Collins Industries, Inc. • 15 Compound Drive • Hutchinson, Kansas 67502-4349 • (620) 663-5551

COLLINS®

April 1, 2004

Richard Boyd, Chief
Medium & Heavy Duty Vehicle Division
Office of Defects Investigation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Boyd:

Re: "NHTSA File PE04-008"

We are responding to your letter dated 3/26/2004 for Collins Bus Corporation. In that letter, you've posed several questions. They are listed here along with the information CBC can supply. In the time frame you've highlighted, CBC has learned about two vehicle fires involving Collins Bus school buses. One of these has been tracked to a wring issue and the other root cause was not determined.

Pursuant to 49 U.S.C.§ 30166 the following information is submitted:

1. Furnish the total number of Collins Buses built on General Motors and Ford cutaway chassis manufactured for sale or lease in the United States.

Please find attached a page listing production quantities of GM and Ford powered buses listed by calendar year. This is the total number for all types of buses.

2. Furnish the number of/and copies of all owner complaints and field reports, studies, surveys, or investigations from all sources which have been received or authorized by Collins, or of which Collins is aware, pertaining to the alleged defect in the subject vehicles. This should include information pertaining to the report included with this letter. Separate the number and copies of

owner complaints from other sources. Also, if Collins has issued any service or technical bulletins, advisories, or other communications to dealer pertaining to the alleged defect in the subject vehicles, provide a copy of each document. If no such documents have been issued, so state.

Collins Bus has experience with two vehicle fires in the time frame of 2000 through 2002. The first of these happened in Springfield, Illinois. The fire was thought to have started from a short in a wire passing the radiator support structure. The circuit involved had a circuit breaker that should have tripped when the short developed but the breaker malfunctioned. As a result of this fire, CBC has changed the type of circuit breakers in the engine compartment. Material associated with this incident is bound together and have a cover page labeled Springfield.

The second fire was brought to our attention by the Ford Motor Company and occurred near Paramus, NJ. Material involved with this incident is bound together and has a cover page labeled Paramus. Bill Wise of the CBC engineering staff traveled to NJ at the request of Ford to learn about this situation. No specific causes were uncovered during these meetings. The end user in this case was Laidlaw Education Services.

Because the first incident had a clear cause, CBC paid Laidlaw for the damage. In the second case a cause wasn't as apparent so Laidlaw's fire insurance covered the loss. All material we have on these two fires are attached. No service bulletins on this subject have been issued.

3. Identify and describe all accidents, subrogation claims, or lawsuits known to Collins pertaining to the alleged defect (where Collins is or was a defendant or co-defendant). Provide Collins analysis of each item, clearly identifying the vehicle model year and VIN, the vehicle owner, and any injuries or property damage which may have occurred.

Collins Bus has not been involved in any litigation involving bus fires in the time period outlined in your letter.

4. Identify and describe all significant modifications or changes that could relate to the alleged defect in the manufacturer of the subject vehicles. The following information must be included for each modification or change:

a. the reason for the modification or change;
b. a description of the modification or change;
c. the approximate calendar date on which the modification or change was incorporated into production; and
d. state whether the modification or changed components could be interchanged with earlier production components.

As a result of the bus fire in Springfield, Illinois on February 19, 2001, Collins bus changed the type of circuit breaker mounted under the hood of its production buses in June of 2001. The 80 amp breaker now installed can be a service part for older model buses. This year CBC has shipped one service part. The current breaker has a "waterproof" rating. The previous breaker did not have such a rating. The current part 424785 was picked because of questions about why the breaker in the Springfield fire was ineffective is tripping when a short was encountered.

5. Furnish the number of warranty claims related to the alleged defect on the subject vehicles by model series code, calendar month, and problem code. Each problem claim code must be identified.

Collins Bus has processed one warranty claim involving fire in the engine compartment. It occurred on April 19, 2001. The warranty claims applies to a [redacted] school bus with unit number 17855. The VIN number is 1FDSE37F8[redacted]

Duplicate copes of the response and supporting documents are being sent. A listing of attachments is as follows:

1) Calendar year production numbers for cutaway powered buses produced by [redacted] Bus Corporation.

2) Investigation reports relative to a bus fire in Springfield, Illinois on February 19, 2001.
3) Trip report of Collins Bus engineering to vehicle wiring meeting with Ford Motor Company on December 2, 2002.

For Collins Bus Corporation:

Virgil Schremmer
Customer Service

Attachment 1

2000

Ford - 425
Chevy – 767

2001

Ford - 222
Chevy - 739

2002

Ford - 170
Chevy – 696

2003

Ford - 197
Chevy – 738

Attachment 2

Spring Field, Illinois

COLLINS

BUS CORPORATION®

PRODUCT INCIDENT OR CLAIM REPORT

PRODUCT IDENTIFICATION:

MODEL: 17055 FBB-11 TYPE: 1 SERIAL #: [redacted] LOT: ____

CUSTOMER IDENTIFICATION

[redacted]

INCIDENT LOCATION/INCIDENT DATE

Springfield IL 2/19/01

INJURED PARTY None

Name ____ Age ____

Address ____

DESCRIBE PROPERTY DAMAGE

Fire Under the hood

DESCRIBE INJURY NONE

WITNESSES

[redacted]

DESCRIBE INCIDENT

At 5:30 pm [illegible] noticed smoke coming from underhood. Mechanic attempted to put out the fire out. [illegible] unable. Fire department came and extinguished fire. [illegible] is completely burned. Fire did not reach [illegible] [illegible] [illegible] wiring was melted to frame

DESCRIBE CAUSE

COMMENTS & RECOMMENDED ACTION

OFFICE COMMENTS

BY ____ TITLE Customer Service Manager DATE 2/27/01 - [illegible]

OFFICE ____ SUPERVISOR [illegible signature] 2/27/01

Mileage → 23,000

[illegible]ING ADDRESS:
[illegible] WEST 6TH STREET
[illegible]UTH HUTCHINSON, KS 67505
[illegible]) 662-9000

MAILING ADDRESS:
P.O. BOX 2946
HUTCHINSON, KS 67504-2946
FAX: (316) 662-3836

11684 Lilburn Park Road
St. Louis, Missouri 63146
314 567-3838 • 800 473-9050
FAX 314 567-6028

FTI/SEAConsulting
Applied Sciences

March 12, 2001

Mr. James Waits
Crews, Waits, Broonlee and Berger
401 West 89th Street
Kansas City, Missouri 64114

Re: **Vehicular Fire Analysis**
Insured: [redacted]
Loss Location: [redacted]
Springfield, Illinois
Date of Loss: February 19, 2001
Your File Name: [redacted]
S.E.A. Project No. 304038

Dear Mr. Waits:

On February 27, 2001, you requested S.E.A. Inc. to conduct an investigation into the above-captioned fire and render professional opinions regarding its origin and cause. A verbal report of our findings was provided to Mr. Roge[redacted] on March 8, 2001 and to you on March 12, 2001. In accordance with your subsequent instructions, no report will be completed by S.E.A. concerning this fire loss. This letter accompanied by photographs in bulk form will conclude S.E.A.'s investigation into this matter.

A visit to the maintenance facility of [redacted] in Springfield, Illinois, was conducted on March 5, 2001 by S.E.A. Senior Fire Investigator Charles Giessing, C.F.I. The bus was identified as 1999 Ford model 350 truck chassis with an attached school bus body. The unit number was identified as F17855. The truck's vehicle identification number (VIN) was 1FDSE37F[redacted] The truck was powered by a diesel fueled engine. Mileage showing on the odometer at the time of the fire was 23,881 miles.

Employees at [redacted] informed S.E.A. that the fire occurred while the truck was parked on the bus lot and unattended. Refueling operation had been completed. The truck had been parked for a period of time before the fire's discovery. The fire was discovered by employees refueling the remaining buses in the fleet. Smoke was visible venting from the engine compartment. Attempts were made by employees of Laidlaw to extinguish the fire prior to the fire department arrival. No recent history of repairs to the engine compartment had been completed by mechanics with [redacted]

The photographs taken by S.E.A. are attached in bulk form. A green circle has been placed on several of the photographs to indicate the fire origin area. Red arrows have been utilized on several of the photographs to point out the failed electrical wire in the engine compartment that was described to Mr. [redacted] during our telephone conservation. According to information supplied by [redacted], the failed wire was installed by Collins during the installation of the school bus chassis.

The second set of photographs that are attached are of a exemplar bus that was built near the same time of the fire damaged bus and delivered to [redacted]. The bus vehicle identification number (VIN) was 1FDSE37F3[redacted]

S.E.A. Inc. hereby certifies the expressed opinions and conclusions have been formulated within a reasonable degree of professional certainty. They are based upon all of the information known by S.E.A. as of the time this report was issued, as well as knowledge, skill, experience, training, and/or education.

Thank you for allowing S.E.A. Inc. to assist you in this matter. This letter and accompanying photographs should not considered a report for litigation purposes. Should circumstances change, a full analytical report can be prepared upon request for litigation purposes. Should you have any questions regarding this letter or the photographs, please do not hesitate to contact this office at your earliest convenience.

Sincerely,

Charles Giessing, C.F.I.
Senior Fire Investigator

enclosures: photographs

Lubbock Motorcar Services Warranty Department

WARRANTY CLAIM

Date Printed: 01/27/2003

[redacted]	Claim Number: 2627
Claim Date: 01/27/2003	Repair Order Number: 337001
	Division Number: 337
In Service Date: 09/01/1999	Repair Order Date: 01/27/2003
	Asset Number: 931239
System: 07 Body	Odometer Reading:
Complaint / Cause Description: Undefined	Complaint / Cause Code:
VIN: 1FDSE37F[redacted]	Engine S/N: Unknown
Body S/N: 17855 FGB-11	Transmission S/N: Unknown

Repair Description:
Claim for reimbursement of body value at the time of thermal event. Requested by Steve Hallagal.

200

Recall Notes:

Correction / Labor Code:

Internal Comments:

Part Description	Part Number	Qty	Unit Cost	Amount
Misc. parts / shop supplies				$11,195.00

Parts Total: $11,195.00

Labor Hours	Labor Rate	Labor Total
0.00 hour	$40.00 / hour	$0.00

Claim Total: ~~$11,195.00~~

Processed By: Brian Cotter

2300000100

1/30/03 Verify TW 2/24/03

Paul's signature attached

1/1/02 Replacement

[redacted]

DATE: 3-20-01

TO: Virg

FROM: [redacted]

RE: EST. Fire Bus

Collision Care, INC. and Automaster did not include Engine. IT is questionable on if There is water damage To it or if it got hot Enough To hurt The Electronic INJ... ?

ANY Question just call: [redacted] THANKS-

"WE CARRY THE NATION'S RETURNS"

[redacted]

COLLISION CARE, INC.

804 N. Dirksen Pkwy Springfield, IL 62702
(217) 522-6062
Fax: (217) 522-6464
Tax ID: 37-1340044 BAR #: [illegible]

Damage Assessed By: MERLE GOLDSBERRY

Deductible: UNKNOWN

Owner [redacted]

Mitchell Service: 013020

Description: 1999 Ford Cutaway E350 Econoline
Body Style: Cutaway 138" WB
VIN: [illegible] [redacted]

Drive Train: 7.3L Turbo Inj 8 Cyl Dsl 2WD

Line Item	Entry Number	Labor Type	Operation	Line Item Description	Part Type/ Part Number	Dollar Amount	Labor Units
1	335418	REF	REFINISH	FRT FACEBAR			1.8
2	335419	BDY	REMOVE/REPLACE	FRT BUMPER LICENSE BRACKET	F2UZ 17A385 A	21.86	0.4*
3	336422	BDY	REMOVE/REPLACE	FRT BUMPER STONE DEFLECTOR	F7UZ 17778 AD	53.35	INC #
4	AUTO	REF	REFINISH	FRT STONE DEFLECTOR		C	1.2
5	300430	BDY	REMOVE/REPLACE	GRILLE	F8UZ 8200 AAA	[illegible]	INC
6	300068	BDY	REMOVE/REPLACE	R GRILLE BRACKET	YC3Z 8182 AA	9.80	INC #
7	300134	BDY	REMOVE/REPLACE	L GRILLE BRACKET	YC2Z 8182 AA	9.00	INC #
8	300136	BDY	REMOVE/REPLACE	GRILLE MOUNTING PANEL	F7UZ 8A284 AA	94.80	1.9 #
9	AUTO	BDY	CHECK/ADJUST	HEADLAMPS			0.4
10	334778	BDY	REMOVE/REPLACE	UPR GRILLE AIR DEFLECTOR	F8UZ 16E572 AA	16.75	0.3
11	336436	BDY	REMOVE/REPLACE	LWR GRILLE AIR DEFLECTOR	F7UZ 16001A88 AA	16.90	
12	334778	BDY	REMOVE/REPLACE	R H/LAMP DOOR	F7UZ 13052 AAA	20.13	INC
13	334780	BDY	REMOVE/REPLACE	L H/LAMP DOOR	F7UZ 13064 AAA	20.13	INC
14	301880	BDY	REMOVE/REPLACE	R H/LAMP RETAINING RING	E9UZ 13015 A	9.58	0.3* #
15	301880	BDY	REMOVE/REPLACE	L H/LAMP RETAINING RING	E9UZ 13015 A	9.58	0.3* #
16	301714	BDY	REMOVE/REPLACE	R H/LAMP SEALED BEAM	F3UZ 13007 A	20.87	0.1 #
17	301715	BDY	REMOVE/REPLACE	L H/LAMP SEALED BEAM	F3UZ 13007 A	20.87	0.1 #
18	301720	BDY	REMOVE/REPLACE	R H/LAMP ADJUSTING RING	E9UZ 13119 A	33.33	INC #
19	301730	BDY	REMOVE/REPLACE	L H/LAMP ADJUSTING RING	E9UZ 13119 A	33.33	INC #
20	301750	BDY	REMOVE/REPLACE	R H/LAMP BEARING	E2SY 13D166 B	0.54	
21	301760	BDY	REMOVE/REPLACE	L H/LAMP BEARING	E2SY 13D166 B	0.54	
22	301780	BDY	REMOVE/REPLACE	R H/LAMP RETAINING SPRING	D4ZZ 13031 A	2.30	
23	301780	BDY	REMOVE/REPLACE	L H/LAMP RETAINING SPRING	D4ZZ 13031 A	2.30	
24	301800	BDY	REMOVE/REPLACE	R H/LAMP ADJUSTING SCREW	F2UZ 13032 D	4.28	
25	301810	BDY	REMOVE/REPLACE	L H/LAMP ADJUSTING SCREW	F2UZ 13032 D	4.28	
26	300860	BDY	REMOVE/REPLACE	R PARK/SIGNAL/MKR LAMP ASSEMBLY	F8UZ 13200 A	82.00	INC
27	900500	MCH*	REMOVE/REPLACE	BRAKE BOOSTER	New	315.00 *	1.5*
28	900500	MCH*	REMOVE/REPLACE	MASTER CYLINDER	New	105.00 *	1.5*
29	900500	MCH*	REMOVE/REPLACE	UNDERHOOD FUSE BLOCK	New	75.00 *	2.0*
30	900500	MCH*	REMOVE/REPLACE	WIRE HARNESS UNDER HOOD	New	1,[illegible].22*	5.0*
31	900500	BDY*	REMOVE/REPLACE	CROSSING ARM	430734	311.00*	1.0*
32	900500	BDY*	REMOVE/REPLACE	LT FENDER MIRROR	410018C		1.0*
33	900500	BDY*	REMOVE/REPLACE	RT FENDER MIRROR	410018C	213.00*	1.5*

ESTIMATE RECALL NUMBER: 03/14/2001 10:30:24 272

Mitchell Data Version: MAR_01_A
UltraMate Version: 4.0.004

Date: 03/14/2001 11:49 AM
Estimate ID: 272
Estimate Version: 0
Preliminary
Profile ID: Mitchell

34	[redacted]	BODY *	REMOVE/REPLACE	UPPER LIGHTS ON BOX	[redacted]		16.44 *	0.5*
35	[redacted]	REF *	REFINISH/REPAIR	COLOR/BLEND	New			2.5*
36	[redacted]	MECH*	REMOVE/REPLACE	PRISM	New		45.00 *	0.5*
37	[redacted]	REF *	REFINISH/REPAIR	FRONT UPPER BODY	Existing			4.0*
38	[redacted]	BODY	REMOVE/REPLACE	L PARK/SIGNAL/MKR LAMP ASSEMBLY	F5UZ 13201 A		62.00	INC
39	[redacted]	BODY	REMOVE/REPLACE	HOOD PANEL	F7UZ 16613 AE		284.80	1.0 #
40	AUTO	REF	REFINISH	HOOD OUTSIDE				C 2.4
41	AUTO	REF	REFINISH	HOOD UNDERSIDE				C 1.3
42	[redacted]	BODY	REMOVE/REPLACE	HOOD SEAL	F2UZ 16A226 A		18.58	INC
43	[redacted]	BODY	REMOVE/REPLACE	HOOD ADHESIVE [redacted]	F2UZ [redacted] B		14.12	0.1
44	[redacted]	BODY	REMOVE/REPLACE	R HOOD STOP BUMPER	F4UZ 16758 A		3.08	0.1
45	[redacted]	BODY	REMOVE/REPLACE	L HOOD STOP BUMPER	F4UZ 16758 A		3.08	0.1
46	[redacted]	BODY	REMOVE/REPLACE	HOOD INSULATOR	F5UZ 16738 A		76.37	INC
47	[redacted]	BODY	REMOVE/REPLACE	R HOOD HINGE	F2UZ 16796 A		21.06	1.0*#
48	AUTO	REF	REFINISH	R HINGE				0.2
49	[redacted]	BODY	REMOVE/REPLACE	L HOOD HINGE	F2UZ 16797 A		21.06	1.0*#
50	AUTO	REF	REFINISH	L HINGE				0.2
51	[redacted]	BODY	REMOVE/REPLACE	HOOD PRIMARY LATCH	F7UZ 16700 AA		36.48	0.3 #
52	[redacted]	BODY	REMOVE/REPLACE	HOOD RELEASE CABLE	F7UZ 16916 AB		26.72	1.0*#
53	[redacted]	BODY	REMOVE/REPLACE	HOOD SUPPORT ROD	F7UZ 16826 AC		4.73	0.2
54	[redacted]	BODY	REMOVE/REPLACE	HOOD CLIP	F2UZ 16826 B		1.50	
55	[redacted]	BODY	REMOVE/REPLACE	HOOD PIVOT	F7UZ 16826 CA		2.38	
56	[redacted]	BODY	REMOVE/REPLACE	COOLING RADIATOR SUPPORT	XC2Z 16139 AA		261.14	7.0*#
57	AUTO	REF	REFINISH	RADIATOR SUPPORT				1.5
58	[redacted]	BODY	REMOVE/REPLACE	COOLING RADIATOR	ORDER FROM DEALER		384.22	1.5
59	[redacted]	BODY	REMOVE/REPLACE	COOLING RADIATOR FILLER CAP	8sTZ 8100 A		8.80	
60	[redacted]	BODY	REMOVE/REPLACE	COOLING RADIATOR SHROUD	XC2Z 8146 AB		24.16	INC #
61	[redacted]	BODY	REMOVE/REPLACE	COOLING FAN CLUTCH	ORDER FROM DEALER		166.62	0.5*#
62	[redacted]	BODY	REMOVE/REPLACE	COOLING ELECTRIC FAN BLADE	F2TZ 8600 A		131.08	0.3 #
63	[redacted]	BODY	REMOVE/REPLACE	COOLING DRIVE BELT	ORDER FROM DEALER		43.90	0.5
64	[redacted]	MECH	REMOVE/REPLACE	COOLING WATER PUMP	-M	8sTZ 8501 B		264.84	4.4*#
65	[redacted]	BODY	REMOVE/REPLACE	UPR COOLING RADIATOR HOSE		F2UZ 8260 A		34.87	0.3*#
66	[redacted]	BODY	REMOVE/REPLACE	LWR COOLING RADIATOR HOSE		8sUZ 8286 A		14.67	0.3*#
67	[redacted]	BODY	REMOVE/REPLACE	COOLING RECOVERY TANK		F8UZ 8A080 A		14.26	0.4
68	[redacted]	BODY	REMOVE/REPLACE	R COOLING AIR DEFLECTOR		F8UZ 8310 AA		4.17	
69	[redacted]	BODY	REMOVE/REPLACE	L COOLING AIR DEFLECTOR		F8UZ 8311 AA		4.17	
70	[redacted]	MECH	REMOVE/REPLACE	TRANS OIL COOLER	-M	ORDER FROM DEALER		226.05	1.0*#
71	[redacted]	MECH	REMOVE/REPLACE	AIR COND CONDENSER	-M	F7UZ 19712 AA		171.29	0.3 #
72	AUTO	MECH	REMOVE/REPLACE	EVACUATE & RECHARGE A/C	-M				1.4
73	[redacted]	BODY	REMOVE/REPLACE	R UPR AIR COND CONDENSER BRACKET		F2UZ 19783 A		9.90	
74	[redacted]	BODY	REMOVE/REPLACE	L UPR AIR COND CONDENSER BRACKET		F2UZ 19784 A		9.90	
75	[redacted]	BODY	REMOVE/REPLACE	FNT AIR COND BRACKET		F2UZ 19D721 A		24.16	
76	[redacted]	BODY	REMOVE/REPLACE	AIR COND CLAMP		F1CZ 19D678 A		2.83	
77	[redacted]	BODY	REMOVE/REPLACE	R LWR AIR COND CONDENSER BRACKET		F2UZ 19786 A		9.90	
78	[redacted]	BODY	REMOVE/REPLACE	L LWR AIR COND CONDENSER BRACKET		F2UZ 19794 A		9.90	
79	[redacted]	BODY	REMOVE/REPLACE	R AIR COND SEAL		F7UZ 19E671 AA		6.53	
80	[redacted]	BODY	REMOVE/REPLACE	L AIR COND SEAL		F7UZ 19E672 AB		6.53	
81	[redacted]	BODY	REMOVE/REPLACE	R UPR AIR COND BRACE		F7UZ 19E694 AB		14.78	
82	[redacted]	BODY	REMOVE/REPLACE	L UPR AIR COND BRACE		F7UZ 19E694 AB		14.78	
83	[redacted]	BODY	REMOVE/REPLACE	R LWR AIR COND BRACE		F4ZZ 19E694 A		5.55	
84	[redacted]	BODY	REMOVE/REPLACE	L LWR AIR COND BRACE		F4ZZ 19E694 A		5.15	
85	[redacted]	MECH	REMOVE/REPLACE	AIR COND COMPRESSOR	-M	F7TZ 19703 AB		396.44	2.0*
86	[redacted]	MECH	REMOVE/REPLACE	AIR COND PULLEY	-M	F7UZ 19D784 AA		46.04	0.5 #
87	[redacted]	MECH	REMOVE/REPLACE	AIR COND CLUTCH	-M	F8VY 19D786 A		32.22	INC #
88	[redacted]	BODY	REMOVE/REPLACE	AIR COND PROTECTOR		F7UZ 19E667 AA		11.06	
89	[redacted]	MECH	REMOVE/REPLACE	AIR COND HOSE	-M	ORDER FROM DEALER		36.84	1.0*
90	[redacted]	MECH	REMOVE/REPLACE	AIR COND RECEIVER/DRIER	-M	XC3Z 19C836 AA		187.42	1.0*
91	[redacted]	MECH	REMOVE/REPLACE	AIR COND SUCTION HOSE	-M	ORDER FROM DEALER		192.15	1.0*

Estimate ID: 272
Estimate Version: 0
Preliminary
Profile ID: Mitchell

92	[illegible]	MCH	REMOVE/REPLACE	AIR COND EVAPORATOR ASSY	-M	F7UZ 19B555 DA	182.17	4.0* #
93	[illegible]	BDY	REMOVE/REPLACE	AIR COND GASKET		F7UZ 19A778 AA	15.83	
94	[illegible]	MCH	REMOVE/REPLACE	AIR COND DUCT	-M	F7UZ 19A618 AA	13.48	
95	[illegible]	MCH	REMOVE/REPLACE	AIR COND DOOR	-M	F7UZ 19A813 AA	9.80	
96	[illegible]	MCH	REMOVE/REPLACE	AIR COND EVAPORATOR CORE	-M	F7UZ 19860 AA	146.14	2.2
97	[illegible]	MCH	REMOVE/REPLACE	AIR COND COVER	-M	XC2Z 19B736 AA	32.48	0.4
98	[illegible]	MCH	REMOVE/REPLACE	AIR COND BLOWER MOTOR	-M	XC2Z 19805 BA	87.78	0.7 #
99	[illegible]	MCH	REMOVE/REPLACE	AIR COND BLOWER FAN	-M	F0TZ 18504 A	18.49	INC #
100	[illegible]	MCH	REMOVE/REPLACE	HEATER ASSEMBLY	-M	XC2Z 18478 BA	120.83	4.5* #
101	[illegible]	MCH	REMOVE/REPLACE	HEATER CORE	-M	F7UZ 18476 AA	77.11	INC
102	[illegible]	MCH	REMOVE/REPLACE	HEATER CASE SEAL	-M	F8UZ 18580 B	8.07	
103	[illegible]	MCH	REMOVE/REPLACE	LWR HEATER SEAL	-M	F2UZ 18555 A	8.27	
104	[illegible]	MCH	REMOVE/REPLACE	HEATER DOOR	-M	XC2Z 18470 BA	120.83	2.5
105	[illegible]	MCH	REMOVE/REPLACE	HEATER SEAL	-M	F7UZ 18580 AA	10.02	
106	[illegible]	MCH	REMOVE/REPLACE	HEATER GROMMET	-M	F2UZ 18A452 B	1.48	
107	[illegible]	BDY	REMOVE/REPLACE	R FENDER PANEL		F7UZ 16005 AB	208.08	2.8* #
108	AUTO	REF	REFINISH	R FENDER OUTSIDE			C	1.5
109	AUTO	REF	REFINISH	R FENDER EDGE			C	0.5
110	[illegible]	BDY	REMOVE/REPLACE	L FENDER PANEL		F7UZ 16006 AC	208.08	2.8* #
111	AUTO	REF	REFINISH	L FENDER OUTSIDE			C	1.5
112	AUTO	REF	REFINISH	L FENDER EDGE			C	0.5
113	[illegible]	BDY	REMOVE/REPLACE	L FENDER SPLASH SHIELD		F7UZ 16103 AC	17.07	INC
114	[illegible]	MCH	REMOVE/REPLACE	AIR BAG MONITOR	-M	F7UZ 14B056 AA	274.83	0.5
115	[illegible]	MCH	REMOVE/REPLACE	CTR AIR BAG SENSOR	-M	F7UZ 14B004 DA	65.88	0.3
116	[illegible]	MCH	REMOVE/REPLACE	STEERING POWER PUMP	-M	F8UZ 3A674 ACRM	165.73	2.5*
117	[illegible]	BDY	REMOVE/REPLACE	STEERING DRIVE BELT		ORDER FROM DEALER	31.22	0.7
118	[illegible]	MCH	REMOVE/REPLACE	STEERING HIGH PRESSURE HOSE	-M	F7UZ 3A719 FC	39.06	1.5* #
119	[illegible]	MCH	REMOVE/REPLACE	STEERING RETURN HOSE	-M	F7UZ 3A713 AC	20.55	1.0* #
120	[illegible]	BDY	REMOVE/REPLACE	AIR CLEANER ASSEMBLY		F8UZ 9600 AB	159.39	0.3
121	[illegible]	BDY	REMOVE/REPLACE	AIR CLEANER INTAKE PIPE		F2UZ 9C675 D	27.88	0.2
122	[illegible]	MCH	REMOVE/REPLACE	EMISSION SYS AIR PUMP	-M	ORDER FROM DEALER	334.39	1.0*
123	[illegible]	MCH	REMOVE/REPLACE	EMISSION SYS EGR VALVE	-M	ORDER FROM DEALER	73.81	1.0*
124	[illegible]	MCH	REMOVE/REPLACE	MAIN COMPUTER MODULE	-M	ORDER FROM DEALER	380.00	1.0*
125	[illegible]	MCH	REMOVE/REPLACE	MAP SENSOR	-M	ORDER FROM DEALER	111.24	0.5*
126	[illegible]	MCH	REMOVE/REPLACE	COOLANT TEMP SENDER	-M	ORDER FROM DEALER	30.00	0.3
127	[illegible]	MCH	REMOVE/REPLACE	ALTERNATOR	-M	F8UZ 10346 VARM1	230.38	2.0*
128	[illegible]	BDY	REMOVE/REPLACE	HORN ASSEMBLY		YC2Z 13832 AA	21.57	0.5 #
129	[illegible]	GLS	REMOVE/REPLACE	W/SHIELD GLASS		DW01292GBY	845.88	2.8* #
130	[illegible]	BDY	REMOVE/REPLACE	W/SHIELD REVEAL MOULDING		F2UZ 1603144 A	75.42	0.3
131	[illegible]	BDY	REMOVE/REPLACE	R W/SHIELD STOPPER		F8UZ 1603206 AA	1.00	0.1
132	[illegible]	BDY	REMOVE/REPLACE	L W/SHIELD STOPPER		F8UZ 1603206 AA	1.00	0.1
133	[illegible]	BDY	REMOVE/REPLACE	R W/SHIELD WIPER BLADE		XS4Z 17528 BA	8.95	INC
134	[illegible]	BDY	REMOVE/REPLACE	L W/SHIELD WIPER BLADE		XS4Z 17528 BA	8.95	INC
135	[illegible]	BDY	REMOVE/REPLACE	R W/SHIELD ARM & PIVOT		F2UZ 17526 A	54.15	1.0* #
136	[illegible]	BDY	REMOVE/REPLACE	L W/SHIELD ARM & PIVOT		F2UZ 17526 A	54.15	1.0* #
137	[illegible]	BDY	REMOVE/REPLACE	W/SHIELD MOTOR COVER		F2UZ 17C441 A	6.12	
138	[illegible]	BDY	REMOVE/REPLACE	W/SHIELD WIPER MOTOR		F7UZ 17508 AA	169.76	0.3
139	[illegible]	BDY	REMOVE/REPLACE	W/SHIELD OUTPUT ARM		F8UZ 17A436 AA	4.88	
140	[illegible]	BDY	REMOVE/REPLACE	W/SHIELD WASHER RESERVOIR		F7UZ 17618 AE	40.07	0.5 #
141	[illegible]	BDY	REMOVE/REPLACE	W/SHIELD WASHER PUMP		E5TZ 17664 B	25.38	INC
142	[illegible]	BDY	REMOVE/REPLACE	R COWL/DASH COWL TOP GRILLE		F8UZ 16022A68 AAA	48.28	0.3
143	[illegible]	BDY	REMOVE/REPLACE	L COWL/DASH COWL TOP GRILLE		F4UZ 16022A69 A	76.96	0.3
144	[illegible]	MCH	REMOVE/REPLACE	INST PANEL ASSY	-M	ORDER FROM DEALER	727.07	12.0*
145	[illegible]	BDY	REMOVE/REPLACE	L FRT DOOR REAR VIEW MIRROR		F2UZ 17683 B	84.29	0.2
146	[illegible]		ADD'L COST	DETAIL/CLEANUP			140.00 *	
147	AUTO	REF	ADD'L OPR	CLEAR COAT				2.6
148	[illegible]	REF	ADD'L OPR	TINT COLOR				1.0*
149	[illegible]	BDY	ADD'L OPR	RESTORE CORROSION PROTECTION				0.5*

ESTIMATE RECALL NUMBER: 03/14/2001 10:28:24 272

Mitchell Data Version: MAR_01_A
UltraMate Version: 4.0.004

Date: 03/14/2001 11:43 AM
Estimate ID: 272
Estimate Version: 8
Preliminary
Profile ID: Mitchell

180	838817	REF	ADD'L OPR	COLOR SAND & BUFF		1.8*
181	838818	REF	ADD'L OPR	MASK FOR OVERSPRAY	6.75*	1.8*
182	AUTO		ADD'L COST	PAINT/MATERIALS	818.40*	
183	AUTO		ADD'L COST	HAZARDOUS WASTE DISPOSAL	4.75*	

* - Judgement Item
\# - Labor Note Applies
C - Included in Clear Coat Calc

I. Labor Subtotals

	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals	
Body	36.2	46.00	0.00	0.00	1,535.80	
Refinish	25.2	40.00	0.75	0.00	1,215.75	T
Glass	2.0	40.00	0.00	0.00	80.00	
Mechanical	68.1	64.00	0.00	0.00	3,888.40	
Taxable Labor					1,815.75	
Non-Taxable Labor					5,177.40	
Labor Summary	131.5				6,194.15	

II. Part Replacement Summary

			Amount
Taxable Parts			10,908.33
Sales Tax	@	6.250%	687.31
Total Replacement Parts Amount			11,682.64

III. Additional Costs

			Amount
Taxable Costs			510.40
Sales Tax	@	6.250%	31.90
Non-Taxable Costs			144.75
Total Additional Costs			687.05

IV. Adjustments

	Amount
Customer Responsibility	0.00

I.	Total Labor:	6,194.15
II.	Total Replacement Parts:	11,682.64
III.	Total Additional Costs:	687.05
	Gross Total:	18,563.74
IV.	Total Adjustments:	0.00
	Net Total:	18,563.74

This is a preliminary estimate.
Additional charges to the estimate may be required for the actual repair.

AUTOMASTERS COLLISION REPAIR

1745 N DIRKSEN PARKWAY
SPRINGFIELD ILLINOIS 62702
PH 217 544-1670 FAX 217 544-2099
UDLI1780 FEID# 371202452

Visual Damage Report

*2009* Prepared On: 3/14/01

Printed: 03/16/01 09:00:43 By: Dennis Putnam Page: 1

Customer Information:
[redacted]

Vehicle Information:
1999 Ford
ECONOLINE E350
Style: Cutaway E350
Color: Code:
Miles: Lic:
VIN: 1FD[redacted]

Insurance Company Information: Contact:
Phone: Policy #: Claim #: DOL: Deductible:

Op	Description	Typ	Price	Labor	Typ	Paint
RR	Frt Bumper Lic Brkt	NW	21.65	0.5	B	
RF	Frt Bumper	EX		1.0	B	2.2
RR	Front Bumper Deflector	NW	93.35	1.0	B	1.2
RR	Grill	NW	235.00	0.5	B	
RR	Grille Brkt's	NW	18.06		B	
RR	Upper Grille Deflectors	NW	35.38		B	
RR	Grille Mntg panel	NW	94.80	1.5	B	0.5
RR	Rt Hlamp Assy	NW	91.42	0.3	B	
RR	Lt Hlamp Assy	NW	91.42	0.3	B	
AD	Aim Lamps	NW		0.6	B	
RR	Wire Harness / Hood	NW	1026.23	6.5	M	
RR	Parklamp/Rt	NW	52.00		B	
RR	Lt Park/lamp assy	NW	52.00		B	
RR	Frt Crossing Arm	NW	311.89	1.4	M	
RR	Fuse Block Under Hood	NW	75.68	2.2	M	
RR	Brake Booster	NW	316.35	1.5	M	
RR	Brake/Master Cylinder	NW	106.00	0.5	B	
RR	Rad Support / cooling	NW	261.14	9.0	B	2.0
RR	Radiator	NW	384.22	1.5	M	
RR	Rad Filler Cap	NW	5.90		B	
RR	Rad Shroud	NW	24.15		B	
RR	Clutch Fan/cooling	NW	160.82	0.7	M	
RR	Fan Blade/cooling	NW	121.05	0.3	M	
RR	Cooling Drive belt	NW	43.98	0.6	B	
RR	Water pump / cooling	NW	254.55	4.4	M	
RR	Upper cooling Rad Hose	NW	24.87	0.3	M	
RR	Lwr Rad Hose	NW	14.87		M	
RR	Cooling Rec Tank	NW	14.25	0.4	B	
RR	Rt & Lt Colign Deflector	NW	8.34		B	
RR	Rt & Lt Upr A/C Cond Brkt's	NW	19.80		M	
RR	Frt A/C Brkt	NW	24.10		B	
RR	A/C Clamp	NW	2.82		B	
RR	Rt & Lt A/C Cond Brkt's Lower	NW	19.80		M	
RR	Rt & Lt A/C Seal's	NW	12.44		B	
RR	Rt & Lt A/C Brace	NW	29.50		B	

Visual Damage Report

 # 2669 Prepared On: 3/14/01

Printed: 03/16/01 09:09:43 By: Dennis Putnam

Customer Information:
[redacted]
Home: (000)
Work: (000)

Vehicle Information:
1999 Ford
ECONOLINE E350
Style: Cutaway E350
Color: Code:
Miles: Lic:
VIN: 1FD[redacted]

Insurance Company Information: Contact:
Phone: Policy #: Claim #: DOL: Deductible:

Op	Description	Typ	Price	Labor	Typ	Paint
RR	Rt & Lt Lwr A/C Brace	NW	10.30		B	
RR	A/CoCOMPRESSOR	NW	390.44	2.6	M	
RR	A/C Pulley	NW	49.04	0.8	M	
RR	A/C Pressor	NW	32.22		M	
RR	A/C Hose	NW	36.86	1.0	M	
RR	A/C Receiver/Drier	NW	107.42	1.0	M	
RR	A/C Suction Hose	NW	102.15	1.0	M	
RR	Trans Cooler/oil	NW	220.05	1.0	M	
RR	Condenser/a/c	NW	171.26	0.3	M	
RR	A/C Charge	NW	66.00	1.4	M	
RR	A/C Evaporator Core	NW	148.14	2.3	M	
RR	A/C Evaporator	NW	158.17	4.0	M	
RR	A/C Gasket	NW	15.65		B	
RR	A/C Duct	NW	13.48		M	
RR	A/C Door	NW	9.83		M	
RR	A/C Cover	NW	32.48	0.4	M	
RR	A/C Blower Motor	NW	67.78	0.7	M	
RR	A/C Blower Fan	NW	16.03		M	
RR	Heater Assy	NW	120.63	4.6	M	
RR	Heater Core	NW	77.11		M	
RR	Heater Case Seal	NW	6.07		M	
RR	Lwr Heator Seal	NW	9.27		M	
RR	Heater Door	NW	120.63	2.6	M	
RR	Heater Seal	NW	10.82		M	
RR	Heater Gromet	NW	1.49		M	
RR	Hood Panel	NW	254.00	2.0	B	2.6
RR	Edge Hood	NW			R	1.8
RR	Hood Seal	NW	15.93		B	
RR	Hood Emblem	NW	14.12	0.2	B	
RR	hood Stoper/Rt & Lt	NW	6.16		B	
RR	Hood Insulator	NW	78.37		B	
RR	Rt Hood Hinge	NW	21.95	1.0	B	0.4
RR	Lt Hood Hinge	NW	21.95	1.0	B	0.4
RR	Hood Prim Latch	NW	35.46	0.3	B	
RR	Hood Release Cable	NW	25.72	1.0	B	
RR	Hood Supp Rod	NW	4.78	0.2	B	
RR	Hood Clip	NW	1.90		B	
RR	Hood Pivot	NW	2.36		B	
RF	Upper Body Panel	EX		4.0	B	2.0
RR	Lt Fender Mirror	NW	213.00	1.5	B	
RR	Rt Fender Mirror	NW	213.00	1.5	B	

Visual Damage Report

 # 2699 Prepared On: 3/14/01

Printed: 03/16/01 09:08:43 By: Dennis Putnam **Page: 3**

Customer Information:
[redacted]
Home: (999)
Work: (999)

Vehicle Information:
1999 Ford
ECONOLINE E350
Style: Cutaway E350
Color: Code:
Miles: Lic:
VIN: 1FD6E37F0[redacted]

Insurance Company Information: Contact:
Phone: Policy #: Claim #: DOL: Deductible:

Op	Description	Typ	Price	Labor	Typ	Paint
RR	Rt Fender	NW	200.00	2.6	B	2.2
RR	Edge Fender	NW			R	0.7
RR	Lt Fender	NW	200.00	2.6	B	2.2
RR	Edge Fender	NW			R	0.7
RR	Lt Fender Splash	NW	17.87		B	
RR	Frt W-Shield/Glass	NW	545.80	2.0	G	
RR	Glass Reveal Mldg	NW	76.52	0.3	B	
RR	W-Shield Stopper's	NW	3.20		B	
RR	W-Shield Blades	NW		19.4	B	
RR	W-Shield Arm/Pivot rt	NW	54.15	1.5	B	
RR	W-Shield Arm/Pivot lt	NW	54.15	1.5	B	
RR	W-Shield Motor Cover	NW	8.12		B	
RR	W-Shield wiper Motor	NW	109.76	0.9	B	
RR	W-Shield Output Arm	NW	4.65		B	
RR	W-Shield washer Reservoir	NW	46.07	0.5	B	
RR	W-Shield washer Pump	NW	25.36		B	
RR	Rt Cowl/Dash cowl top grille	NW	49.33	0.3	B	
RR	Lt Cowl/Dash cowl top grille	NW	76.95	0.3	B	
RR	Inst Panel Assy	NW	727.07	18.4	B	
RR	Air Bag Mon	NW	274.93	0.5	M	
RR	Ctr Air Bag Sensor	NW	56.56	0.3	B	
RR	Lt Frt Dr R View Mirror	NW	94.28		B	
RR	Steering Power Pump	NW	165.26	2.6	M	
RR	Streering Drive Belt	NW	31.22	1.0	M	
RR	Streering Press Hose	NW	30.66	1.6	M	
RR	Streering Return Hose	NW	28.56	1.1	M	
RR	Air Cleaner Assy	NW	183.30	0.5	B	
RR	Air Cleaner Intake pipe	NW	27.59		M	
RR	Emiss Sys Air Pump	NW	334.36	1.5	M	
RR	Emiss Sys ERG Valve	NW	73.31	1.0	M	
RR	Computer Modle	NW	280.00	2.0	M	
RR	Map Sensor	NW	111.24	0.8	S	
RR	Coolant Temp Sensor	NW	29.80	0.5	M	
RR	Alternator	NW	233.33	2.0	M	
RR	Horn Assy	NW	21.57	0.5	M	
AD	CLEAN UP & DETAIL			2.0	G	
RF	CLEAR COAT/REFINISH				R	3.5
RF	COLOR / TINT				R	1.0
RR	CORROSION PROTECTION	NW			R	3.0
AD	COVER VEHICLE / INTERIOR	NW			R	1.0
RR	GLASS URETHANE ADHESIVE	NW	76.35		G	

Visual Damage Report

 # 2009 Prepared On: 3/14/01

Printed: 03/16/01 [illegible] By: Dennis Putnam **Page: 4**

Customer Information:
[redacted]

Home: (999)
Work: (999)

Vehicle Information:
1999 Ford
ECONOLINE E350
Style: Cutaway E350
Color: Code:
Miles: Lic:
VIN: 1FDSE37F[redacted]

Insurance Company Information: Contact:
Phone: Policy #: Claim #: DOL: Deductible:

Op	Description	Typ	Price	Labor	Typ	Paint
RF	MASK JAMS FOR REFINISH	EX			R	1.9
RF	OVERSPRAY PROTECTION	EX	35.40	1.0	R	
RR	RE-PLACE SOUND DEADENING	NW	64.25	1.0	B	
AD	RE-STORE CAULKING				R	1.2
AD	RESTORE SEAMSEALER	NW			R	0.5
RR	SHOP SUPPLY'S / MATERIALS	EX	134.60		R	

TOTALS:

I. Parts	Parts			11290.74
II. Labor	Body	72.2 units @	[illegible]/unit	[illegible]
	Refinish	31.2 units @	[illegible]/unit	[illegible]
	Mechanic	[illegible] units @	[illegible]/unit	[illegible]
	Frame	units @	[illegible]/unit	
	Glass/Detail	4.0 units @	[illegible]/unit	[illegible]
	Body-Stru	units @	[illegible]/unit	
III. Mat'ls	Paint Materials			[illegible]
	Shop Supplies			
	Hazardous Waste Removal			[illegible]
IV. Other	Sublet			
	Sublet (Non-Taxable)			
	Towing & Storage			
	Miscellaneous			35.40
V. Totals	Sales Tax			709.23
	Grand Total			**22153.97**

Date: [illegible] PM
Estimate ID: [illegible]
Estimate Version: 0
Preliminary
Profile ID: Truck Profile

Blandco Automotive

[illegible] Springfield, IL [illegible]
(217) [illegible]
Fax: (217) [illegible]

Damage Assessed By: TOM BLAND

Deductible: UNKNOWN

Owner: [redacted]
Address:
Telephone:

Mitchell Service: [illegible]

Description: 1999 Ford Econoline E350
Body Style: VanCrgoExt 138" WB
Drive Train: 7.3L Turbo Inj 8 Cyl Dsl 2WD

Line Item	Entry Number	Labor Type	Operation	Line Item Description	Part Type/ Part Number	Dollar Amount	Labor Units
1	[illegible]	REF	REFINISH	FRT FACEBAR			1.5
2	[illegible]	BDY	REMOVE/INSTALL	FRT BUMPER ASSY			INC
3	[illegible]	BDY	REMOVE/REPLACE	GRILLE	F6UZ 8200 BAA	46.50	INC
4	[illegible]	BDY	REMOVE/REPLACE	R GRILLE BRACKET	YC2Z 8182 AA	9.59	INC #
5	[illegible]	BDY	REMOVE/REPLACE	L GRILLE BRACKET	YC2Z 8182 AA	9.59	INC #
6	[illegible]	BDY	REMOVE/REPLACE	GRILLE MOUNTING PANEL	F7UZ 8A284 AA	94.50	1.0 #
7	AUTO	BDY	CHECK/ADJUST	HEADLAMPS			0.4
8	[illegible]	BDY	REMOVE/REPLACE	UPR GRILLE AIR DEFLECTOR	F6UZ 16B872 AA	16.75	INC
9	[illegible]	BDY	REMOVE/REPLACE	LWR GRILLE AIR DEFLECTOR	F7UZ 16001A86 AA	16.50	
10	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP DOOR	F7UZ 13062 AAA	20.13	INC
11	[illegible]	BDY	REMOVE/REPLACE	L H/LAMP DOOR	F7UZ 13064 AAA	20.13	INC
12	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP RETAINING RING	D9AZ 13015 A	[illegible]	0.1 #
13	[illegible]	BDY	REMOVE/REPLACE	L H/LAMP RETAINING RING	D9AZ 13015 A	[illegible]	0.1 #
14	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP SEALED BEAM	F3UZ 13007 A	[illegible]	INC #
15	[illegible]	BDY	REMOVE/REPLACE	L H/LAMP SEALED BEAM	F3UZ 13007 A	[illegible]	INC #
16	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP ADJUSTING RING	[illegible] 13119 A	[illegible]	INC #
17	[illegible]	BDY	REMOVE/REPLACE	L H/LAMP ADJUSTING RING	[illegible] 13119 A	[illegible]	INC #
18	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP BEARING	[illegible]	[illegible]	
19	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP BEARING	[illegible]	[illegible]	
20	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP RETAINING SPRING	D4ZZ 13031 A	2.20	
21	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP ADJUSTING SCREW	F2UZ 13032 D	4.28	
22	[illegible]	BDY	REMOVE/REPLACE	R H/LAMP ADJUSTING SCREW	F2UZ 13032 D	4.28	
23	[illegible]	BDY	REMOVE/REPLACE	RUNNING LAMP MODULE	XL2Z 15A272 AA	45.77	[illegible] #
24	[illegible]	BDY	REMOVE/REPLACE	MODULE BRACKET	F0TZ 13B314 A	[illegible]	INC #
25	[illegible]	BDY	REMOVE/REPLACE	R PARK/SIGNAL/MKR LAMP ASSEMBLY	F2UZ 13200 A	52.00	INC
26	[illegible]	BDY	REMOVE/REPLACE	L PARK/SIGNAL/MKR LAMP ASSEMBLY	F2UZ 13201 A	52.00	INC
27	[illegible]	BDY	REMOVE/REPLACE	R PARK/SIGNAL/MKR LAMP BULB	F4QZ 13466 A	1.86	INC #
28	[illegible]	BDY	REMOVE/REPLACE	L PARK/SIGNAL/MKR LAMP BULB	F4QZ 13466 A	1.86	INC #
29	[illegible]	BDY	REMOVE/REPLACE	R PARK/SIGNAL/MKR LAMP SOCKET & WIRE	F1TZ 13411 F	[illegible]	
30	[illegible]	BDY	REMOVE/REPLACE	L PARK/SIGNAL/MKR LAMP SOCKET & WIRE	F1TZ 13411 F	[illegible]	
31	[illegible]	BDY	REMOVE/REPLACE	HOOD PANEL	F7UZ 16612 AE	254.00	1.0 #
32	AUTO	REF	REFINISH	HOOD OUTSIDE			C 2.4
33	AUTO	REF	REFINISH	HOOD UNDERSIDE			C 1.2

ESTIMATE RECALL NUMBER: 2/14/2001 11:22:36 [illegible]

Mitchell Data Version: MAR_01_A
UltraMate Version: 4.6.[illegible]

Date: 3/16/2001 04:42 PM
Estimate ID: 06
Estimate Version: 0
Preliminary
Profile ID: Truck Profile

34	[illegible]	BDY	REMOVE/REPLACE	HOOD SEAL		F3UZ 16A238 A	15.50	INC
35	[illegible]	BDY	REMOVE/REPLACE	HOOD ADHESIVE EMBLEM		F2UZ 8213 B	14.12	0.1
36	[illegible]	BDY	REMOVE/REPLACE	HOOD NUT		* N800608 S36	3.48	
37	[illegible]	BDY	REMOVE/REPLACE	R HOOD STOP BUMPER		F4UZ 16758 A	3.06	0.1
38	[illegible]	BDY	REMOVE/REPLACE	L HOOD STOP BUMPER		F4UZ 16758 A	3.06	0.1
39	[illegible]	BDY	REMOVE/REPLACE	HOOD INSULATOR		F3UZ 16738 A	78.37	INC
40	[illegible]	BDY	REMOVE/REPLACE	R HOOD HINGE		F3UZ 16796 A	21.06	0.5 #
41	AUTO	REF	REFINISH	R HINGE				0.2
42	[illegible]	BDY	REMOVE/REPLACE	L HOOD HINGE		F3UZ 16797 A	21.36	0.5 #
43	AUTO	REF	REFINISH	L HINGE				0.2
44	[illegible]	BDY	REMOVE/REPLACE	HOOD PRIMARY LATCH		F7UZ 16700 AA	38.45	INC #
45	[illegible]	BDY	REMOVE/REPLACE	HOOD RELEASE CABLE		F7UZ 16916 AB	26.72	0.5 #
46	[illegible]	BDY	REMOVE/REPLACE	HOOD SUPPORT ROD		F7UZ 16826 AC	4.33	0.2
47	[illegible]	BDY	REMOVE/REPLACE	HOOD CLIP		F2UZ 16638 B	1.98	
48	[illegible]	BDY	REMOVE/REPLACE	HOOD PIVOT		F7UZ 16628 CA	2.38	
49	[illegible]	BDY	REMOVE/REPLACE	HOOD LAMP		[illegible]	[illegible]	INC
50	[illegible]	BDY	REMOVE/REPLACE	COOLING RADIATOR SUPPORT		XC2Z 16138 AA	[illegible]	[illegible] #
51	AUTO	REF	REFINISH	RADIATOR SUPPORT				[illegible]
52	[illegible]	BDY	REMOVE/REPLACE	COOLING RADIATOR		ORDER FROM DEALER	384.22	INC
53	[illegible]	BDY	REMOVE/REPLACE	COOLING RADIATOR FILLER CAP		F8DZ 8100 A	6.80	
54	[illegible]	BDY	REMOVE/REPLACE	COOLING DRAIN TAP		F2UZ 8115 A	4.30	
55	[illegible]	BDY	REMOVE/REPLACE	COOLING RADIATOR SHROUD		XC2Z 8146 AB	34.18	INC #
56	[illegible]	BDY	REMOVE/REPLACE	COOLING FAN CLUTCH		ORDER FROM DEALER	190.82	INC #
57	[illegible]	BDY	REMOVE/REPLACE	COOLING ELECTRIC FAN BLADE		F6TZ 8600 A	131.85	INC #
58	[illegible]	BDY	REMOVE/REPLACE	COOLING WATER PUMP PULLEY		ORDER FROM DEALER	70.60	0.3 #
59	[illegible]	BDY	REMOVE/REPLACE	COOLING DRIVE BELT		ORDER FROM DEALER	43.00	0.6
60	[illegible]	MCH	REMOVE/REPLACE	COOLING WATER PUMP	-M	F8UZ 8501 ARM	430.34	2.4 #
61	[illegible]	BDY	REMOVE/REPLACE	UPR COOLING RADIATOR HOSE		XC2Z 8260 EA	23.00	0.1 #
62	[illegible]	BDY	REMOVE/REPLACE	LWR COOLING RADIATOR HOSE		F8UZ 8286 KA	38.40	0.1 #
63	[illegible]	BDY	REMOVE/REPLACE	COOLING RECOVERY TANK		F8UZ 8A080 BG	67.80	INC
64	[illegible]	BDY	REMOVE/REPLACE	R COOLING AIR DEFLECTOR		F8UZ 8310 AA	4.17	
65	[illegible]	BDY	REMOVE/REPLACE	L COOLING AIR DEFLECTOR		F8UZ 8311 AA	4.17	
66	[illegible]	MCH	REMOVE/REPLACE	TRANS OIL COOLER	-M	ORDER FROM DEALER	220.85	0.6 #
67	[illegible]	BDY	REMOVE/REPLACE	R FENDER PANEL		F7UZ 16005 AB	290.80	2.4 #
68	AUTO	REF	REFINISH	R FENDER OUTSIDE				C 1.8
69	AUTO	REF	REFINISH	R FENDER EDGE				C 0.5
70	[illegible]	BDY	REMOVE/REPLACE	L FENDER PANEL		F7UZ 16006 AC	290.80	1.8 #
71	AUTO	REF	REFINISH	L FENDER OUTSIDE				C 1.8
72	AUTO	REF	REFINISH	L FENDER EDGE				C 0.5
73	[illegible]	BDY	REMOVE/REPLACE	R FENDER SKIRT PANEL		F7UZ 16154 AE	68.78	2.0 #
74	AUTO	REF	REFINISH	R FENDER SKIRT				1.0
75	[illegible]	BDY	REMOVE/REPLACE	L FENDER SKIRT PANEL		F7UZ 16155 AD	67.40	2.5 #
76	AUTO	REF	REFINISH	L FENDER SKIRT				1.0
77	[illegible]	BDY	REMOVE/REPLACE	R FENDER APRON ASSY		F7UZ 16089 AD	[illegible]	[illegible] #
78	[illegible]	BDY	REMOVE/REPLACE	L FENDER APRON ASSY		F7UZ 16088 AH	45.75	1.5 #
79	[illegible]	BDY	REMOVE/REPLACE	FENDER INSULATOR		F8UZ 16K161 A	38.83	0.3
80	[illegible]	BDY	REMOVE/REPLACE	R FENDER SPLASH SHIELD		F7UZ 16102 AB	17.87	0.3
81	[illegible]	BDY	REMOVE/REPLACE	L FENDER SPLASH SHIELD		F7UZ 16103 AC	17.87	0.3
82	[illegible]	BDY	REMOVE/REPLACE	R FENDER SKIRT EXTENSION		N.A.	0.00 *	0.5
83	[illegible]	BDY	REMOVE/REPLACE	L FENDER SKIRT EXTENSION		F8UZ 16C183 A	21.37	0.5
84	[illegible]	MCH	REMOVE/REPLACE	BLEED ABS SYSTEM	-M			0.6
85	[illegible]	MCH	REMOVE/REPLACE	ABS CONTROL MODULE	-M	F8UZ 2C219 BA	[illegible]	0.6
86	[illegible]	MCH	REMOVE/REPLACE	ABS CONTROL UNIT	-M	F8UZ 2C286 ARM	398.34	0.3
87	[illegible]	MCH	REMOVE/REPLACE	L FRT ABS SENSOR	-M	XC2Z 2C204 BA	30.17	0.5
88	[illegible]	MCH	REMOVE/REPLACE	REAR ABS SENSOR	-M	F8UZ 2C373 AB	11.11	0.4
89	[illegible]	MCH	REMOVE/REPLACE	DISABLE & ENABLE AIR BAG SYSTEM	-M			0.5
90	[illegible]	MCH	REMOVE/REPLACE	AIR BAG MODULE-DRIVER SIDE	-M	XL2Z 15043B13 [illegible]	[illegible]	0.3
91	[illegible]	MCH	REMOVE/REPLACE	CTR AIR BAG SENSOR	-M	F7UZ 14B004 DA	65.80	INC

ESTIMATE RECALL NUMBER: 3/14/2001 11:33:[illegible] 06

Date: 3/14/2001 04:43 PM
Estimate ID: [illegible]
Estimate Version: 0
Preliminary
Profile ID: Truck Profile

92	[illegible]	MCH	REMOVE/REPLACE	R FRT SUSP BRAKE HOSE	-M	F8UZ 2078 A	33.33	0.5 #
93	[illegible]	MCH	REMOVE/REPLACE	L FRT SUSP BRAKE HOSE	-M	F8UZ 2078 C	32.30	0.3 #
94	[illegible]	BDY	REMOVE/REPLACE	R ENG SUPT MOUNT		[illegible] C	[illegible]	2.2 #
95	[illegible]	BDY	REMOVE/REPLACE	L ENG SUPT MOUNT		F7UZ [illegible] DA	[illegible]	0.4 #
96	[illegible]	BDY	REMOVE/REPLACE	ENG SUPT TRANS MOUNT		E7TZ [illegible] C	[illegible]	0.9
97	[illegible]	BDY	REMOVE/REPLACE	R ENG SUPT MOUNT BRACKET		F7UZ [illegible]	[illegible]	
98	[illegible]	BDY	REMOVE/REPLACE	L ENG SUPT MOUNT BRACKET		F7UZ [illegible]	47.73	
99	[illegible]	BDY	REMOVE/REPLACE	R ENG SUPT BRACKET		F8UZ [illegible] A	31.78	
100	[illegible]	BDY	REMOVE/REPLACE	L ENG SUPT BRACKET		F1UZ [illegible] BA	[illegible]	
101	[illegible]	MCH*	REMOVE/REPLACE	ENGINE COMPLETE ASSM		F81Z*[illegible]*KA	14,1[illegible] *	1[illegible]
102	[illegible]	MCH*	REMOVE/REPLACE	WIRING HRNSS ASSM-[illegible]		XC2Z*14401*DA	[illegible].40 *	2.[illegible]
103	[illegible]	MCH*	REMOVE/REPLACE	WIRING HRNSS ASSM-D		XC2Z*[illegible]*AA	43.42 *	0.[illegible]
104	[illegible]	MCH*	REMOVE/REPLACE	WIRING HRNSS ASSM-[illegible]		XC2Z*14A[illegible]*CA	[illegible] *	2.[illegible]
105	[illegible]	MCH*	REMOVE/REPLACE	CLEANER ASSM		F8UZ*[illegible]*AB	[illegible] *	[illegible]
106	[illegible]	REF*	REFINISH/REPAIR	FRONT TOP BUS BODY PNL W/ LMPS		Existing		[illegible]
107	[illegible]	BDY*	REMOVE/REPLACE	SHOP SUPPLIES, OIL, ANTIFREEZE, ACCESSORIES		New	[illegible] *	[illegible]
108	[illegible]	[illegible]	[illegible]	OPEN ITEMS (SEE REMARKS)		Existing		[illegible]
109	[illegible]	[illegible]	[illegible]	CLEAR COAT				[illegible]
110	AUTO		ADD'L COST	PAINT/MATERIALS			[illegible] *	
111	AUTO		ADD'L COST	HAZARDOUS WASTE DISPOSAL			5.00 *	

* - Judgement Item
\# - Labor Note Applies
C - Included in Clear Coat Calc

Remarks
OPEN ITEMS: ALL UNDER DASH WIRING, GAUGES, STEERING ASSM COMPLETE, DASH PANEL, ECT.

I. Labor Subtotals	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals
Body	31.1	[illegible]	0.00	0.00	1,[illegible]
Refinish	[illegible]	[illegible]	0.00	0.00	1,[illegible]
Mechanical	[illegible]	[illegible]	0.00	0.00	1,[illegible]
Non-Taxable Labor					4,302.20
Labor Summary	[illegible]				4,302.20

II. Part Replacement Summary			Amount
Taxable Parts			[illegible]
Sales Tax	@	7.250%	1,[illegible]
Total Replacement Parts Amount			[illegible]

III. Additional Costs			Amount
Taxable Costs			[illegible]
Sales Tax	@	7.250%	[illegible]
Non-Taxable Costs			5.00
Total Additional Costs			722.[illegible]

IV. Adjustments	Amount
Customer Responsibility	0.00

I.	Total Labor:	4,302.20
II.	Total Replacement Parts:	[illegible]
III.	Total Additional Costs:	722.[illegible]
	Gross Total:	[illegible]

ESTIMATE RECALL NUMBER: 3/14/2001 11:[illegible] [illegible]

Date: [illegible]
Estimate ID: [illegible]
Estimate Version: [illegible]
Preliminary
Profile ID: Truck Profile

IV.	Total Adjustments:	0.00
	Net Total:	[illegible]

This is a preliminary estimate.
Additional changes to the estimate may be required for the actual repair.

"This business is required to be licensed by the Secretary of State, pursuant to Illinois Revised Statutes. Chapter 95 1/2, Sec. 5-301. Any complaints as to the quality of service obtained here may be brought to the attention of the Attorney General." UDL No. 11326

ESTIMATE RECALL NUMBER: 3/14/2001 [illegible]

Mitchell Data Version: MAR_01_A
UltraMate Version: [illegible]

 [redacted] 

TO: Virg

FIRM: Collins

FROM: ***Harold Groff, Area Maint. Mgr.***
CENTRAL/SOUTHERN ILLINOIS AREA

SUBJECT: van fire

TOTAL PAGES *(INCLUDING COVER)* 3

COMMENTS:

I have emailed other info requested

[redacted]

HAVE A SAFE DAY!!!

INCIDENT REPORT

Springfield Fire Department

NFIRS-1

[ ] DELETE
[ ] CHANGE

ALL INCIDENTS

A	FDID 88111	INCIDENT NO. 01-001418	EXP NO. 00	MO. 02	DAY 18	YR. 01	DAY OF WEEK Thursday 5	ALARM TIME 17:38:00	ARRIVAL TIME 17:42:00	IN SERVICE 18:14:00
B	TYPE OF SITUATION FOUND: Vehicle Fire 13						TYPE OF ACTION TAKEN: Extinguishment 1			MUTUAL AID [ ] Rec'd [ ] Given
C	FDID PROPERTY USE: Road, Parking Property 960						IGNITION FACTOR: Other Elec. Failure 66			
D	CORRECT ADDRESS: [redacted]						CO. 3A	TWN 12	ZIP CODE 62703	CENSUS TRACT 0000.00
E										ROOM/APT NO
F	[redacted]									
G	TELEPHONE ALERT FROM PUBLIC: Telephone Tie Line 7						TYPE OF ALARM: Split 6	DISTRICT 15	SHIFT 1	STATION 08	NO. ALARMS 1
H	911 USED: 9911 2		PERSONNEL RESPONDED 004				ENGINES RESPONDED 001	AERIAL APPARATUS 000		OTHER VEHICLES 000

GAS

I	NUMBER OF INJURIES: FIRE SERVICE 000	OTHER 000	NUMBER OF FATALITIES: FIRE SERVICE 000	OTHER 000

ALL FIRES

J	COMPLEX: No Complex 00		MOBILE PROPERTY TYPE: Bus, Trackless Trolley 12	
K	AREA OF FIRE ORIGIN: Engine Area, Running Gear 33		EQUIPMENT INVOLVED IN IGNITION: Electronic Equipment 61	
L	FORM OF HEAT OF IGNITION: Unspecified Short Circuit 24	TYPE OF MATERIAL IGNITED: Material Not Classified 99	FORM OF MATERIAL IGNITED: Not Classified 99	
M	METHOD OF EXTINGUISHMENT: Preconnect w/Tank Water 5	LEVEL OF FIRE ORIGIN: Grade to +5' 1	ESTIMATED LOSS 40,000	ESTIMATED VALUE 40,000

STRUCTURE

N	NUMBER OF STORIES		CONSTRUCTION TYPE	
O	EXTENT OF FLAME DAMAGE		EXTENT OF SMOKE DAMAGE	
P	DETECTOR PERFORMANCE		SPRINKLER PERFORMANCE	
Q	IF SMOKE SPREAD BEYOND ROOM OF ORIGIN	TYPE OF MATERIAL GENERATING MOST SMOKE	AVENUE OF SMOKE TRAVEL	
R		FORM OF MATERIAL GENERATING MOST SMOKE		

S	IF MOBILE PROPERTY	YEAR 99	MAKE FORD	MODEL F350/SCHOOL	SERIAL NO. 1FDSE37F8XHA6	LICENSE NO. 30 36988
T	IF EQUIPMENT INVOLVED IN IGNITION	YEAR 99	MAKE FORD	MODEL F350/SCHOOL	SERIAL NO. 1FDSE37F8XHA88238	

(X) CHECK IF COMMENTS

U	OFFICER IN CHARGE (NAME, POSITION, ASSIGNMENT) Krueger, BC/Captain	DATE 02/18/2001
	MEMBER MAKING REPORT (IF DIFFERENT FROM ABOVE) Krueger, BC/Captain	DATE 02/16/2001

INCIDENT REPORT

Springfield Fire Department

FDID	INCIDENT NO	Exp NO	MO	DAY	YR	DAY OF WEEK	ALARM TIME
68111	01-001418	00	02	15	01	Thursday 5	17:36:00

NARRATIVE

E5 ARRIVED TO FIND SCHOOL BUS FULLY INVOLVED IN THE ENGINE COMPARTMENT AREA.1 3/4 LINE 150 GALLONS OF WATER USED TO EXTINGUISH.BUS WAS PARKED @ 1600 HRS(ALARM TIME 1736).DRIVER REPORTED THAT A ELCTRICAL/OVERHEATED SMELL WAS PRESENT WHEN THE REAR HEATER WAS IN USE,AND THAT IT WAS REPORTED THE DAY BEFORE(2-14-01).NO FOUL PLAY SUSPECTED.NOTE:THE UNIT WAS DIESEL POWERED/7.4 LTRE POWER STROKE.
02/15/2001 19:09 BM Kruger

Subject: [Fwd: FW: Ford/Collins van fire]
Date: Mon, 26 Feb 2001 15:23:20 -0600
From: [redacted]
Organization: Collins Bus Corporation
To: Virgil Schremmer <virgil.schremmer@collinsbus.com>, Bryce Pfister <bryce.pfister@collinsbus.com>, Don Derr <don.derr@collinsbus.com>, DeWayne Lock <dewayne.lock@collinsbus.com>, Jim Elliott <jim.elliott@collinsbus.com>

As soon as we have any opinion or directions for Laidlaw, please advise.

Carol

Subject: FW: Ford/Collins van fire
Date: Mon, 26 Feb 2001 14:47:21 -0600
From: mike_shanley@lpsg.com
To: carol.walle@collinsbus.com

Around 15,000 miles
-----Original Message-----
From: Groff, Harold → Scott Weyant 217-522-1312 17855 FGB-11 mileage 25,000
Sent: Wednesday, February 21, 2001 10:34 AM
To: Shanley, Mike
Cc: Weyant, Scott; Stanley, Steve
Subject: Ford/Collins van fire

The asset # is 931239. We inspected again, along with other like vans. The place where the wire is welded to the frame is rubbing on the other vans as well. It is located on the left side behind the power steering pump. It is the main cable from the battery to give the body power source. There is circuit breaker protection, however, from the wire being welded to the frame it is apparent it did not work adequately. I will be in Springfield tomorrow morning to take additional pictures of the rubbing on the other vans. I want to have Steve Stanley at Bartonville check this out on his vans, but he is not at work today. I hope he will be there tomorrow, and I'll let you know if he is able to come up with anything else.
Harold.

Left Message 8/13/01 No Return Call
Left Message 8/14/01 at the Office

Subject: [Fwd: FW: van fire]
Date: Mon, 26 Feb 2001 09:49:57 -0600
From: "Carol M. Walle" <carol.walle@collinsbus.com>
Organization: Collins Bus Corporation
To: Bryce Pfister <bryce.pfister@collinsbus.com>,
DeWayne Lock <dewayne.lock@collinsbus.com>,
Virgil Schremmer <virgil.schremmer@collinsbus.com>

More info

P. S. to Bryce - I will let you decide when/if to involve Rod?

Subject: FW: van fire
Date: Mon, 26 Feb 2001 09:01:11 -0600
From: mike_shanley@lpsg.com
To: carol.walle@collinsbus.com, jim.elliott@collinsbus.com
CC: odreyer@ford.com, don_dilks@red.lpsg.com, doug_dodd@red.lpsg.com, david_gerrard@red.lpsg.com, john_giammona@red.lpsg.com, harold_groff@red.lpsg.com, lon_johnson@red.lpsg.com, darrin_marshall@red.lpsg.com, bill_moore@red.lpsg.com, ken_mulder@red.lpsg.com, marty_mussotter@red.lpsg.com, mike_ogden@red.lpsg.com, jim_perrigoue@red.lpsg.com, bob_pudlewski@red.lpsg.com, jay_ramos@red.lpsg.com, ray_smith@red.lpsg.com, tom_soldania@red.lpsg.com, gregg_stinson@red.lpsg.com, bernie_vardzel@red.lpsg.com

FYI
-----Original Message-----
From: Groff, Harold
Sent: Monday, February 26, 2001 8:40 AM
To: Shanley, Mike
Subject: FW: van fire

Steve believes the fire started in the chassis power distribution box. In that box there are 4 60amp and 1 50 amp breakers. The power source is from the battery to a 30amp breaker mounted on a tray on the right side. Steve disassembled that 30amp breaker, and it was fused together. He believes the 30amp breaker is inadequate protection to the power distribution box. The body wires were not burned. The fire apparently burned from the box back. How do we proceed from here?
Harold.

-----Original Message-----
From: Stanley, Steve
Sent: Friday, February 23, 2001 3:23 PM
To: Groff, Harold
Subject: van fire

Wow! what a mess. I looked at it and traced wires and looked at other units like it. I don't believe that wire that was welded to body came after the fire started. If I had to make a guess I would have to say it probley started at the power disterbushion box. With this I removed and took apart the two 30a circuit breakers and the contacts were fused together..
The action that I would take is to replace these circuit breakers with a breaker that has to be reset manually. This type of breaker is now used on Ricon wheel chair lift installs. I believe that if the body

manufacture had used this type of breaker the fire would not of happened. Thair would of just been a simple short to repair.

Shop manager
Steve Stanley

Subject: [Fwd: FW: Ford/Collins van fire]
Date: Mon, 26 Feb 2001 09:45:03 -0600
From: "Carol M. Walle" <carol.walle@collinsbus.com>
Organization: Collins Bus Corporation
To: Bryce Pfister <bryce.pfister@collinsbus.com>,
DeWayne Lock <dewayne.lock@collinsbus.com>,
Virgil Schremmer <virgil.schremmer@collinsbus.com>

I have not looked at pic yet.

Subject: FW: Ford/Collins van fire
Date: Mon, 26 Feb 2001 08:58:34 -0600
From: mike_shanley@lpsg.com
To: carol.walle@collinsbus.com, jim.elliott@collinsbus.com
CC: edreyer@ford.com, don_dilks@red.lpsg.com, doug_dodd@red.lpsg.com, david_gerrard@red.lpsg.com, john_giammone@red.lpsg.com, harold_groff@red.lpsg.com, lon_johnson@red.lpsg.com, darrin_marshall@red.lpsg.com, bill_moore@red.lpsg.com, ken_mulder@red.lpsg.com, marty_mussotter@red.lpsg.com, mike_ogden@red.lpsg.com, jim_perrigoue@red.lpsg.com, bob_pudlewski@red.lpsg.com, jay_ramos@red.lpsg.com, ray_smith@red.lpsg.com, tom_soldonis@red.lpsg.com, gregg_stinson@red.lpsg.com, bernie_vardzel@red.lpsg.com

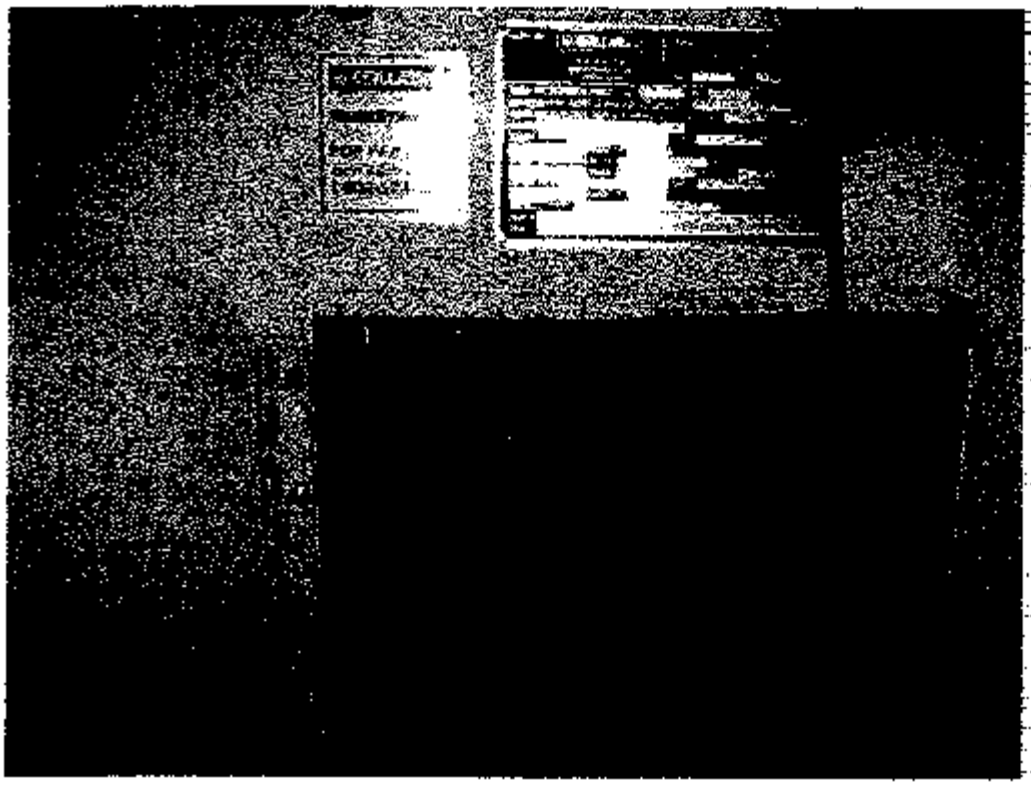
Carol & Jim, I am sending you two e-mails in regards to a fire we had with a 99 Ford Colline in Springfield Ill. that you need to look into. Please give me a call after you have read them (630-955-0003) Thanks

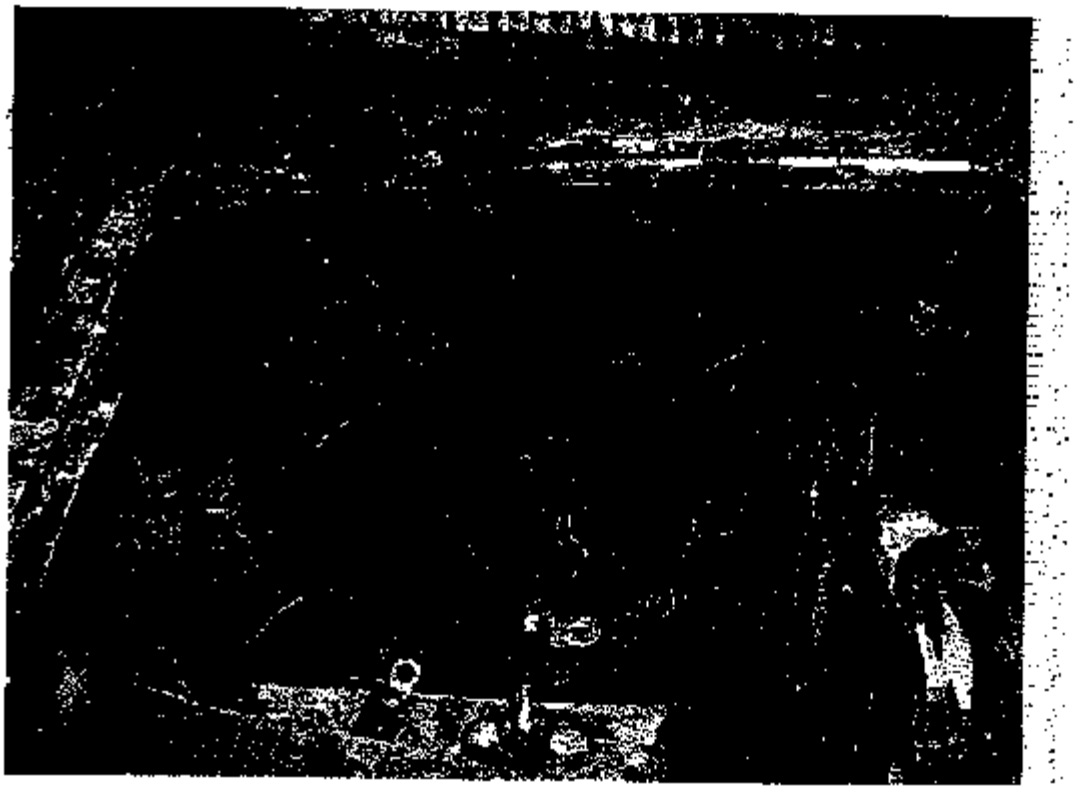
-----Original Message-----
From: Groff, Harold
Sent: Tuesday, February 20, 2001 2:35 PM
To: Shanley, Mike
Cc: Cotter, Brian; Weyant, Scott
Subject: Ford/Collins van fire

At 5:30 p.m. fuelers noticed smoke coming from under hood. Mechanic attempted to put out with fire extinguisher, but was unable. Fire department extinguished fire. All wiring under hood is completely burned. Fire did not reach Collins wiring inside bus (note picture). Wiring was welded to frame in picture 4. How shall we proceed? Harold.

1.jpg	**Name:** 1.jpg **Type:** JPEG Image (image/jpeg) **Encoding:** base64

2.jpg	**Name:** 2.jpg **Type:** JPEG Image (image/jpeg) **Encoding:** base64





> > >
> > > ---
> > >
> > > Subject: FW: Ford/Collins van fire
> > > Date: Mon, 26 Feb 2001 08:58:34 -0600
> > > From: mike_shanley@lpsg.com
> > > To: carol.walle@collinsbus.com, jim.elliott@collinsbus.com
> > > CC: cdreyer@ford.com, don_dilks@red.lpsg.com, doug_dodd@red.lpsg.com,
> > > david_gerrard@red.lpsg.com, john_giannone@red.lpsg.com,
> > > harold_groff@red.lpsg.com, lon_johnson@red.lpsg.com,
> > > darrin_marshall@red.lpsg.com, bill_moore@red.lpsg.com,
> > > ken_mulder@red.lpsg.com, marty_mussetter@red.lpsg.com,
> > > mike_ogden@red.lpsg.com, jim_parrigoue@red.lpsg.com,
> > > bob_pudlewski@red.lpsg.com, jay_ramos@red.lpsg.com,
> > > ray_smith@red.lpsg.com, tom_soldonis@red.lpsg.com,
> > > gregg_stinson@red.lpsg.com, bernie_wardzel@red.lpsg.com
> > >
> > > Carol & Jim, I am sending you two e-mails in regards to a fire we had
> > > with a 99 Ford Collins in Springfield Ill. that you need to look into.
> > > Please give me a call after you have read them. (630-955-0003)Thanks
> > >
> > > -----Original Message-----
> > > From: Groff, Harold
> > > Sent: Tuesday, February 20, 2001 2:35 PM
> > > To: Shanley, Mike
> > > Cc: Cotter, Brian; Weyant, Scott
> > > Subject: Ford/Collins van fire
> > >
> > >
> > > At 5:30 p.m. fuelers noticed smoke coming from under hood. Mechanic
> > > attempted to put out with fire extinguisher, but was unable. Fire
> > > department extinguished fire. All wiring under hood is completely
> > > burned. Fire did not reach Collins wiring inside bus (note picture).
> > > Wiring was welded to frame in picture 4. How shall we proceed?
> > > Harold
> > >
> > > ---
> > >
> > > Name: 1.jpg
> > > 1.jpg Type: JPEG Image (image/jpeg)
> > > Encoding: base64
> > >
> > > Name: 2.jpg
> > > 2.jpg Type: JPEG Image (image/jpeg)
> > > Encoding: base64
> > >
> > > Name: 3.jpg
> > > 3.jpg Type: JPEG Image (image/jpeg)
> > > Encoding: base64
> > >
> > > Name: 4.jpg
> > > 4.jpg Type: JPEG Image (image/jpeg)
> > > Encoding: base64
> > >
> > > Name: 5.jpg
> > > 5.jpg Type: JPEG Image (image/jpeg)
> > > Encoding: base64
> > >
> > > Name: Collins wiring.jpg
> > > Collins wiring.jpg Type: JPEG Image (image/jpeg)

Collins Bus Corporation

Memo This document contains time-sensitive information. Please read immediately and respond as specified.

To Phil Mulvey, Jim Elliott

From Virgil Schremmer

Date 3/29/01

Subject Unit No. 17855 FGB-11 - [redacted]

This bus fire was started by the cable rubbing on a sharp metal edge that goes to the upper electrical panel. The routing was incorrect, also the circuit breaker failed. This is a warranty issue.

The bus was built 6/21/99

Paid for 7/9/99

Registration date 1/01/00

Mileage 23,000

This falls into our warranty 24,000 miles or two years.

How do you want me to proceed? There are three estimates: #32,038.55, $22,153.90 and $18,853.74.

Rebuild or Cash @ $12,000

Our cost on a new bus:

Chassis - 14K ~~$25,506~~

Recommend

10K - $22,766

Body - $12,925

COLLINS

Please advise. Thank you.

3/30/01

P.O. Box 2946

Hutchinson, KS 67504

800-533-1850 ext. 424

620-662-8484 Fax

virgil.schremmer@collinsbus.com

Attachment 3

Paramus, New Jersey

Ford [redacted] Best Wiring Practices Meeting
December 3, 2002

Attendees:

[redacted]

Ford	Collins
Charles Davis	Bill Wise
Ken Dobiesz	
Tom Dusantis	
Orrin West	

Met with [redacted] personnel and Ford engineers at [redacted] facilities in Clarksburg, New Jersey to discuss schoolbus bodybuilders wiring practices. Other attendees were engineers from the Corbeil schoolbus company. Ford provided handouts with pictures of various schoolbus manufacturers wiring practices that had the potential to cause wiring failures in the future. The majority of the potential problems dealt with wires that were pinched due to the addition of equipment into the engine compartment, rusted contacts on added breakers and power studs, abrasion of power cables against fasteners, wires going through holes in metal without grommets, hot wires running alongside ground wires, and unsecured wiring which allowed it to interfere/rub against other objects. The elimination of these potential problems should be the goal of all school bus manufacturers.

The use of under powered alternators was discussed. Though this is not a fire hazard, it is a nuisance when the batteries drain over time because the alternator is not able to keep up with the drain caused by buses that spend a considerable amount of time at idle, or extensive use of the W/C lift. Fords standard alternator is 130 amps, Ford recommended to [redacted] that in the future they may want to order their two 110 amp alternator package. Collins does provide a 200 amp alternator option which uses a Penntax alternator. There was a little concern as to whether the OEM wiring is sized sufficiently to be able to handle the 200 amp alternator replacement, however Collins does upgrade the OEM wiring when installing the 200 amp alternator option. Ford stated that a 200 amp alternator package can be ordered from them with a specifically designed wiring system.

[redacted] had on their premises two Collins 1999 buses that had caught fire in the engine compartment due to electrical problems. Ford provided to Collins and [redacted] pictures and their perspective as to how these fires started. One bus VIN 1FDSE37F2[redacted], Ford felt this bus started on fire due to a short caused by a add on accumulator bottle that pinched the OEM alternator/starter fusible links. Collins was to look into when we add on a accumulator. After some research it has been found that since the early 1990's all of the Ford chassis that are purchased by Collins are bought with front air conditioning with the accumulator installed; the only time Collins has to add a accumulator is if a customer provides the chassis and has not purchased it with front A/C already installed which has happened in the past with customers. In the future Collins needs to assure that any add-on accumulators do not pinch any wiring/fusible links after their installation. Collins does not have enough information to agree or disagree with Ford's opinion as to the cause of this fire.

The other Collins bus, VIN 1FDSE37F8[redacted] Ford felt the cause of the fire may have been due to a add-on circuit breaker that was not water proof and had failed due to rust, also there was wiring found near sharp surfaces. Though these are potential hazards Ford was not absolutely sure that either of these were the cause of the fire. As in the previously mentioned bus fire discussion Collins does not necessarily concede that the cause of these fires is what Ford is proposing.

[redacted] then discussed with Collins the older style bus and how its electrical panel mounts inside the electrical cabinet. The panel is supported by metal straps that are screwed into the bus structure and skins of the bus. Sometimes the screws fastening the straps to the bus will vibrate out causing the panel be able to vibrate in place and with the potential of wiring becoming unplugged from its connectors. [redacted] is able to fix this problem themselves but they would like Collins to suggest a fix and provide parts to eliminate the strap screws from coming out. Collins stated that the decision to act on this would be up to the warranty department, and/or sales and engineering managers since these are buses that are at least a year old. The new 2001 bus design does not have this problem. Laidlaw also suggested that Collins look into providing a cover over the power studs, and circuit breakers inside the engine compartment to keep them from getting wet, rusting and shorting out.

Overall the task that Collins takes away from this meeting is to better assure safe wiring practices are being practiced as discussed at the beginning of this meeting, i.e. eliminate the following: kinked or pinched wires, potential for rusted contacts on added breakers and power studs, abrasion of power cables against fasteners, wires going through holes in metal without grommets, hot wires running alongside ground wires, and unsecured wiring which allows it to interfere/rub against other objects. Provide a cover over the engine mounted relays/power studs if they are not water proof to avoid a short. Also a cover over the power stud will reduce the likelihood of a short occurring if a tool or other metal object should fall accidentally into the engine compartment and land on top the power stud.

Ford Motor Company

Product Development

Parklane Towers West, Suite 525
Three Parklane Boulevard
Dearborn, Michigan 48126
FAX: 313-594-4922

September 26, 2001

Mr. Charles Dreyer
Ford Motor Company
North American Fleet Services
Buffalo District Offices – Bldg 3017
80 Aero Drive
Buffalo, NY 14225

Re: [redacted] Bus Vehicle Fires

Subject: Report on fire and related investigators.

Dear Charles,

At your request, this office recently conducted investigations of two Laidlaw bus vehicle fires. One fire investigation was at the [redacted] facility in Clarksburg, NJ and the other was at the [redacted] facility in Springfield, IL. Both vehicles were 1999 Econolines, converted by Collins Bus Corporation, and both had 7.3 L Diesel engines.

The initial inspection of the NJ bus was on Mar. 23, 2001 with a follow up inspection on June 4, 2001. Photo # 1, attached, taken during the first inspection shows a fire pattern that originated from the lower right (passenger side), near the headlamp, to the upper left. Note that the upper left warning lights were melted, but the upper right were virtually un-damaged. This indicates that as the fire proceeded up and outward, as expected with most fires, it was also affected by a breeze from the right side to the left side of the vehicle.

The cause of this fire was found at the origin of the fire pattern where a B+ (battery positive) wire short-circuited to a ground stud nut next to the starter relay, as shown on photos #s 2, 3, and 4. This point is located in the engine compartment just above the passenger side headlamp. This wire was found misrouted above the starter relay and not properly secured. This resulted in the wire chaffing against the nut and eventually short-circuiting. As built by Ford, this wire is routed down and away from this stud and is secured to the battery tray support bracket and the front end sheet metal as shown on photos # 5, 6 and 7. The two yellow wires in photo 5 are fuse links at the end of the B+ wire and correspond to the two bare smaller wires at the end of the cable in photo # 4.

The starter relay on this vehicle had been replaced. The body ground wire was also cut off at the attaching tab/eyelet at the ground stud on this vehicle, as it was on another vehicle (photo # 8), creating a sharp edge in the area of the misrouted wire. These two factors may also have contributed to this fire.

This fire pattern does not support an origin of the fire at the alternator because as shown in photo # 9, the fire damage to the engine compartment is greater to the right of the alternator, the direction from which

the breeze was coming. Analysis of the returned alternator, discussed later in this report, also does not support an origin at the alternator.

The bus at the Springfield, IL facility was also inspected on two occasions. The initial inspection was on April 3, 2001 and a follow up was conducted on June 8, 2001. Photos #'s 10 and 11 clearly show that the fire originated in the engine compartment on the left (driver) side. Photo # 12 shows that the insulation on all of the wiring on the left side of the engine compartment was completely consumed, while photo # 13 of the right side of the engine compartment shows much insulation intact.

Although no cause was found for this fire, it is most likely electrical since it occurred two hours after the vehicle was shut off. A fault, such as, a grounded circuit, beaded wire, or stiff cable, which could lead to a definitive cause, was not found on this vehicle. The alternator is not the source of this fire

A review of NHSTA data and Ford data for this type of vehicle indicate there is no electrical concern, which could cause a fire.

Additionally, as part of this investigation four alternators returned by Laidlaw for analysis. The analysis revealed the following:

> Alternator with Part No. F6UA-10300-EA was from the NJ incident vehicle with 34,308 miles on it. It had a grounded battery cable at the rear and a missing rear bearing. Both of these conditions are believed to have been caused by the vehicle fire; neither was a source of the fire.
>
> Alternator with Part No. F5UU-10300-BA was from a vehicle with VIN 1FDSE37F[redacted], a 1999 E-350, and it was found to be fully functional. There was a signs of front bearing wear and the bearing seal was broken. There was no indication of mileage for this vehicle.
>
> Alternator with Part No. F3UU-10300-AF had a build date of 1994 and it had a front bearing failure with discoloration on the rotor shaft. No indication of mileage was provided.
>
> Alternator with no Part Number was an aftermarket part. It had a front bearing failure. No indication of mileage was provided.

The alternators provided do not indicate a premature failure trend.

An analysis of alternator capacity versus demand was also conducted on a Laidlaw bus from Oak Park, MI. This testing showed a peak demand of 68 amps could occur in winter with front and rear heater, flashers, strobe light and headlamps on. At idle the alternator produces 56 amps. These conditions would meet the requirements of enough battery reserve capacity to start an engine after 10 hours of the Ford City Load Drive Cycle or two hours at idle.

There were, however, some concerns with the electrical systems found on these vehicle and other Laidlaw vehicles, which you may want to investigate further. A circuit and a circuit breaker are added to the production to by pass the fuse for the IDM (injector driver module) in the engine fuse box, located in the right side of the engine compartment. The lead from this fuse on one vehicle inspected was cut and an open-ended connector was attached to the end of it, photo # 14. This could lead to a resistive short. The circuit breaker contacts for this circuit on the IL vehicle were electrically burned away as shown as shown on photos #15 and # 16. On another vehicle inspected this circuit breaker, photo #17, shows signs of corrosion.

It is recommended that the electrical practices provided in the Ford Incomplete Vehicle Manual be followed to reduce the risk of vehicle fires. Two practices that are particularly relevant to these vehicles are:

"Wiring be routed away from hostile surfaces and sharp edges and be secured in its intended location."

"Electrical connections exposed to the elements should be appropriately protected."

If I can be of any further assistance in this matter, please contact me.

Sincerely,

Thomas M. De Santis
Design Analysis Engineer

COLLINS BUS CORPORATION

PRODUCT INCIDENT OR CLAIM REPORT

PRODUCT IDENTIFICATION:

MODEL: 1FDSE37F2XHA77322 TYPE: 1 SERIAL #: [redacted] OT: _____

CUSTOMER IDENTIFICATION

[redacted]

INCIDENT LOCATION/INCIDENT DATE
Plainview Mfg. 2/23/01

INJURED PARTY

Name None Age _____
Address _____

DESCRIBE PROPERTY DAMAGE
Tire

DESCRIBE INJURY
None

WITNESSES
Driver of the Bus

DESCRIBE INCIDENT
Bus Driver's tire from under bus

DESCRIBE CAUSE

COMMENTS & RECOMMENDED ACTION
Report from Rubber is attached

OFFICE COMMENTS

BY [redacted] TITLE Customer Service Manager DATE 3/02/01
OFFICE _____ SUPERVISOR [redacted]

MAILING ADDRESS:
WEST 5TH STREET
UTH HUTCHINSON, KS 67505
662-3000

MAILING ADDRESS:
P.O. BOX 2946
HUTCHINSON, KS 67504-2946
FAX: (316) 662-3836

[redacted]

December 19, 2002

Mr. Jim Elliott
Collins Bus Corp.
415 West 6th
South Hutchinson, KS 67504

Dear Jim,

I first want to thank Collins Bus for their involvement in the "Best Electrical Practices" program presented recently by Ford Motor Company in Clarksburg, NJ. As you know, this meeting was organized in response to the high number of electrical fires that we've experienced over the last two years. I'm quite confident that all participants (Ford included) left with a better understanding of chassis to body "transitional" wiring requirements.

When reviewing the current wiring practices of Collins in the production of their Type A, the following concerns were uncovered and discussed:

- Use of "non-waterproof" primary body circuit breakers.
- Improperly secured body wiring within interior overhead compartment.

It is the feeling of [redacted] Maintenance Council that changes must occur in the production process to help eliminate the potential for future fires. We also feel that "campaigns" should be issued in order to make the necessary modifications/improvements to our existing fleet, once again, to help minimize the potential for future fires.

Lastly, as the evidence presented in Clarksburg was somewhat inconclusive in determining the specific origin of the fires, I'm requesting that Collins reimburse Laidlaw for the Net Book Value of the bus bodies at the time of loss.

Asset # 931239	Body # 17855	Value - $11,195.00 OK to pay
Asset # 918819	Body # 17176	Value - $13,232.00 - pay -

I will arrange to have our Buffalo Warranty Center submit claim for these amounts through normal warranty channels, unless you'd prefer that it be handled in a different way.

Once again, I appreciate the high level of involvement that Collins Bus has displayed in this matter. I'm confident that by working together, we can put this issue to rest very soon.

Sincerely,

Stephen T. Helriegel
Director of Maintenance

cc: [redacted]
B. Pfister – Collins
[redacted]

[redacted]

5/2/01

Thomas Ford Eng

Mark Hoffman Ford Eng

Robert Bradly Ford Body Builders

Don Dunn - Bryce - Viny

They ask about the breakers Don told them there was 2 Relays 30 amp breakers IEM Relay + 50 or 80 Amp breaker that feeds the longer Cable that leads to the overhead

Mark or Thomas

Said the high impedance load spike possible Cause of breaker problems

[redacted] has alternator problems we told them that we didn't no there was a problem.

They also said that the fire started on the Passenger side appears to

Reprower IDM relay when Battery's are Moved Robert Bailey knew about this - Thomas + Mark didn't no anything about it.

5/11 Thomas from Ford Called Don Bryce, Viny

Talk a little bit about the fire in IL it started on the driver side + fire In New Jersey started on the passenger side talk a little bit about alternator problem again Bruce from Lidlaw was the contact, he was going to the next bus on 5/21/01

5/22/01 Steve Helbreal 630-848-3016 from Naperville Regional Maint. Manager ask me if I new anything about bus in New Jersey I told him we heard about a week or so. He also ask me about the bus in IL. & what cause the fire I told him that our Electrical Eng. Department was looking into it. Talk to Rod about this he said call them back tomorrow & tell them the wire was routed incorrectly on that bus.

5/30 Steve Helbreal call me ask if I found out anything about the bus in IL. I told him that a wire was routed incorrectly on just that bus. Also he ask me about the bus in New Jersey I said we understand that was a Alternator problem. I told him again that Collins would pay 12,000 cash or rebuild for 18,000 Est. He said that he would talk to Mike shortly.