PE04-078
FORD
1/28/2005
ATTACHMENT F
BOOK 7 OF 12
PART 6 OF 6

NATIONWIDE
ARBITRATIONS & INSPECTIONS

INSURED : [redacted]

CLAIM NUMBER : [redacted]

PREPARED FOR : Millie Henningson

COMPANY : Allstate

Claim Number: [redacted]

Purpose of the Assignment:

The purpose of this assignment was to determine the origin and cause of a fire in the below referenced 2000 Ford F150 pickup truck, hereafter referred to as the subject truck, that had been parked for approximately 20 minutes prior to the fire's occurrence.

Preliminary Remarks:

Master ASE certified technician and Certified Vehicle Fire Investigator, Richard Metzger, Florida investigator license C2001024, arrived at Copart [redacted] West Palm Beach, Florida on January 7, 2004 at approximately 2:15 PM to commence the field inspection of the subject truck. The receptionist informed the inspector that control number 11650333 had been assigned to a 2000 Ford pickup, which had been placed in the viewing area adjacent to the main office for the inspection.

The following are results of the inspection.

Description of the Truck:

The subject truck was a 2000 Ford F150 four-door, extended-cab pickup truck and was positively identified by the V.I.N. 1FTZX1725YN[redacted] At the time of the inspection, the subject truck did not carry license plate. The current in-service mileage could not be established due to the lack of power supply to the digital odometer in the dashboard instrument cluster.

Inspection of the Exterior:

The exterior of the subject truck was examined to determine the extent of the total damage and to identify the specific area(s) of the most intense or severe damages including an examination of the truck's undercarriage. The subject truck had sustained severe fire damages to the front end. The left ¾ of the aluminum hood panel had melted along with the lower left corner of the windshield. The grille and both headlight assemblies had been consumed. The left front fender, cowl panel and the exposed radiator support were all fire-scorched and void of paint. The center was melted in both the air conditioning condenser and radiator cores, which exposed the engine when viewed from the front of the truck. The paint on the right front fender remained intact along with the paint on the remaining portion of the hood panel. Both front tires and wheels remained intact. There was a small charred section on the left front tire treads; however, the left front tire remained inflated. The remainder of the rear of the truck was void of fire damage.

Inspection of the Passenger Compartment:

This engine compartment fire apparently migrated into the passenger compartment over the cowl and through the windshield opening. The numerous access holes in the dashboard support panel afforded a path for the fire to migrate into the passenger compartment, as well. There was a large hole melted in the dashboard pad below the hole in the windshield. There was some debris on the driver's floor that had dropped down from melted insulation and plastic air circulation ducts normally mounted behind the dashboard. The seat and door trim materials were mostly intact, but they were discolored from the smoke and soot that had accumulated in the vehicle's interior.

Inspection of the Engine Compartment:

All of the mechanical, electrical, fuel and fluid components in the engine compartment and on the engine were examined for evidence of electrical shorting, fuel or fluid leaks, physical damages or pre-fire damages. The subject truck was equipped with a 4.2-liter; fuel-injected V6 engine and a five-speed manual transmission. Most of the sheet metal in the engine compartment was void of paint. Most of the heavier fire-scorching damages were evident on the upper portions of the sheet metal and components mounted in the engine compartment. The cowl panel was fire-scorched across its entire length with a deeper burn area visible above the power brake booster. The annealing on the top of the brake booster had been consumed by the intense heat generated by the fire in this area, which left the top of the brake booster rusted. The metal on the lower portion of the brake booster retained its annealed finish. The upper right side of the brake booster was fire-scorched and rusted. The brake master cylinder remained in place; however, the plastic fluid reservoir had been consumed. The fuel hoses remained attached, intact and were properly secured to the left rear end of the fuel rail. The air filter housing and inlet pipe along with the power steering fluid reservoir, mounted above the left valve cover, had all been consumed. The plastic battery case, mounted on top of the right inner fender, was only partially melted. The battery cable ends and their respective cables remained intact and showed no melting or heat-discoloration. The inspector verified all of the power cables remained properly connected to the alternator and the power distribution center. The aforementioned wires were all void of insulation; however, they were all intact with no beaded or fused wires to indicate irregular electrical activity had occurred. The vapor control valve and its attached plastic and rubber hoses had been consumed. The two wires normally connected to the vapor control valve and to the hood light were isolated from the numerous wires routed over the top of the power brake booster. The inspector verified the aforementioned wires were frayed and heat-discolored on their ends; however, they were not melted or beaded. One of the hood light wires was found draped across the brake master cylinder and the inspector verified the inner wire strands were frayed on the end, but not melted or beaded. Most of the other

wires routed to the hood light had been consumed or had fallen down to the ground because only a short three-inch section was found were it merged with the main wiring harness at the left rear corner of the engine compartment.

Inspection of the Undercarriage:

The subject truck was raised in the air with the aid of a forklift to facilitate an inspection of the undercarriage. The inspector verified that there was insufficient damage sustained to the undercarriage and components mounted on the truck's undercarriage to indicate the fire had originated from under the truck. The front portion of the frame rails and main engine crossmember were fire-scorched. The remainder of the undercarriage was void of fire damage indicating this fire was confined to the engine compartment area.

Conclusion:

It is the opinion of the lead investigator that the fire in the subject truck originated in the engine compartment and was caused by the ignition of fuel vapors, suspected to have been leaking and/or venting from the fuel vapor control valve. The fuel leaking from the vapor control valve or its attached hoses created fuel vapors, which circulated throughout the engine compartment and were subsequently ignited by the energized hood light switch to become the origin of this fire loss. The inspector notes that the fuel vapor valve is only a switching device and was not designed to vent or leak fuel vapors.

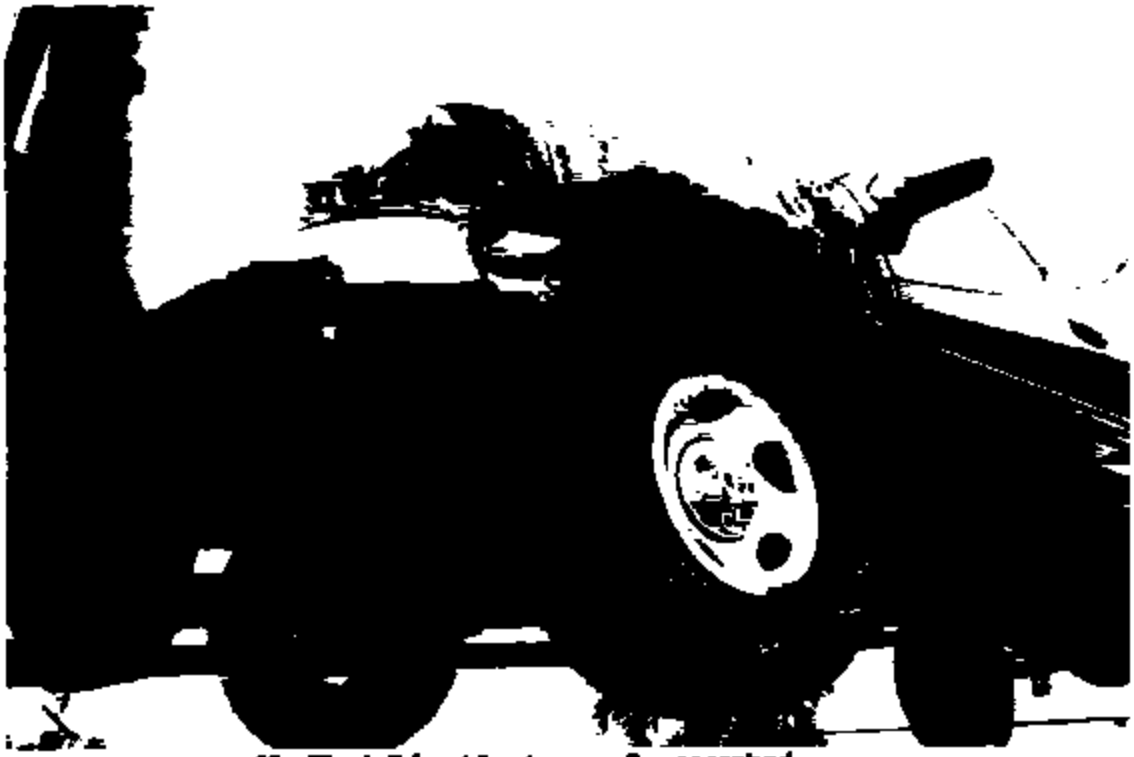
Comments and Recommendations:

Nationwide Inspections, Inc. recommends that Ford Motor Company be placed on notice for potential liability for damages sustained as a result of this fire loss since the fire appears to have been caused by the inability of the vapor control valve and / or its hoses to retain the fuel and fuel vapors generated during normal operation. The fuel vapor control valve is only a switching device and was not designed to vent or leak fuel vapors, indicating it was flawed/defective. Nationwide Inspections, Inc., reserves the right to review any additional information, evidence, etc. as it becomes available and to amend this report and its findings further, should it become necessary.

Supervisor

Attachments.

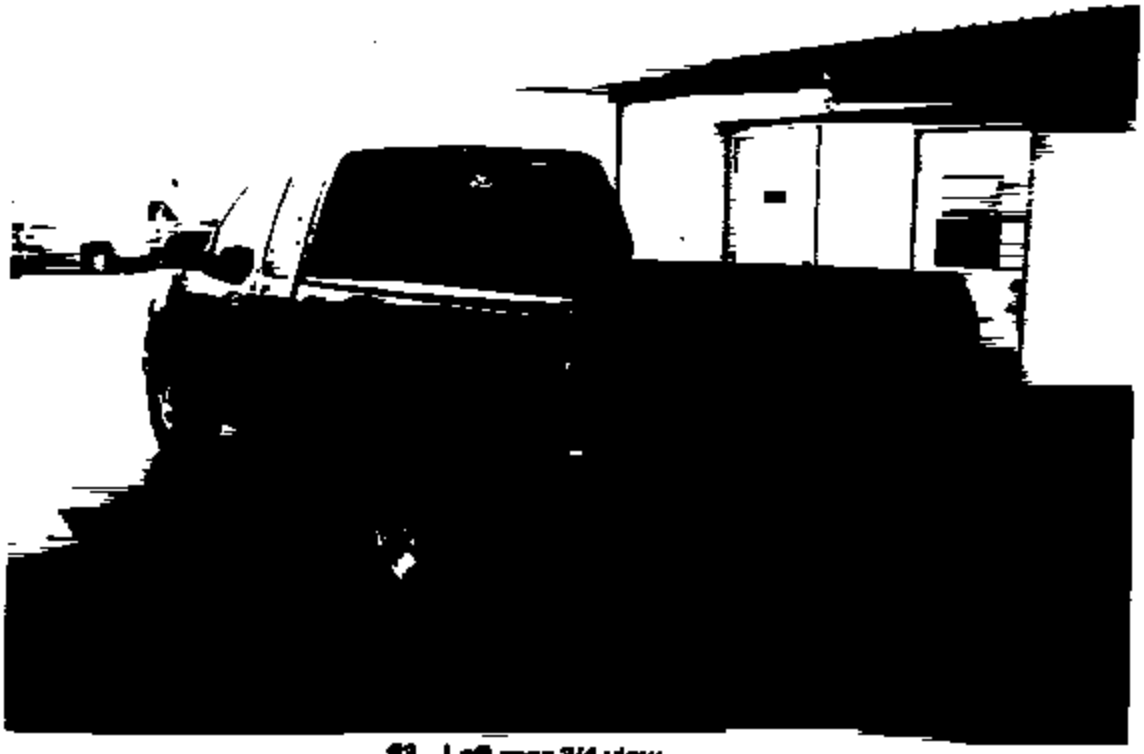
#1 – Left front 3/4 view



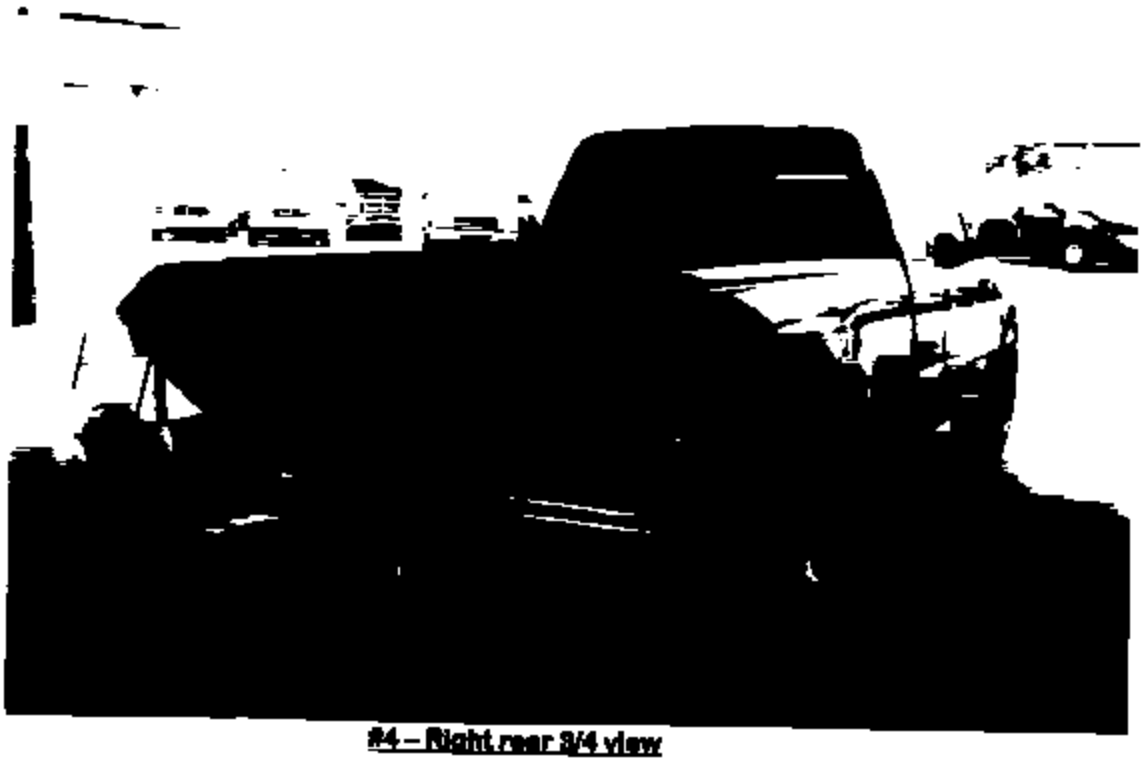
#2 – The left front fender was fire scorched

NAI

PE94-078 C 2928



#3 – Left rear 3/4 view

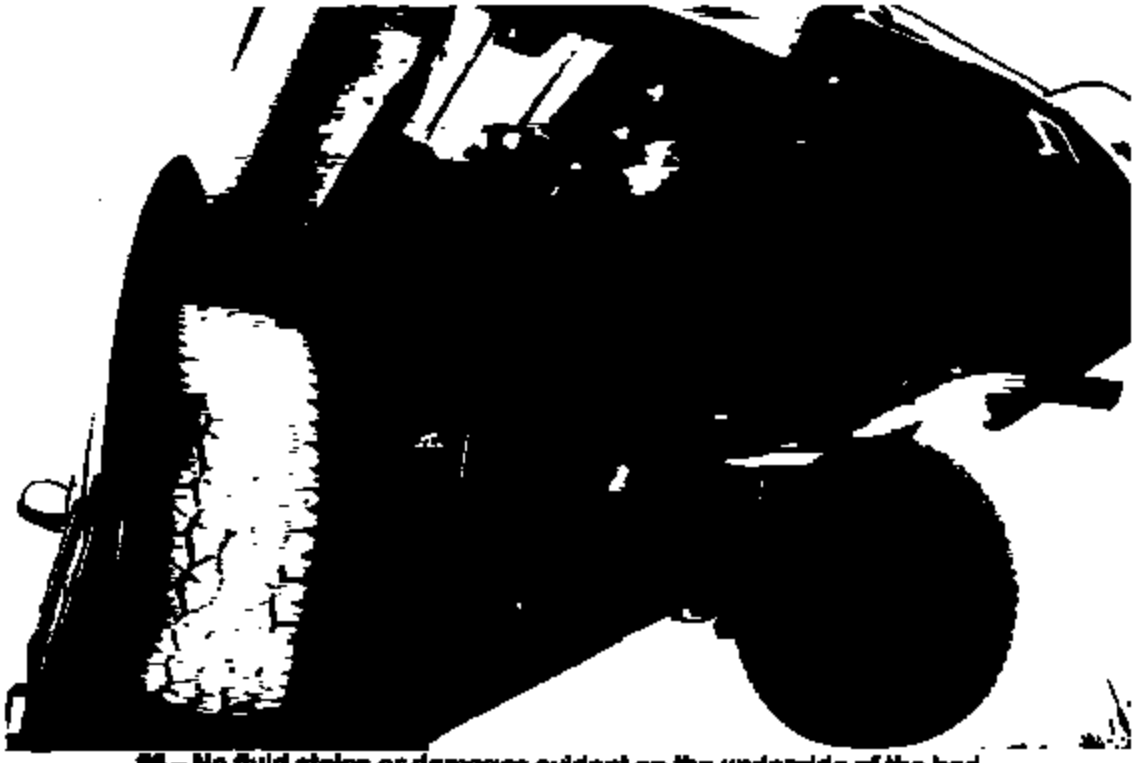


#4 – Right rear 3/4 view

NAI

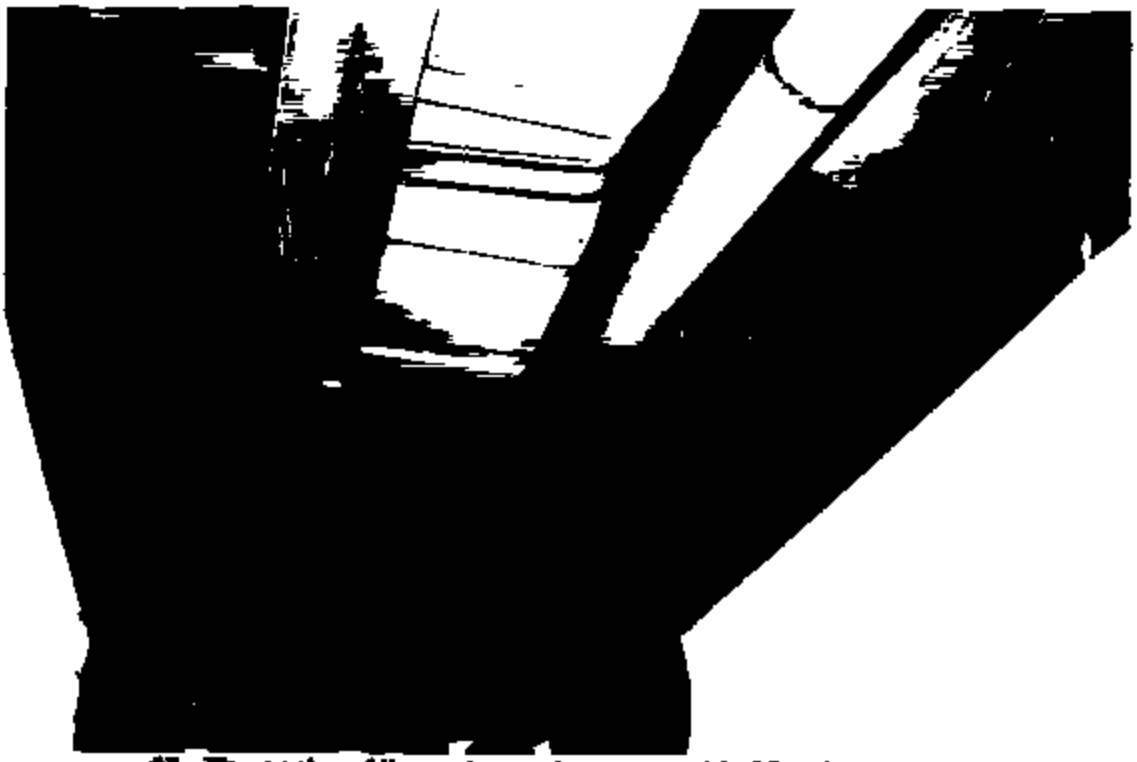
PE94-878 C 2938

#5 – Some of the debris from the fire had been placed in the bed, but the bed remained intact

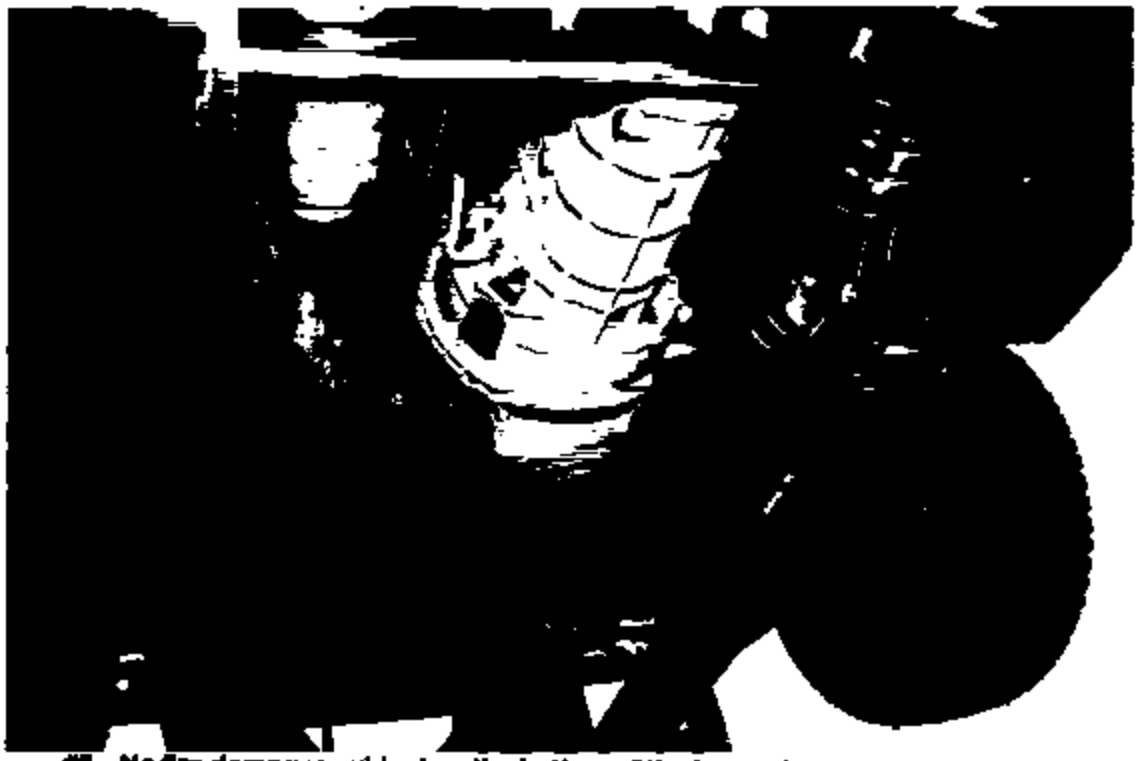


#6 – No fluid stains or damages evident on the underside of the bed

NAI



#7 – The center of the undercarriage was void of fire damage



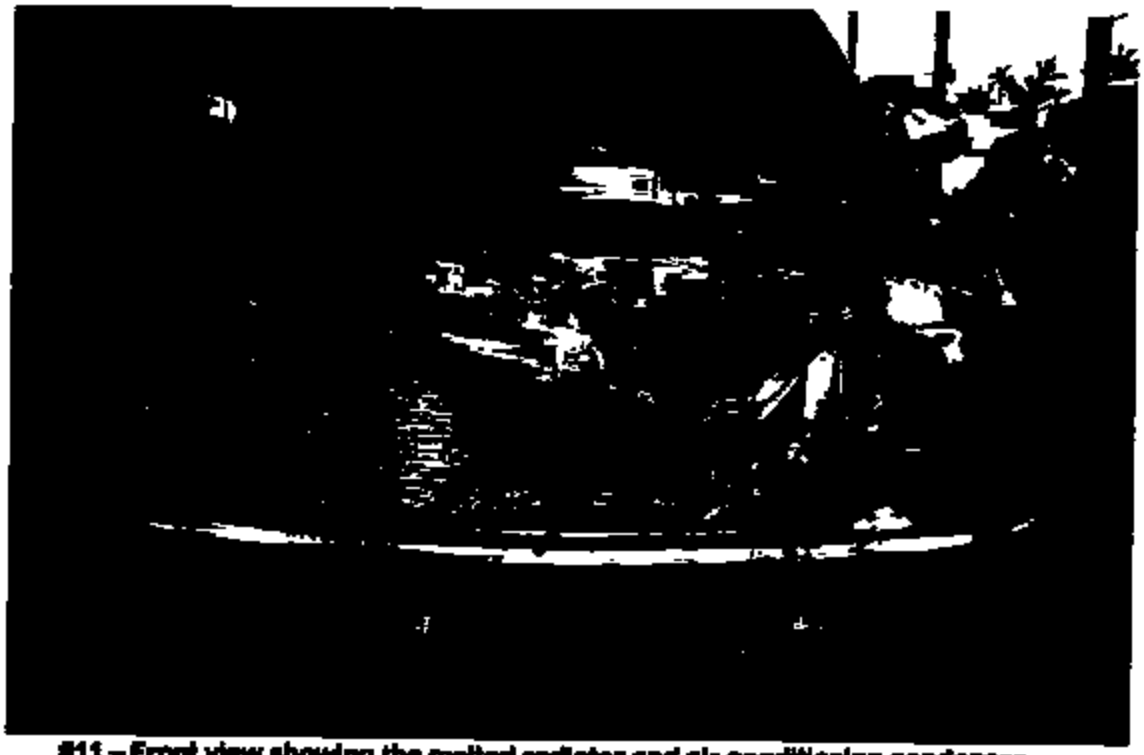
#8 – No fire damages evident on the bottom of the transmission or engine

NAI

#9 – Right front 3/4 view

#10 – No fire damage evident at the right front corner

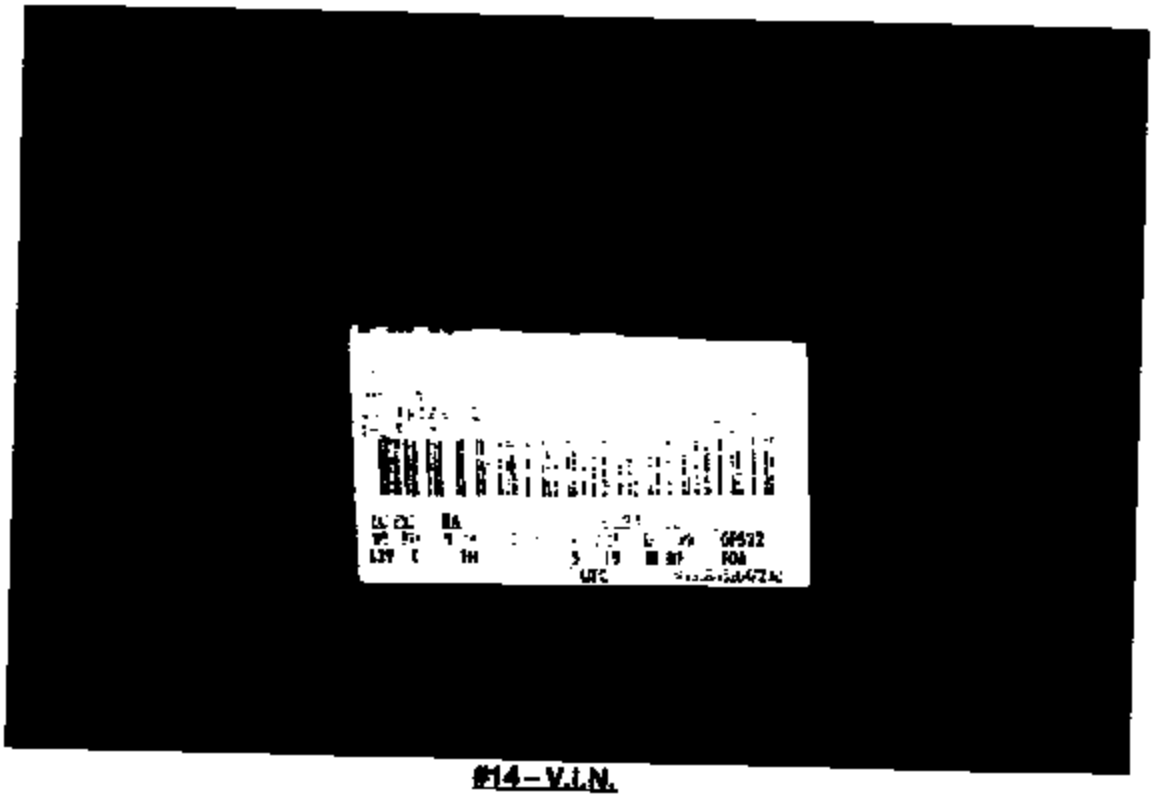
NAI



#11 – Front view showing the melted radiator and air conditioning condenser

#12 – Base of the windshield was melted and the dashboard had a hole melted through it

#13 – The passenger compartment as viewed through the driver's door opening



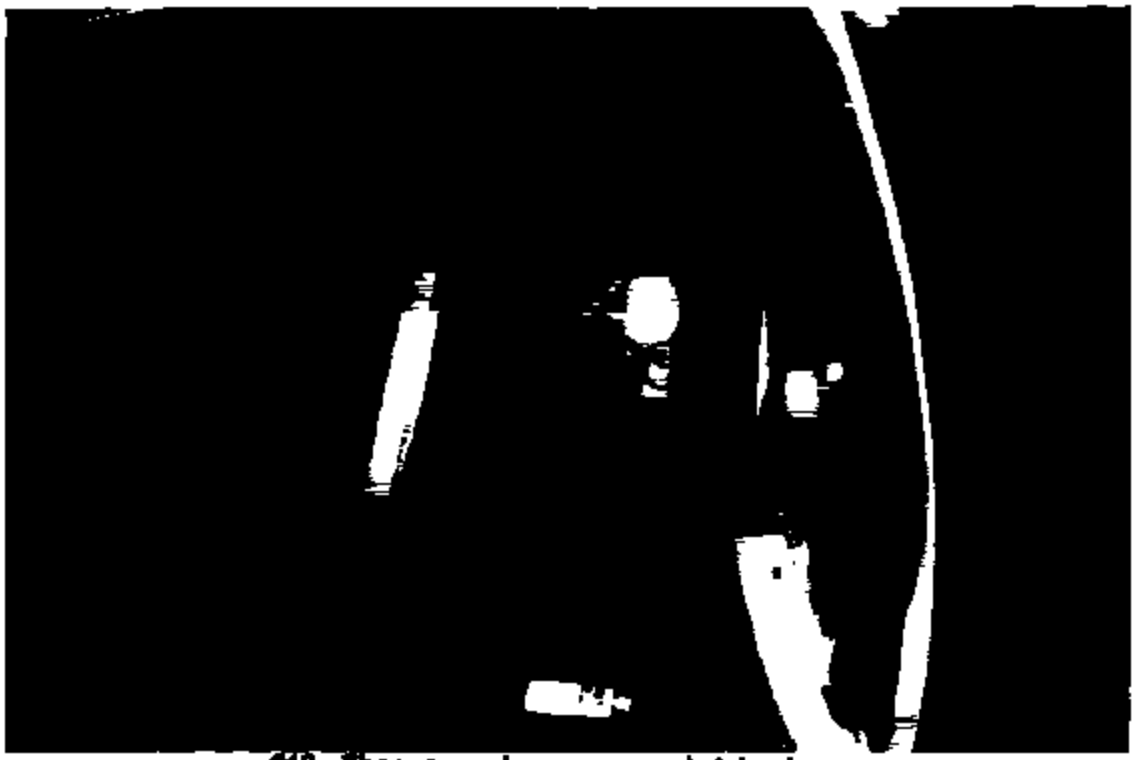
#14 – V.I.N.

#15 – The front portion of the headliner was charred

#16 – All of the fuses were intact and the correct size for the circuits they were designed to protect

NAI

#17 – Some debris had dropped down on the driver's floor from the fire above



#18 – The rear seat area was soot stained

NAI

#19 – Overall engine compartment view

#20 – The front of the engine as viewed from below

NAI

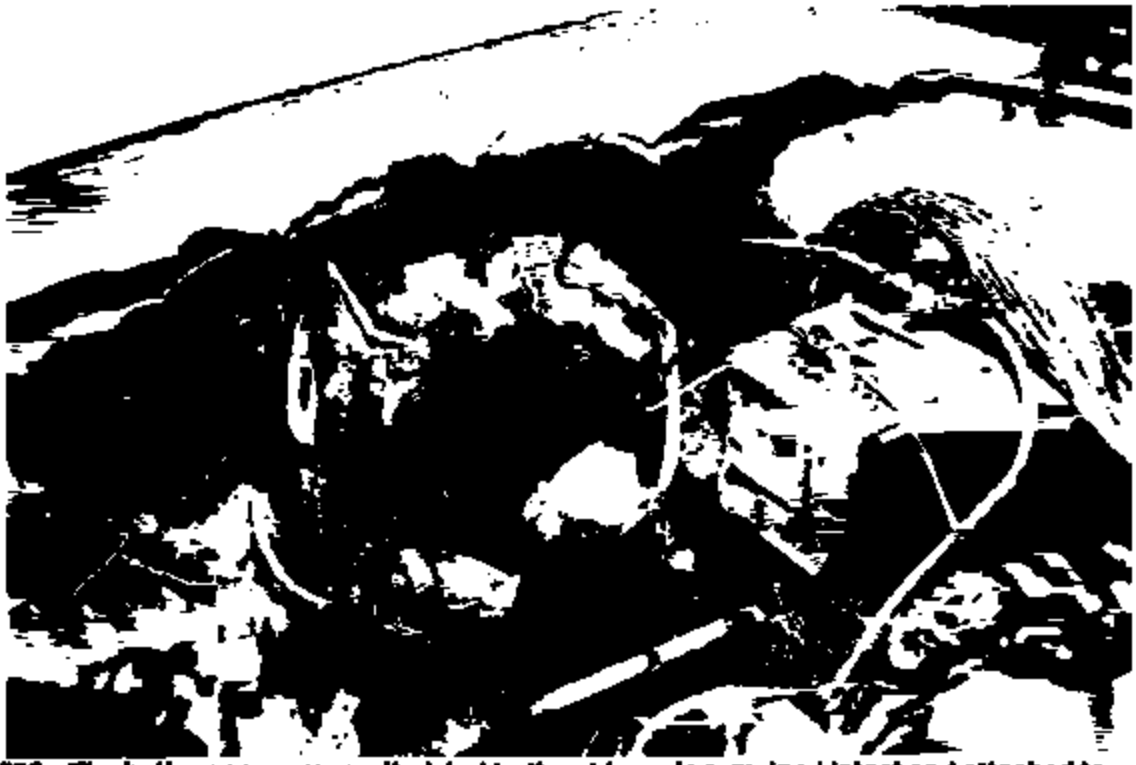
PE84-878 C 2938

#21 – The cowl panel was fire scorched

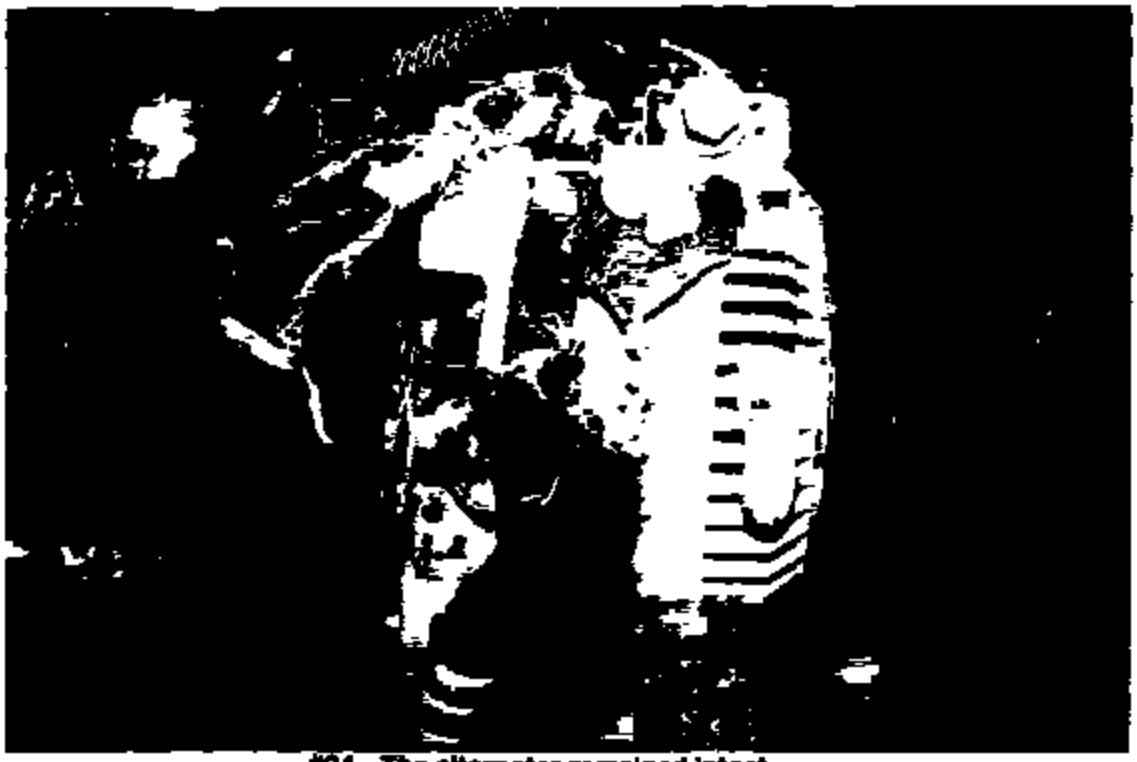
#22 – The right side of the engine compartment

NAI

PE84-878 C 2939



#23 – The battery case was melted, but both cable ends remained intact and attached to the terminals



#24 – The alternator remained intact

NAI

#25 – Overall engine compartment view

#26 – The left side of the engine compartment

NAI

PE84-878 C 2841

#27 – The air filter housing and inlet hoses had been consumed

#28 – The left side of the cowl panel showed severe fire scorching

#29 – The corner of the intake manifold was melted

#30 – This is the area that sustained the most severe fire damages

NAI

PE84-878 C 2943

#31 – Minimal fire damage sustained to the dashboard support panel behind the brake booster

#32 – The brake master cylinder remained intact – the long wires lying across the housing are the head light wires

NAI

#33 – View of the brake master cylinder from below

#34 – The front portion of the brake valve remained shiny

NAI

#35 – The brake pressure switch remained intact and the attached wires showed no melting or beading

#36 – The rear portion of the brake valve was fire-scorched and dull

NAI

PE84-076 C 2945

#37 – The wiper motor and its attached wires remained intact

#38 – Some of the wires on the brake booster had shorted

NAI

FE84-078 C 2947

#39 – The vapor control valve wires were frayed, but they remained intact

Allstate®

ALLSTATE INSURANCE COMPANY
P.O. BOX 160026
IRVING TX

FORD MOTOR COMPANY
PO BOX 6248 MD 3NE B
DEERBORN MI 48126

FORD MOTOR COMPANY
FEB 12 2004
GENERAL COUNSEL

IN REPLY REFER TO:

CLAIM NUMBER: [redacted]
OUR INSURED: [redacted]
ACCIDENT DATE: 12/30/03
LOCATION: TOURMELINE BLVD
AMOUNT OF LOSS: $ 15,236.00

4 FEB 12 AM 8:26
CONSUMER AFFAIRS

OUR INVESTIGATION OF THE LOSS ... INDICATES THAT YOU ARE ... BY OUR POLICYHOLDER.

WE HAVE MADE A SETTLEMENT WITH OUR ... CLAIM AGAINST YOU HAS BEEN ...

IF YOU ARE NOT INSURED FOR THIS ... OFFICE TO NEGOTIATE PAYMENT.

IF YOUR INSURANCE DOES COVER ... INFORMATION ABOUT YOUR INSURANCE ... LETTER IN THE ENCLOSED ... WITH YOUR INSURANCE COMPANY.

SINCERELY,
RECOVERY DEPARTMENT
ALLSTATE INSURANCE COMPANY

I CARRY INSURANCE POLICY NO ...
WITH
NAME OF COMPANY__________
AGENT
MY ADJUSTER ...
MY CLAIM NO IS__________
ADDRESS__________

I HAVE REPORTED ... COMPANY ... YES

SIGNED:__________

12/30/03 — 15,236 — Pay in full — F-150 — VIN

PE04-078 C 2949

Allstate®

ALLSTATE INSURANCE COMPANY
P.O. BOX 660260
IRVING [illegible]

(800) 374-4246

FORD MOTOR COMPANY
PO BOX 6248 MD 3NE 8
DEERBORN MI 48126

OUR INVESTIGATION INDICATES that [illegible]
FOR THIS LOSS.

SINCE WE HAVE ALREADY MADE A SETTLEMENT [illegible]
THE CLAIM HAS BEEN ASSIGNED TO [illegible]
RELATING TO THE LOSS. WE [illegible]

PLEASE ACCEPT THIS LETTER AS NOTICE OF [illegible]
PLEASE FORWARD YOUR PAYMENT DIRECTLY [illegible]

ALLSTATE PAYMENT PROCESSING
P.O. BOX 660260
DALLAS, TX 75266-0260

DIRECT ANY OTHER CORRESPONDENCE [illegible]
OF THIS LETTER.

SINCERELY,

SUBROGATION CLAIM REP

ALLSTATE INSURANCE COMPANY

YOUR FILE NO. : [redacted]
YOUR INSURED : FORD [illegible]
ADDRESS : PO BOX [illegible]
DEERBORN [illegible]

OUR CLAIM NO. [redacted]
OUR INSURED
LOSS DATE : 12/30/03

LOCATION :
TOURMELINE BLVD

AMOUNT OF LOSS: $15,[illegible]

PE04-078 C 2950

1HW HLSN
Orf

Claim Number: [illegible]
Date of Inspection: 1/6/04
Date of Loss: 12/30/03

FIRE INSPECTION REPORT

Make, Model & Year of Car Ford Fiesta 2000
Motor Number and/or V.I.N. Number 1FTZX172XY[redacted]
Location of Vehicle at Time of Inspection WEST PALM TOW INC
Is Vehicle an Unrecognizable Total Loss by Fire: YES (NO)
Is There any Collision Damage: YES (NO) Where? [illegible]

A. Fuel System
1. Was gas cap on tank during fire? YES
2. If not, could it be found? [illegible] Where? [illegible]
3. Any evidence of tampering with or removal of any fuel lines? NO
4. Any indication of improper tool used? NO

B. Electrical System
1. Is battery in car? YES If so, give condition. BURNT
2. Are battery cables in place? YES Are they burned? YES
3. Any indication of tampering or modifications? NO

C. Engine Assembly
1. Was hood open or closed during fire? closed
2. What is condition of radiator core and hoses? BURNT
3. Engine: Quantity of oil BURNT
Does engine/components show evidence of recent repairs? NO
Can engine be run? NO If so, does engine appear to be in good condition?

D. Chassis Assembly
1. Are all wheels and tires on car? YES Have they been changed recently? NO What is general condition of tires? Good (new)

E. Body Assembly
1. Is sheet metal sagged or warped? Yes
2. Is glass melted? Yes
3. Were windows up or down at time of fire? UP
4. Were doors open or closed? closed
5. Is all trim burned? NO

F. Tools, Accessories and Personal Property
1. Are any parts, accessories or equipment missing from car? NO
If so, list them.

G. Origin of Fire
1. Engine Compartment X
2. Instrument Panel
3. Passenger Compartment
4. Trunk
5. Exhaust System
Detail Comments:

H. Recommend Cause and Origin Expert? YES/NO

(Signature)

Allstate
You're in good hands.

G12-7

PE04-678 C 2951

ZURICH

FORD MOTO[illegible] RECE[illegible] CL[illegible]
APR 2 1 [illegible]
OFFICE [illegible] GENERAL [illegible]

April 12, 2004

Ford Motor Company
P.O. Box 6248
Dearborn, MI 48126

Certified Mail # 7003 1010 0004 8498 7347

RE: Claim #: [redacted]
Insured: [redacted]
Vehicle: 2000 Ford F150
Date of Loss: 12/11/03

Zurich North America

Recovery Center
P.O. Box 66944
Chicago, IL
60666-0944

Fax (847) 413-5991
http://www.zurichna.com

Dear Sir or Madam:

Our investigation indicates that the above-captioned loss occurred 12/11/03.

By virtue of our subrogation rights, we hereby place you on notice that we are seeking reimbursement of $12,503.05 from you. That amount includes all applicable deductibles.

If you are insured, we will be pleased to take the matter up with your insurer. Please fill in the information on the attached page and return it to us in the enclosed envelope. We will then contact your insurance company. If you were uninsured at the time, please contact the undersigned immediately.

If you have any questions, please contact me. Please include our claim number on all forms of communication.

Very truly yours,
American Guarantee and Liability Insurance Company

Nancy Carter

Nancy Carter
RECOVERY CSR
(214) 866-1628

12/11/03
2004 F150
[illegible]

PE04-078 C 2953

1720015247-001

Insurance carrier:
Address:
Telephone number:
Adjuster's name:
Claim#: Policy #:
I have notified my carrier of this loss: Yes ☐ No ☐
Signed: Date:

Section II

CONCLUSIONS

1. The fire originated in the engine compartment of the 2000 Ford F-150 pick-up truck.
2. The fire was caused by a failure of the differential pressure feedback sensor.
3. The source of ignition was the hot gasses that escaped from the differential pressure feedback sensor as it failed.
4. This fire was a direct result of a vehicle component failure.
5. This was an accidental fire.

Allstate.
You're in good hands.

Certified Mail # 7003 2260 0007 1524 0579

September 15, 2004

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

RECEIVED SEP 2 2004

RE: Claim #: [redacted]
Our Insured: [redacted]
Loss Date: 3/26/04
Amt. of Claim: $9559.25

Attention 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.

Complete description of the incident: Vehicle caught on fire while parked overnight due to fuel vapors leaking from the vapor control valve which were ignited by the electrical energy in the hood light switch.
Our statement of defect: Strict Liability
Location of evidence: Copart, Lot # 3337404, 12850 NW 27th Ave, Miami, FL 33054
Manufacturer: Ford
Model: F150
Year: 2000
VIN: 1FTRF17L8YN[redacted]

The following information is attached:
Check copy
Payment supporting paperwork
C&O report and photos

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

Sincerely,

David Laughlin, SCLA
Subrogation Senior Service Representative

Roanoke National Subrogation Claims Center
3800 Electric Road, Suite 301, PO Box 21169, Roanoke, VA 24018
Phone: 1-800-776-2615 or (540) 989-2600 Fax: (540) 989-2640 or (540) 776-3801
Hours: 8:00 AM – 4:30 PM EST Monday - Friday

PE84-078 C 2897

NATIONWIDE

ARBITRATIONS & INSPECTIONS

INSURED [redacted]

CLAIM NUMBER : [redacted]

PREPARED FOR : Jeanette Villasmil

COMPANY : Allstate

Claim Number:

[redacted]

Purpose of the Assignment:

The purpose of this assignment was to determine the origin and cause of a fire in the below referenced 2000 Ford F150 pickup truck, hereafter referred to as the subject truck, that reportedly occurred while it was parked.

Preliminary Remarks:

Master ASE certified technician and Certified Vehicle Fire Investigator, Richard Metzger, Florida investigator license C2001024, arrived at Copart, [redacted] Opa-Locka, Florida, on April 26, 2004, at approximately 12:15 PM, to commence the field inspection of the subject truck. The receptionist informed the inspector that control number 3337404 had been assigned to a 2000 Ford F150, which had been placed in the viewing area at the north end of the main storage lot for the inspection.

The following are results of the inspection.

Description of the Truck:

The subject truck was a white-colored, two-door, 2000 Ford F150 XLT pickup truck and was positively identified by the V.I.N. 1FTRF17L8YN[redacted] The subject truck did not carry a license plate at the time of the inspection and the current odometer reading could not be established due to the lack of power supply to the digital odometer in the dashboard instrument cluster. Both doors and the rear tailgate had permanent commercial lettering "Keys Roofing Inc."

Inspection of the Exterior:

The exterior of the subject truck was examined to determine the extent of the total damage and to identify the specific area(s) of the most intense or severe damages including an examination of the truck's undercarriage. The subject truck sustained severe fire damage to the left side of the hood and the left headlight assembly. There was a large hole melted in the left side of the aluminum hood panel. The rear portion of the truck was intact and undamaged.

Inspection of the Passenger Compartment:

There were only minimal fire damages sustained in the passenger compartment. There was a small amount of charred insulation debris on the driver's floor mat from the fire that migrated through an access hole adjacent to the right side of the power brake booster.

Inspection of the Engine Compartment:

All of the mechanical, electrical, fuel and fluid components in the engine compartment and on the engine were examined for evidence of electrical shorting, fuel or fluid leaks, physical damages or pre-fire damages. The subject truck was equipped with a 4.6-liter, fuel-injected, V8 engine and an automatic transmission. The components mounted in the left side of the engine compartment had sustained severe fire damages. This fire did not pass below the frame rail on either side of the engine. Most of the left side of the cowl panel was severely fire-scorched, along with the brake booster and the rear section of left inner fender. The paint remained undamaged on the lower left section of the dashboard support panel. The main engine compartment wiring harness wires were void of insulation where they were routed along the left side of the cowl panel. The main wiring harness wires on the left side of the power brake booster remained intact and retained their insulation. The top of the fuse block, mounted at the rear of the left inner fender, had melted over the top of the fuses. The paint directly below the brake booster remained intact, which would indicate this fire originated above the brake booster. The upper right side of the brake booster was fire-scorched and rusted. The brake master cylinder remained in place; however, its plastic fluid reservoir had been consumed. The speed control deactivation switch, mounted on the front of the brake master cylinder housing, remained mostly intact. The wires connected to the switch were void of insulation, but they remained in place in the charred connector. The fuel hoses, attached to the left rear of the fuel rail, were intact with no damage apparent and they were properly secured, which would indicate this fire originated on the outside of the overhanging cowl panel and in the vicinity of the center of the left valve cover. The main fuel vapor control valve is normally mounted on the cowl panel, directly above the left valve cover. This valve was designed to operate when an excessive amount of fuel and/or fuel vapors accumulate in the fuel tank vent system, and the function of the valve is to send the excess to the charcoal canister at the left rear corner of the frame, under the bed. According to the service manual electrical schematic, the vapor control valve only operates when the key is on or in the run position. The only energized circuit close to the vapor control valve is the under-hood light assembly. With the hood closed, this light sits approximately three inches from the vapor control valve. The light was mounted in a section of the hood between two frame support ribs, which would have afforded a pocket for the fuel vapors to accumulate in. Eventually, the vapors penetrated the hood light switch housing and were ignited. The inspector found two wires hanging down along the front of the power brake booster. The ends of these wires were heat-discolored and brittle, consistent with exposure to the type of intense heat normally associated with irregular electrical activity.

Inspection of the Undercarriage:

The subject truck was raised in the air with the aid of a forklift to facilitate an inspection of the undercarriage. The plastic splash shield in the left inner fender well had melted and dropped down on top of the left front tire. The left front tire and wheel appeared to be intact, except for the congealed plastic. The remainder of the undercarriage was intact and showed no fire damages.

Conclusion:

It is the opinion of the lead investigator that the fire in the subject truck originated in the engine compartment and was caused by leaking fuel and or fuel vapors emanating from the vapor control valve. The fuel vapors penetrated the hood light switch and were ignited by the electrical energy in the switch to become the origin of this fire loss. The valve is only a switching device and was not designed to vent or leak fuel vapors.

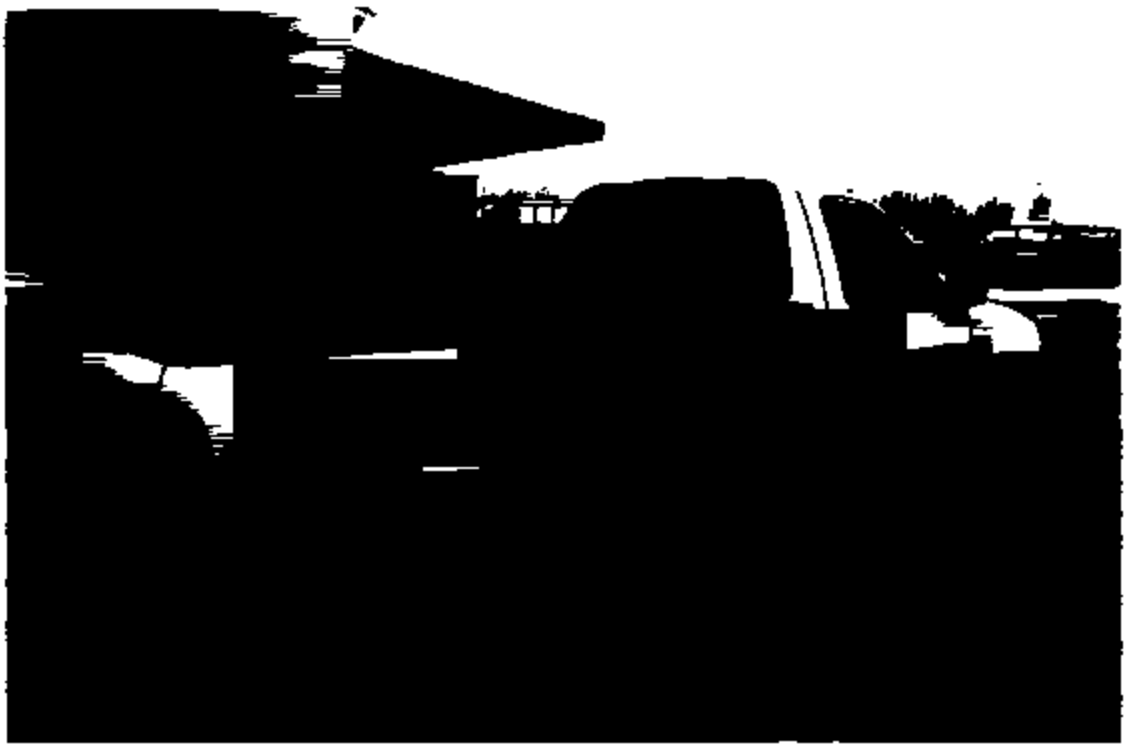
Comments and Recommendations:

Nationwide Inspections, Inc., recommends that Ford Motor Company be placed on notice for potential liability for damages sustained as a result of this fire loss since the cause of this fire was a flawed vapor control valve, which was not designed to leak or vent fuel vapors. Nationwide Inspections, Inc., reserves the right to review any additional information, evidence, etc. as it becomes available and to amend this report and its findings further, should it become necessary.

Supervisor

Attachments.

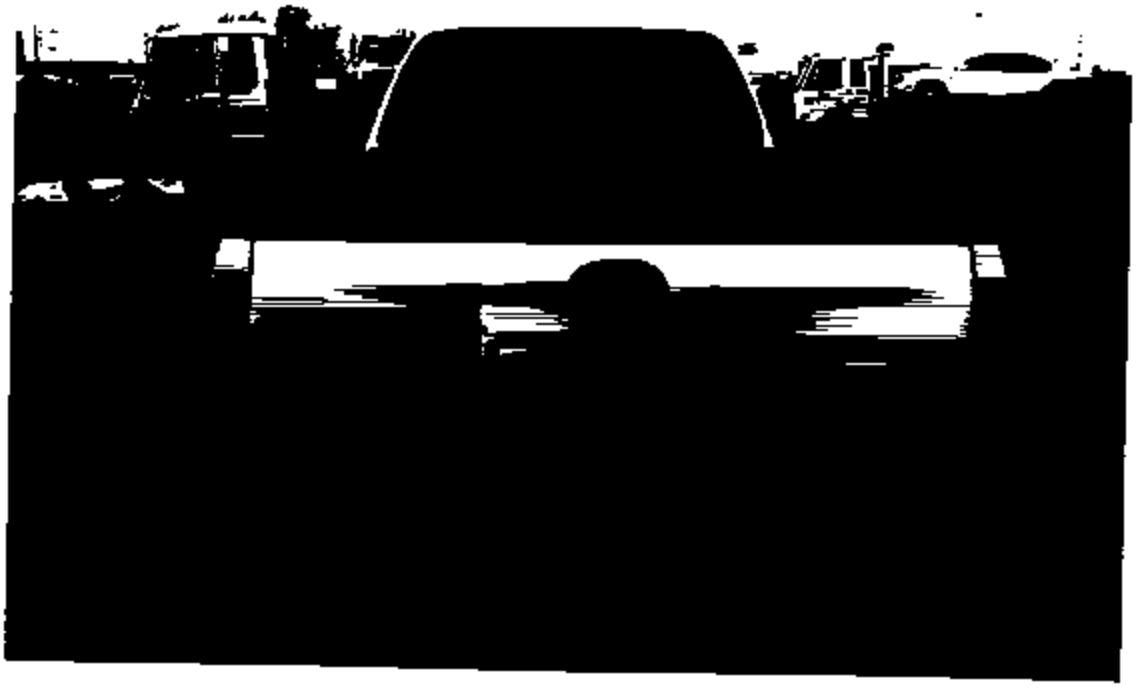
#1 – Right front 3/4 view



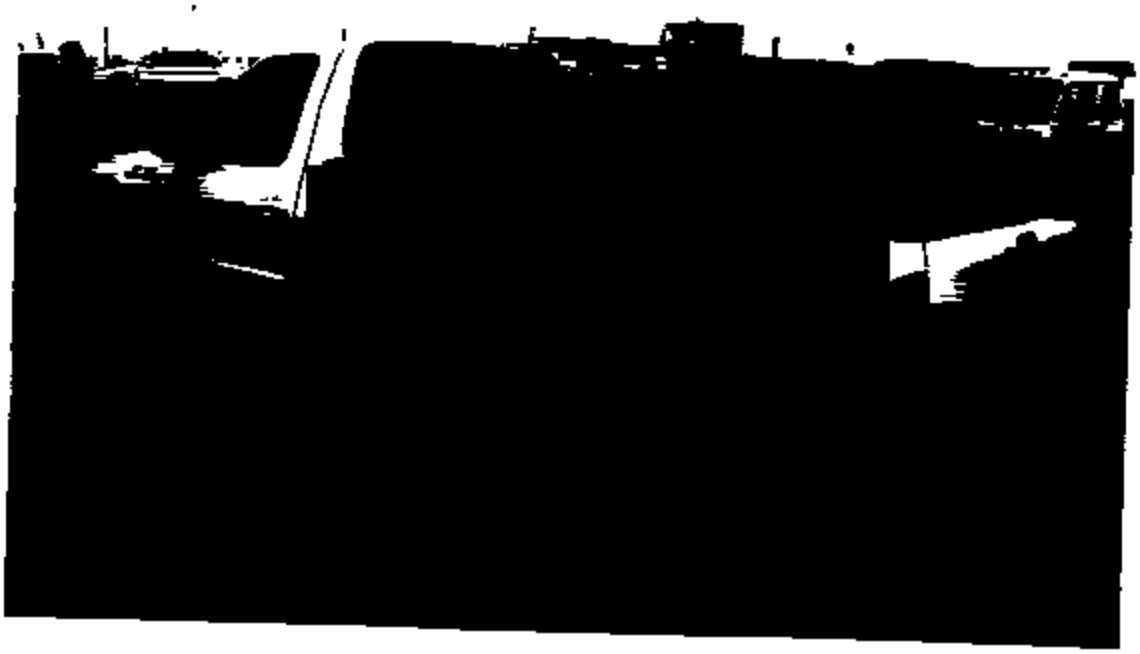
#2 – Right side view

NAI

PE84-078 C 2982



#3 – Rear view

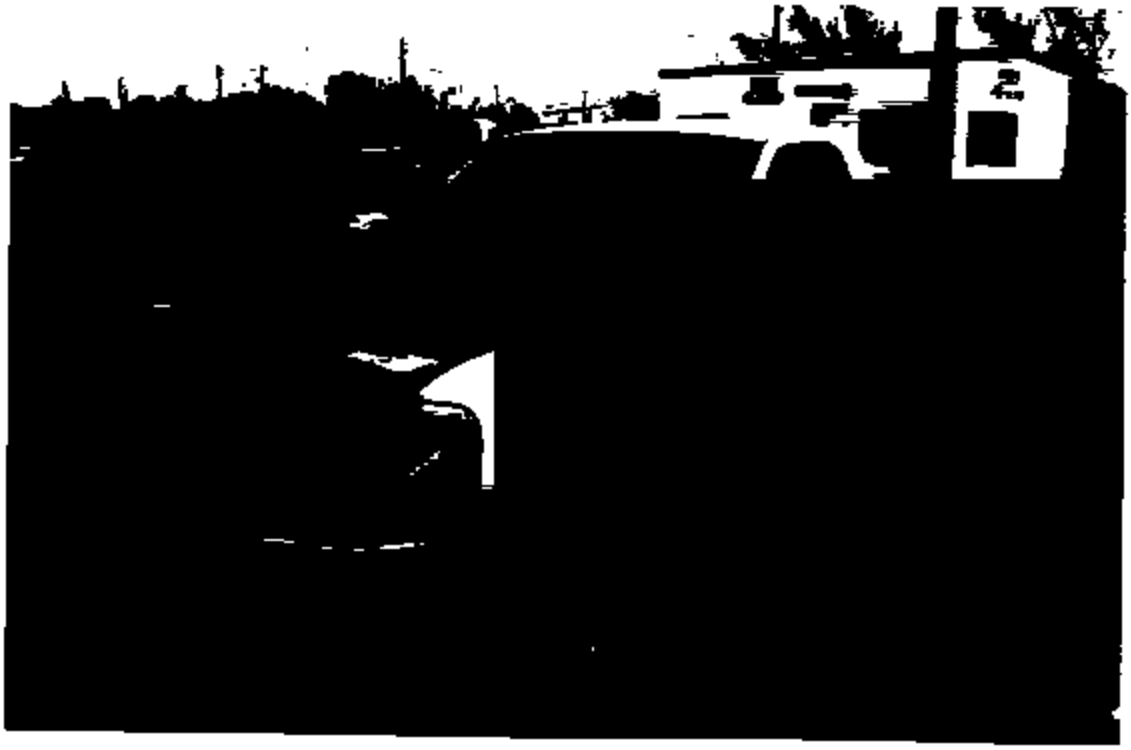


#4 – Left rear 3/4 view

NAI

PE84-078 C 2983

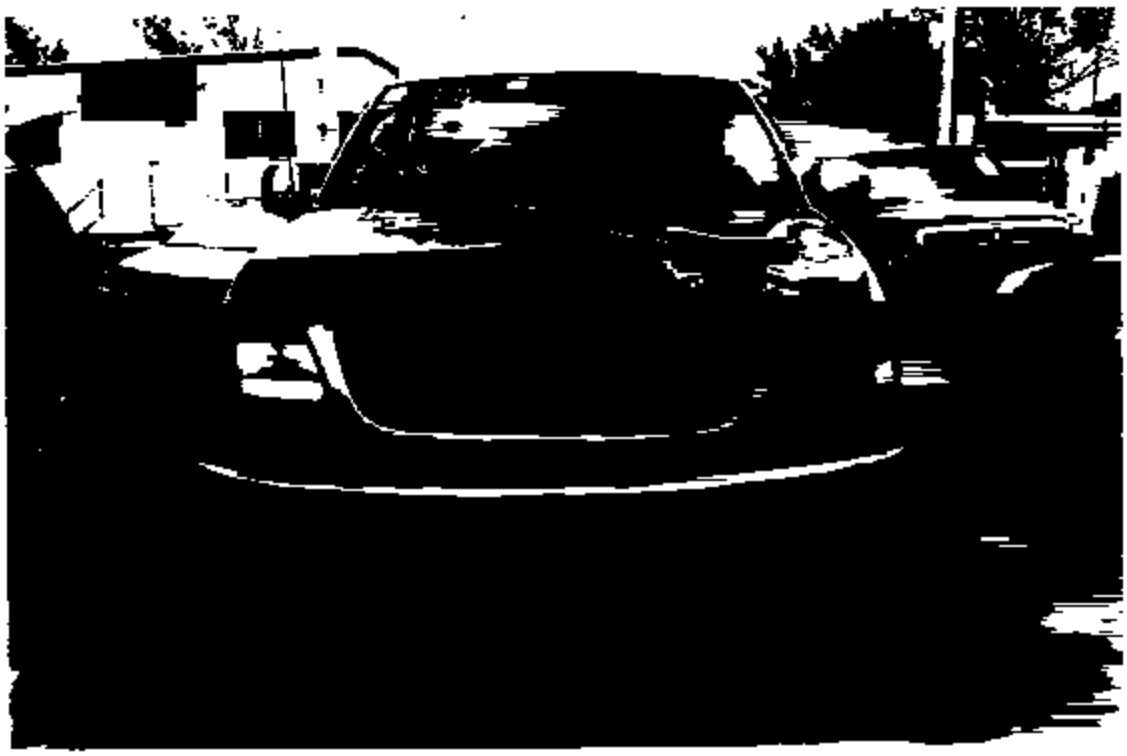
#5 – No damage sustained to the bed or bed liner



#6 – Left front 3/4 view

NAI

PE84–878 C 2984



#7 – Front view

#8 – View of the hole in the hood panel

NAI

PE94-078 C 2965

#9 – The components mounted in the left side of the engine compartment were exposed

#10 – Pieces of the hood panels had dropped down on the engine

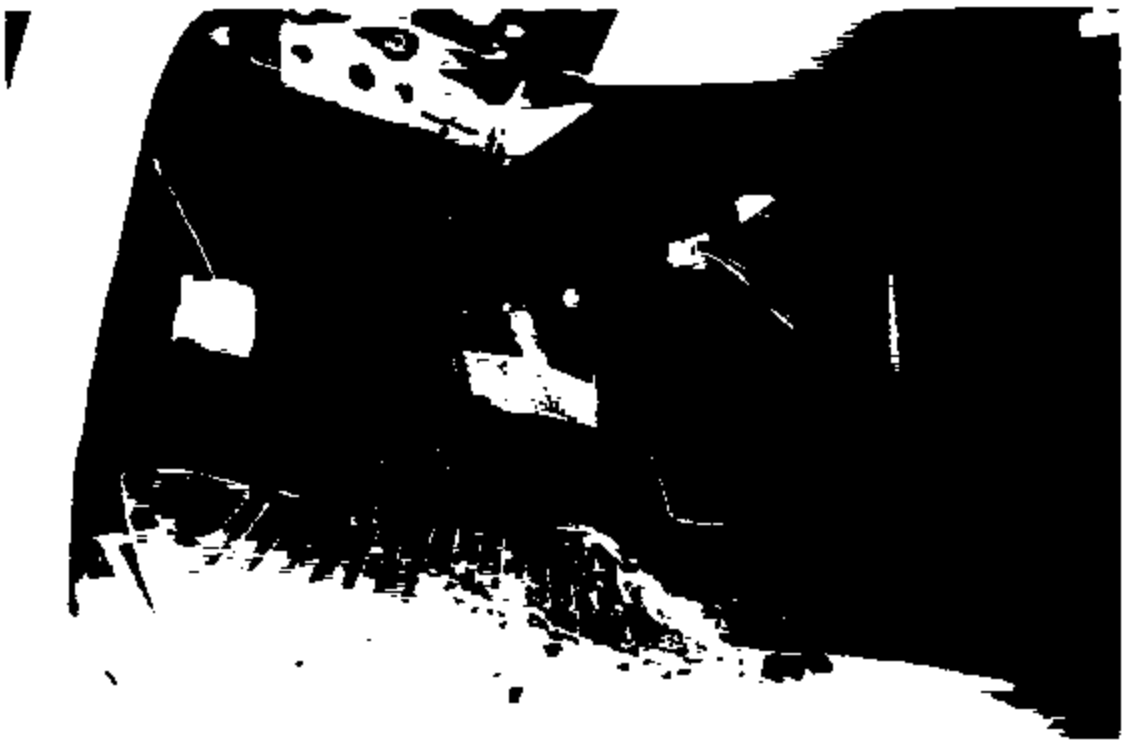
NAI

PE84-078 C 2986

#11 – View looking toward the left inner fender

#12 – The passenger compartment as viewed through the driver's door opening

#13 – V.I.N.



#14 – A small amount of melted debris had dropped down on the floor

NAI

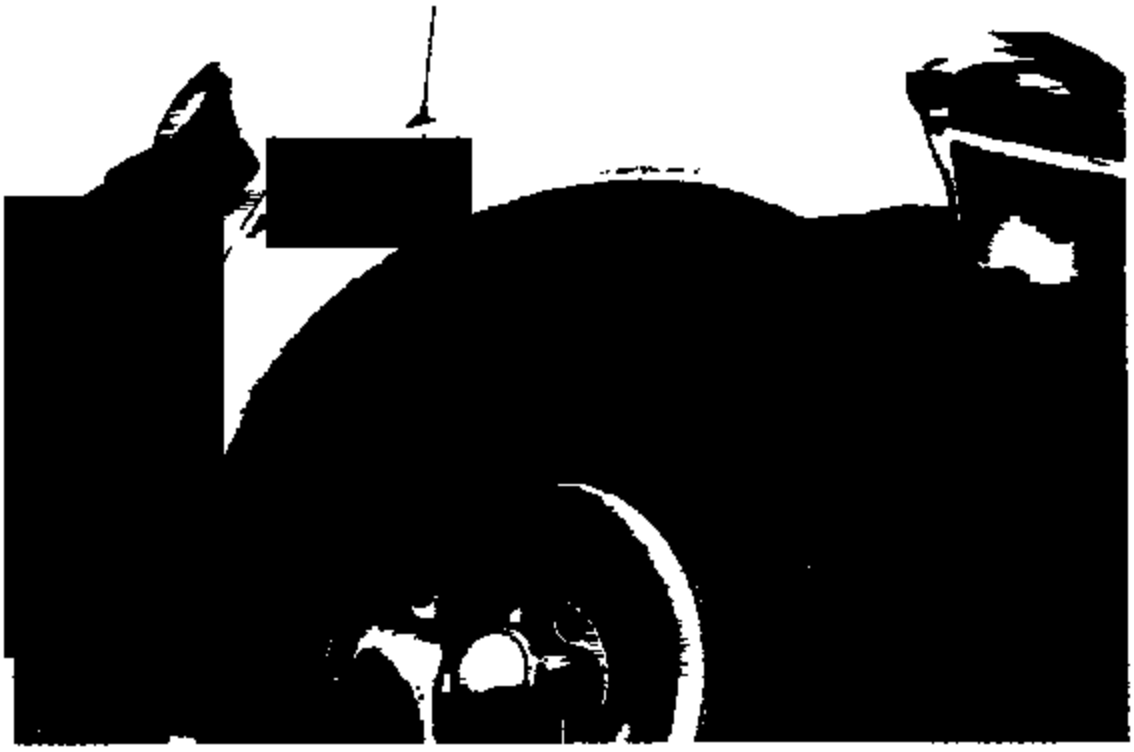
#15 – No other fire damages were visible in the passenger compartment

#16 – View of the underside of the engine showing no fire damages evident

NAI

PE84-878 C 2969

#17 – Another view of the engine and transmission



#18 – No fire damage sustained at the right inner fender

#19 – The left inner fender panel had melted

#20 – View of the brake master cylinder and the bottom of the brake booster

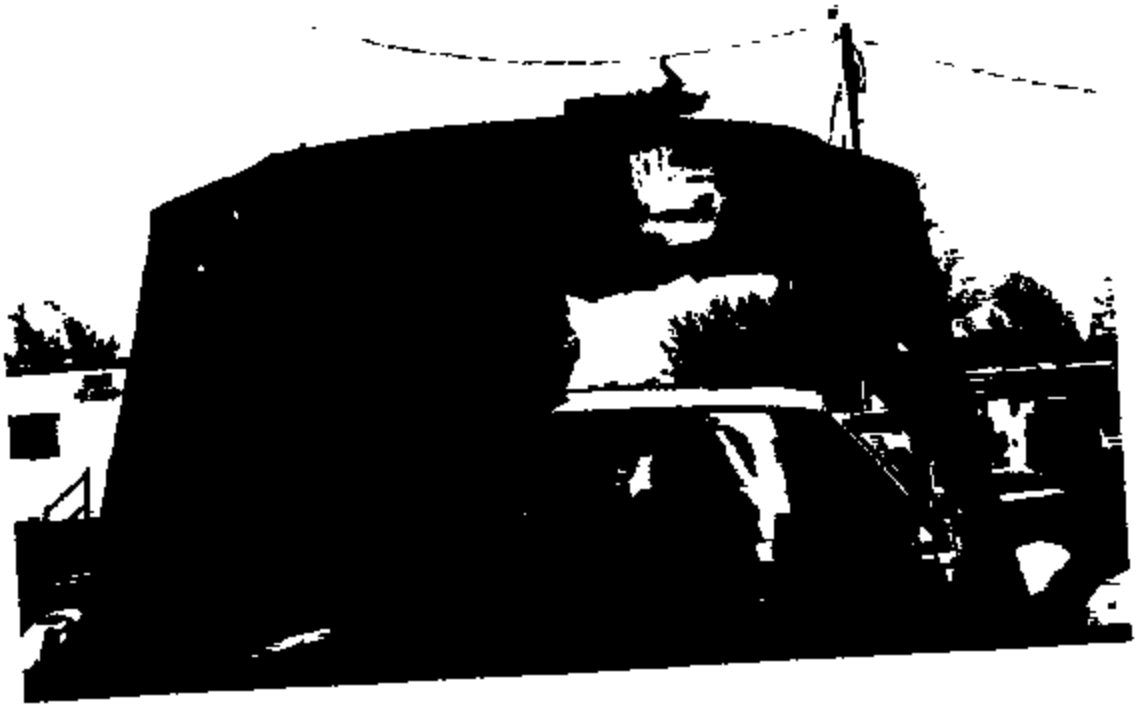
NAI

#21 – No fire damages were evident on the undercarriage

#22 – No damages were evident at the rear of the truck

NAI

#23 – Overall view of the engine compartment



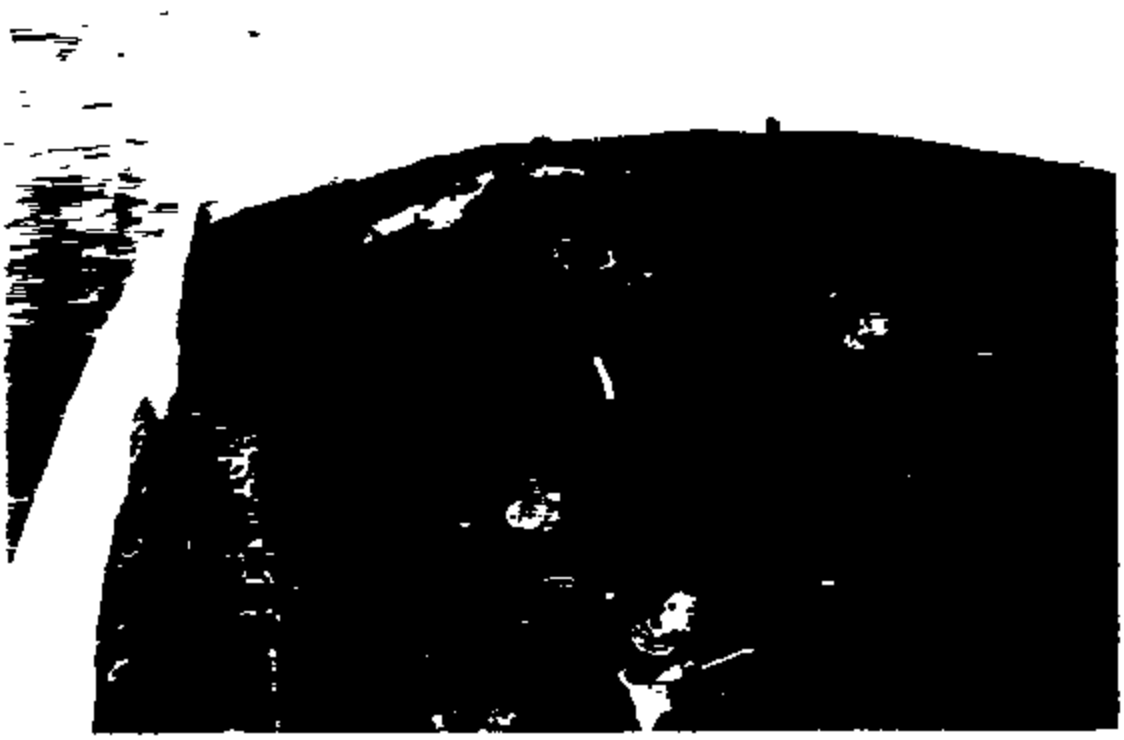
#24 – Underside of the hood

#25 - The components mounted in the right side of the engine compartment sustained only minimal damages

#26 - The components mounted in the left side of the engine compartment sustained severe fire damages

NAI

#27 – The left side of the grille was melted, the radiator was fire-scorched and the inside of the left headlight housing was melted



#28 – View showing the left front quadrant of the engine compartment

NAI

#29 – The top of the brake booster and the left side of the cowl were fire-scorched and the booster was rusted

#30 – View looking down at the left side of the engine

#31 – Close-up view of the brake booster

#32 – The windshield wiper motor and wires remained intact

#33 – View of the fire scorched vapor control valve lines

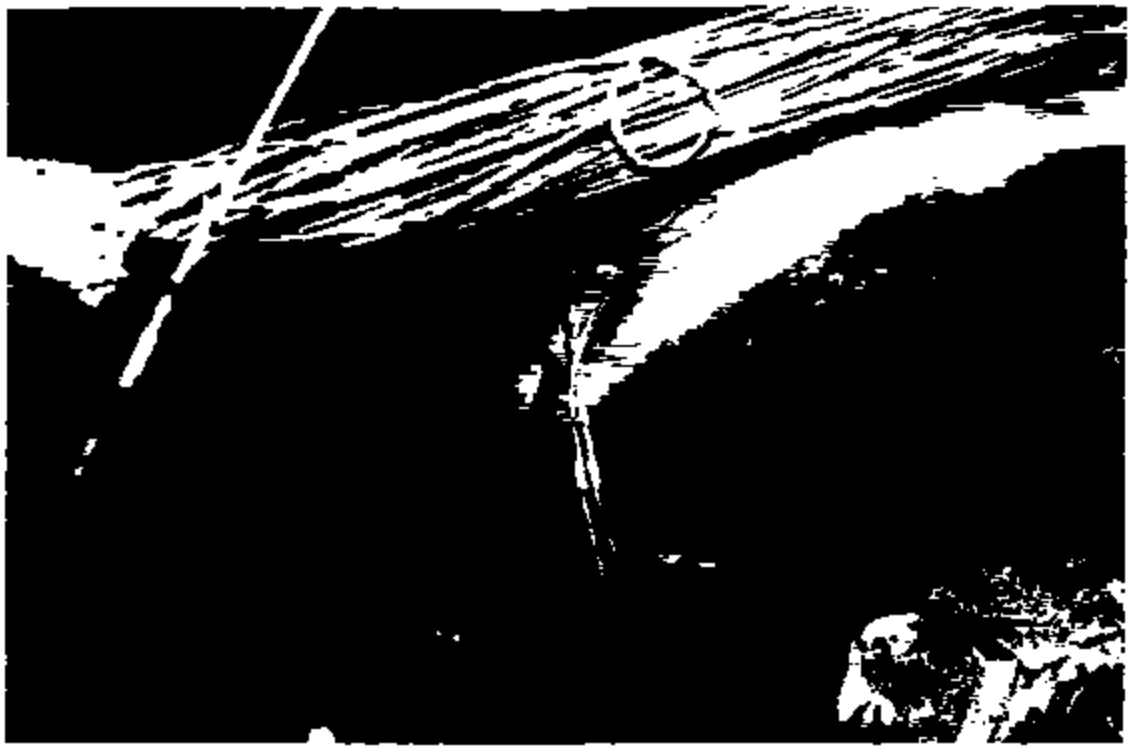
#34 – The fuel lines under the cowl were not damaged

PE84-878 C 2878

#35 – View of the speed control deactivation switch

#36 – View of the brake fluid level sensor

NAI



#37 – View of the vapor control valve wires

#38 – The wires on the left side of the brake booster remained intact and sustained only minimal damage

NAI

698 – View of the fire-scorched and brittle hood light wires

Allstate®

ALLSTATE INSURANCE COMPANY
P.O. BOX 168288
IRVING TX 750168288

FORD MOTOR COMPANY
P.O. BOX 6248 MD
DEERBORN MI 48126

IN REPLY REFER TO:

CLAIM NUMBER: [redacted]
OUR INSURED:
ACCIDENT DATE: 03/26/04
LOCATION: 313 BAYVIEW AVE
AMOUNT OF LOSS: $ 9,559.25

OUR INVESTIGATION OF THE LOSS IN WHICH YOU WERE INVOLVED INDICATES THAT YOU ARE RESPONSIBLE FOR THE DAMAGE SUSTAINED BY OUR POLICYHOLDER.

WE HAVE MADE A SETTLEMENT WITH OUR INSURED AND OUR INSURED'S CLAIM AGAINST YOU HAS BEEN ASSIGNED TO US.

IF YOU ARE NOT INSURED FOR THIS LOSS, PLEASE CONTACT THIS OFFICE TO NEGOTIATE PAYMENT.

IF YOUR INSURANCE DOES COVER THIS LOSS, JUST FILL IN THE INFORMATION ABOUT YOUR INSURANCE COMPANY BELOW AND RETURN THIS LETTER IN THE ENCLOSED ENVELOPE. WE WILL THEN GET IN TOUCH WITH YOUR INSURANCE COMPANY.

SINCERELY,
RECOVERY DEPARTMENT
ALLSTATE INSURANCE COMPANY

I CARRY INSURANCE POLICY NO. _____
WITH
NAME OF COMPANY_____
AGENT
MY ADJUSTER (CHOOSE ONE) IS_____
MY CLAIM NO IS_____
ADDRESS_____

I HAVE REPORTED (OR WILL REPORT) THIS LOSS TO MY INSURANCE COMPANY _____ YES _____ NO

SIGNED:_____ DATE

1. OCCUPATION & EMPLOYER & ADDRESS ____

2. IF SELF EMPLOYED, NAME, ADDRESS, & NATURE ____ Jane Sample 377 26079

3. SPOUSES OCCUPATION & EMPLOYER & ADDRESS ____ Notary company

4. LOCATION OF OWNER WHEN LOSS OCCURRED ____ Sample Center dispatched

5. DATE VEHICLE PURCHASED ____ ( )NEW ( )USED PRICE

6. NAME & ADDRESS OF WHERE VEHICLE PURCHASED ____

Engine unmatched PHONE # ____

7. WHO IS THE VEHICLE ( )FINANCED ( )LEASED WITH? ____

8. DO YOU HAVE THE TITLE TO THE VEHICLE IN YOUR POSSESSION? ____ NOT sure

9. WHO HAS THE TITLE ____ Doug Buck NAME TITLE IN ____ 120,000

10. WERE THERE ANY PERSONAL ITEMS IN YOUR VEHICLE? ( )YES ( )NO

DESCRIPTION ____

____ 5 30 am Doug vehicle

11. WHO IS YOUR HOME INSURED WITH ____ nothing

12. (IMPORTANT) WHO WAS YOUR PRIOR INS CO. ____ ANY ____

AGENT NAME ____ ADDRESS ____

POLICY # ____ DATE INSURED ____

13. WHERE DID THE FIRE START? ____ Doug Buck meeting

14. WHERE WAS THE VEHICLE DAMAGED? ____ oil engine

15. WHAT DO YOU THINK CAUSED THE FIRE? ____

16. WHO WAS DRIVING THE VEHICLE DURING THE FIRE OR JUST PRIOR TO IT ____

____ came engine 5 30

17. WHAT WAS THE RUNNING CONDITION OF YOUR VEHICLE PRIOR TO THE FIRE?

18. WAS THE VEHICLE RUNNING HOT? ____ Caddey

19. WERE THERE ANY ELECTRICAL PROBLEMS? ____

20. WHEN IS THE LAST TIME YOUR VEHICLE WAS SERVICED, AND WHAT WORK WAS DONE ON YOUR CAR AT THE LAST SERVICE DATE?

____