.00 Sales Tax: \$992.18      Storage: \$0.00 Lic./Transfer: \$28.00      Lien: \$0.00 Other Fee: \$0.00      Residual: \$0.00 Deductible: \$100.00      Customer: \$0.00 Salvage: \$0.00      Mortgage: \$0.00 Net Total: \$16,795.18			
<b>Dates</b> Unit Assigned: 9/8/2004      TL Packet Sent To: 9/14/2004 Reported to: [REDACTED]      TL Packet Recd From: 9/14/2004 Assigned to: 9/10/2004 Salvage Deal Settled: 9/15/2004      Mile/Paperwork Sent To: 9/15/2004				<b>CCC Settlement Tail Information</b> Send: 9/16/2004      Receive: 9/17/2004      Status: Complete      Retry      Send2      Host			

Create Salvage Unit			
Address: [REDACTED]	Salvage: 00	Date Inspected: [REDACTED]	Recovered Theft: [REDACTED]
City: PITTSBURG      State: TX	Salvage: FORD	Title: Paperwork Held By L	Location: Tow Yard
Country: USA      Zip: [REDACTED]	Salvage: F150 STD/4	Location: LEO'S WRECKER	Comments: [REDACTED]
Phone: [REDACTED]      Fax: [REDACTED]	Salvage: Salvage Pot		
	Salvage: Salvage On		

PE24-876 C 2855



FARMERS

Payment Log

Claim Number : [REDACTED]

Date of Loss: 8/8/2004 12:30:06 PM

Insured's Name : [REDACTED]

Benefit Type :

Check Number	Service From Date	Service To Date	Payee	Date Issued	Date Paid	Amount
6204129466			[REDACTED]	09/16/2004		\$16795.18

Benefit Type Total : \$16795.18

Total Amount Paid : \$16795.18

Comments : This amount does not include our insured's \$100 deductible.

FE04-078 C 2867



FARMERS

Emp. Inj. & Sickness Insurance



A vehicle has been authorized with Enterprise Rent A Car for vehicle number  
1005445654 1-1 by ASSIGNMENT CRN Y9 800 (1 day) at \$25.00/day. Enterprise  
Rent-A-Car will contact your center to arrange  
for the rental.

Because you are not able to reply to this email, please contact the rental  
branch at (903) 575-0500 with any questions or if you need additional  
information.

Your confirmation number for the rental is 51 224233.

Sincerely,  
Enterprise Rent A Car

CCC VALUESCOPE  
Claim Services

Market Section

Report Reference Number: 12951166  
Claim reference: [REDACTED]  
Loss Incident Date: 09/08/2004  
Insured: [REDACTED]  
Policy Number: [REDACTED]

Adjuster: BAZZON, DEAN  
OSWB: 0NB46  
Valuation Date: 09/08/2004

Appraiser: BARRON, DEAN

Introduction

Your Insurance Company has conducted an appraisal of your 2000 Ford F150 XLT Supercab Flareside 4 door Pickup located in Pittsburg, TX. The appraisal information was then used to conduct research in your local market to determine the local market value of your car. This CCC Valuescope Market Report details the results of that research. It contains the following sections:

Section Title:

=====

Vehicle Valuation Summary  
VINGuard Vehicle Identification  
VINGuard VIN Vehicle History  
Local Market Definition  
Valuation Methodology  
Vehicle Condition  
Local Market Comparable Vehicles  
Vehicle Model Information  
NHTSA Vehicle Recall  
Appraisal and Valuation Notes

Section Contents:

Market Valuation with components:  
Vehicle configuration information  
Vehicle history research  
Local market basis  
Method used to evaluate the car  
Vehicle's pre-accident condition  
Comparable vehicles located in market  
Characteristics of the base vehicle type  
NHTSA recall notices  
Log notes for this file

Valuation request: 32951366 (continued) 2000 FORD F150 4X4 SUPERCREW FL

----- Vehicle Valuation Summary

DESCRIPTION	OPTION	LOCAL CAPITAL VALUE
Base value **		
XLT	PKG	11,100
Odometer	76,611	1,100
Vehicle equipment:		
	AT Automatic Transmission	1,100
STD	OD - Overdrive	INCLUDED
STD	4W 4 Wheel Drive	INCLUDED
STD	PS - Power Steering	INCLUDED
STD	PB - Power Brakes	INCLUDED
	PW Power Windows	1,100
	PL - Power Locks	1,100
	SP - Power Driver Seat	1,100
	PM - Power Mirrors	INCLUDED
PREDOM	AC - Air Conditioning	INCLUDED
	TW - Tilt Wheel	1,100
	CC - Cruise Control	1,100
	LS - Leather Seats	1,100
	RL - Reclining/Lounge Seats	INCLUDED
PKG	DB 4-wheel Disc Brakes	INCLUDED
STD	DM - Dual Mirrors	INCLUDED
PKG	FL Fog Lamps	400
	KE - Keyless Entry	1,100
STD	AM - AM Radio	INCLUDED
STD	FM - FM Radio	INCLUDED
STD	ST - Stereo	INCLUDED
	CA - Cassette	1,100
STD	SE Search/Seek	INCLUDED
	CD - Compact Disc Player	1,100
STD	SB Rear Step Bumper	INCLUDED
	2T - Two Tone Paint	INCLUDED
	DT - Privacy Glass	1,100
	BD Running Boards/Side Steps	1,100
	BL - Bedliner	1,100
	TP Trailering Package	1,100
	GG Grill Guard	1,100
STD	AB - Anti-Lock Brakes (4)	INCLUDED
STD	AG - Air Bag	INCLUDED
STD	RG - Passenger Air Bag	INCLUDED
	AW - Aluminum/Alloy Wheels	1,100
STD	IW - Intermittent Wipers	INCLUDED
PKG	WP - Rear Window Wiper	INCLUDED
	4D 4th Door Truck/Van	INCLUDED
CCC Valuation Amount		11,100
Condition adjustment amount		1,100
Actual Cash Value		10,000

Valuation request: 32951366 (continued) 2000 FORD F150 4X4 SUPERCREW FI

===== Vehicle Valuation Summary (continued)

Pre-tax amount \$ 15,275.00

Adjusted vehicle valuation amount \$ 15,275.00

\*\* The base value is the local market value of a vehicle of the same year, make, and model as the loss vehicle, including accessories, standard and all standard (STD) and predominant (PREDOM) options. As such, the vehicle equipment listing reflect deductions for all standard or predominant option(s) which are not present on the vehicle. In cases where a standard or predominant option is superseded by a replacement or upgrade, a corresponding addition will appear for the option which supersedes the standard/predominant option. Package options are options included with their package. Non-factory options were not available from the factory at the time this vehicle was manufactured and any such options were installed at different location at a later date.

===== VINguard Vehicle Identification

VIN: 1FTRX08L6Y [REDACTED]

	Insurer Description	VINguard Analysis
Year	2000	2000
Make	Ford	Ford
Model	F150 4X4 Supercab Flareside X08	F150 4X4 Supercab Flareside X08
Body style	4d P/U	
Engine	8-5.4l Fi	8 5.4L FI
Trans	Automatic Transmission Overdrive	
	4 Wheel Drive	
Restraints	AIR BAGS (DRIVER+PASS.)	Air Bag: (Driver+Pass.)
Odometer	76511	

This vehicle was assembled in KANSAS CITY, MO.

===== VINguard VIN Vehicle History

VINguard has decoded this VIN without any errors.

\*\*\*\*\*  
\* WARNING - VINguard has detected prior event(s) in this vehicle's history.  
\* Please review the information detailed below.  
\*\*\*\*\*

Valuation request: 72951366 (continued) 2000 FORD F150 4X4 DR-PPRCE 11

===== VIN: VINGUARD VIN Vehicle History (continued)

ISO Vehicle History:

Number of times reported to ISO: 2 ISO's File number: 1800000000  
 Activity reported: Collision Estimate- 06/24/2004  
 Insurance company: Farmers Insurance Company Inc. Phone: 800-368-7676  
 Claim number: [REDACTED] Coverage: Comprehensive  
 Point of impact: [REDACTED] Mileage: 00000  
 ISO notified: 06/24/2004  
 Activity reported: Property & Casualty  
 Insurance company: Farmers Insurance Exchange Phone: 800-368-7676  
 Claim number: [REDACTED]

Collision History Information:

Collision incident reported by FARMERS  
 on 06/24/2004 Claim # [REDACTED] 7 1-1 in Mount Pleasant, TX  
 Repair estimate: \$2,075 Miles: UNKNOWN Damage Location: NOT AVAILABLE

===== CARFAX Vehicle History

VIN: 1FTRX08L6YK [REDACTED]

CARFAX searched its nationwide database of nearly 2 billion records to provide you with this detailed vehicle history. Avoid making a potentially costly mistake when buying your next used car. Order a CARFAX Vehicle History Report at [www.carfax.com](http://www.carfax.com).

CARFAX RESULTS

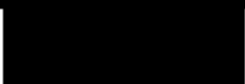
DATE REPORTED	ODOMETER INFORMATION	GENERAL COMMENTS
READING	SOURCE	
12/21/1999		
12/21/1999		title
01/06/2000	Louisiana Motor Vehicle Dept. Oil City, LA	Registered as Corporate Vehicle
03/02/2000 10	Louisiana Motor Vehicle Dept. Oil City, LA Title #A1869669	Title issued Title re-issued First owner reported

<p>Local Office</p> <p><input type="checkbox"/> Check this box if some address at incident location. Then enter the three digit address lines.</p> <p>Mr., Ms., Mrs. First Name          Number          Street or Highway          Apt./Suite/Room          City          State Zip Code</p> <p><input type="checkbox"/> More people involved? Check this box and attach Supplemental Form (SF24-10) as necessary</p>	<p>Business Auto (if applicable)</p> <p>Area Code          Plate Number</p> <p>MC          Left Hand          Right Hand</p> <p>Appt./Suite/Room          City</p>	<p>Area Code          Plate Number</p> <p>Street Type          Number</p>
<p><input checked="" type="checkbox"/> Owner <input type="checkbox"/> Same as person involved? Then check this box and enter the rest of this section.</p> <p>Local Office</p> <p>Mr., Ms., Mrs. First Name          Number          Street or Highway          Apt./Suite/Room          City          State Zip Code</p>	<p>Business Auto (if applicable)</p> <p>Area Code          Plate Number</p> <p>MC          Left Hand          Right Hand</p> <p>Appt./Suite/Room          City</p>	<p>Area Code          Plate Number</p> <p>Street Type          Number</p>
<p><b>I. Remarks</b></p> <p>Local Office</p> <p>E1 RESPONDED TO A VEHICLE FIRE ON PILGRIMS STREET UPON ARRIVAL WE FOUND A VEHICLE ALIB FIRE IN THE ENGINE AND PASSENGER COMPARTMENT 1 VEHICLE WITH THE BACK BUMPER AND TAILGATE ON FIRE. WE EXTINGUISHED THE FIRE AND GATHERED INFORMATION.</p> <p style="text-align: center;">THESE VEHICLES WERE INVOLVED IN THE FIRE</p> <p>2000 FORD F-150 LIC. PLATE [REDACTED] OWNER [REDACTED] BURNED ENGINE AND PASSENGER COMPARTMENT.</p> <p>1997 CHEVY 1500 LIC PLATE TX. [REDACTED] OWNER [REDACTED] BURNED BACK BUMPER AND TAILGATE</p> <p>1992 FORD EXPLORER OWNER UNKNOWN LIC PLATE EXR 20T MELTED RIGHT TAIL LIGHT</p> <p>1994 PONTIAC GRAND AM OWNER UNKNOWN LIC. PLATE [REDACTED] MELTED LEFT TAIL LIGHT</p> <p>09/08/2004 17:59:54 mpfd          CRAIG EDDY</p>		
<p><b>I. Authorization</b></p> <p>14          Officer in charge (P)</p> <p>MORAE, LARRY          Signature</p> <p>FC          Position of rank</p> <p>09 08 2004          Month Day Year</p> <p>110          Check this box if officer making report is in charge.</p> <p>EDDY, MICHAEL CRAIG          Signature</p> <p>FF          Position of rank</p> <p>09 08 2004          Month Day Year</p>		

MPFD 09/08/2004 17:59:54



PE04-078 C 2874



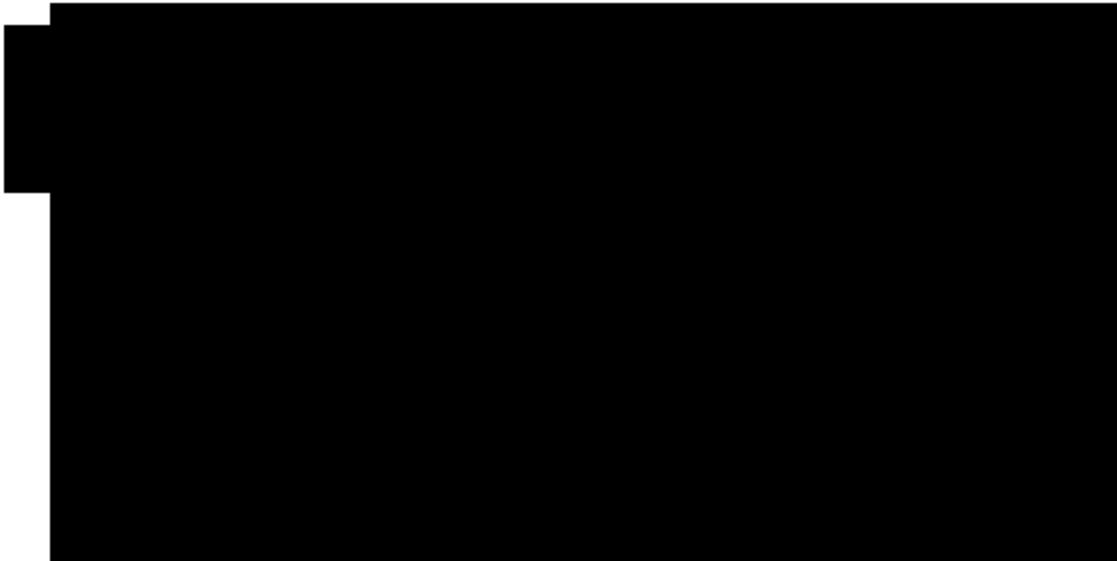
PE84-076 C 2875







PE84-878 C 2877

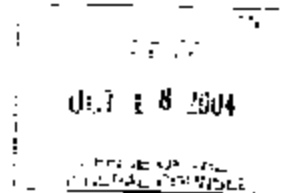


Allstate Insurance Company  
16700 East Hardy, Suite A  
Houston, TX 77032

October 12, 2004

Ford Motor Company - General Counsel's Office  
3 Parklane Blvd, Ste PTW300  
Dearborn, MI 48126  
Attn: Shawn Norton

RECEIVED OCT 18 2004



RE: Our Claim Number: [REDACTED]  
Our Insured: [REDACTED]  
Vehicle: 2000 Ford F150  
VIN #: 1FTZX0722YK [REDACTED]  
Date of Loss: 09/08/04  
Loss Location: 12955 Memorial Dr., Houston, Texas  
Amount of Loss: pending

Dear Ms. Norton:

Please accept this letter as notice to your company of a claim for subrogation. Our policyholder sustained fire damage to the above referenced vehicle. The damages are possibly linked to the speed control deactivation switch.

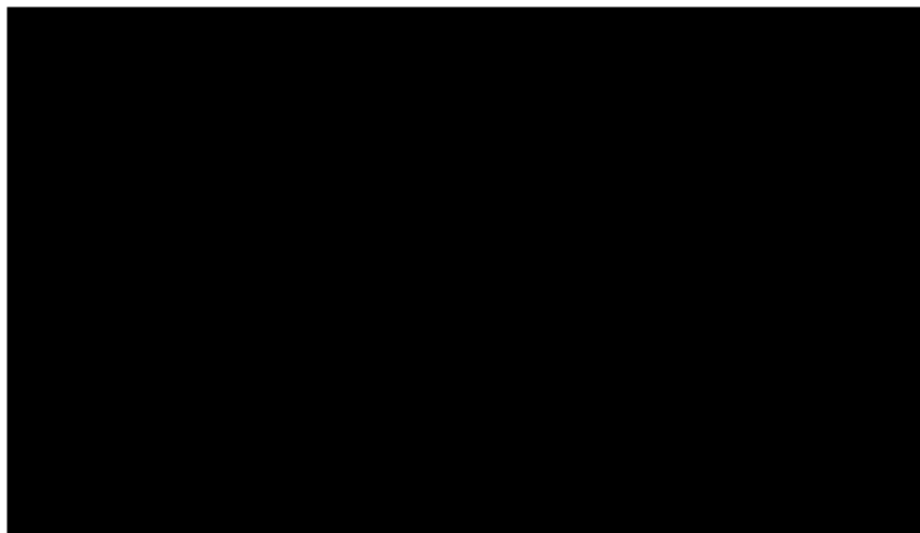
Engineering and Fire Investigations has completed the initial inspection. Please contact Joe Ellington at 281-435-2593 to make arrangements for a joint inspection. The vehicle is located at [REDACTED] Houston, TX [REDACTED] truck #4024518.

If any further information is needed, I can be reached at 281-618-5322.

Sincerely,

  
Pat Gonzales  
Staff Claim Service Adjuster  
Allstate Insurance Claim Service Organization

PE04-078 C 2879



Norton

State Farm Mutual Automobile Insurance Company



CERTIFIED MAIL - RETURN RECEIPT REQUESTED

August 28, 2003

FORD MOTOR COMPANY  
Parklane Towers West, Suite 400  
3 Parklane Blvd.  
Dearborn, MI 48126-2568

RECEIVED

SEP 02 2003

State Farm Mutual Auto Insurance  
P.O. Box 3050  
Newark, OH 43058

Michael A. Cornett  
Claim Representative  
Auto Paper Subrogation  
740-364-4652 Direct  
740-364-4693 Fax

State Farm Claim Number: [REDACTED]  
State Farm Insured: [REDACTED]  
Date of Loss: June 27, 2003  
Vehicle: 2001 Ford F-150 SVT Pickup  
VIN: 2FTZF0735 [REDACTED]

State Farm Amount: \$27,139.78  
Insured Deductible: \$ 250.00  
Total Claim: \$27,389.78

Dear Claim Department:

This State Farm insured 2001 Ford F-150 SVT was involved in a fire. We settled a claim with our insured in the amount of \$27,389.78 which includes our insureds deductible.

Our investigation revealed the loss was caused by a defect in the fuel system which resulted in a fuel leak in on the right side of the engine in the area of the right fuel rail and right front fuel injector.

Enclosed is the documentation of State Farm's claim. The evidence is being held for your inspection. You may contact me at 740-364-4652 to make arrangements to inspect the 2001 Ford F-150 SVT.

Please consider this letter as our demand to FORD MOTOR COMPANY for reimbursement of \$27,389.78.

Sincerely,

*Michael A. Cornett*

Michael A. Cornett  
Claim Representative  
State Farm Mutual Auto Insurance

Handwritten notes and stamps:  
- \$ 27,139.78  
- \$ 27,389.78  
- 261674-46  
- 27,389.78  
- 2-8-03  
- State Farm, OH

This tape transcription was requested by Mike Cornett (Newark NOC).

This is Mike Cornett with State Farm Insurance, uh, interviewing, uh, [REDACTED] uh, by telephone on July 25<sup>th</sup>, 2003, concerning an incident, uh, involving a 2001 Ford, uh, pickup truck SVT, uh, which occurred on or about June 27<sup>th</sup>, 2003.

Q Uh, [REDACTED] would you please state your full name and spell your last name for me, please?

A It's [REDACTED]

Q Okay. And is this recording being made with your full knowledge and consent?

A Yes.

Q Okay. Do you prefer to go by [REDACTED]

A [REDACTED]

Q [REDACTED] Okay. Uhm, first thing is are you the titled, uh, owner of the vehicle?

A Yes.

Q Okay. And did you buy the vehicle new?

A Yes.

Q And who did you buy the vehicle from?

A Uh, Ricart Ford.

Q All right. And do you recall about what month or year you bought the vehicle?

A Well, according to this, I think we—the delivery date was, uh, 23<sup>rd</sup>, April, 2001.

Q Okay. And when you purchased the vehicle, uh, was it in good operating condition?

A It was new.

Q Okay. And during course of ownership of the vehicle, uh, are you the primary driver of it?

A Yes.

Q Uh, it—does anyone else drive the vehicle?

A My wife drives it, usually when I'm along.

Q Okay. Uhm, occasionally or frequently, or?

A Frequently.

Q Okay. Uhm, since you've had the vehicle, have you received any recall notices from Ford Motor Company?

A Yeah, one on a seatbelt, uhm, which Ricart performed on, uhm, uh, November of 2001, I believe, the seatbelt was replaced.

Statement of: [REDACTED]

Claim: 35 [REDACTED]

Page 1

Q Okay.

A We didn't have a problem, but they had a recall on it.

Q So you took it in and got it done just to be on the safe side?

A Yes. I believe that might have been done at the same--or according to this it was done when the fuel pump failed.

Q Okay.

A They had a fuel pump failure at the same--about the same time we had that recall.

Q Okay.

A So they--they did, uh--in fact, I may have taken it in for the fuel pump and I think they contacted me and told me they--they had a recall on the seatbelt and went ahead and fixed it when it was in there.

Q Okay. Now, you mentioned a fuel pump failed on the vehicle, uh, when did that occur? That was in November '01 also?

A That was 6, November, 2001, the fuel pump failed to the point where the truck wasn't driveable, they had to tow it.

Q Okay. And was that work done under warranty?

A Yes.

Q Okay. When you had the vehicle, have you, uh, had it in for--has it broke down or had any other mechanical failures since you've had it?

A No, that's the only mechanical failure on the truck.

Q Okay. And who normally does the maintenance on the vehicle?

A Uhm, I do the oil changes and filter and, uhm, I think, uh--well, we had Coughlin Ford did--did one, I had it in there for, uh, seat problem where they had to reupholster the seat, uhm, they have a problem with the foam going bad in the seat, so they did that on, uhm, 10, September 2002 and at the same time while I was in there, I just had them go ahead and change the oil and filter and I took them my oil.

Q Okay. Now, did they--was it the driver's seat that was bad?

A Yes.

Q Okay. Did they replace the seat or just the foam, do you know?

A They sent the seat out, put a new cover on it and had, uh, new foam put in it.

Q Okay. And have you had any other problems with the vehicle before this loss?

A No, I think there was a taillight that was fogged up and, uh, we took it to Coughlin Ford for that also.

Q Okay.

A So, they replaced that on warranty.

Q And where is Coughlin Ford at?

Statement of

Claim:

Page 2



- A They're in Johnstown, uhm, let's see, it's Coshocton Street, they call it, uh, 670, uh, West Coshocton Street.
- Q Okay.
- A Which is, I think that's Route 62.
- Q Okay. And Have you ever had, uh, another vehicle catch fire before?
- A No.
- Q And have you ever had a fire in your home or anything else?
- A No.
- Q Okay. And when the, uh--if you want--you want to go ahead and just explain in your own words, uh, what happened the day of the loss?
- A Well, uhm, we were driving on State Route 56, uh, just south of Laurelville and, uhm, everything was fine and all of a sudden I heard a, like a popping noise and our first--our first instinct was that we had a tire blow out and I let off the gas and then I didn't hear the noise anymore and when I pushed the gas pedal back down again, then I heard the noise come back and, uh, at that point it sounded more like a head gasket or even a, uh, possibly a spark plug had come out of the engine, it was a firing--a popping noise in sequence with the, you know, the engine turning over.
- Q Uh-huh.
- A So, we--we were--just at that point we were starting to head up a little hill and there wasn't any place to turn over, it's down in Hocking Hills, there to pull over, you know, the road was kind of narrow there, I was going to try and go ahead and go a little farther up the hill and get to the top of the hill and, uhm, I noticed that we were losing power pretty quick and then all of a sudden just within seconds of noticing the first problem, it had an explosion noise under the hood, so I shut the thing off right away and coasted, uh, actually I was pretty much out in the middle of the road and we got out of the vehicle and, uhm, because we noticed smoke coming out from under the hood and my wife noticed what seemed to be a fire, it seemed to be underneath the truck, so I got back in the thing and coasted it down the hill, there was a little house down there at the bottom of the hill and I thought, well, I could get, you know, I'll coast it down there and then maybe we can get some water or something and throw on it and, uhm, as I was coasting down the hill, then it exploded again, so I went over to the--uh, parked it and went over to the house and the guy was, uh, apparently knew we had a problem and he was back there trying to fill something with water, or water running, but he said--he says I don't have any buckets--
- Q Uh-huh.
- A --but he didn't have a phone, but he had already sent somebody, uh, to get the fire department.

Statement of [REDACTED]  
Claim: [REDACTED]  
Page 3

Q Okay.

A And, uhm, so we waited it seemed like quite a while before the fire--it's a volunteer fire department and we were probably a few miles out of Laurelville and I'm sure it takes them a while to get going.

Q Uh-huh.

A So, it seemed like about 15 or 20 minutes and then the fire truck rolled up, but by that time the thing was pretty much gone and that's about it.

Q Okay. Now, when you were--before the loss occurred, how long had you been--how many miles, or how many minutes had you been driving the vehicle?

A Well, that day we had, uh, it's about an hour from Columbus here to our house, so we were down near our house, I took some lumbar down and dropped off to--some Amish people are building me a couple little cupboards and, uhm, I supplied the lumbar for them. So, we took that down and dropped it off and then I had more lumbar that I had to pick up at, uhm, down below McArthur, so we were kind of, uh, cutting through the Hocking Hills to get to McArthur, it was the shortest way.

Q Uh-huh.

A So, we had driven from our house to the Amish place, probably was about an hour and we talked--I talked to the gentleman making my cabinets for probably 20, 30 minutes and then we took off again and we had probably been on the road less than half an hour--

Q Okay.

A --when we noticed this problem.

Q Okay. Uhm, whenever you heard the popping noise, uh, did you have--what accessories did you have turned on on your vehicle? Were you using the air conditioning, the radio, anything like that?

A No, we had the windows down, it wasn't real hot, but, uh, we had the, uhm, uh, had the radio on, so, you know, I didn't really--at first I actually had to turn the radio off when I first noticed the noise, uh, so I could hear a little clearer--

Q Okay.

A --and, uhm, that's about the only thing we had on.

Q Okay. Now, when you heard the first popping noise, was it like a gunshot loud, or was it more like a, like a light popping, or something?

A Well, it was kind of the sound that you would hear if, uh, if you had a spark plug out of an engine. It's that--not a--not, uh, an explosion popping sound, but more of a, uh--it sounded almost exactly like a spark plug being out of the engine. I used to work on engines and when you do, like a compression test--

Statement of  
Claim  
Page

PE24-076 C 2885

Q Right.

A --it kind of sounds like you're doing when you put the compression, uh, meter in the engine and it kind of, uh, the pressure kind of blows it out. It's a pop, pop, pop, like that, just as the same--about the same timing of--of revolution of the engine, so once every time, the engine revolved one time.

Q Okay. Uhm, you mentioned an explosion under the hood?

A Yeah, it--

Q Was that louder than the popping?

A Oh, yeah, that was pretty loud, that was kind of like a gun fire, uhm, I don't even know where--couldn't imagine where that came from, I don't know, uh, whether that was out of the cylinder, or--or, uhm, what that came from. It was just pow, like that.

Q Okay. Now, did you hear that once, or more than once?

A Just--just once and then we--I immediately shut it off at that point and when--right after I shut it off my wife said it's on fire and I could see a little, just a little bit of smoke coming out from under the hood. Uh, I knew enough not to go out and open the hood, if you have an engine fire, a lot of times as soon as you open the hood it's right in your face, so I didn't--I didn't open the hood, but, uhm, you know, when we got out of the truck I, unfortunately I left my camera and stuff in there. I told her to get the cooler out, which wasn't a big deal, but I had a whole pile of papers that were laying right under it that I should have taken and left the cooler, not to mention my camera.

Q Okay.

A But I wasn't--I was kind of thinking that well, maybe, you know, somehow I could get down to that little house and--and, uh, you know, get a fire extinguisher or some help or something like that and--

Q Right.

A --and, uhm, then, uh, I guess I wasn't really thinking real clear and when I jumped back in it, I thought well, I'll just get away from the fire, it seems to be underneath it, but of course there was stuff, you know, dribbling down, uh, you know, on the ground and catching on fire.

Q Okay. Now, and that was--when it was dribbling down underneath the vehicle, was that directly under the engine?

A Yes.

Q Okay. And so you believe the fire started in the engine compartment?

A Yeah, I'm pretty much sure of that.

Q Uhm, when this was going on, did you--did you notice anything, I guess you still had the vehicle running, or?

A Well, as soon as we stopped I shut it off and I don't think, uh, at that point I never attempted to restart it, I did turn the key back on in order to coast it down the hill

Statement of: [REDACTED]

Claim: [REDACTED]

Page 5

and, uh, I just coasted it backwards down the hill and, uh, and then there was another explosion as I was going down the hill, uh, a pretty good one and I don't know what that was either, but—in fact I thought it was a tire, but when—when I parked it and got out, it looked like the tires were both still up, so, uh, although the tires went out shortly thereafter, it's amazing how fast the thing burned.

Q Exactly.

A You know, really went from just a little bit of smoke coming out from under the hood to a full blown fire. By the time I got over to that house and talked to that guy for just more than—no more than probably 20 seconds and came out, it wasn't—I couldn't get back in it again, probably at that point—I was actually thinking about going over there and by that point I started thinking about the stuff I left behind and I was a little bit too afraid to—to attempt that.

Q Okay. Uhm, your house where you live, is that like in a suburb, or is that out in the country?

A Well, we have a house in Hocking County that we're restoring.

Q Okay.

A So, that's what we're doing in that area.

Q Where is the truck normally parked at?

A It's parked up here in Col—in Westerville and I live right up the street from my shop, so, it's either here or at the shop or, uh, at my house and we don't drive—usually on a daily basis I don't drive it, I usually drive it if I'm, you know, like in that case I had to make a little bit of a trip and we have another pickup truck that doesn't get near as good of mileage, so we try and avoid it when we can.

Q Okay.

A When we're hauling a bunch of junk or something like that, or towing something, I use the other truck, it's a Chevy 454 and that's about the only thing it's good for, but it gets about ten miles to the gallon, so I usually drive this one if I'm hauling something real light.

Q Okay. Okay. Now, you park this truck in Westerville, uhm, at that location have you ever had any, uh, problem with animals or rodents with—in the vehicles, or any wire chewing or anything like that in the past ever?

A No, no, but I keep it in the garage at home and it sits out in front of the building here, uh, during the day if I drive it to work and we don't have any problem with rodents.

Q Okay. Now, who would have been the last person under the hood of the vehicle, when was the last work done on it?

A Uh, probably—that would have been me, because I changed the oil, I think two weeks before this, changed the oil and the filter, I think—I change the oil, it was coming up on, uh, 28,000 miles, so I changed the oil then.

Statement of: [REDACTED]

Claim: [REDACTED]

Page 6

- Q Okay. Uhm, let me see here, is--is everything on the truck stock, have you made any alterations or modifications to the vehicle?
- A None at all.
- Q Uhm, got the factory radio?
- A Yes.
- Q Okay. Have, uhm--did the vehicle have a performance in the computer or anything like that?
- A No.
- Q Nothing at all?
- A No.
- Q Okay. Does the truck have an after market alarm system on it?
- A No, actually it's got a, some sort of a factory system on it, I don't--I never understood exactly how it--whether it works or not. I mean it does--I think--what it does is it probably blows the horn if somebody tries to brake into it.
- Q Okay.
- A Because it's got a keyless lock system on it.
- Q Okay. Do you ever tow a trailer with the vehicle?
- A Uhm, I don't believe I've ever used it for towing, uhm, it's got a hitch, but I don't think I ever actually used it for towing anything, I'm--
- Q Okay. Uh, do you know what the mileage was on the vehicle at the time of the loss?
- A It was right around 28,000, I changed the oil, uhm, just under 28,000, because I didn't want to go over and, uhm, it--like I say, I don't drive it on a daily basis, so it probably, it sat around for about a week, I usually like to get it out once a week, uh, so that the battery doesn't get dead.
- Q Sure.
- A But the other truck I had it set--I had one like it before and it sat so long that the battery went down twice, so this one I try to get it out about once a week.
- Q Okay. Uhm, let me see here, uhm, is there anything else, uh, you would like to add--
- A No, that's about it.
- Q --that we've talked about? Okay. Uhm, give me just one second here. Do you use a cellular phone in the vehicle?
- A Well, actually we didn't have our cell phone with us that day.
- Q Okay.
- A We were kind of--I said something to my wife about not having it, we could have called the fire department, but the fire chief said you couldn't get anybody in that area anyway.

Statement of  
Claimant  
Page 7

Q Right.

A So, uhm, uh, that day we didn't have it, occasionally we do have the cell phone with us, but I don't think I've ever made a call in the vehicle.

Q Okay. Okay. Uhm, I think that's about all, uh, I need at this point. Uh, is there anything else that you want to add, uh, to the interview, uh, that I may have overlooked that you feel is important?

A Well, I can't think of anything, I think we've covered pretty much about all of it.

Q Okay. And [REDACTED] are the words, uh, are the remarks, uh, you've made in this recording your true version to the best of your knowledge?

A Yes, sir.

Q And has this recording been made with your full knowledge and consent?

A Yes.

Q Okay. Uh, with that I'm going to turn off, uh, the recorder.

0729001.cs

Statement of: [REDACTED]

Claim: [REDACTED]

Page 8

PECA-876 C 2889



5255 Commerce Parkway West • Parma • OH • 441 91  
Phone: (440)887-0645 • Fax: (216)398-7202

August 7, 2003

State Farm Insurance Company  
P. O. Box 3050  
Newark, Ohio 43058

ATT: Mr. Mike Cornette

RE:	SUBJECT:	Vehicle Fire Investigation
	INSURED:	[REDACTED]
	LOSS DATE:	June 27, 2003
	CLAIM NO:	[REDACTED]
	OUR FILE NO:	OR426 5

Dear Mr. Cornette:

On July 29, 2003, your office requested that I investigate a vehicle fire involving a 2001 Ford F-150 SVT.

I was advised that the insured was driving the vehicle and noticed that it was losing power. He heard "popping" and two loud explosions, and when he stopped the vehicle, fire was dripping under the engine. After he got out of the vehicle, the fire quickly spread.

I processed the vehicle at Stamco in Pataskala, Ohio on August 1, 2003.

Upon arrival at the salvage yard, the vehicle was tentatively identified by Stock No. 1550 and was positively identified by the VIN tag.

Examination of the exterior found that the grill and headlight assemblies, the hood and the radiator and condenser had been totally destroyed.

The burn pattern on the right side of the vehicle extended just past the front lip of the door. On the left side of the vehicle, the burn pattern extended back beyond the rear lip of the door.

The right front tire was partially destroyed, while the left front tire had been totally destroyed. Both rear tires were fully inflated and undamaged.

At the extreme rear of the vehicle, I found that the body panels had escaped damage.

Examination of the bed of the truck found a burn pattern extending from just behind the driver's seat up across the front wall of the bed toward the right side of the vehicle. In that area, the bedliner had melted away.

FIGURE #1



This is a view of the right side of the subject vehicle. Note that the heaviest damage is at the extreme front of the vehicle and decreases moving rearward.



FIGURE #2



This is a view of the front of the subject vehicle. As shown, the hood had burned completely away along with all components in the area of the front bumper.

FIGURE #3



This is a view of the left side of the subject vehicle. The burn pattern on this side of the vehicle extended back to the rear lip of the door.

FIGURE #4



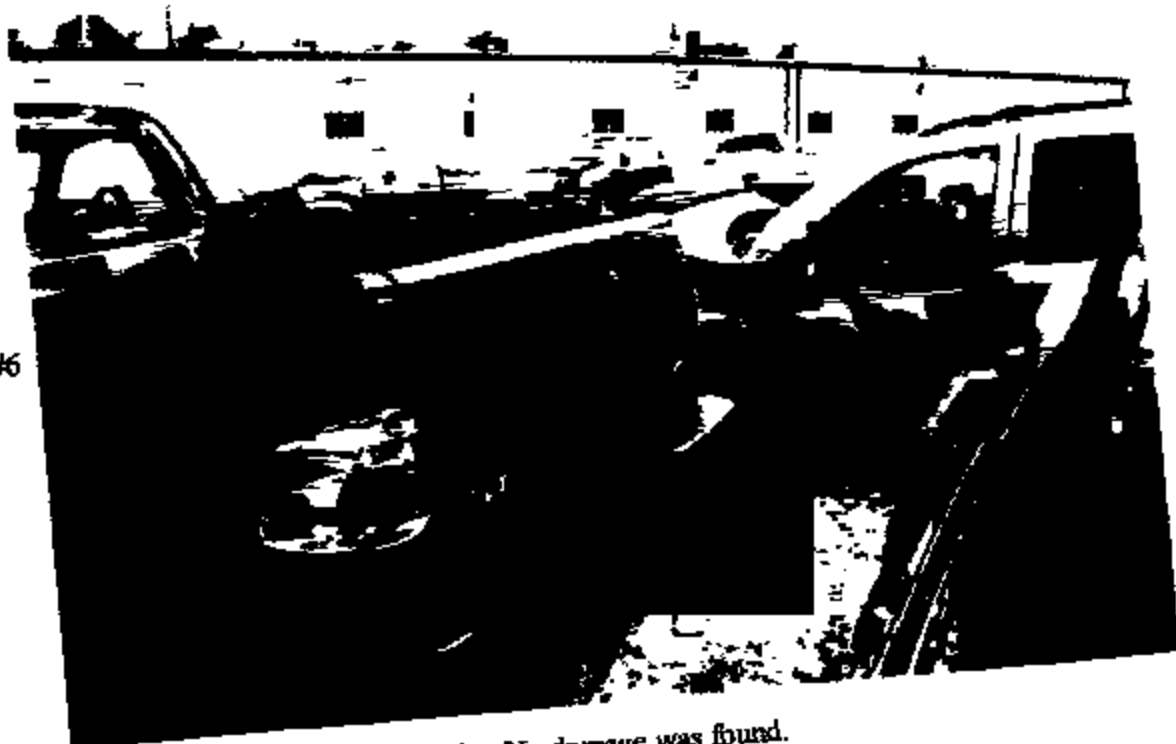
This is a view of the left front rim. The tire on this side of the vehicle had been destroyed.

FIGURE #5



This is a view of the remains of the VIN tag used to positively identify the subject vehicle.

FIGURE #6



This is a view of the rear of the subject vehicle. No damage was found.

FIGURE #7



This is a view looking from the rear of the vehicle toward the front wall of the bed. The burn pattern on the front wall extended from low on the left side and moved upward and outward toward the right side.

FIGURE #8



This is a view looking along the right side of the vehicle from rear to front.

Examination of the cab area found that almost all combustible components had been totally destroyed. The dash had totally burned away, but I did find some dash material still in place over the steering column.

Door panels demonstrated oxidation, although the left door panel was more oxidized than the right door panel. This is consistent with the extended burn pattern on the left side of the exterior.

Examination of the under-dash area found some soft metal components still intact, which would indicate that the fire did not originate in the under-dash area.

Wiring running across the dash was thoroughly checked, and although insulation had burned away from the copper conductors, I found absolutely no evidence to indicate that the fire originated in the cab area.

In addition, the vehicle was being driven at the time of the fire and the insured described fire dripping under the engine when he got out of the vehicle.

After completing an examination of the cab area, it was my professional opinion that the fire had originated in the engine compartment.



FIGURE #9

This is a view looking across the dash from left to right. As shown, almost all combustible dash material had been totally destroyed. Also note the oxidation on the right door.

FIGURE #12



This is a view looking across the cab from the right rear quadrant to the left front. Oxidation on the left door panel was noted to be heavier than on the right door panel. Also note the existence of dash material in the area of the steering column.

FIGURE #13



This is a view looking from the right rear quadrant of the cab toward the left front. Wiring was checked and I found no evidence that this fire was electrical in nature and I found no evidence that the fire originated under the dash.

FIGURE #10



This is a view looking across the cab from the left front quadrant toward the right rear. Moving away from the dash area, oxidation on the metal components decreased slightly.

FIGURE #11



This is a view of the dash area, looking from the left rear quadrant of the cab toward the right front. As shown, almost all combustible components in the dash area had been destroyed, but some soft metal components under the dash had escaped with minimal damage.

FIGURE #14



This is a view of the right side under-dash area. Soft metal components in this area escaped with minimal damage since they had been protected by the dash until well into the fire.



Examination of the engine compartment found that all components had been heavily damaged. Everything forward of the front of the engine had been totally destroyed, and I did find that the valve covers had suffered heavy damage on the surfaces facing forward.

This vehicle comes equipped with a supercharger and I did find heavy damage on the supercharger and plenum assembly. It was also noted that the heaviest damage was on the front of the supercharger.

The reservoir for brake fluid had been totally destroyed along with the master cylinder.

I found the remains of the battery on the right front fender well and noted that the heaviest damage was on the surfaces closest to the right side of the engine.

I checked the engine oil level and found the engine oil to be full.

I checked the transmission fluid level and also found that to be full. A fire originating from an engine oil or a transmission fluid leak was eliminated as a possible cause for this fire.

Due to the extensive damage done in the engine compartment, I was unable to check the power steering fluid level. However, the description provided by the insured is not consistent with a power steering fluid leak. A power steering fluid leak could result in a fire, but it would not result in the vehicle losing power. Also, the rapid progression of the fire is not consistent with a power steering fluid leak.

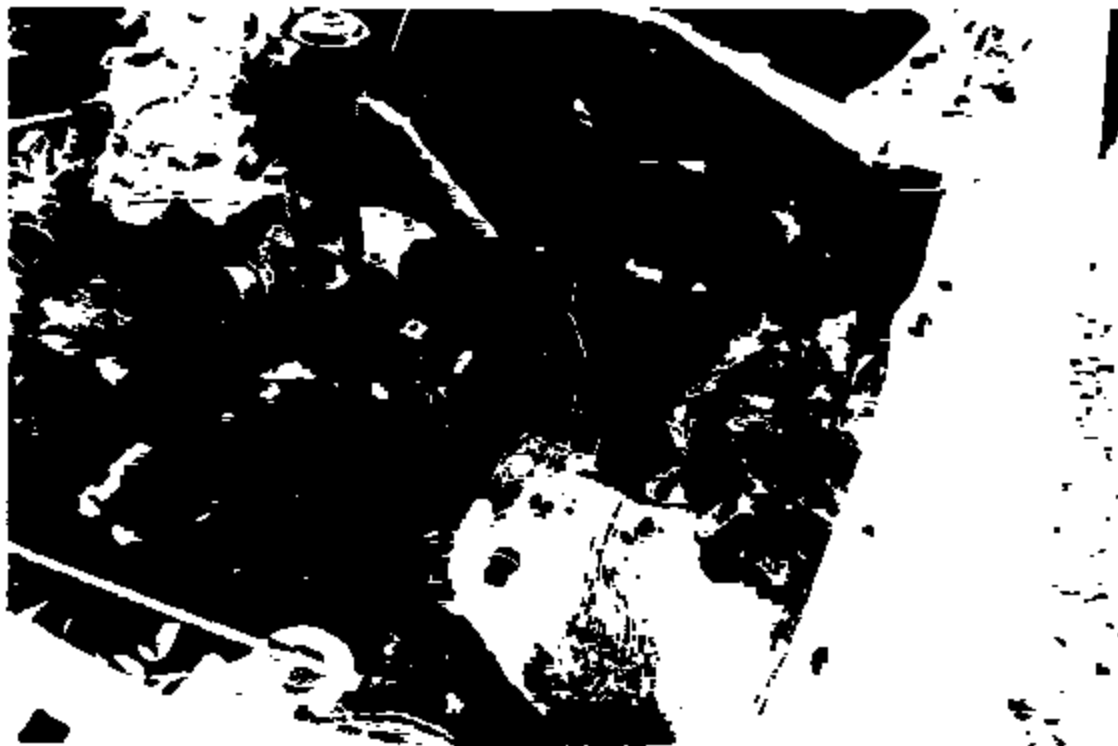
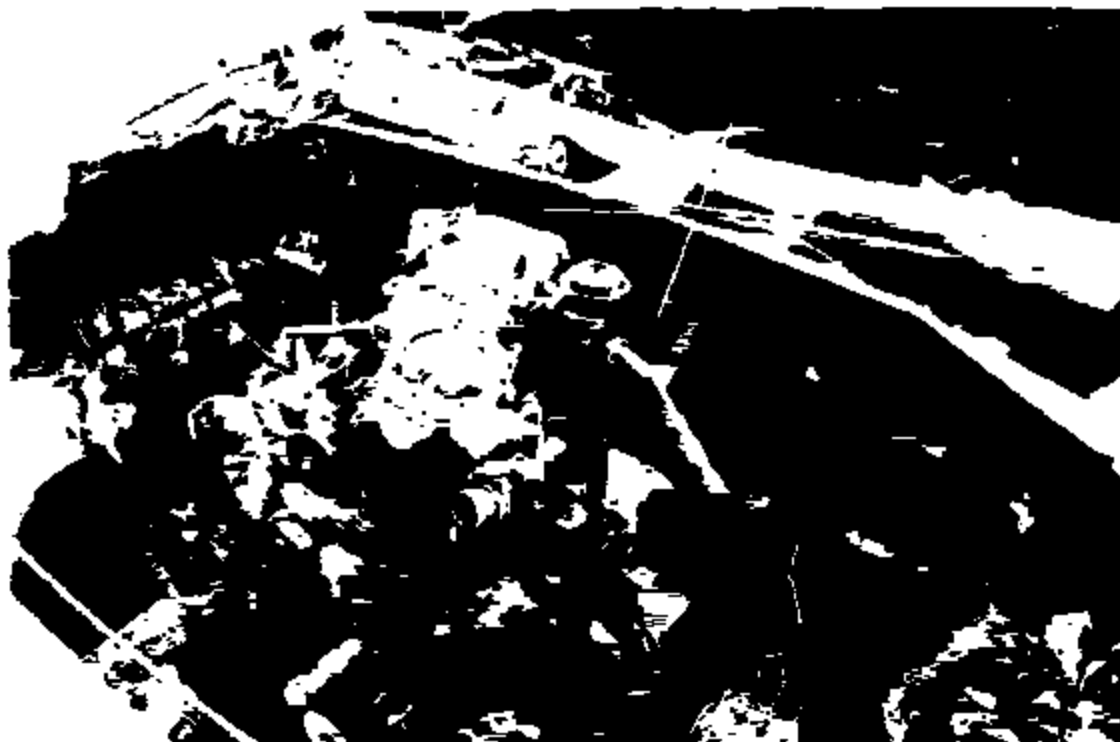


FIGURE #15

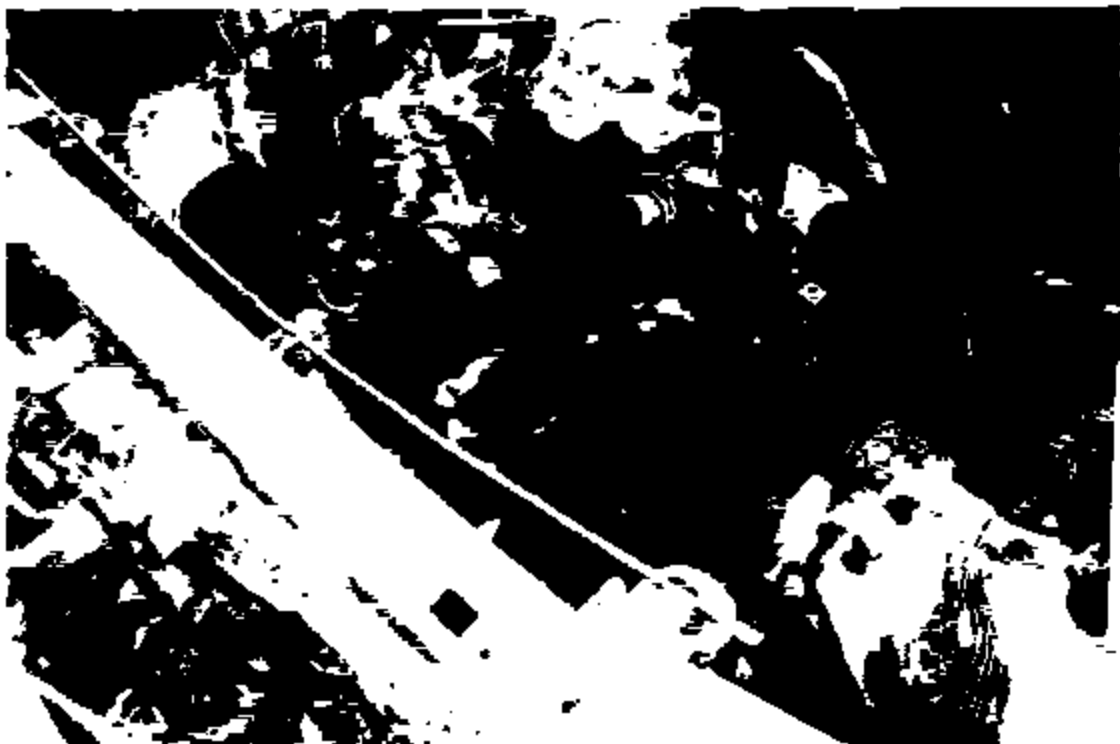
This is a view looking down at the left side of the engine from the left front of the vehicle. Note the heavy damage on the front portion of the valve cover, and also note that the reservoir for brake fluid and the master cylinder have been totally destroyed.

FIGURE #16



This is a view looking across the engine compartment from left to right. As shown, the supercharger and plenum assembly had suffered heavy damage on the forward section with damage decreasing slightly moving rearward. Also note the heavy damage on all soft metal components at the front of the engine.

FIGURE #17



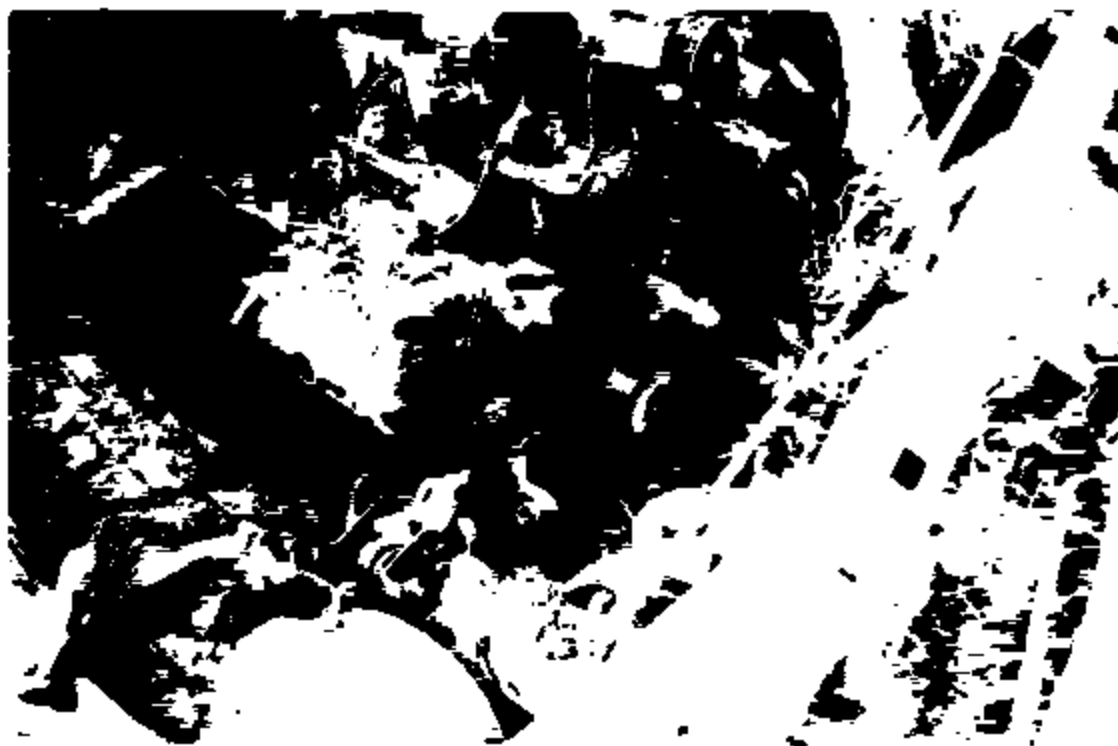
This is a view looking straight down into the forward section of the engine compartment. Everything from the front of the engine to the bumper assembly had been totally destroyed.

FIGURE #18



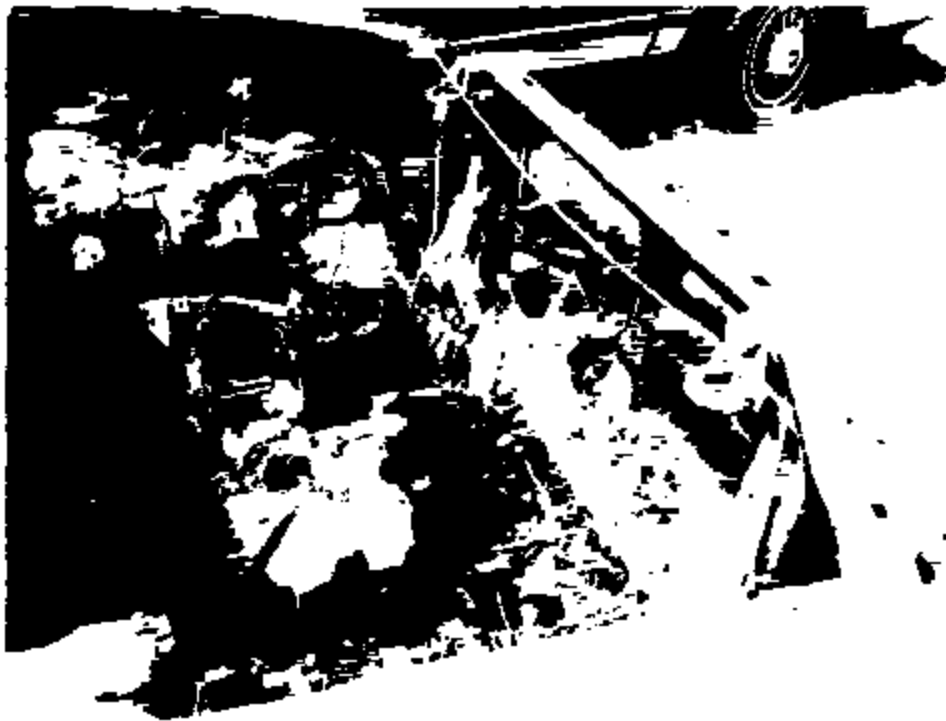
This is a view looking along the right fender from the front of the vehicle toward the bulkhead. Note the heavy damage on the right side valve cover, and also note that the heaviest damage on the battery is on the section closest to the right side of the engine.

FIGURE #19



This is a view looking down at the right front of the engine. As shown, the forward section of the valve cover had suffered heavy damage.

FIGURE #20



This is a view looking from the right side of the engine compartment toward the left front portion of the engine compartment. As shown, everything forward of the engine had been totally destroyed.

FIGURE #21



This is a view of the dipstick for engine oil. The engine oil was found to be full.

FIGURE #22



This is a view of the transmission dipstick. The transmission fluid level was found to be full.

I began an examination of the fuel rails and injectors and found that the flexible crossover tubes at the rear side of the engine, connecting the left side and right side fuel rails, had been totally destroyed.

The left side fuel rail was uniform in color, and I noted that the metal bodies of the injectors on the left side demonstrated a uniform coloration. I found no unusual oxidation on the left side fuel rail or on the injectors.



FIGURE #23

This is a view looking down at the heavy damage done to the forward section of the left side of the engine. The timing chain was exposed in the area shown.

FIGURE #24



This is a view looking down at the left side of the engine from the left side of the vehicle. Again note the heavy damage done to the left side valve cover.



FIGURE #25

This is a view of the rear of the left side fuel rail. The flexible crossover tubes had been totally destroyed.





FIGURE #26

This is a view of the approximate center section of the left side fuel rail. As shown, the fuel rail and the metal bodies on the injectors were uniform in color.



FIGURE #27

This is a view of the forward section of the left side fuel rail. Again note that the coloration on the fuel rail and on the metal injector bodies is uniform.

Inspection of the right side fuel rail again found that the flexible crossover tubes at the rear of the fuel rail had been totally destroyed. The rear section of the fuel rail was basically uniform in color, but I did note some heavy oxidation near the fourth injector on the right side. Moving forward along the fuel rail, I found that the forward section of the fuel rail had burned "bright white" and the metal body on the first injector on the right side fuel rail was heavily oxidized.

The description provided by the insured along with the condition of the right side fuel rail and the first injector on the right side would indicate that the fire was the result of a fuel system leak, and based on the physical evidence, the leak occurred at the first injector on the right side fuel rail.

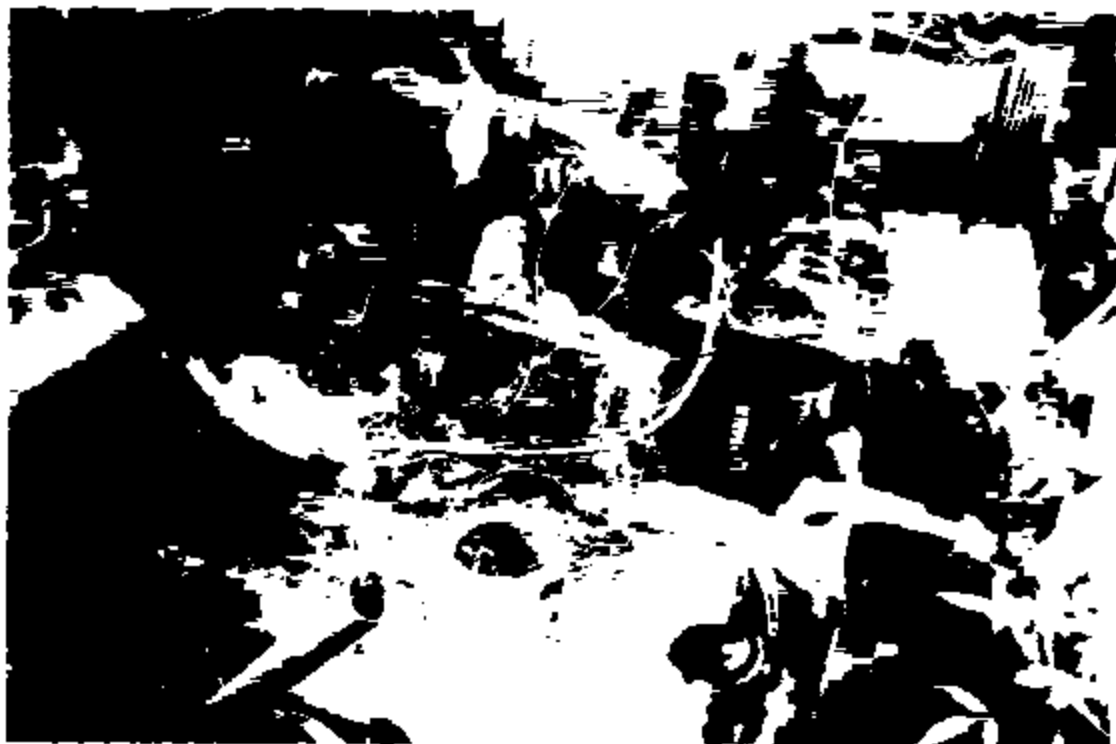


FIGURE #28

This is a view of the right side fuel rail as seen from the right side of the engine. Again note the heavy damage done to the valve cover. Also note the difference in coloration on the fuel rail from the rear of the rail to the front.



FIGURE #29

This is a view of the rear of the right side fuel rail. The flexible crossover tubes had been totally destroyed. Note the coloration on the last injector and also note the oxidation just forward of that injector on the fuel rail.



FIGURE #30

This is a view of the forward section of the right side fuel rail. The second injector back on this side of the fuel rail did demonstrate some carbon on the metal body, but note the heavy oxidation on the first injector and the coloration of the forward section of this fuel rail.

I did consider the possibility that this fire was the result of some type of an electrical failure, but during the course of my examination, I found no evidence that this was the case. In addition, a fire originating from an electrical failure of some type would not have progressed as rapidly as this fire progressed and damages would not have been as extensive.

The engine oil and transmission fluid levels were found to be full so this fire was not the result of an engine oil or transmission fluid leak.

As previously indicated, I was not able to check the level of the power steering fluid due to the amount of damage. However, a power steering fluid leak would not result in the vehicle losing power, and again, the fire would not have progressed as rapidly as this one did.

The description provided at the time of assignment, along with the condition in which the right side fuel rail and the first injector were found, is totally consistent with a fuel system leak.

Based on a preliminary examination of the subject vehicle, it is my professional opinion that this fire was the result of a fuel system leak.

Since this is a 2001 vehicle, I did not remove the right side fuel rail to inspect the O-rings to avoid the spoliation of evidence issue.

To complete this investigation, it will be necessary to remove the right side fuel rail, but prior to completing that operation, the manufacturer should be put on notice to give them the opportunity to inspect the vehicle in total.

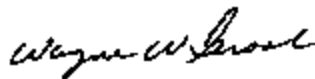
If the manufacturer declines an examination or declines to be present during the removal of the right side fuel rail, and you wish this operation to be completed, please advise and we will proceed accordingly at that time.

If the manufacturer does want to have a representative present, they can either contact you directly or contact my office to arrange a date and time.

Additional photographs taken during the time of my examination will remain on file for future reference.

If you have any questions regarding the investigation or this report, please feel free to call upon me at any time.

Respectfully Submitted,



Wayne W. Groah, CFI  
Sr. Fire Investigator  
Licensed Investigator  
Ohio License 6868

WWG/sk



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

Barcode Only

Claim Number 35-Y135-769

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

1. Name of Insured \_\_\_\_\_ Name of Owner \_\_\_\_\_  
 Address \_\_\_\_\_ Home Phone \_\_\_\_\_  
 Date of Birth \_\_\_\_\_ Marital Status:  Married  Single No. of Dependents: 2  
 Social Security No. \_\_\_\_\_ Driver's License No. \_\_\_\_\_  
 Occupation Sales Employer's Name SELF  
 Address \_\_\_\_\_ ville oh Phone \_\_\_\_\_

2. Date of Fire 6-27-03 Time 1:30  A.M.  P.M.  
 Make of Vehicle Ford Year 2001 Model F150 SVT Body Type PU Color Red  
 Vehicle ID # 2F1Z0735 \_\_\_\_\_ se Plate # \_\_\_\_\_ State OH  
 Certificate of Title \_\_\_\_\_ If none, why?  
 Number of cylinders 8 H.P. or C.I. or Liter 5.4 Odometer reading 28,000  
 Was vehicle locked?  Yes  No Were windows rolled up?  Yes  No  
 When did you last see your vehicle? Date 6-27-03 Time 2:30  A.M.  P.M.  
 Specific location where vehicle burned STRT 56 East of South Bloomingville Ohio  
 Reason vehicle was left at this location \_\_\_\_\_  
 Name and address of person who left auto at this location \_\_\_\_\_  
 \_\_\_\_\_ Their driver's license no. \_\_\_\_\_

When was the fire discovered? Date 6-27-03 Time 1:30  A.M.  P.M.  
 Who made the discovery? \_\_\_\_\_

When was fire reported to fire department? Date 6-27-03 Time 1:30  A.M.  P.M.  
 Name and Location of Fire Station Lanesville Fire Dept Lanesville, Ohio

Describe fire (where, color of smoke, cause): engine, black smoke don't know  
 Was vehicle being driven?  Yes  No Describe exactly what happened prior to noticing fire or fire (electrical or mechanical malfunction): Back Fire in Engine compartment loss of power

Were you carrying a container of flammable liquid in the vehicle at the time of fire?  Yes  No

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

Did you smell smoke or see flames first? Smoke

Have you had similar problems prior to fire?  Yes  No if yes, explain \_\_\_\_\_

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

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

Who made the repairs? \_\_\_\_\_

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

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

Any other vehicles in your household?  Yes  No

Name of insurance company and agent on other vehicles State Farm Howard Tyler

Your prior insurance company and agent \_\_\_\_\_

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

With any other carrier? \_\_\_\_\_

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

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

4. Vehicle Condition

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

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

Trailer Hitch

5. Name and address of service station/garage: \_\_\_\_\_

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

Who performs State MV inspection? \_\_\_\_\_

Date last inspected \_\_\_\_\_

6. Date car purchased 4/23/01  New  Used

Purchase Price \$ \_\_\_\_\_

Trade-in 1999 F150 see Attached

Allowance \$2,000

Seller/Dealer/Individual Name and Address Riccart Ford Hamilton Rd Columbus Ohio

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

How was the car paid for?  Cash  Check

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

Account # \_\_\_\_\_ Balance Due \$ \_\_\_\_\_ Loan Terms \_\_\_\_\_ Months \_\_\_\_\_

Is account past due?  Yes  No How Long? \_\_\_\_\_

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

Do you have other theft insurance?  Yes  No Policy# \_\_\_\_\_

Name of insurance company \_\_\_\_\_

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

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

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

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

Any person who, with intent to defraud or knowing that he/she is facilitating a fraud against an insurer, submits an application or files a claim containing a false or deceptive statement is guilty of insurance fraud.

Witness \_\_\_\_\_

Policyholder \_\_\_\_\_

Address \_\_\_\_\_

SUBSCRIBED AND SWORN TO BEFORE ME this 7 day of July, (year) 2003

in New Albany, Ohio County, Franklin

Notary Public \_\_\_\_\_

My commission expires: \_\_\_\_\_



Anthony G. Cavaleros  
ANTHONY G. KAVALEROS  
NOTARY PUBLIC, STATE OF OHIO  
MY COMMISSION EXPIRES NOV 26, 2004

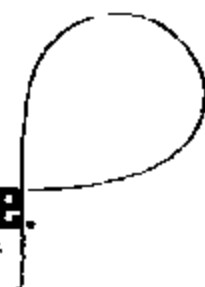




PE04-078 C 2916



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



Certified Mail # 7001 2510 0005 8798 8290

August 26, 2004

Ford Motor Company  
Parklane Towers West, Suite 300  
3 Parklane Blvd  
Dearborn, MI 48126-2568

*08 5/04*

RE: Claim #: [REDACTED]  
Our Insured: [REDACTED]  
Loss Date: 12/30/03  
Amt. of Claim: \$15236.20

RECEIVED SEP 1 2004

Attn: Shawn Norton:

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.

**Description of the Incident:** Vehicle caught on fire due to fuel vapors that leaked from the vapor control valve or its hoses and ignited. It had been parked for 20 minutes when the insured noticed smoke and discovered the fire.

**Our statement of defect:** Strict Liability

**Location of evidence:** [REDACTED] vedere Rd, West Palm Beach, FL [REDACTED]

**Manufacturer:** Ford  
**Model:** F150  
**Year:** 2000  
**VIN:** 1FTZX17Z5Y [REDACTED]

The following information is attached:  
Drafts and supporting paperwork  
Fire department report  
Cause & Origin report and photos

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

Sincerely,

*David Laughlin*  
David Laughlin, SCLA  
Subrogation Senior Service Representative

*County  
Palm Beach FL  
- FAX Rpt.  
- F150 Rpt. Rpt.*

**Roanoke National Subrogation Claims Center**  
3800 Electric Road, Suite 301, PO Box 21188, Roanoke, VA 24018  
Phone: 1-800-776-2815 or (540) 989-2800 Fax: (540) 989-2640 or (540) 776-3815  
Hours: 8:00 AM - 4:30 PM EST Monday - Friday

FEA-07B C 2917

Incident No.	Alarm Date	Alarm Time	Arrival Time	Station	Shift
03-096099	12/30/2003	14:40:48	14:47:02	46	B
Address					
8535 Transwarp Blvd BOYNTON BEACH FL 33436					
Dispatch	RFID	Dis. Factor	Mobile Pt.	Injuries	Deaths
15	962	51	22	0	0
Owner		Owner Address			
[REDACTED]		[REDACTED] BR, FL [REDACTED]			
Occupant		Occupant Address			
[REDACTED]		same as above			
Property Val.	Property Loss	Contents Val.	Contents Loss	Rev. Loss	
7000	7000	0	0	7000	
Property Description					
A 2000 Ford, F-150, 4x2 supercab styloside pickup truck, black in color, bearing FL tag D73A0 and VIN1FT2X1725YF [REDACTED]. The vehicle was parked on the street facing west on a north-south plane.					
Investigator	Call Time	Comp. Time	Date Out	Investigator 2	
Tom Pizzi	14:51:00	14:51:00	12/30/2003	[REDACTED]	
Lead Agency	Other Agency	Dispatch Name	Other Agency Rpt. No.		
PRCPH	PRCPH	Ford, ID# 9875	03-152762		
Arrested	Arrest	Photos	Seizures	Status	
0	0	yes	0	Closed-AC	
Area of Fire Origin					
Engine compartment.					
Synopsis					
Based upon my investigation and the information provided to me, this fire was accidental in nature. A small hole in the fuel line in the center of the head, allowed unfiltered fuel to spray onto the hot engine manifold. This ignited the fuel and the other common combustible materials in the engine compartment.					
Date					
[REDACTED] 01/16/04					

PER4-078 C 2918

## PRELIMINARY PARAGRAPH

I was the on duty investigator when I received notification from the Palm Beach County Fire Rescue Dispatch that an investigator was requested for a vehicle fire. Lt. Smith from Rescue Engine 46 made the request at 1452 hrs. The weather at the time of the fire was clear, dry, warm, and daylight with minimal winds. The weather was ultimately determined not to have been a factor in the cause of this fire.

## INVESTIGATOR'S ACTIONS AND OBSERVATIONS

I arrived at the scene at approximately 1530 hrs. I made contact with Lt. Smith and he stated that upon their arrival, the vehicle's engine compartment was fully involved in fire. He stated that the vehicle was parked on the street and that the vehicle owner was standing nearby. Lt. Smith stated that they pulled a pre-connected hose line and extinguished the fire. He stated that he spoke to the vehicle owner who told him that the vehicle had been parked for approximately 20 minutes. According to Lt. Smith, the vehicle owner denied any mechanical or electrical problems with the vehicle. Lt. Smith stated that they were uncertain as to what caused the fire and therefore, they called for an investigator.

I met with the vehicle owner, who was identified by his Florida Drivers License [REDACTED] with dob [REDACTED]. He stated that the vehicle is his work truck and he denied having any mechanical or electrical problems. [REDACTED] stated that he performs all of the preventive maintenance on the vehicle and stated that he had changed the oil, a couple of months prior to the fire. [REDACTED] stated that he had driven the vehicle to the scene and parked the vehicle on the street. He stated that he entered the [REDACTED] building and was working in the backyard. He stated that he was returning to his truck, when he observed smoke coming from under the hood. He stated that he observed flames coming from under the vehicle and observed something dripping from the engine compartment. [REDACTED] stated that the vehicle is financed through Ford Motor Credit with his monthly payments at \$435.00 and he was current with the payments. He also stated that he has Allstate Insurance with full coverage under policy number 081-021160.

I conducted a perimeter search of the area and did not locate any containers or devices that were unusual for the environment. I took 13 mm photographs of the vehicle. I noted a 2000 Ford, F-150, 4x2 Supercab style side pickup truck, black in color, bearing FL title [REDACTED] and VIN1FDCX1725Y [REDACTED]. The vehicle was parked on the street facing west on a north/south piece.

I conducted an exterior examination of the vehicle and noted the following damage and observations. There was burn damage to the front bumper/grill area. The headlamps were burned and melted. The front radiator/grill was melted on the driver's side and was still in tact on the passenger side. There was no fire, heat or burn damage to the passenger side from the front to the rear. There was no fire, heat or burn damage to the rear of the vehicle. There was no fire, heat or burn damage to the driver's side from the rear to the front. All 4 tires were still in tact and were not burned or melted. All 4 fuses melted and the lug nuts were tight. The hood over the engine compartment had been consumed in the fire. The front windshield was cracked and had smoke staining.

I conducted an interior examination of the vehicle and noted the following damage and observations. There was some moderate burn damage to the dashboard. There was no fire, heat or burn damage to the seats, inside door panels, headliner or rear passenger compartment.

I conducted an examination of the engine compartment and noted the following damage and observations. The battery was located on the passenger side rear engine compartment. The battery was melted, but the damage was not consistent with the fire originating from the battery. The terminals were examined and no spalls were found. Consumed combustible material was still visible on the passenger side. The damage increased moving from the passenger side to the driver's side in the engine compartment. The manifold was intact and melted in the front portion on the driver's side. There were clean burn marks on the alternator in front of the melted manifold. The common combustible material on the driver's side had been consumed. The electrical wiring on front portion of the driver's side was examined and insulation was found. There were clean burn marks on the bulkhead in the center of the engine compartment. There were clean burn marks on the fuel connectors on the fuel line. The common combustible material of the fuel line was consumed in the fire. The air filter and common combustible material housing was consumed in the fire.

I examined an engine compartment of a like vehicle and noted that the common combustible material portion of the fuel line comes directly in front of the manifold where it was burned and melted. I was able to visualize the point of origin on the unaffected engine compartment. There was nothing in this area that would have caused the fire, other than a leak or spark hole in the fuel line.

#### CONCLUDING PARAGRAPH

The final determination is that this fire was accidental in nature. A small hole in the fuel line in the center of the base, allowed oxidized fuel to spray onto the hot engine manifold. This ignited the fuel and the other common combustible materials in the engine compartment.

XXXXXXXXXXXXXXXXXXXX

PE04-078 C 2920

Palm Beach County Fire/Rescue  
NFIR Fire Incident Report

Incident: 03-08889 Exposure: 0

Dispatched Incident

Agency:  Incident #: 03-08889 Incident Date: 12/30/2003 Time: 14:40:48  
 Location: 8211 TOWNLINE BOYNTON BEACH, FL 33458 Map: 07-088  
 Dev Name: COLDEN (R) RAINBOW Call Priority: 2  
 Case #: 0001 TAZ Dist: 001 Grid: 0502148 Coordinate X/Y: 0190408 0649469  
 County: Palm Beach County Alarm Method:  Alarm Level: 1 EMS No:   
 Jurisdiction: Station Fire Station 849 Arrival Delay:   
 Type Station Dispatched: Kettle Fire  
 Dispatch Date: 12/30/2003 Time: 14:41:19  
 Checkin Date: 12/30/2003 Time: 14:42:01  
 Arrival Date: 12/30/2003 Time: 14:47:02  
 Clear Date:  Time:

Response Time-- Min: 5 Sec: 1 Incident Duration-- Hours: Min:

Action Date	Action	DD	Name	Rate	Assignment
01/02/2004	LOCKED / Incident Closed - Statistics set	01007	FUGGI, THOMAS C		
01/03/2004	COPIARY REVIEW Generated Officer	00037	FUGGI, THOMAS C		
01/03/2004	FINAL REVIEW	01027	FUGGI, THOMAS C		
01/03/2004	SIGNED by individual filing suit (Individual)	00037	FUGGI, THOMAS C		
12/30/2003	SIGNED by individual filing suit (Incident)	01450	SMITH, THOMAS E.		

Falm Beach County Fire/Rescue  
New Fire Incident Report

Incident: 03-00002 Exposed: 0

All Incidents

Emp# 0 Location 4550 TOURNAIRE BOYNTON BEACH, FL 33408  
 Dev Name COLORS of RAINBOW LARIE Map 07-029 Census 000  
 Tax Dist 041 Ord 00014 Coordinates X/Y 0130000 000000  
 City Code \_\_\_\_\_ SNR B 000  
 Situation Working fire Action Taken Extinguished Alt \_\_\_\_\_  
 Ad Agency \_\_\_\_\_ Agency Code \_\_\_\_\_  Police on Scene  
 ICRH  Gen Property Use Residential  Inst Property Use Flammable liquid  
 Number Responding >> Fire Personnel 0 Engines 1  
 Aerial Apparatus \_\_\_\_\_ Other Vehicles 2  
 Number of Injuries >> Fire Service 0 Other 0  
 Number of Fatalities >> Fire Service 0 Other 0  
 Special Stages: 1  2  3  4  5  9

All Fires

Completed Not completed  
 Ignition Factor Hot tub/hot tub cover  
 Point of Heat of Ignition Heat from liquid heated equip  
 Method of Extinguishment Fire cover and hose line water per  
 Cause (Process) \_\_\_\_\_  
 Property Value \$7,000 Loss \$7,000 Insured Loss \$7,000  
 Contents Value \$ Loss \$ Insured Loss \$  
 Type Equip Involved In Vehicle Year \_\_\_\_\_ Make FORD  
 Model F-100 PICKUP Serial No 1FTZK1728YH4

Mobile Property

Role General License No 17001 Type Florida  
 License No \_\_\_\_\_ State Florida Year 2000  
 Make FORD Model F-100 PICKUP  
 Lic Det Permit \_\_\_\_\_ Vehicle ID# 1FTZK1728YH4  
 Driver's License \_\_\_\_\_ State \_\_\_\_\_  
 Note Involved in a fire

Narrative

Fire incident was caused by the failure of a hot tub cover to hold in place.

Unit

Unit Investigator Role Investigator  
 Crew Action Taken Investigate Distance Traveled \_\_\_\_\_  
 Dispatch Date 03/03/00 Time 10:00:31 Enroute Date 03/03/2000 Time 10:07:30  
 Dequeue Date 03/03/00 Time 10:08:37 From Scene Date \_\_\_\_\_ Time \_\_\_\_\_  
 At Destination Date \_\_\_\_\_ Time \_\_\_\_\_ From Destination Date \_\_\_\_\_ Time \_\_\_\_\_  
 Clear Date 03/03/00 Time 10:11:00

Personnel

Role	Condition	D.O	Name	Call#
Investigator	Normal Completion	03/03/00	MURPHY, THOMAS C	

Narrative

See report copy for investigation findings.

FD-204 (Rev. 11-29-97)

Palm Beach County Fire/Rescue  
MPR Fire Incident Report

Incident: 03-20699      Equipment: 0

Unit

Unit: Rescue 48      Role: First In Unit  
 Crew Action Taken: Extinguish Fire      Distance Traveled: \_\_\_\_\_  
 Dispatch Date: 1/25/2004      Time: 14:41:19      Enroute Date: 1/25/2004      Time: 14:42:01  
 Onscene Date: 1/25/2004      Time: 14:47:00      From Scene Date: \_\_\_\_\_      Time: \_\_\_\_\_  
 At Destination Date: \_\_\_\_\_      Time: \_\_\_\_\_      From Destination Date: \_\_\_\_\_      Time: \_\_\_\_\_  
 Clear Date: 1/25/2004      Time: 15:10:00

Personnel

Role	Condition	DID	Name	Call #
Medic		83177	ETHICK, DANIEL S.	
Medic		80464	PARKS, LEO J.	
Medic		77170	SMITH, THOMAS E.	

Unit

Unit: Rescue 48      Role: Support  
 Crew Action Taken: Extinguish Fire      Distance Traveled: \_\_\_\_\_  
 Dispatch Date: 1/25/2004      Time: 14:41:19      Enroute Date: 1/25/2004      Time: 14:42:01  
 Onscene Date: 1/25/2004      Time: 14:47:00      From Scene Date: \_\_\_\_\_      Time: \_\_\_\_\_  
 At Destination Date: \_\_\_\_\_      Time: \_\_\_\_\_      From Destination Date: \_\_\_\_\_      Time: \_\_\_\_\_  
 Clear Date: 1/25/2004      Time: 15:08:07

Personnel

Role	Condition	DID	Name	Call #
Driver				
Medic		83177	CARRERA, ALDORANDO J.	
		81464	SMITH, THOMAS E.	

Narrative

UPON ARRIVAL, WE FOUND A BLACK PORS PICK UP WITH FLAMES COMING FROM THE ENGINE COMPARTMENT. WE PULLED AN 1 3/4 HANDLINE AND EXTINGUISHED THE FIRE USING APPROXIMATELY 200 GALLONS OF WATER. THE FIRE HAD BURST THROUGH THE HOOD PRIOR TO OUR ARRIVAL. THE ENTIRE ENGINE COMPARTMENT WAS DESTROYED ALONG WITH THE WINDSHIELD AND UPPER PART OF THE DASHBOARD. THE OWNER STATED THAT HE HAD JUST DRIVEN THE TRUCK FROM ONE JOB TO THE ONE AND IT HAD BEEN PARKED FOR ABOUT 20 MINUTES. HE WAS OUT BACK OF A RESIDENCE WHERE HE WAS WORKING AND WHEN HE WENT BACK TO HIS TRUCK, HE SAW SMOKE COMING FROM UNDER THE HOOD. HE PULLED THE HOOD LATCH AND SAW FLAMES UNDER THE LEFT SIDE OF THE ENGINE COMPARTMENT. HE TRIED TO EXTINGUISH THE FIRE WITH AN EXTINGUISHER BUT HAD NO SUCCESS. AN INVESTIGATOR WAS CALLED FOR AND UPON HIS ARRIVAL, ALL INFORMATION AND THE SCENE WAS TURNED OVER TO HIM. THE



Dade Beach County Fire/Rescue  
NFIR Fire Incident Report

Incident: 03-28000      Engines: 0

Notes

Role	Driver	Name	[REDACTED]	
Sex	Male	Race	[REDACTED]	
Birth	[REDACTED]	Age	[REDACTED]	
Marital Status	[REDACTED]	Seq	001	
Address	OCA RAYON, FL		Type	[REDACTED]
Address	[REDACTED]		Type	[REDACTED]
Notes	Work #	Hours	[REDACTED]	
Witness Name	[REDACTED]			
Note	[REDACTED]			

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