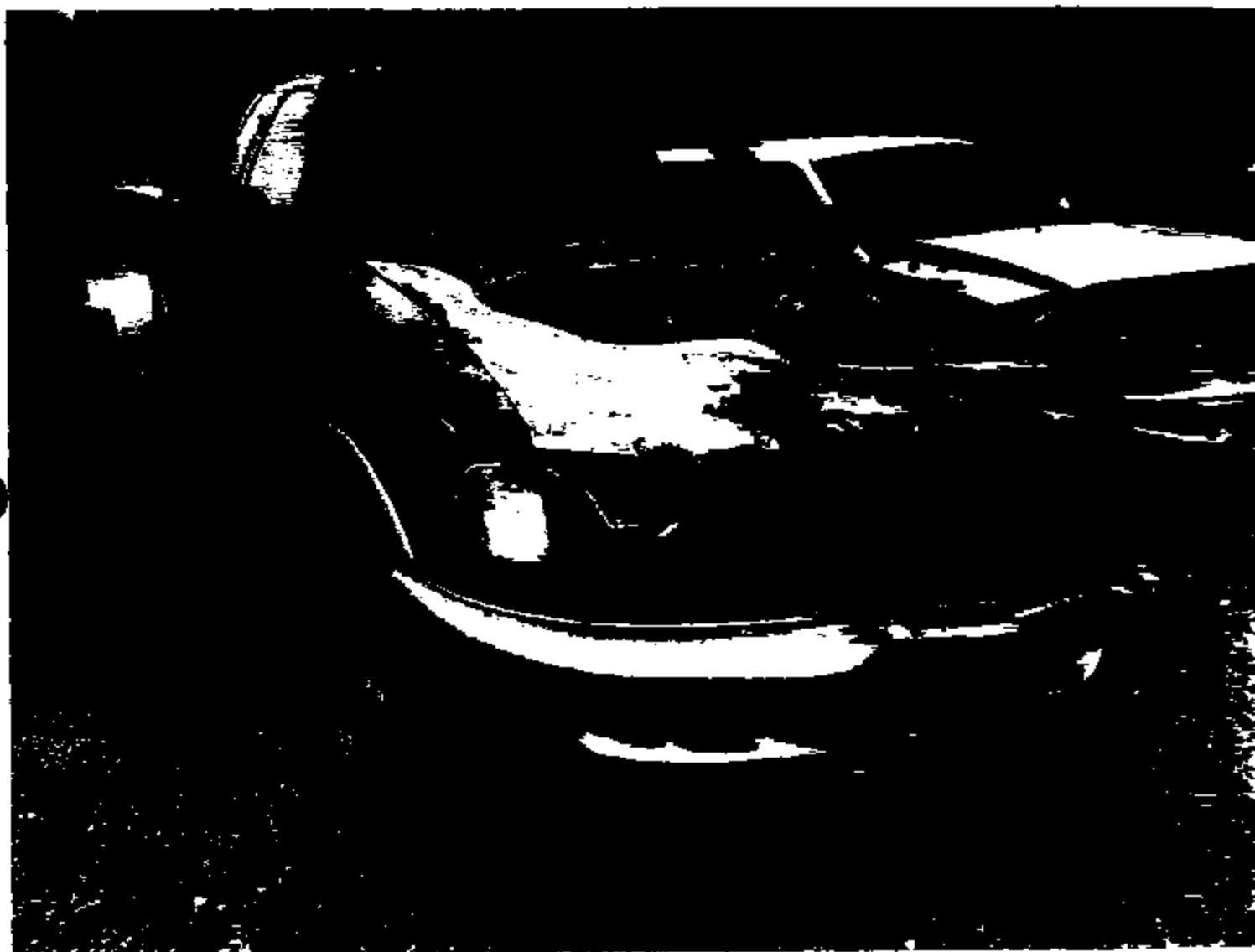








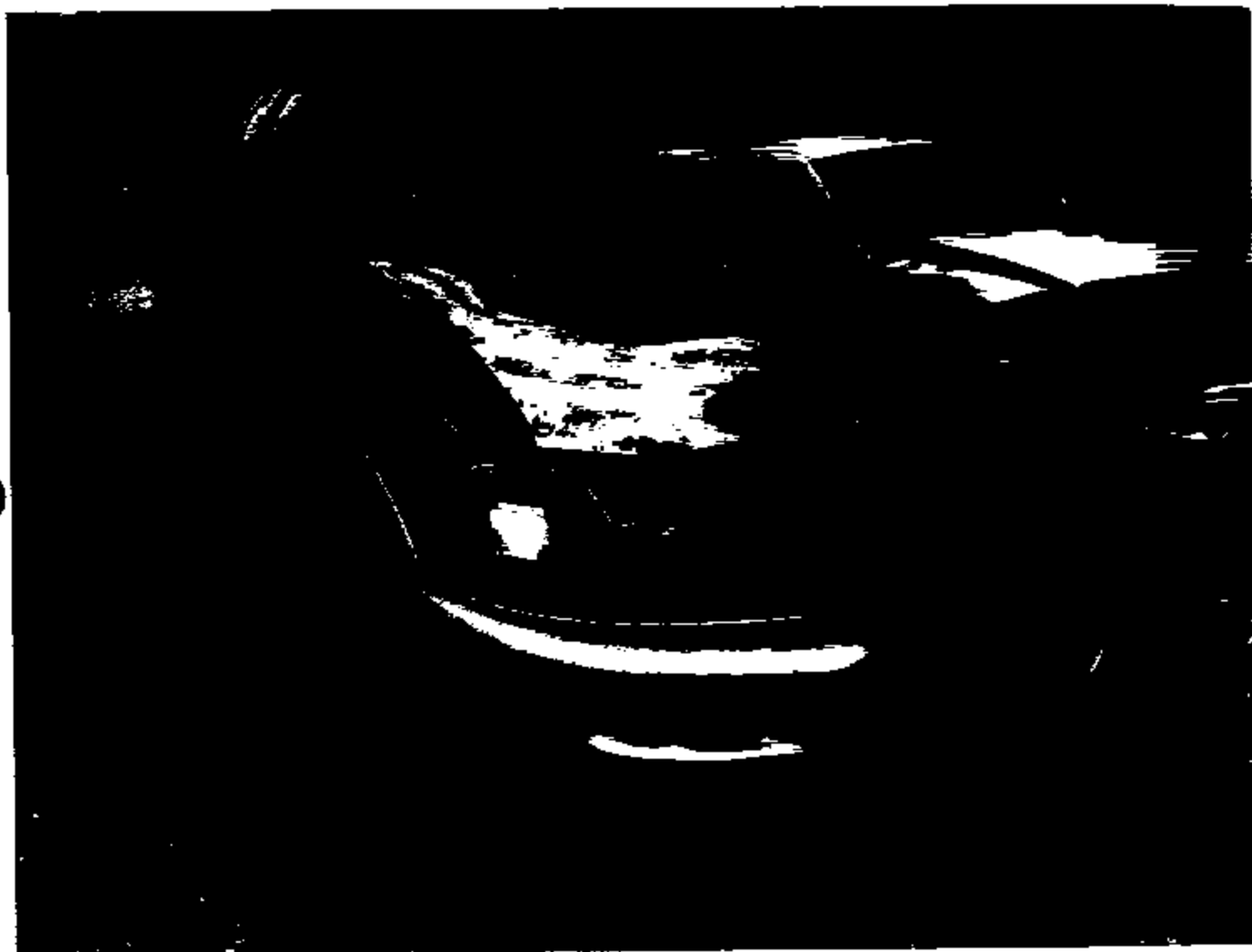
ER05-005-LC-0187



EA05-005-LC-0100



ER25-065-LC-0109



ERG-885-LC-8118



FARM BUREAU MUTUAL • FARM BUREAU LIFE • FARM BUREAU GENERAL
7375 West Saginaw Highway, Box 30400, Lansing, Michigan 48909-7900
Phone (517) 323-7000

APRIL 6, 2005

MICKI LYNN, CLAIMS ANALYST
FORD MOTOR COMPANY
PARKLANE TOWERS WEST
SUITE 300
THREE PARKLANE BOULEVARD
DEARBORN MI 48126-2568

RE: Our Insured: [REDACTED]
Our Claim: [REDACTED]
Loss Date: 11-14-01
Damages: \$8,035.50
VIN: 1FTDF1764VN [REDACTED]
Model: 1997 Ford F150

I am including the material you requested in your letter of March 24, 2005. We are unable to provide you with a cause and origin report. This matter was closed after payment of the claim. Based on the settlement amount a Cause and Origin examination was would not be cost effective.

After review of the photographs along with the fire report and the insureds statement of the events I am sure you will agree with Farm Bureau Insurance when we suggest that the cause of this fire was the speed control switch. This vehicle fit the description of other fires occurring to Ford Trucks from 1997 and newer that had cruise control.

[REDACTED] purchased the vehicle from McDonald Algonac Ford. Most all the oil changes and service was performed at that facility. The facility is now located in Marine City, Michigan and you may contact them at 810-765-3100. We were not able to obtain the service history and our insured now lives in TN.

The fire occurred in the driveway of our insureds residence of [REDACTED] New Haven, MI.

The VIN is 1FTDF1764VN [REDACTED]

Mileage at the time of the loss was 120,000.

The speed control switch is the alleged defect.

The vehicle was a total loss.

The vehicle was sold at a salvage auction on 11-14-01.

www.farmbureauinsurance-mi.com

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FA05-005-LC-8111

Page 2
08J21816-080

Insured indicated there were no additions made to the vehicle after they purchased it.

The engine was not running at the time of the loss.

The keys were not in the ignition.

The date of purchase is noted to be 10-10-97 the date of the Certificate of Title. The mileage at the time of the purchase was 53,119.

Please be advised our insured has submitted information to your office regarding his out of pocket loss. Please do not settle with [REDACTED] without considering our loss as well.

I look forward to receiving a settlement in the amount of \$8,035.00 within the next 30 days.

Sincerely,


M'Lissa Walley
Subrogation Claims Representative

mw

The statement below regards the facts surrounding the fire to my 1997 Ford F-150 that occurred on November 14, 2001. VIN 1FTDF1764VN [REDACTED]

On Nov. 14, 2001 We were all sleeping, then my husband got up at 3:30 to get ready for work. he went out to start his '91 Explorer he came back in side to get his stuff for work then he left at 4:30 am I was still sleeping, then about 4:40 or 4:45 I was awake by a roaring sound. I got up to see what it was. I looked out the window and saw yellow flashing lights was not sure it was so I went to the front window where my daughter was sleeping and saw that my truck was on fire. Then I ran out side to make sure no one else was in trouble. Then I got the garden hose to try to put the fire out and to keep it away from the house. Then the fire Dep. came and put it out. When they got there I called my husband and he came back home. I was so scared for my life and my daughters life. The fire Dep. took a statement from both of us. I hope no one else has to live thru this. We only had one and half years left to pay on it. We owed \$10,400.00 and we only got \$8,000.00 from the insurance. We had to pay \$2400.00 in order to pay it off. This is just not right. I miss my truck. I loved my Truck Plus I losted my transportation to go to work

Date

4-4-05

4-4-05

P.S. IF ANY QUESTION
PHONE [REDACTED]

APR 7 - 2005

EA85-885-LC-8113

1. Person(s) Involved

Local Option

Business Name (if applicable)

Area Code

☐ Check this box if you suspect an incident location. This may be done by telephone address.

Mr./Mrs./Miss, First Name	Initial	Last Name	Address
Address	Prefix	Street or Highway	Street Type
Post Office Box	Appt./Building/Room	City	State
Zip Code			

☐ More people involved? Check this box and attach supplemental form (FD-204-1a) as necessary.

2. Vehicle

☐ Name of person involved. This check this box and ship this form as soon as possible.

Business Name (if applicable)

Area Code

Phone Number

☐ Check this box if you suspect an incident location. This may be done by telephone address.

Mr./Mrs./Miss, First Name	Initial	Last Name	Address
Address	Prefix	Street or Highway	Street Type
Post Office Box	Appt./Building/Room	City	State
Zip Code			

3. Remarks

Local Option

Called to vehicle fire. On arrival found vehicle fully involved. Used about 400 gallons of water to put out the fire. Owner stated he left for work about 15 minutes prior to the call. Owner stated that it was not running at the time. Neighbor across the street heard popping sound and noticed fire. He notified 911. There was also minor damage to vehicle parked next to it. Left front lens cover is melted. Cleared and returned.

Authorization

Officer in charge to	Signature	Position or rank	Assignment	Month	Day	Year
RLM	Miller, Robert L.	CP		11	14	2001
Officer in charge to	Signature	Position or rank	Assignment	Month	Day	Year
RLM	Miller, Robert	CP		11	14	2001

100120 0000 11 14 2001 01-0000306 000 Facility Date Station Shoulder Number Epochs		DATE TIME No Activity
B Property Details B1 0000 <input checked="" type="checkbox"/> Not Residential Building Number or residential living units in building of origin whether or not all units become involved B2 0000 <input checked="" type="checkbox"/> Buildings not involved Number of buildings involved B3 0000000 <input type="checkbox"/> None Acres burned (outside fire) <input type="checkbox"/> Less than one acre		
C On-site Materials Enter up to three codes. Check one or more boxes for each code entered. On-site material (1) On-site material (2) On-site material (3)		
1 <input type="checkbox"/> Bulk storage or transportation 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or transportation 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or transportation 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service		
D Ignition D1 00 <input checked="" type="checkbox"/> Engine area running Area of fire origin D2 00 <input checked="" type="checkbox"/> Undetermined Area of fire origin D3 00 <input checked="" type="checkbox"/> Undetermined Item first ignited D4 00 <input checked="" type="checkbox"/> Undetermined Type of material First ignited		
E Cause of Ignition <input type="checkbox"/> There has to be a fire report. Step in section 4 1 <input type="checkbox"/> Intentional 2 <input type="checkbox"/> Unintentional 3 <input type="checkbox"/> Failure of equipment or heat source 4 <input type="checkbox"/> Hot oil source 5 <input type="checkbox"/> Other 6 <input type="checkbox"/> Cause undetermined after investigation		
F Factors Contributing to Ignition Factor contributing to ignition (1) Factor contributing to ignition (2)		
G Factors Contributing to Ignition 1 <input type="checkbox"/> None 2 <input type="checkbox"/> None 1 <input type="checkbox"/> None 2 <input type="checkbox"/> None		
H Equipment Involved In Ignition <input type="checkbox"/> None Equipment involved 7400 5001 1141 147		
I Equipment Power Equipment Power Source J Equipment Portability 1 <input type="checkbox"/> Portable 2 <input type="checkbox"/> Stationary Portable equipment normally can be moved by one person, is designed to be used in multiple locations, and requires no tools to install.		
K Fire Suppression Factors Enter up to three codes. Fire suppression factor (1) Fire suppression factor (2) Fire suppression factor (3)		
L Mobile Property Type & Make 1 <input type="checkbox"/> None 2 <input type="checkbox"/> Not involved in ignition, but burned 3 <input type="checkbox"/> Involved in ignition, but did not burn 4 <input checked="" type="checkbox"/> Involved in ignition and burned Mobile property type Mobile property make Mobile property year		
M Local Use <input type="checkbox"/> Non-type also available Use of the information provided in this report may be used upon reports from other agencies <input type="checkbox"/> None report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Company report attached <input type="checkbox"/> Other reports attached 14 Report Page of 144 147 144 147		

08J21811

081



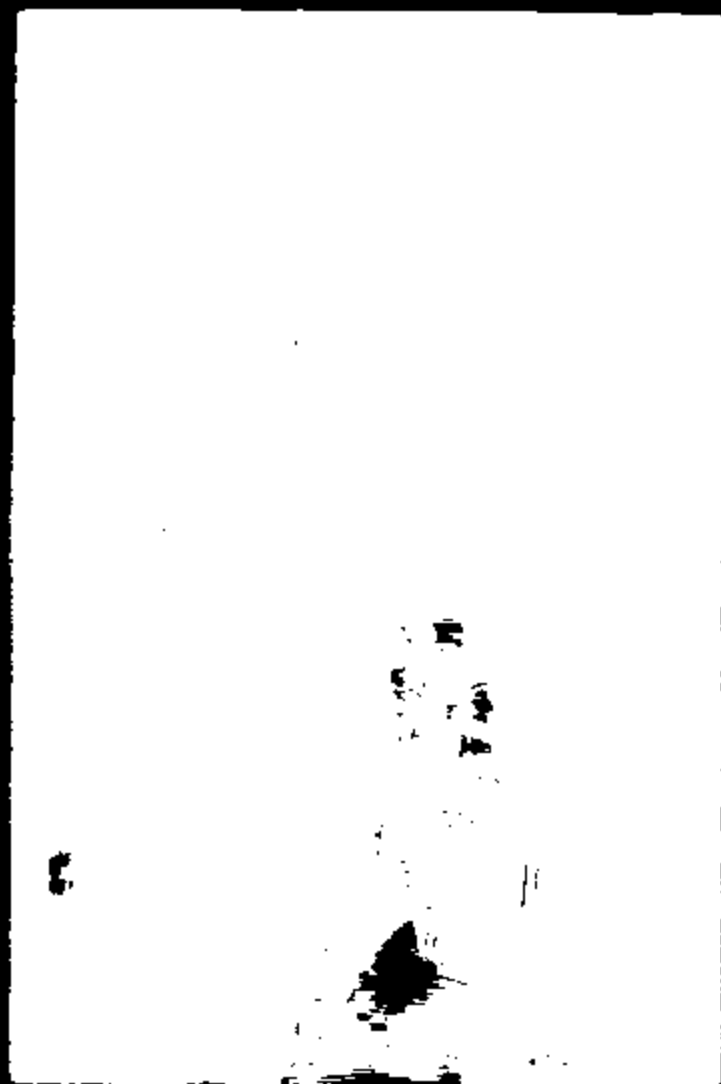
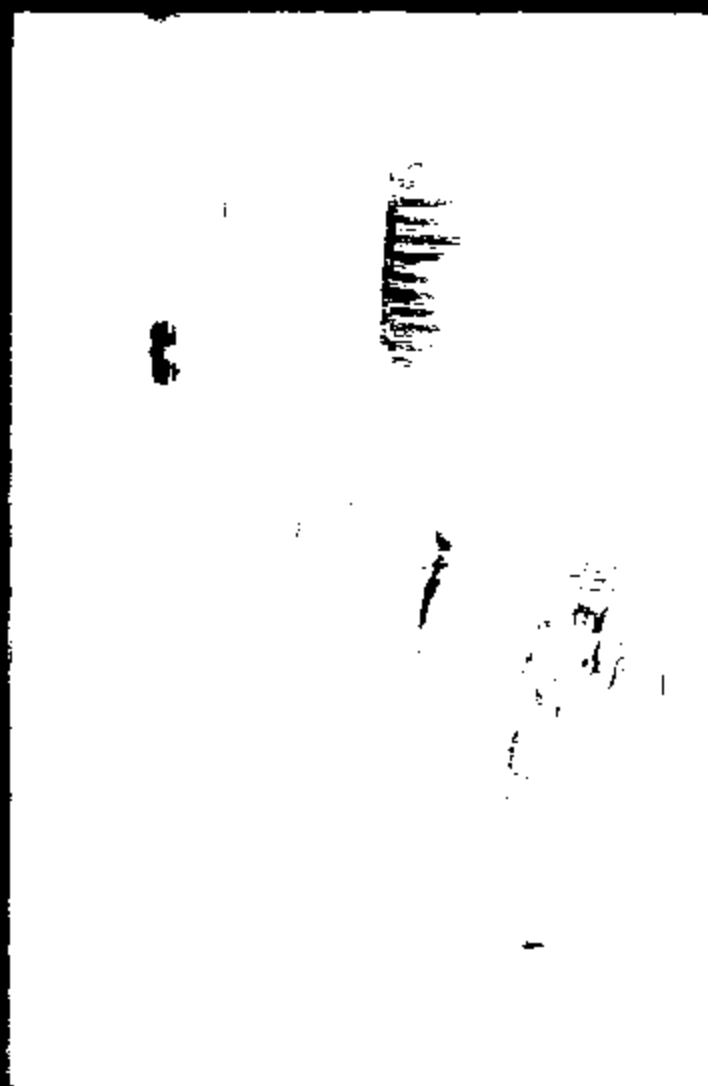
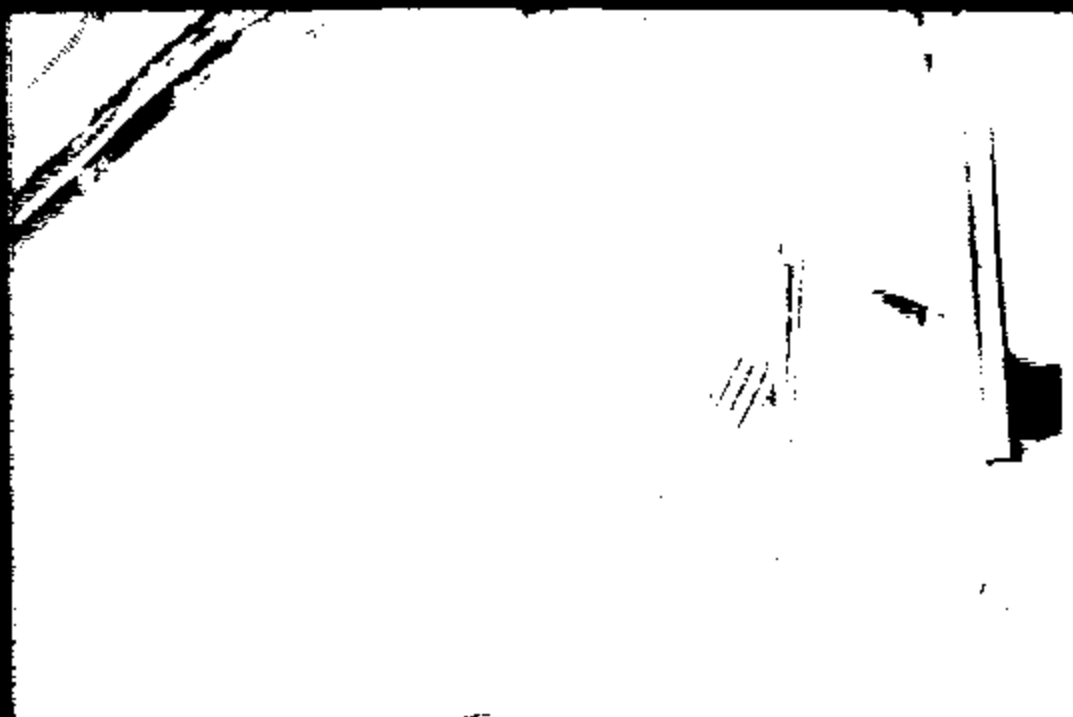
ENG-600-LC-0118



08J21816-

080

ENG-000-LC-0117

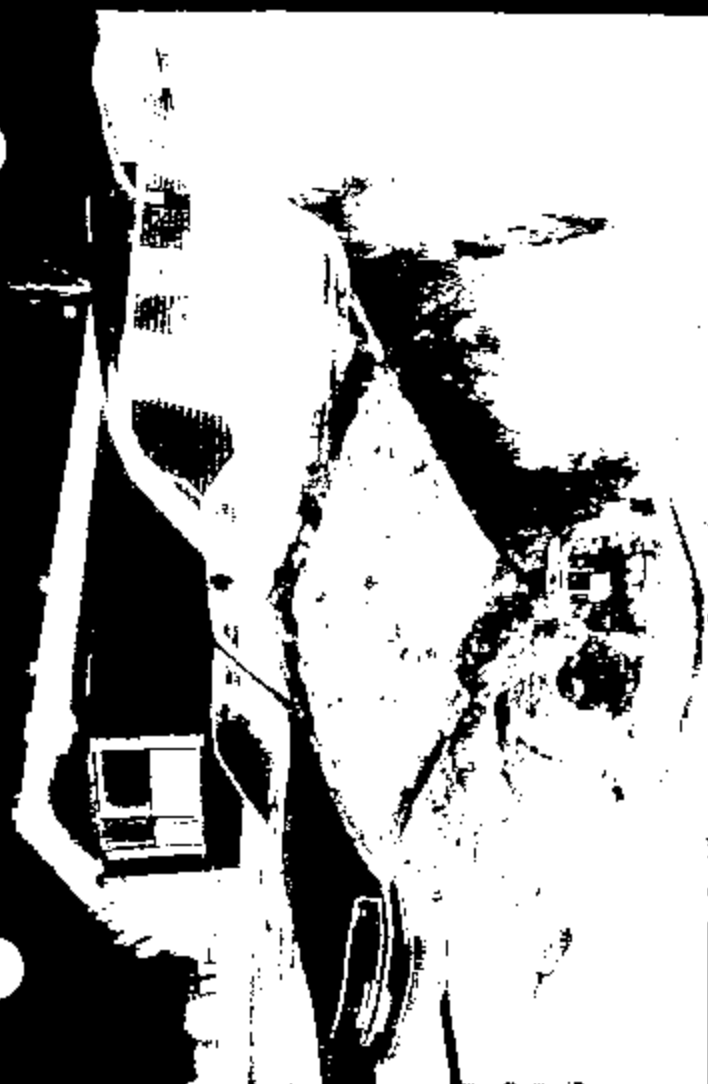


08J21816

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EX-005-1C-0118



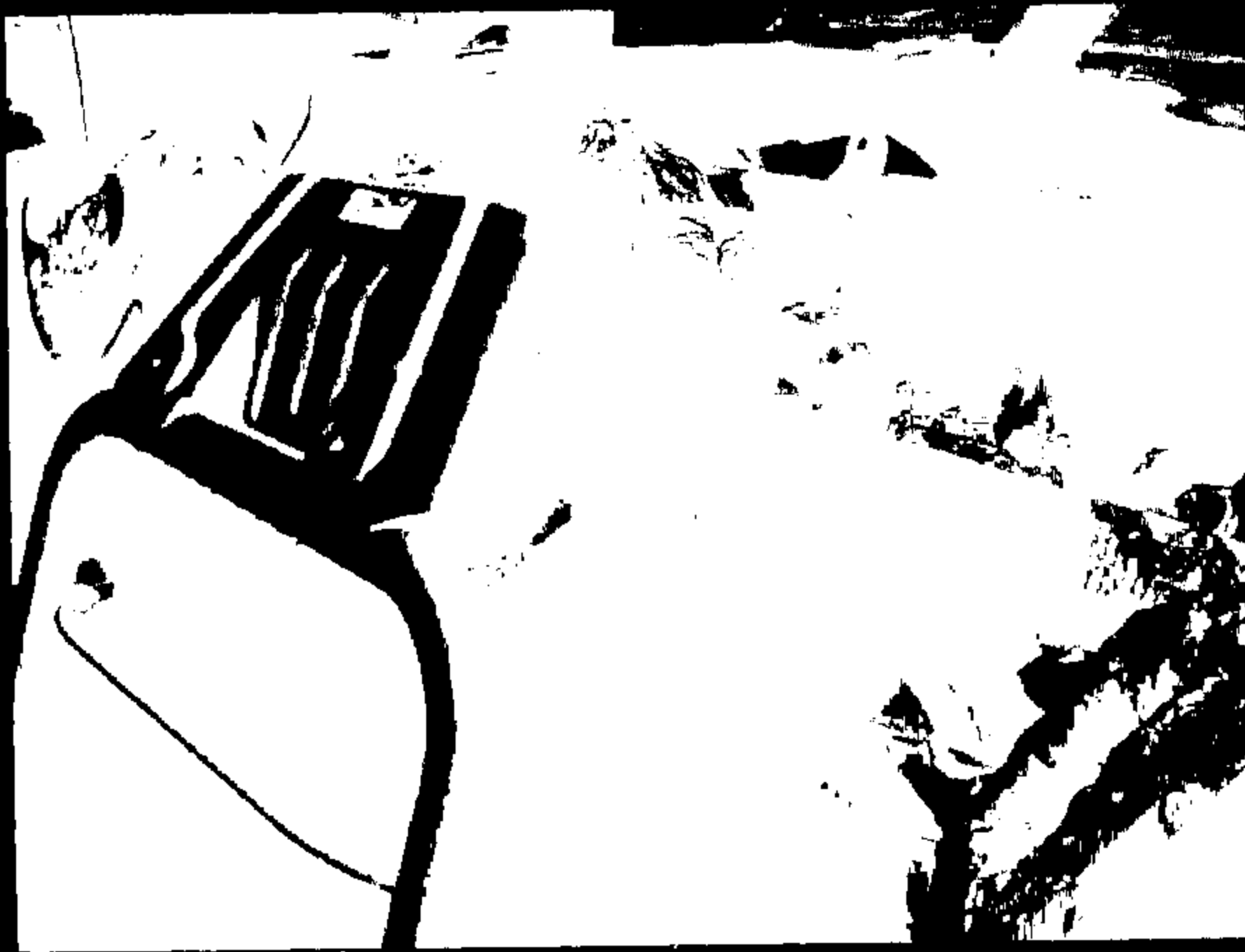
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2025-002-1C-0119



0210-07-000-0000



ENG-600-LC-8121



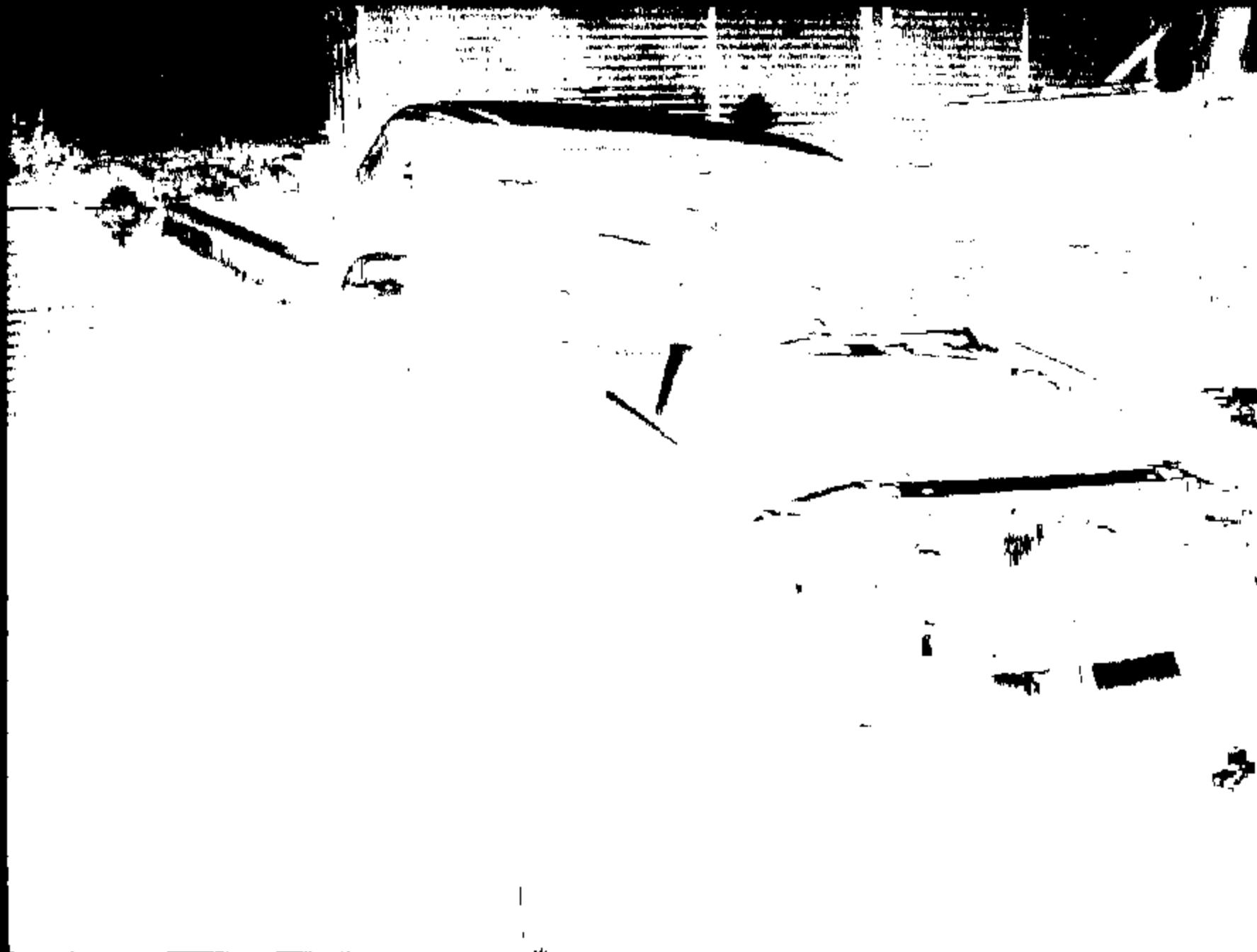
EA05-025-LC-0122



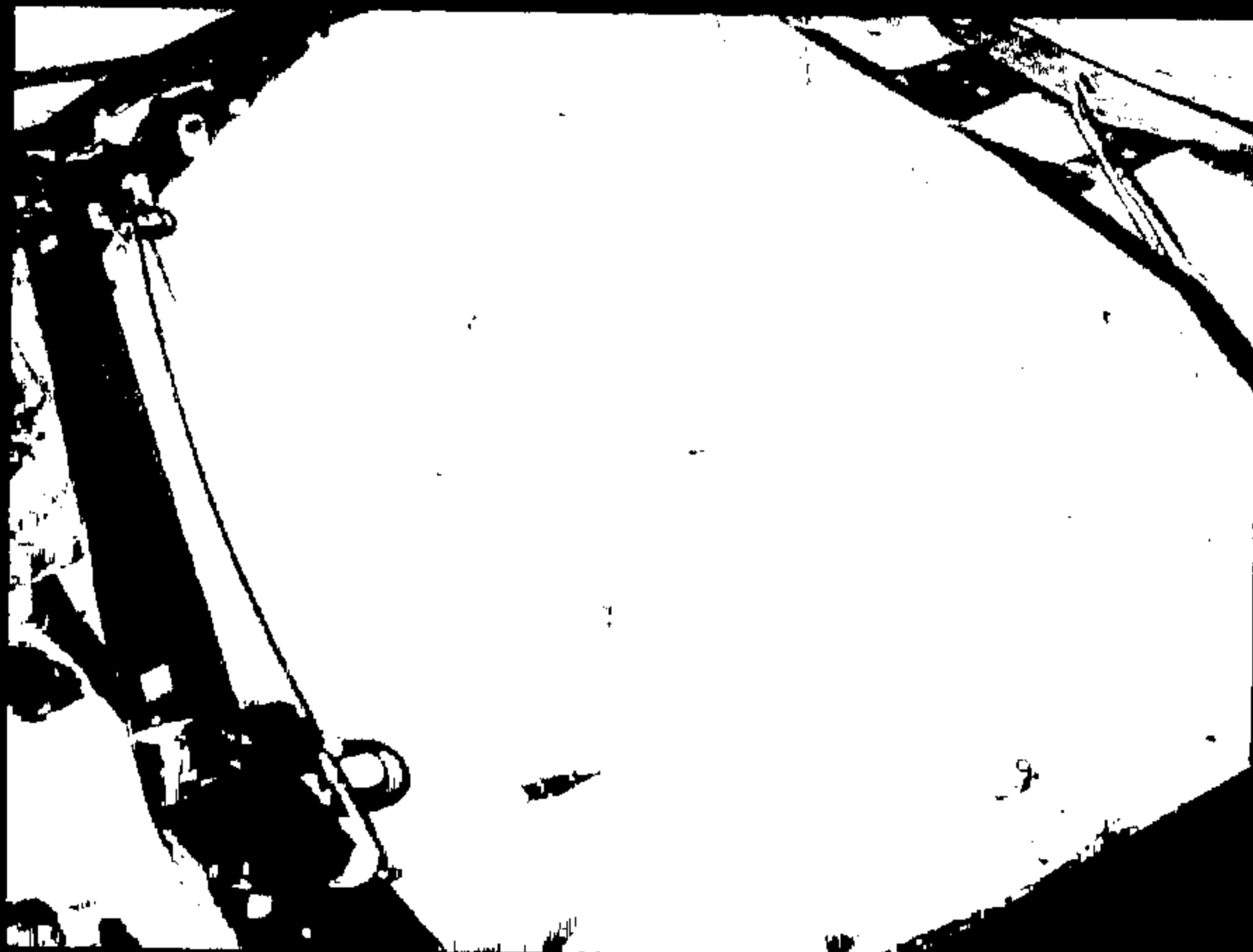
2025 RELEASE UNDER E.O. 14176



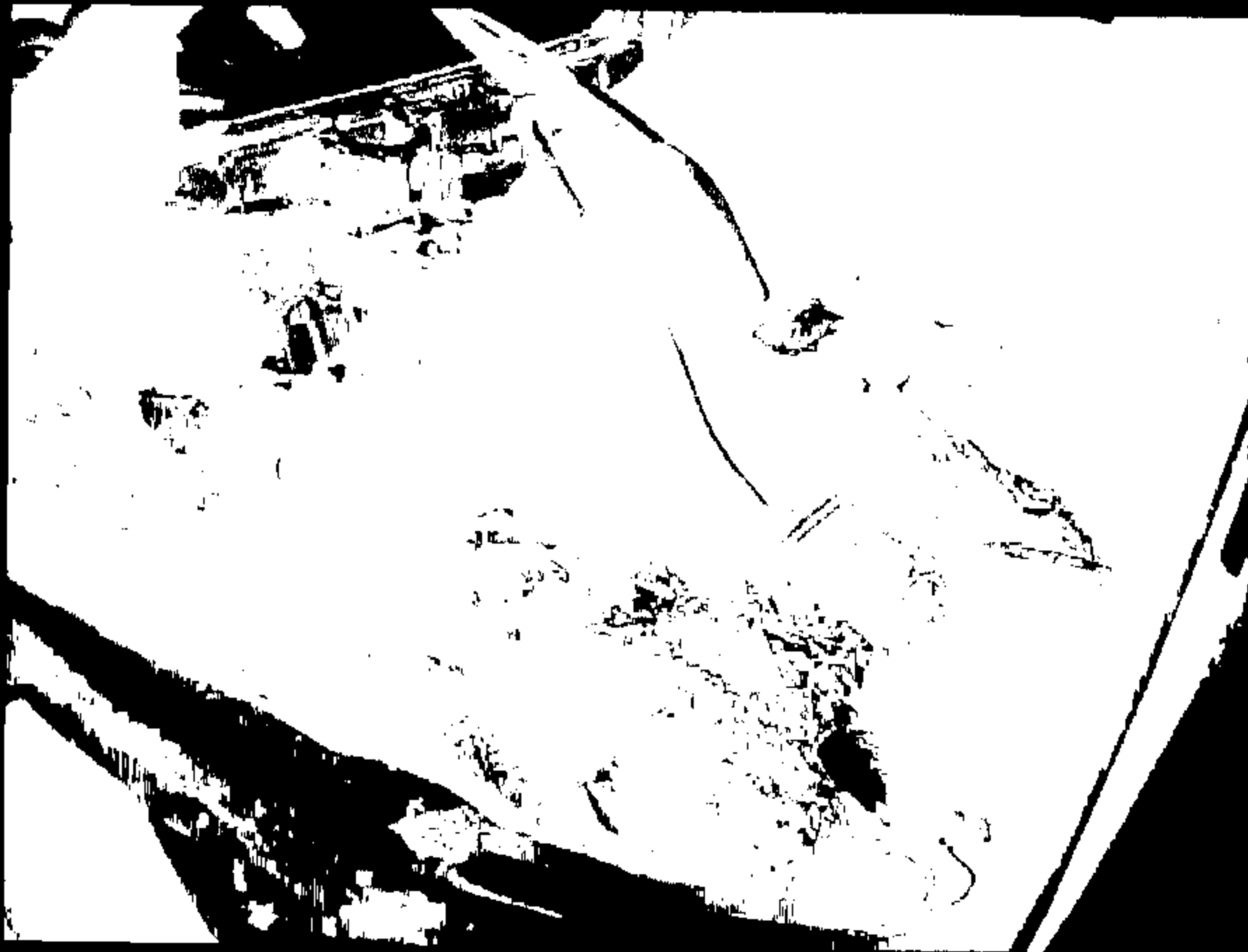
ENG-003-LC-0120



ENG-889-LC-8125



ENG-885-LC-8128



ENG-005-LC-0127



EROS-005-10-0128

[REDACTED] on
1st page of [REDACTED] throughout
[REDACTED]
The rest of the
claim!

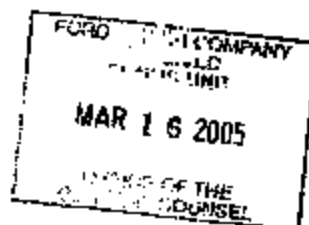
FARM BUREAU INSURANCE

FARM BUREAU MUTUAL • FARM BUREAU LIFE • FARM BUREAU GENERAL
7373 West Saginaw Highway, Box 30400, Lansing, Michigan 48909-7900
Phone (817) 323-7000

MARCH 9, 2005

L.W. CAMP
FORD MOTOR COMPANY
330 TOWN CENTER DRIVE
DEARBORN MI 48126

RE: Our Insured: [REDACTED]
Our Claim: [REDACTED]
Loss Date: 11-14-01
Damages: \$8,035.50
Vehicle: 1FTDF1764VN [REDACTED]
1997 Ford F-150



Dear Mr. Camp:

The above noted claim has come across my desk for review. We have found there were numerous recalls with regard to vehicle fires for the 1997 Ford F-150.

Our insured submitted a loss to us for the total loss of his 1997 Ford F-150. It had been parked in his driveway overnight. The truck caught fire after our insured left for work. The neighbor called the fire department. They responded and put out the fire. They determined that the fire started in the engine area of the vehicle.

Since this vehicle fits the description of previous fires reported to Ford I am requesting that you take a look at the material provided and proceed to reimburse Farm Bureau Insurance for the amount of \$8,035.50 which we paid for the damages to the vehicle.

Please make your reimbursement payable to Farm Bureau Insurance and send it to:

Farm Bureau Insurance
Subrogation Unit
P.O. Box 30400
Lansing MI 48909-7900

Please include our claim number of 08J21816-080 on your reimbursement.

Sincerely,

M'Lissa Walley
Subrogation Claims Representative

mw

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ER05-085-LC-0131



FM05-005-LC-0132



EROS-88-LO-0133



EMR-005-LC-0134



805-885-10-8135



ENG-025-LC-0136

50120 *	11/11/01	2001	1	01-00000000	0001	0001	0001
1010 *	10100000	0000	0000	0000	0000	0000	0000

B Location

Check this box to indicate that the address for this incident is different from the address in the "Incident Location" field. Use only for single events.

Street address: 1029W

City: New Haven

State: CT

Zip: 06510

Latitude: 41.31

Longitude: -72.92

C Incident Type

131 1 (Motorcycle) Vehicle Crash

D Aid Given or Received

1 ☐ Medical aid provided

2 ☐ Ambulance aid given

3 ☐ Ambulance aid given

4 ☐ Ambulance aid given

5 ☐ Ambulance aid given

6 ☐ Ambulance aid given

E Actions Taken

1 ☐ Fire extinguisher used

2 ☐ Fire extinguisher used

3 ☐ Fire extinguisher used

4 ☐ Fire extinguisher used

5 ☐ Fire extinguisher used

6 ☐ Fire extinguisher used

F Resources

1 ☐ Fire engine

2 ☐ Fire engine

3 ☐ Fire engine

4 ☐ Fire engine

5 ☐ Fire engine

6 ☐ Fire engine

G2 Estimated Dollar Losses & Values

Property: \$ 000,000

Contents: \$ 000,000

Other: \$ 000,000

H1 Casualties

Deaths: 000

Injuries: 000

H2 Hazardous Materials Release

1 ☐ Natural Gas

2 ☐ Propane Gas

3 ☐ Other Gas

4 ☐ Other Gas

5 ☐ Other Gas

6 ☐ Other Gas

7 ☐ Other Gas

8 ☐ Other Gas

9 ☐ Other Gas

10 ☐ Other Gas

I Hazardous Materials Release

1 ☐ Natural Gas

2 ☐ Propane Gas

3 ☐ Other Gas

4 ☐ Other Gas

5 ☐ Other Gas

6 ☐ Other Gas

7 ☐ Other Gas

8 ☐ Other Gas

9 ☐ Other Gas

10 ☐ Other Gas

Completed Modules

1 ☐ Fire engine

2 ☐ Fire engine

3 ☐ Fire engine

4 ☐ Fire engine

5 ☐ Fire engine

6 ☐ Fire engine

7 ☐ Fire engine

8 ☐ Fire engine

9 ☐ Fire engine

10 ☐ Fire engine

Property Used Structures

1 ☐ Church, place of worship

2 ☐ Restaurant or cafeteria

3 ☐ Bar/club or nightclub

4 ☐ School

5 ☐ High school or junior high

6 ☐ College, adult education

7 ☐ Care facility for the aged

8 ☐ Hospital

9 ☐ Other

10 ☐ Other

Property Used Structures

1 ☐ Church, place of worship

2 ☐ Restaurant or cafeteria

3 ☐ Bar/club or nightclub

4 ☐ School

5 ☐ High school or junior high

6 ☐ College, adult education

7 ☐ Care facility for the aged

8 ☐ Hospital

9 ☐ Other

10 ☐ Other

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4 ☐ School

5 ☐ High school or junior high

6 ☐ College, adult education

7 ☐ Care facility for the aged

8 ☐ Hospital

9 ☐ Other

10 ☐ Other

ART BY: FLEX-N-GATE METALFORMING

6107721230;

11/10/74

NY Person/Vehicle Involved

Total Damage

POSTAGE (if applicable)

Area Code

☐ Check this box if
more address or
location. (If
applicable, please
duplicate address
lines)

Mr./Mrs./Rev./Prof./Other

NY

Full Name

Office

Number

Prefix

Street or Highway

Street Type

Office

Post Office Box

Apt./Rm./Box

City

State

Zip Code

☐ Have people involved? Check this box and attach supplemental forms (SF-15) as necessary

NY Owner

☐ Check this box if
more address or
location. (If
applicable, please
duplicate address
lines)

Business Name (if applicable)

366

749

3097

Local Office

Mr./Mrs./Rev./Prof./Other

NY

Full Name

Office

Number

Prefix

Street or Highway

Street Type

Office

Post Office Box

Apt./Rm./Box

New Haven

City

State

Zip Code

3 Remarks

Local Office

Called to vehicle fire. On arrival found vehicle fully involved. Used about 400 gallons of water to put out the fire. Owner stated he left for work about 15 minutes prior to the call. Owner stated that it was not running at the time. Neighbor across the street heard popping sound and noticed fire. He notified 911. There was also minor damage to vehicle parked next to it. Left front fender cover is melted. Cleared and returned.

Authorization

RLM

Miller, Robert L.

ICP

11

14

2001

Officer in charge ID

Signature

Position or rank

Assignment

Month

Day

Year

NY

RLM

Miller, Robert

ICP

11

14

2001

Officer in charge ID

Signature

Position or rank

Assignment

Month

Day

Year

ISSUE LIST

Last Handling Date/ Issue Status	Name/ Reason Desc	Vin/ Case No.	Model Year and Vehicle Line	Issue Type
3/9/2005 CLOSED	[REDACTED] LEGAL - INSURANCE COMPANY SETTLEMENT	1FTDF1764VNU 50502320	1997 F-SERIES	02
3/9/2005 CLOSED	[REDACTED] AWA - CAC SUPPORTS FIELD'S DECISION	1FTDF1764VNU 50502320	1997 F-SERIES	02
1/22/2002 CLOSED	[REDACTED] RECALL/ONP - VEHICLE INVOLVEMENT	1FTDF1764VNU 50502320	1997 F-SERIES	02
12/21/2001 CLOSED	[REDACTED] LEGAL - INSURANCE COMPANY SETTLEMENT	1FTDF1764VNU 505023201	1997 F-SERIES	02

E905-005-1C-8140

3/23/2005

All Action Details for Issue

Print

VIN: 1FTDF1784V	Year: 1997	Model: F-SERIES	Case: 505023201
Name:	Owner Status: Subsequent	WSD: 1996-03-14	
Symptom Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD		Primary Phone:	
Reason Desc: LEGAL - INSURANCE COMPANY SETTLEMENT		Secondary Phone:	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

Action: ADVISE CUSTOMER TO CONTACT THEIR INSURANCE COMPANY FOR ASSISTANCE

Dealer:

Origin Desc: US CONCERN CASE BASE

Odometer: 120000 MI

Comm Type: PHONE

Analyst Name: PEPPI DIMITROPOULOS

Analyst: PDIMITRO

Action Date: 03/09/2005

Action Time: 12:19:50.962

Action Data: No

Comments CUSTOMER SAID: =CLAIM HAS BEEN PAID BY THE INSURANCE COMPANY AND VEH WAS TOTALED BY THE INSURANCE COMPANY =THE FIRE DEPT DID STATE THAT IT WAS DUE TO AN ELECTRICAL FIRE BUT DID NOT STATE WHERE THE ELECTRICAL FIRE STARTED =CUST PAID \$2400 OUT OF HIS POCKET =CUST CALLED THIS MORNING BUT DID NOT ASK IF THIS GETS FORWARDED TO ANY OTHER DEPARTMENTS WITHIN FORDDEALER SAID: BILL MACDONALD FORD INC1200 CARNEY DRIVE ST CLAIR, MI 48078 TEL: (810) 329-6601 CRC ADVISED: YOUR INSURANCE COMPANY HAS THE RIGHT TO PURSUE CLAIMS FOR REIMBURSEMENT AGAINST FORD. HOWEVER, FORD WILL BE UNABLE TO INVESTIGATE YOUR CLAIM AS REPAIRS TO YOUR VEHICLE HAVE BEEN PERFORMED AND YOU ARE CURRENTLY IN THE PROCESS OF PURSUING A CLAIM WITH YOUR INSURANCE COMPANY =ADV CUST I WILL BE FORWARDING THIS INFORMATION TO OUR ENGINEERING DEPT WHO RESEARCHES THESE CONCERNS

E005-005-LC-0141

2/3/2005

All Action Details for Issue

Print

VIN: 1F3DF17647N	Year: 1997	Model: F-SERIES	Case: 605023201
Name: [REDACTED]	Owner Status: Subsequent	WSD: 1996-03-14	
Symptom Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD		Primary Phone: [REDACTED]	
Reason Desc: AWA - CAC SUPPORTS FIELD'S DECISION		Secondary Phone: [REDACTED]	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

Action: CB-SUPPORT DEALERSHIPS/REGION'S POSITION	
Dealer: 02743 BILL MACDONALD FORD, INC.	Origin Desc: US CONCERN CASE BASE
Odometer: 12000 MI	Comm Type: PHONE
Analyst Name: POMMELS TRACEY	Analyst: TPOMMELS
Action Date: 03/09/2005	Action Time: 11:22:15.895
	Action Date: No

Comments CUSTOMER SAID: —CUST SAYS CAUGHT ON FIRE ON NOVEMBER 14, 2001 —CUST SAYS THE FIRE STARTED IN THE ENGINE COMPARTMENT. —CUST IS NOT SURE OF THE WHERE ABOUT OF THE TRUCK AT THIS TIME AS IT WAS TOTALED BY THE INSURANCE COMPANY; —CUST SAYS A FIRE REPORT WAS FILED NEW HAVEN MICHIGAN FIRE DEPARTMENT.; —CUST SAYS THE FIRE DEPT. COULD NOT FIND THE REASON WHY THE FIRE STARTED.; —CUST SAYS HE DID FILE A CLAIM WITH THE INSURANCE COMPANY AND THEY TOTALED THE TRUCK AND COULD NOT PAY OFF THE BALANCE ON THE TRUCK.; —CUST SAYS THE TRUCK WAS NOT REPAIRABLE AFTER THE FIRE. —CUST SAYS THE TRUCK WAS NOT RUNNING WHEN THE FIRE STARTED.; DEALER SAID: 1200 CARNEY DRIVE ST CLAIR, MI 48078 TEL: (810) 329-6801 FAX: (810) 329-2086 CRC ADVISED: THANK YOU FOR CONTACTING FORD MOTOR COMPANY IN REGARDS TO THIS ISSUE. OUR RECORDS INDICATE THAT A DECISION HAS BEEN MADE AND THE CRC CAN NOT OVERTURN THIS DECISION. HOWEVER, TO ENSURE OUR RECORDS ARE COMPLETE WE HAVE DOCUMENTED YOUR FEEDBACK. (NOTE TO CSR: SUPPORT DLR/REGION DECISION.) —NO RECALL ON TRUCK.; —SPOKE WITH TL HELEN AND SHE ADVISED TO TAKE THIS PATH. —ADVISED CUST OF THE ABOVE INFO.;

EPM-005-LC-0142

3/23/2005

All Action Details for Issue

Print

VIN: 1FTDF1764VN	Year: 1997	Model: F-SERIES	Case: 505023201
Name:	Owner Status: Subsequent	WSD: 1998-03-14	
Symptom Desc:		Primary Phone:	
Reason Desc: RECALL/QNP - VEHICLE INVOLVEMENT		Secondary Phone:	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

Action: ADVISE CUST NO FSA'S AT THIS TIME

Dealer:

Origin Desc: US INQUIRY CASE BASE

Odometer: 1 MI

Concern Type: PHONE

Analyst Name: SPILLANE YENNA

Analyst: YSPILLAN

Action Date: 01/22/2002

Action Time: 12:51:28.272

Action Date: No

Comments CUSTOMER SAYS: - PAUL TRUELLE - WANTS TO KNOW IF THE VEH WAS INVOLVE IN AN FIRE - THE VEH CAUGHT ON FIRE - INSURANCE TOTALLED THE VEH - THE VEH CAUGHT ON FIRE ON NOV 14/2001 - FEELS THAT THIS IS AN ELECTRICAL CONCERN - THE INSURANCE COMPANY HAS THE VEH - SEEKING TO KNOW IF THERE IS A FSA ON THE VEH ABOUT THIS PER CUSTOMER, DEALER SAYS: CAC ADVISED: - VEHICLE IS NOT INVOLVED IN ANY FIELD SERVICE ACTION/CUSTOMER SATISFACTION PROGRAM AT THIS TIME. INFERENCE CASE ID: 1040

E805-005-LO-0143

3/23/2005

All Action Details for Issue

Print

VIN: 1FTDF1784VN [REDACTED] Year: 1997 Model: F-SERIES Case: 505023201
 Name: [REDACTED] Owner Status: Subsequent WSD: 1996-03-14
 Symptom Desc: Primary Phone: [REDACTED]
 Reason Desc: LEGAL - INSURANCE COMPANY SETTLEMENT Secondary Phone: [REDACTED]
 Issue Type: 02 INFORMATION Issue Status: CLOSED

Action: ADVISE CUSTOMER TO CONTACT THEIR INSURANCE COMPANY FOR ASSISTANCE
 Dealer: [REDACTED] Origin Desc: US CONCERN CASE BASE
 Odometer: 1 MI Comm Type: PHONE
 Analyst Name: FOXANE ALLEYNE Analyst: RALLEYNE
 Action Date: 11/16/2001 Action Time: 14.02.12.143 Action Data: No

Caller Information If Different From Vehicle Owner:

First Name	Middle Initial	Last Name	Day Phone	Relationship
[REDACTED]		[REDACTED]		SPOUSE

Comments CUSTOMER SAYS: --CUST VEH CAUGHT ON FIRE ON NOV 14-99 --THE FIRE STARTED IN THE ENGINE OF THE VEH --VEH IS NOW AT A FORD DLR --FIRE REPORT FINDINGS IS VEH JUST CAUGHT ON FIRE --FIRE REPORT NUMBER IS --60120 FIRE DEPT IS NEW HAVEN MI --CUST DISCUSSES WITH INSURANCE PER CUSTOMER, DEALER SAYS: NONE CAC ADVISED: - PLEASE DISCUSS THIS ISSUE WITH YOUR INSURANCE COMPANY. FORD IS UNABLE TO ASSIST IN THIS SITUATION. INFERENCE CASE ID: 5353

Action: ADVISE CUSTOMER TO CONTACT THEIR INSURANCE COMPANY FOR ASSISTANCE
 Dealer: [REDACTED] Origin Desc: US CONCERN CASE BASE
 Odometer: 120000 MI Comm Type: PHONE
 Analyst Name: CYNTHIA CAMARA Analyst: CCAMARA
 Action Date: 12/19/2001 Action Time: 09.51.35.588 Action Data: No

Caller Information If Different From Vehicle Owner:

First Name	Middle Initial	Last Name	Day Phone	Relationship
[REDACTED]		[REDACTED]		SPOUSE

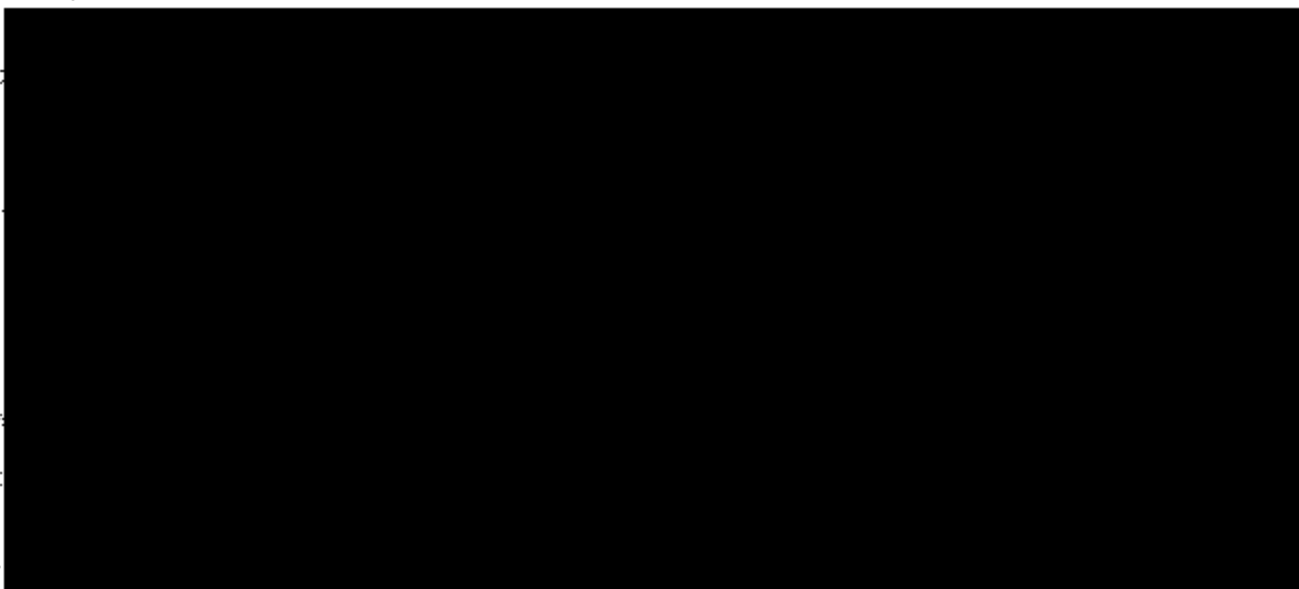
Comments CUSTOMER SAYS: - VEH CAUGHT ON FIRE ON NOVEMBER 14, 2001 THE FIRE STARTED IN THE ENGINE OF THE VEH - VEH IS NOW AT A FORD DLR - FIRE REPORT FINDINGS IS VEH JUST CAUGHT ON FIRE - FIRE REPORT NUMBER IS --60120 - FIRE DEPT WAS IN NEW HAVEN MI - CUST FEELS THAT THERE WAS A DEFECT IN THE VEH THAT CAUSED THE FIRE - CUST HAS CONTACTED HIS INSURANCE COMPANY WHO TOTALLED THE VEH - CUST INSURANCE COMPANY HAS ALREADY PAID HIM FOR THE VEH - CUST WOULD LIKE TO FILE A CLAIM WITH FORD REGARDING THE FIRE - CUST ADVISED INSURANCE COMPANY NOT TO TOTAL THE VEH AS YET HE WOULD LIKE TO DO AN INVESTIGATION PER CUSTOMER, DEALER SAYS: - NONE CAC ADVISED: - YOUR INSURANCE COMPANY HAS THE RIGHT TO PURSUE CLAIMS FOR REIMBURSEMENT AGAINST FORD. FORD IS UNABLE TO INVESTIGATE THE VEHICLE AS REPAIRS HAVE BEEN PERFORMED. INFERENCE CASE ID: 5343

Action: OUTBOUND CALL TO FORD/MERCURY CUSTOMER
 Dealer: [REDACTED] Origin Desc: MANUAL - PHONE CSR
 Odometer: 120000 MI Comm Type: PHONE
 Analyst Name: MARLITT MATZANKE Analyst: MMATZANK
 Action Date: 12/20/2001 Action Time: 11.16.37.233 Action Data: No

Comments CUSTOMER SAYS: IBC**** THE CUST IS CALLING BACK ADVISED AS PER PREVIOUS CSR PER CUSTOMER,

3/23/2005

EPO5-085-LC-8144



—
—
—



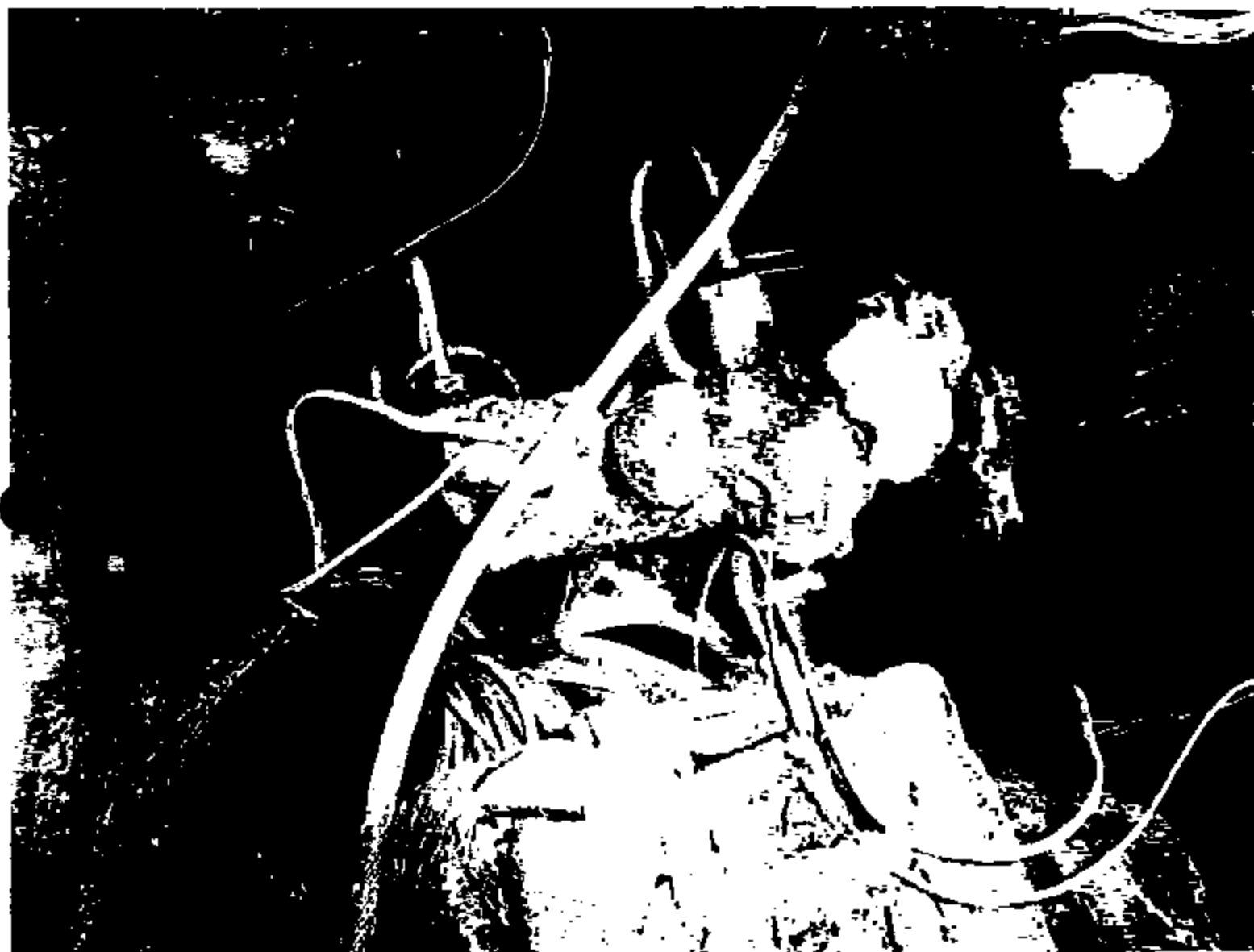
EA85-085-LC-8147



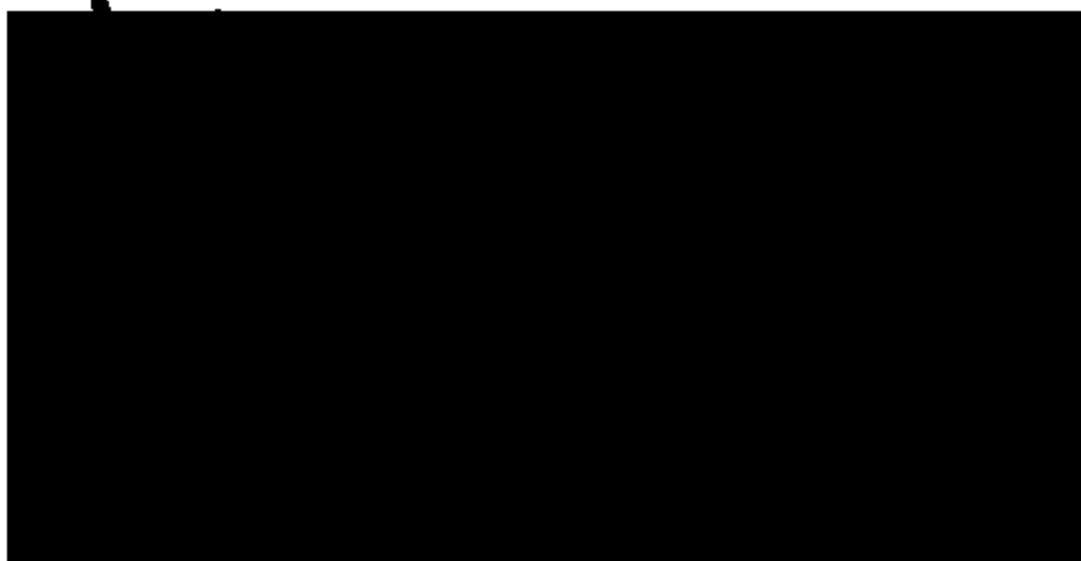
EA65-606-LC-6148



EP05-005-LC-0140



EA25-085-LC-0150



FILED

CAUSE NO.

0-1056-05-A

AT _____ O'CLOCK _____

MAY 06 2005

VS.

FORD MOTOR COMPANY, TEXAS
INSTRUMENTS, INC., E.I. DUPONT DE
NEMOURS AND COMPANY and SPIKES MOTOR
COMPANY, INC.

IN THE DISTRICT COURT OF
HIDALGO COUNTY, TEXAS

OMAR GUERRERO, CLERK
District Courts, Hidalgo County

By _____ Deput

SECTION 101.001, CIVIL PROCEDURE

92 JUDICIAL DISTRICT

PLAINTIFFS' ORIGINAL PETITION

TO THE HONORABLE JUDGE OF SAID COURT:

COMES NOW, Plaintiffs, [REDACTED] complaining of Ford Motor Company ("Ford"), Texas Instruments, Inc. ("TI"), E. I. DuPont De Nemours and Spikes Motor Company, Inc. and would show unto the court as follows:

1. Parties & Venue:

Plaintiffs, [REDACTED] live in Hidalgo County, Texas.

Defendant, Ford Motor Company, is a Delaware Corporation with its principal place of business in Michigan and may be served with process, by certified mail, return receipt requested, by serving its registered agent, CI Corp System, 350 N. St. Paul Street, Dallas, Texas 75201

Defendant, Texas Instruments, Inc., is doing business in Texas and may be served with process, by certified mail, return receipt requested, by serving its registered agent, Richard J. Agnich, 7839 Church Hill Way, MS 3999, Dallas, Texas 75251.

Defendant, E.I. Du Pont De Nemours and Company, is a Delaware corporation and may be served process, by certified mail, return receipt requested, by serving E.I. Du Pont De Nemours and Company, Room 8042, Du Pont Building, 1007 Market Street, Wilmington, Delaware 19898.

Defendant, Spikes Motor Company, Inc., may be served with process, by certified mail, return receipt requested, by serving its registered agent, Carl F. Spikes, Jr., 805 E. Expressway 83, Mission, Texas 78572.

Venue is proper in Hidalgo County, Texas because the Plaintiffs reside in Hidalgo County, all or part of the conduct complained of herein took place in Hidalgo County, Texas, and because at least one Defendant conducts business there.

2. Discovery Control Plan

The Plaintiffs move the court to enter a discovery control plan pursuant to TRCP §190.4 which includes two sets of interrogatories of no more than 30 written interrogatories, excluding interrogatories asking a party only to identify or authenticate specific documents. Plaintiffs will submit a proposed discovery control plan after conferring with Defendants' counsel.

3. Facts and Background

Plaintiffs, Jose Luis and Leticia Vasquez, purchased a 2001 Ford Expedition (VIN # 1FMRU17W8 [REDACTED]) from Spikes Motor Company manufactured and designed by Ford and equipped with a defective speed control deactivation switch, manufactured and marketed by TI which contained defective Kapton membrane manufactured by Du Pont. Prior to the fire in question, Spikes negligently repaired the Expedition.

On or about October 18, 200 [REDACTED] was sitting in the living room heard a noise and observed that smoke was coming out of his garage. The Vasquez home is located in Hidalgo County at 3 1/4 mile line and Moonfield Rd. The fire quickly spread from the vehicle to the house and all its contents. The defective speed control deactivation switch ("SCDS") was the ignition source for the fire.

4. Negligence

The Defendants were negligent in one or more of the following particulars and such negligence was a proximate cause of Plaintiffs' damages:

As to Defendants, Ford, TI, DuPont, and Spikes Motor Company:

- a. In failing to timely and properly notify Plaintiffs of the defective condition of their vehicle;
- b. In failing to remedy the defective condition;
- c. In failing to advise authorized Ford dealerships to remedy the defective condition;
- d. In failing to properly monitor and locate vehicle registrations to identify and locate customers, such as Plaintiffs, who own defective vehicles;
- e. In failing to advise Plaintiffs not to park the automobile in a garage, carport or items capable of catching fire;

- f. In manufacturing and distributing Plaintiffs' vehicle without correcting defects;
- g. In failing to adequately investigate fires occurring in the subject vehicle line which included a similar cause and origin of the fires in question;
- h. In failing to institute a timely or effective vehicle recall campaign;
- i. By negligently designing the electrical circuit which controls the vehicles' cruise control;
- j. By designing an electrical circuit that supplies continuous electrical power to the speed control switch when the vehicle is parked, not running with the ignition key off, thereby providing an ignition source for the fire;
- k. By failing to provide adequate engineering design specifications to TI concerning the number of cycles the speed control deactivation switch would encounter over the subject vehicles' foreseeable life. Additionally, Ford failed to consider or provide switch cycle data created by the vehicles' anti-lock brake, suspension leveling and traction control systems;
- l. By failing to provide adequate engineering design specifications to TI;
- m. By failing to include an adequate electrical current limiting device in the electrical circuit which supplies power to the switch;
- n. By instituting an unreasonable date of production to achieve "Job One;"
- o. In failing to adequately manufacture, investigate, engineer and/or test the speed control switch prior to distribution to Ford for inclusion into the subject vehicles;
- p. In failing to design a speed control switch which does not allow the intrusion of corrosive substances in contact with the electrical components of the switch;
- q. In failing to test the speed control switch prior to distribution based on foreseeable electrical, thermal, cyclical, and environmental conditions the switch would encounter during the expected life of the vehicle and/or speed control switch;
- r. In failing to consider previous failure and/or engineering problems associated with the use of "KAPTON_®" in similar hydraulic pressure switches where chemical attack, mechanical forces, and/or manufacturing processes were suspected but not

considered during the design, manufacture and/or marketing of the speed control deactivation switch installed on Plaintiffs' vehicles;

- s. In failing to advise Ford and/or the Plaintiffs that "KAPTON[®]" failures had occurred in other similarly designed pressure switches;
- t. In supplying and/or distributing defective components for installation in vehicles such as Plaintiffs without correcting such defects;
- u. By failing to design and manufacture the switch with electrical components which would not corrode and cause an electrical short and fire; and
- v. failing to properly repair the [REDACTED] vehicle
- w. failing to update Ford dealer service department with all known information concerning vehicle service issues.
- x. In such other respects as may be shown by the discovery or at trial.

5. Breach of Service Contract

On or about August 28, 2004 Plaintiff took their Ford Expedition to Spikes Ford for repairs because the vehicle would "not shift out of park". Plaintiff paid Spikes (\$101.96) to service the truck shifting problem. Spikes allegedly repaired the shifting problem and stated, "checked found blown fuse replaced fuse and found blowing fuse, traced wires, and checked DVOM manual found fuse too small 5 amps installed 20amps fuse to slot 16." The service contract is attached hereto as exhibit "A". Spikes should have known that the shifting problems were related to the defective speed control switch exhibiting one of its failure modes Spikes was negligent by replacing the fuse with one which exceed the designed amperage capacity of the TI speed switch. Spikes' alleged repair of Plaintiff's vehicle constitutes breach of the service agreement and was a cause of the fire that destroyed Plaintiff's house, vehicle and all its contents.

5. Breach of Ford Motor Company-Spikes Licensor/Licensee Agreements

Plaintiff would further show that Ford Motor Company breached its Franchise and License agreement with Spikes by not providing service related information relevant to ongoing service issues of Plaintiff's Ford Expedition. Ford Motor Company is obligated and has a duty to provide Spikes with service information concerning its vehicles so that Spikes would effectively service and repair the Plaintiff's Expedition. Plaintiff are Third Party beneficiaries to the agreements between Ford and Spikes. Ford's and Spikes breach of this agreement was a cause of the fire that consumed Plaintiff's house and vehicle.

7. TCPRC 38.001 Demand

Plaintiffs' damages include loss of their house \$120,000.00, loss of one vehicle \$18,000.00 and loss of all contents of their house \$200,000.00. Plaintiffs demand payment of these amounts within 30 days of this demand.

8. Breach of Warranty between TI and Ford

TI breached its warranty to Ford to supply a speed control deactivation switch (SCDS) that complied with Ford engineering specifications. The switches supplied were not merchantable, not fit for the purpose intended, and did not comply with the sales agreement between Ford and TI. TI breached the implied warranty of merchantability (UCC § 2.314) since the SCDS in question leaked, corroded and caught on fire. TI breached the implied warranty of fitness for particular purpose (UCC § 2.315). Ford relied on TI's skill and judgment to select or furnish suitable goods, which turned out to be inadequate and unsuitable for the engineering specification which resulted in the SCDS leaking, corroding and catching fire.

Plaintiffs are third-party beneficiaries of the warranties made between TI and Ford. TI's breach of one or more of these warranties were a proximate cause of the Plaintiffs' damages (UCC 2.715) for which Plaintiffs sue TI. The discovery of TI's breach of these warranties occurred at the time of the fire in question.

9. Gross Negligence

The Plaintiffs' resulting damages, injuries and losses were caused by the gross negligence, fraud and malice of the Defendants. The conduct of Defendants Ford and TI constitutes gross negligence, fraud and malice as those terms are understood under Texas law and as defined by Section 41.001 Tex. Civ. Prac. and Rem. Code, in that it constituted a conscious indifference to the rights and welfare of persons affected by it. The Defendants' fraud and deceit will, in one way, be shown by Ford's and TI's spoliation of evidence that has been uncovered during the course of this lawsuit. As a result, Plaintiffs seek to recover exemplary damages from Defendants, Ford and TI as a result of their gross negligence, fraud, deceit and malice. Plaintiffs intend to show that the factors the jury may consider in determining the amount of exemplary damages which should be awarded include :

1. the nature of the wrong committed by Ford and TI;
2. the character of Ford's and TI's conduct;
3. the degree of culpability of Ford and TI;
4. the situation and sensibilities of the parties concerned; and
5. the extent to which Ford's and TI's conduct offends a public sense of justice and propriety.

The Plaintiffs believe that exemplary damages should not exceed Three Million Dollars (\$3,000,000.00).

10. Damages

Plaintiffs would show that their damages, injuries and/or losses are within the jurisdictional limits of this

Court, and include property damages, loss of their vehicle(s), home, home contents, loss of use of vehicle and home, mental anguish, costs to repair or replace their property, and any other consequential damages foreseeably arising from the incident in question.

Plaintiffs would show that they are entitled to reasonable and necessary attorney fees and costs of prosecuting this matter.

Plaintiffs would show that they are entitled to pre-judgment and postjudgment interest at the maximum rate allowed by law.

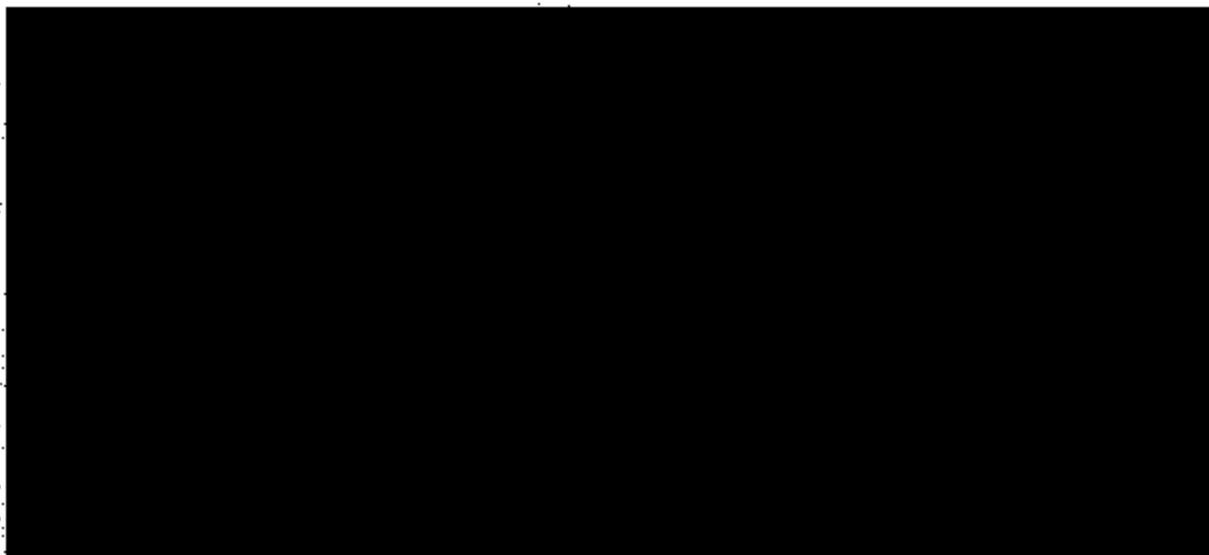
REQUEST FOR RELIEF

- (a) Plaintiffs request that Defendants be cited according to law to appear and answer;
- (b) Plaintiffs demand judgment against Defendants for all actual damages within the jurisdictional limits of the Court and for attorneys' fees, and all statutory additional (or exemplary) damages as set forth above, costs of court, and prejudgment and post judgment interest at the highest lawful rates;
- (c) Plaintiffs also ask for such other relief to which they may be entitled

Respectfully submitted:

By:

Michael Jolly/c/a
Norman Jolly
TBA# 10856920
Michael Jolly
TBA# 10856910
405 Main, Suite 1000
Houston, Texas 77002
(713) 237-8383
Fax: (713) 237-8385





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New

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May 6, 2005

Ford Motor Company
Parklane Towers West - Suite 300
Three Parklane Boulevard
Dearborn, MI 48126-2568



Attn: Shawn Norton

DOL 8/11/04
197 F-150

Re: 63 claims relating to cruise control recall

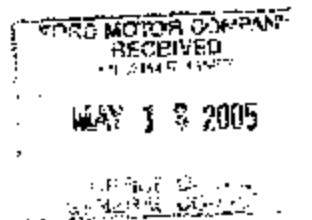
Dear Ms. Norton:

As you will recall you and I spoke 4 weeks ago. I am the manager of a centralized unit that has been handling subrogation claims Nationwide has involving automobile fires and possible defects since September, 2004. We also have been handling these claims for our affiliate company Allied since February, 2005. You have had discussions on several claims with my associates Kathie Styer, Lynn Ellis and Lynn Koenck. Our goal has been to establish a positive working relationship with your company, and to only submit claims to your company having merit.

Enclosed you will find supporting materials regarding 63 of our claims relating to the cruise control recall. We have provided a list of these claims, and supporting documents for each claim which are separated and in the same order as they appear on the list. These claims are for the eastern states in our operation. We are waiting for a report on our western states handled by Allied, and as soon as it is available I will send those to you for review. As we discussed during our phone call many of these claims were handled and closed prior to us being aware there was an issue with the cruise control. Therefore, on some of those claims we did not secure a cause an origin report, and the vehicles are no longer available. On all claims we have provided photographs and estimates that clearly document the area where the fire started.

I would appreciate discussing this with you or someone at Ford once you have received this and have had an opportunity to review. Please contact me by phone at 315-453-3594, by fax at 614-961-3180 or by EMAIL at mabbett@nationwide.com. We look forward to continue working with you and your team, building a strong working relationship, and working towards cost effective resolutions of claims for both of our companies.

Sincerely,
C. Mabbett
Craig Mabbett
Subrogation Manager



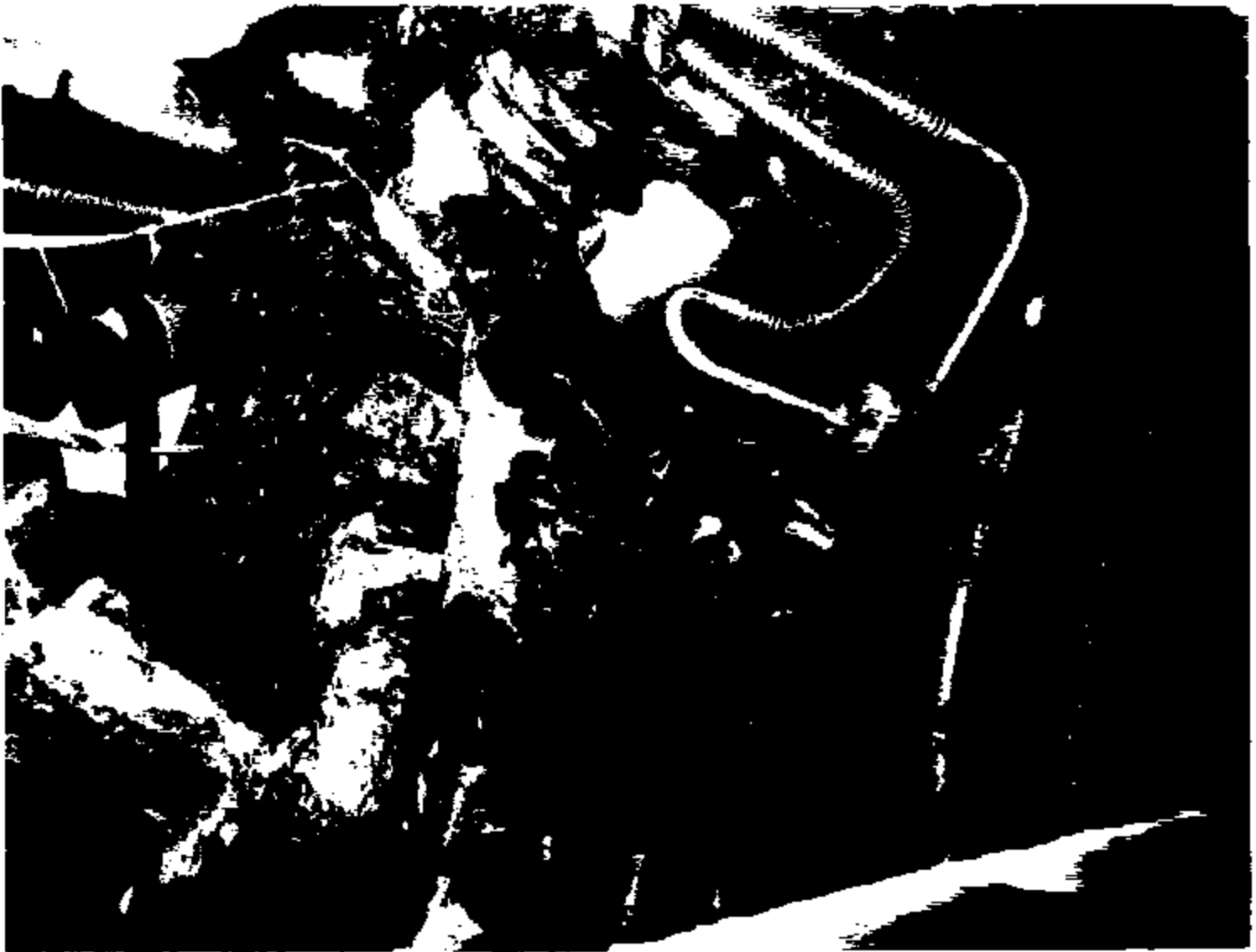
001-001-10-0189



ER05-005-LC-0170



EA05-005-LC-0171



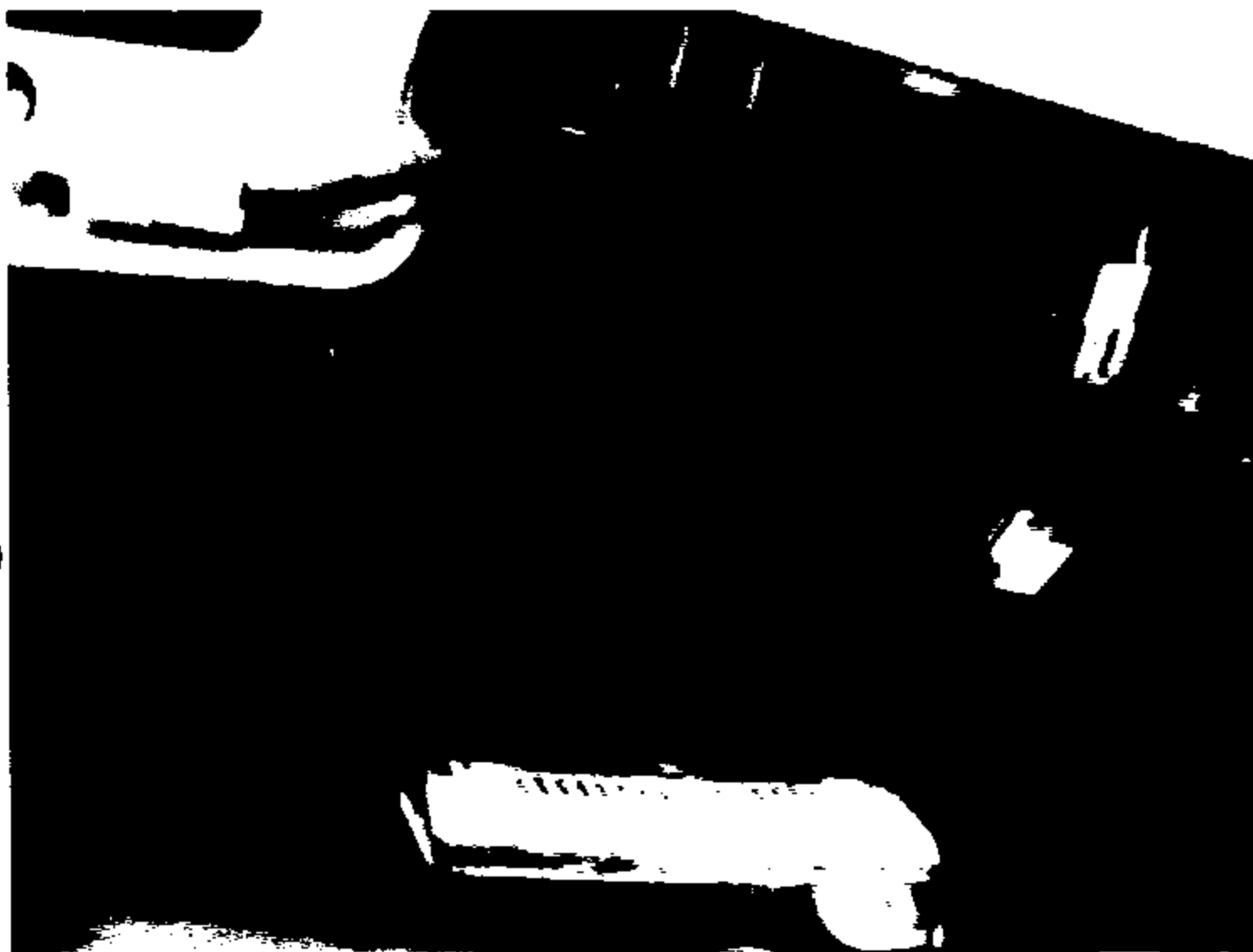
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EROS-805-LC-0176



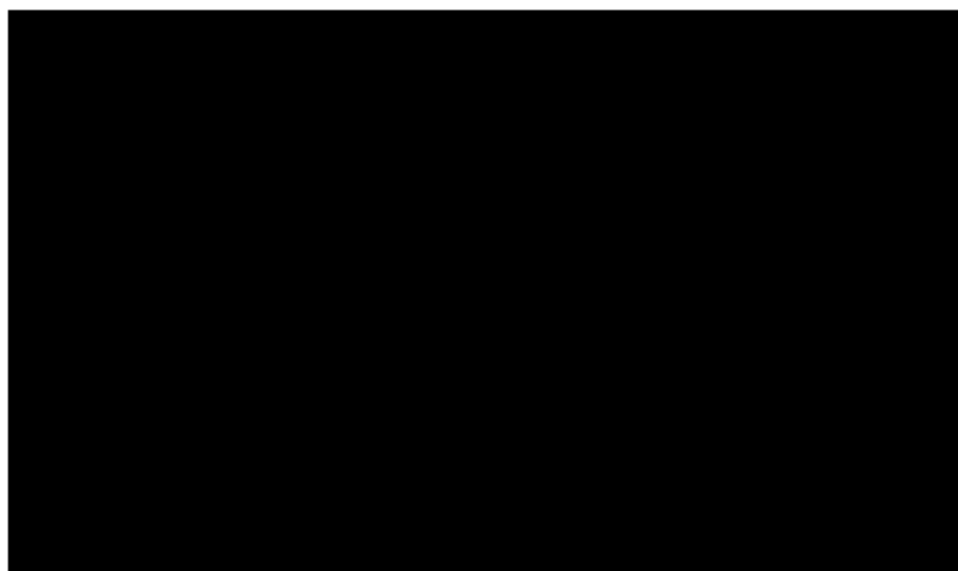
EA05-005-LC-0177

AT 2000 HRS
THE ABOVE LISTING TO ALL APPLICABLE FEDERAL DEPT
WARRANTS AND STANDARDS IN EFFECT ON THE DATE OF
ISSUE OF THE ABOVE.

1. 10700172400 [REDACTED]
2. [REDACTED]

3. [REDACTED]

4. [REDACTED]
5. [REDACTED]
6. [REDACTED]
7. [REDACTED]
8. [REDACTED]
9. [REDACTED]
10. [REDACTED]
11. [REDACTED]
12. [REDACTED]
13. [REDACTED]
14. [REDACTED]
15. [REDACTED]
16. [REDACTED]
17. [REDACTED]
18. [REDACTED]
19. [REDACTED]
20. [REDACTED]
21. [REDACTED]
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98. [REDACTED]
99. [REDACTED]
100. [REDACTED]



CAUSE NO. D174597

VS.

FORD MOTOR COMPANY, TEXAS
INSTRUMENTS, INC., E.I. DUPONT DE
NEMOURS AND COMPANY and
DAVID O. OLSEN

IN THE DISTRICT COURT OF

JEFFERSON COUNTY, TEXAS

____ JUDICIAL DISTRICT

PLAINTIFFS' ORIGINAL PETITION

TO THE HONORABLE JUDGE OF SAID COURT:

COME NOW, Plaintiffs, _____ complaining of Ford Motor Company ("Ford"), Texas Instruments, Inc. ("TI"), David O. Olsen ("Olsen"), and E. I. DuPont De Nemours and Company ("DP") and would show unto the court as follows:

1. Parties & Venue:

Plaintiffs are residents of Port Neches, Jefferson County, Texas.

Defendant, Ford Motor Company, is a Delaware Corporation with its principal place of business in Michigan and may be served with process, by certified mail, return receipt requested, by serving its registered agent, CT Corp System, 350 N. St. Paul Street, Dallas, Texas 75201.

Defendant, Texas Instruments, Inc., is doing business in Texas and may be served with process, by certified mail, return receipt requested, by serving its registered agent, Richard J. Agrich, 7839 Church Hill Way, MS 3889, Dallas, Texas 75251.

Defendant, E.I. Du Pont De Nemours and Company, is a Delaware corporation and may be served process, by certified mail, return receipt requested, by serving E.I. Du Pont De Nemours and Company, Room 8042, Du Pont Building, 1007 Market Street, Wilmington, Delaware 19888.

Defendant, David O. Olsen is an individual residing in Jefferson County, Texas and may be served citation by private service at 725 W. Round Bunch, Bridge City, Texas 77611-2433.

Venue is proper in Jefferson County, Texas because all or part of the conduct complained of herein took place in Jefferson County, Texas, and because a Defendant resides there.

2. Discovery Control Plan

The Plaintiffs move the court to enter a discovery control plan pursuant to TRCP §190.4 which includes two sets of interrogatories of no more than 30 written interrogatories, excluding interrogatories asking a party only to identify or authenticate specific documents. Plaintiffs will submit a proposed discovery control plan after conversing with Defendants' counsel.

3. Facts and Background

On or about June 2003, David O. Olsen consigned for sale to Plaintiff, Roland Angelle, a 1997 Ford F150 pickup truck manufactured and designed by Ford and equipped with a defective speed control deactivation switch, manufactured and marketed by TI which utilized defective components manufactured by DP known as "KAPTON_®". The truck VIN was 1FTDX1789V[REDACTED].

On or about June 20, 2003, Mr. Angelle parked the Ford pickup in his garage connected to his residence at 2828 Reynolds Lane, Port Neches, Texas. The defective speed control deactivation switch either solely or in combination with the "KAPTON_®" and/or other defective electrical components, wiring and/or circuits on the truck, was the ignition source for the fire which originated in the truck and completely destroyed Plaintiffs' residence, personal property, family photographs and other irreplaceable memorabilia.

4. Negligence

The Defendants were negligent in one or more of the following particulars and such negligence was a proximate cause of Plaintiffs' damages:

As to Defendant, Olsen:

- a. In failing to notify Plaintiffs of the defective condition of the truck when Defendant knew or should have known of such condition;
- b. In failing to timely remedy the defective condition;
- c. In failing to remedy the defective condition when the truck was presented to an authorized Ford dealer for service;
- d. In failing to timely or properly notify Plaintiffs to present the vehicle for service at an authorized Ford dealer;
- e. In failing to advise Plaintiffs not to park the truck in a garage, carports, or other items capable of catching fire;
- f. In failing to properly repair and/or maintain the truck;
- g. In failing to remedy defects in the truck as needed;
- h. In failing to replace the defective speed control deactivation switch and/or circuit fuse; and
- i. In other respects as may be shown at trial.

As to Defendants, Ford, T1 and DP:

- a. In failing to timely and properly notify Plaintiffs of the defective condition of the vehicle;
- b. In failing to remedy the defective condition;
- c. In failing to advise authorized Ford dealerships to remedy the defective condition;
- d. In failing to properly monitor and locate vehicle registrations to identify and locate customers, such as Plaintiffs, who possess defective vehicles;
- e. In failing to advise Plaintiffs not to park the automobile in a garage, carport or items capable of catching fire;
- f. In manufacturing and distributing the vehicle without correcting defects;
- g. In failing to adequately investigate fires occurring in the subject vehicle line which included a similar cause and origin of the fires in question;
- h. In failing to institute a timely or effective vehicle recall campaign;
- i. By negligently designing the electrical circuit which controls the vehicles' cruise control;
- j. By designing an electrical circuit that supplies continuous electrical power to the speed control switch when the vehicle is parked, not running with the ignition key off, thereby providing an ignition source for the fire;
- k. By failing to provide adequate engineering design specifications to T1 and/or DP concerning the number of cycles the speed control deactivation switch would encounter over the subject vehicles' foreseeable life. Additionally, Ford failed to consider or provide switch cycle data created by the vehicles' anti-lock brake, suspension leveling and traction control systems;
- l. By failing to provide adequate engineering design specifications to T1;
- m. By failing to include an adequate electrical current limiting device in the electrical circuit which supplies power to the switch;
- n. By instituting an unreasonable date of production to achieve "Job One;"
- o. In failing to adequately manufacture, investigate, engineer and/or test the speed control switch prior to distribution to Ford for inclusion into the subject vehicles;
- p. In failing to design a speed control switch which does not allow the intrusion of corrosive substances in contact with the electrical components of the switch;
- q. In failing to test the speed control switch prior to distribution based on foreseeable electrical, thermal, cyclical, and environmental conditions the switch would encounter during the expected life of the vehicle and/or speed control switch;
- r. In failing to consider previous failure and/or engineering problems associated with the use of "KAPTON_®" in similar hydraulic pressure switches where chemical attack, mechanical forces, and/or manufacturing processes were suspected but not considered during the design, manufacture and/or marketing of the speed control deactivation switch installed on Plaintiffs' vehicles;
- s. In failing to advise Ford and/or DP and/or the Plaintiffs that "KAPTON_®" failures had occurred in other similarly designed pressure switches;
- t. In supplying and/or distributing defective components for installation in vehicles such as Plaintiffs without correcting such defects;
- u. By failing to design and manufacture the switch with electrical components which would not corrode and cause an electrical short and

fire; and
v. In such other respects as may be shown by the discovery or at trial.

5. Gross Negligence

The Plaintiffs' resulting damages, injuries and losses were caused by the gross negligence, fraud and malice of the Defendants. The conduct of Defendants Ford and TI constitutes gross negligence, fraud and malice as those terms are understood under Texas law and as defined by Section 41.001 Tex. Civ. Prac. and Rem. Code, in that it constituted a conscious indifference to the rights and welfare of persons affected by it. The Defendants' fraud and deceit will, in one way, be shown by Ford's and TI's spoliation of evidence that has been uncovered during the course of this lawsuit. As a result, Plaintiffs seek to recover exemplary damages from Defendants, Ford and TI as a result of their gross negligence, fraud, deceit and malice. Plaintiffs intend to show that the factors the jury may consider in determining the amount of exemplary damages which should be awarded include :

1. the nature of the wrong committed by Ford and TI;
2. the character of Ford's and TI's conduct;
3. the degree of culpability of Ford and TI;
4. the situation and sensibilities of the parties concerned; and
5. the extent to which Ford's and TI's conduct offends a public sense of justice and propriety.

The Plaintiffs believe that exemplary damages should not exceed Three Million Dollars (\$3,000,000.00).

6. Damages

Plaintiffs would show that their damages, injuries and/or losses are within the jurisdictional limits of this Court, and include property damages, loss of their vehicle(s), home, home contents, loss of use of vehicle and home, mental anguish, costs to repair or replace their property, and any other consequential damages foreseeably arising from the incident in question.

Plaintiffs would show that they are entitled to reasonable and necessary attorney fees and costs of prosecuting this matter.

Plaintiffs would show that they are entitled to pre-judgment and postjudgment interest at the

maximum rate allowed by law.

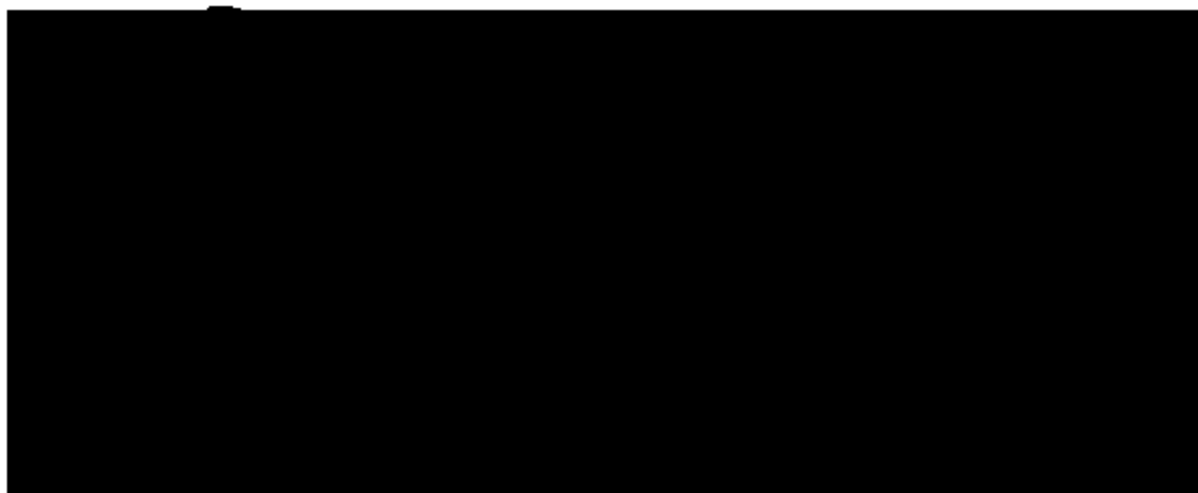
REQUEST FOR RELIEF

- (a) Plaintiffs request that Defendants be cited according to law to appear and answer;
- (b) Plaintiffs demand judgment against Defendants for all actual damages within the jurisdictional limits of the Court and for attorneys' fees, and all statutory additional [or exemplary] damages as set forth above, costs of court, and prejudgment and post judgment interest at the highest lawful rates;
- (c) Plaintiffs also ask for such other relief to which they may be entitled

Respectfully submitted:

By: 

Norman Jolly
TBA# 10856920
Michael Jolly
TBA# 10856910
405 Main, Suite 1000
Houston, Texas 77002
(713) 237-8383
Fax: (713) 237-8385





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May 6, 2005

Ford Motor Company
Parklane Towers West - Suite 300
Three Parklane Boulevard
Dearborn, MI 48126-2568



Attn: Shawn Norton

DOL : 11/27/04

Re: 63 claims relating to cruise control recall

Dear Ms. Norton:

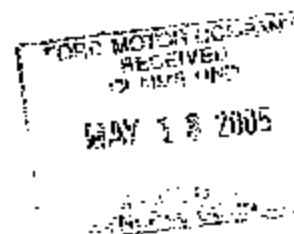
As you will recall you and I spoke 4 weeks ago. I am the manager of a centralized unit that has been handling subrogation claims Nationwide has involving automobile fires and possible defects since September, 2004. We also have been handling these claims for our affiliate company Allied since February, 2005. You have had discussions on several claims with my associates Kathie Stryer, Lynn Ellis and Lynn Koenck. Our goal has been to establish a positive working relationship with your company, and to only submit claims to your company having merit.

Enclosed you will find supporting materials regarding 63 of our claims relating to the cruise control recall. We have provided a list of these claims, and supporting documents for each claim which are separated and in the same order as they appear on the list. These claims are for the eastern states in our operation. We are waiting for a report on our western states handled by Allied, and as soon as it is available I will send those to you for review. As we discussed during our phone call many of these claims were handled and closed prior to us being aware there was an issue with the cruise control. Therefore, on some of those claims we did not secure a cause an origin report, and the vehicles are no longer available. On all claims we have provided photographs and estimates that clearly document the area where the fire started.

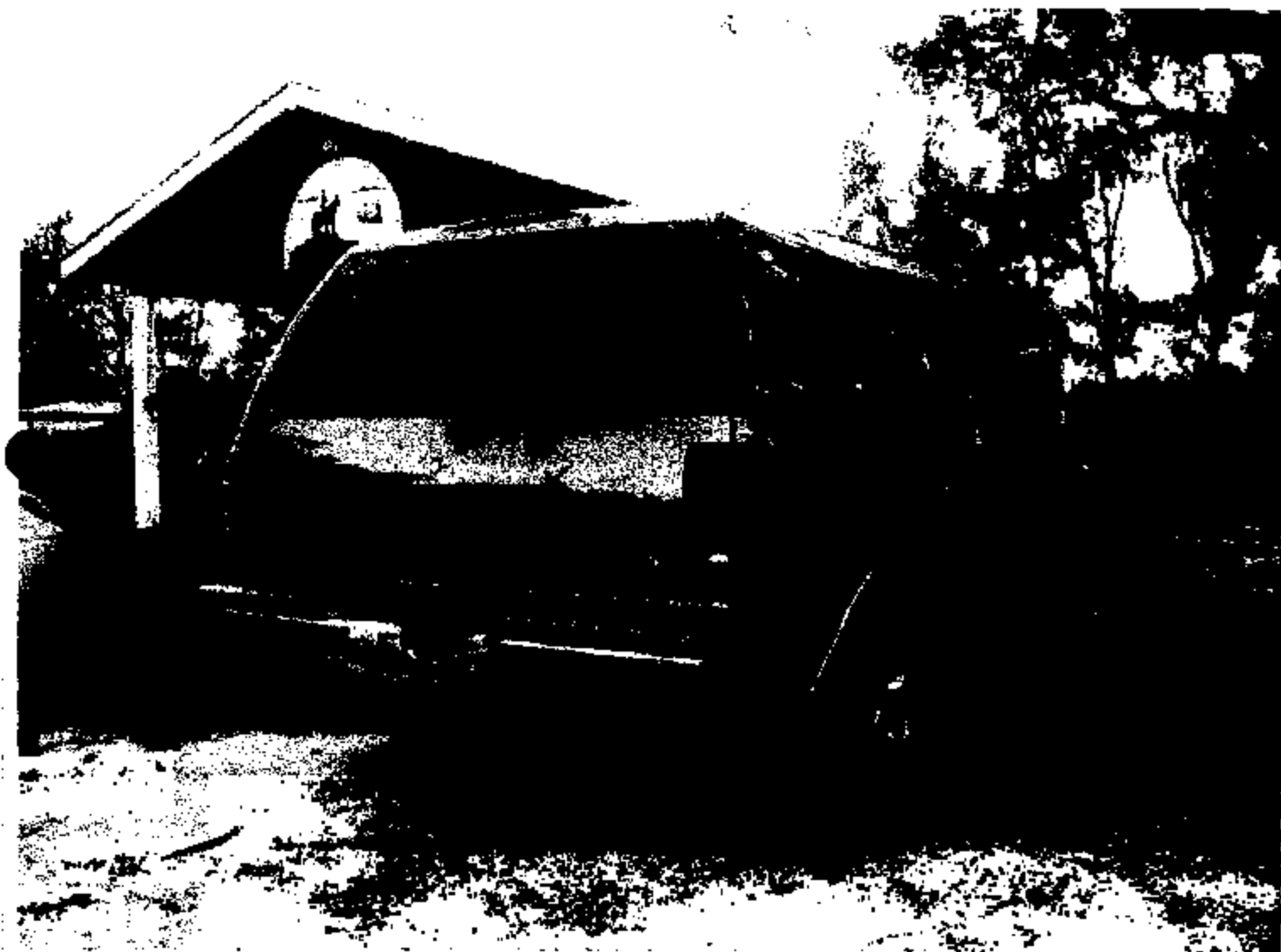
I would appreciate discussing this with you or someone at Ford once you have received this and have had an opportunity to review. Please contact me by phone at 315-453-3594, by fax at 614-961-3180 or by EMAIL at mabbetc@nationwide.com. We look forward to continue working with you and your team, building a strong working relationship, and working towards cost effective resolutions of claims for both of our companies.

Sincerely,

Craig Mabbett
Subrogation Manager



2005-05-11 11:27 AM



EA03-805-LC-0185





EA05-005-LC-0187



ER25-625-LC-2108

All Action Details for Issue

Print

VIN: 1FMBU1710X [REDACTED] Year: 1999 Model: EXPEDITION Case: 572183384
Name: [REDACTED] Owner Status: Subsequent WSD: 1999-01-14
Symptom Desc: FIRE/SMOKE VISIBLE FLAME Primary Phone: [REDACTED]
Reason Desc: LEGAL - ACCIDENT / FIRE Secondary Phone: [REDACTED]
Issue Type: 07 LEGAL Issue Status: CLOSED

Action: ADVISE CUST INFORMATION WILL BE SENT TO CONSUMER AFFAIRS
Dealer: 04970 KARL FLAMMER FORD INC Origin Desc: US CONCERN CASE BASE
Odometer: 98000 MI Comm Type: PHONE
Analyst Name: MARTIN CHARMAINE Analyst: CMART169
Action Date: 12/03/2004 Action Time: 15.53.38.248 Action Data: Yes

Comments CUSTOMER SAID: - CUST SAID AN HOUR AFTER HIS WIFE DROVE THE VEH IT BURNT TO THE GROUND-
WOULD LIKE FORD TO WORK WITH HIS INSURANCE TO FIND A CAUSE-WOULD LIKE TO KNOW IF THERE ARE ANY
RECALL ON THE VEH DEALER SAID: -NONE CRC ADVISED: - I WILL FORWARD THIS INFORMATION TO OUR CONSUMER
AFFAIRS GROUP. SOMEBODY FROM CONSUMER AFFAIRS WILL CONTACT YOU IN 2 BUSINESS DAYS. PLEASE NOTIFY
YOUR INSURANCE CARRIER AND REPORT THIS INCIDENT.

Data Element Name	Data Value
FIRE/ACCIDENT	F

Action: SEND ACKNOWLEDGEMENT LETTER TO CUSTOMER
Dealer: 04970 KARL FLAMMER FORD INC Origin Desc: CONSUMER AFFAIRS - LITIGATION PREVENTION
Odometer: 98000 MI Comm Type: OTHER
Analyst Name: CASSANDRA JONES Analyst: CJONES
Action Date: 12/08/2004 Action Time: 15.52.37.425 Action Data: Yes

Comments LPA CALLED CUSTOMER. CUSTOMER WIFE WANTED TO KNOW IF THIS WAS A REOCCURRING PROBLEM WITH
THE VEHICLE. LPA ADVISED THERE WAS NO OPEN FSA'S RELATED TO THEIR CONCERN. WIFE WANTED LPA TO CALL
HUSBAND ON CELL PHONE [REDACTED] LPA CALLED, NO ANSWER AFTER SEVERAL RINGS. LPA SENDING LETTER
STATING THE SAME.

Data Element Name	Data Value
CERTIFIED LETTER #	

Action: FINAL CASE DISPOSITION
Dealer: 04970 KARL FLAMMER FORD INC Origin Desc: CONSUMER AFFAIRS - LITIGATION PREVENTION
Odometer: 98000 MI Comm Type: MAIL
Analyst Name: CASSANDRA JONES Analyst: CJONES
Action Date: 12/08/2004 Action Time: 15.53.01.147 Action Data: No

Comments LETTER SENT TO CUSTOMER

E005-005-1C-0189

All Action Details for Issue

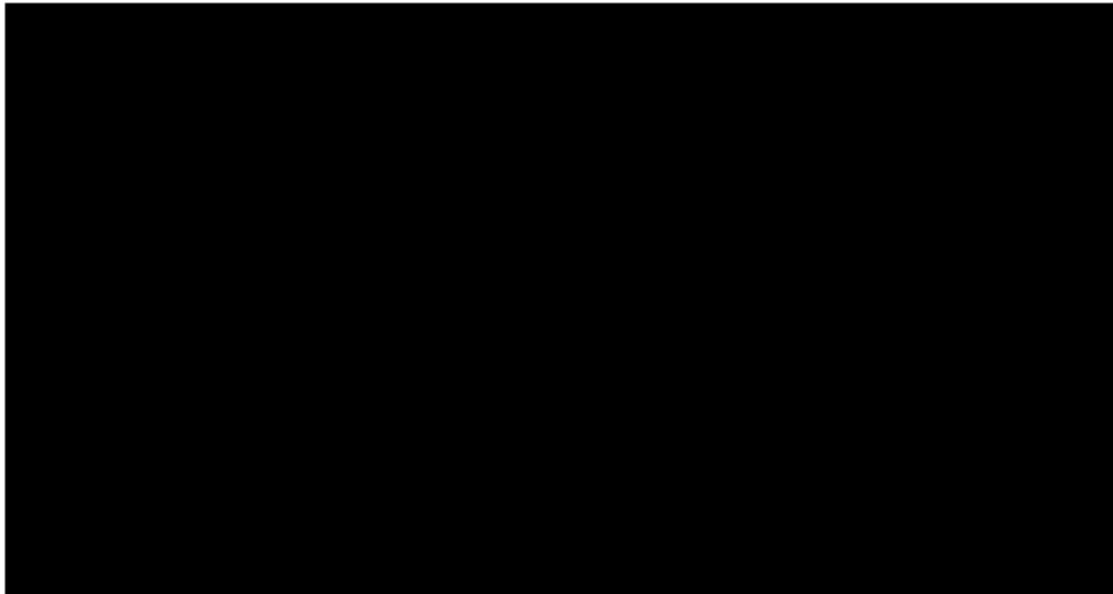
Print

VIN: 1FMRU1710X1	Year: 1999	Model: EXPEDITION	Case: 572183384
Name:	Owner Status: Subsequent	WSD: 1999-01-14	
Symptom Desc: GENERAL INQUIRIES REQUEST/NON-VEHICLE RELATED		Primary Phone:	
Reason Desc: RECALL/ONP - VEHICLE INVOLVEMENT		Secondary Phone:	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

Action: ADVISE CUST NO FSA'S AT THIS TIME	
Dealer: 04970 KAPIL FLAMMER FORD INC	Origin Desc: US INQUIRY CASE BASE
Odometer: 98000 MI	Comm Type: PHONE
Analyst Name: MARTIN CHARMAINE	Analyst: CMART163
Action Date: 12/03/2004	Action Time: 15:55:11.811
	Action Data: No

Comments CUSTOMER SAID: - CUST SAID AN HOUR AFTER HIS WIFE DROVE THE VEH IT BURNT TO THE GROUND-
WOULD LIKE FORD TO WORK WITH HIS INSURANCE TO FIND A CAUSE-WOULD LIKE TO KNOW IF THERE ARE ANY
RECALL ON THE VEHDEALER SAID: -NONECRC ADVISED: VEHICLE IS NOT INVOLVED IN ANY RECALL/CSP AT THIS TIME

EPM-005-LC-0100



State Farm Insurance Companies



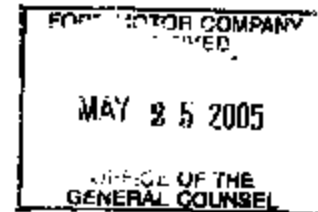
P.O. Box 798011
Dallas, TX 75379-8011
(866) 861-0327
Fax - (866) 257-6076

May 16, 2005

Ford Motor CO.
Shawn Norton
3 Parklane Blvd Suite 300
Dearborn, MI 48126

Not

RE: Claim Number: [REDACTED]
Date of Loss: ~~February 15, 2005~~
Our Insured: [REDACTED]
Year/Make/Model: 2001 Ford Expedition
VIN: 1FMRU15WX1 [REDACTED]



Dear Ms. Norton:

This vehicle was insured by State Farm and involved in a comprehensive loss. The claim settled for \$626.32, which includes our insured's deductible.

Our investigation establishes the cause of loss was due to a fire loss.

Enclosed is our documentation. We will retain the evidence until we conclude this matter with your company. You may contact me to arrange for inspection of the vehicle.

Please consider this notice as our demand for reimbursement.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Pamela Davis'.

Pamela Davis - Team
Claim Representative
(866) 861-0327 Ext.

State Farm Mutual Automobile Insurance Company

Enclosures

JLE TOWING

25 MR. SERVICE
2004 FROM LAMARQUE, PLANO, TX 75023
(972) 782-8808

No 2032

THE 10.00
209 Billy Brown Court

11 MWL
12415444

Old 10.00

LANE 1	2.50
LANE 2	2.50
LANE 3	2.50
LANE 4	2.50
TOTAL	10.00

JLE (101)
JAGES



EA05-005-LC-0193



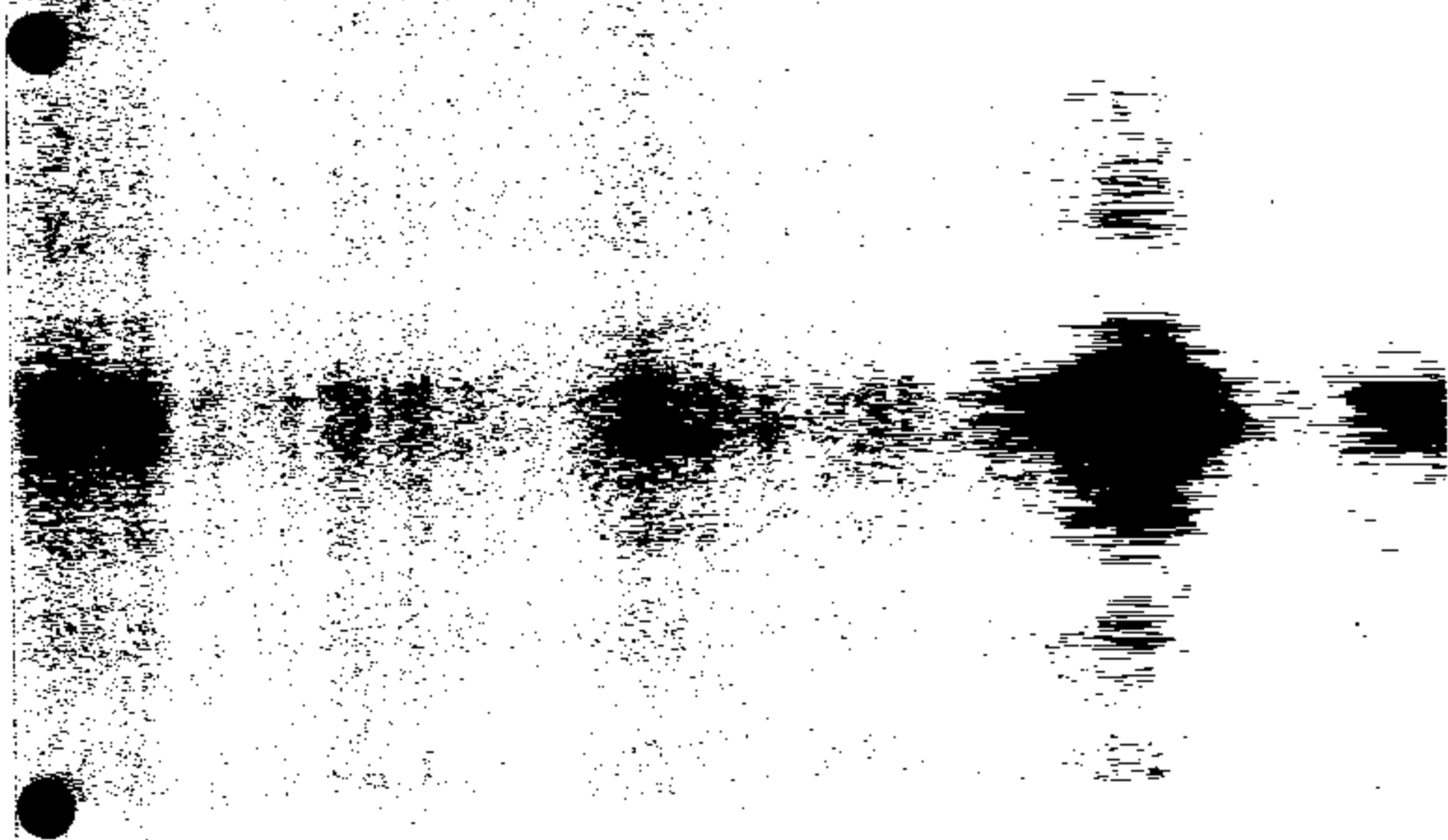
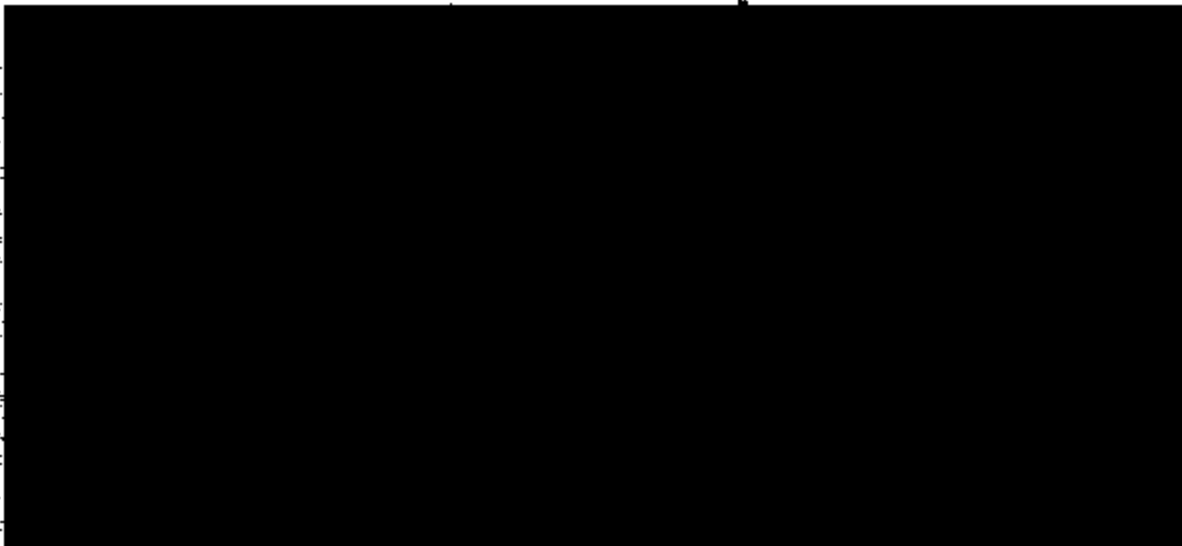
8925-005-LC-0194



E005-005-LC-0125



ERG-000-LC-0195



CAUSE # 2005-23674

COPY

VS.

FORD MOTOR COMPANY

2023 2024 2025 2026 2027 2028 2029 2030

IN THE DISTRICT COURT OF

HARRIS COUNTY

280

JUDICIAL DISTRICT

FILED
MAR 26 1968
FBI - MEMPHIS

APR - 7 PM 3:34

10-1030 GUNSS-Sub B

and makes and

PLAINTIFF'S ORIGINAL PETITION

NOW COMES [REDACTED] Plaintiff herein and makes and

files this his Original Petition complaining of FORD MOTOR COMPANY.

Defendant and for cause of action shows:

L Discovery

Plaintiff intends to conduct discovery under Level 2 of the Texas Rules of Civil Procedure 109.2. Plaintiff reserves the right to modify such discovery plan in the interest of justice.

II. Parties

Plaintiff [REDACTED] is an individual residing in Harris County, Texas.

Defendant, FORD MOTOR COMPANY, a foreign corporation organized and existing under the laws of the State of Delaware, whose principal office is located at One American Road, Dearborn, Michigan 48126, is authorized to do business in Texas and may be served with process by serving its registered agent for service of process CT Corporation System, 350 North St. Paul, Dallas, Texas 75201.

III. Venue and Jurisdiction

Venue is proper in this county under general venue rules because all of the events occurred in this county.

The court has personal jurisdiction over Defendant because Defendant actively transacts business in the State of Texas. This Court has subject matter jurisdiction over the dispute because Plaintiff's damages exceed the minimum jurisdictional limits of the Court.

IV. Facts

This lawsuit is relative to a motor vehicle fire which occurred on or about August 30, 2004 in Plaintiff's 1999 Ford F150 Heritage 4X4 Super Cab XLT pickup. The fire was caused by an electrical malfunction of the cruise control deactivation switch.

V. Strict Liability

Plaintiff will show that the vehicle was used in a manner that was or could have been easily anticipated by Defendant, and serious damages resulted. The damages were caused by a defect or defects in the design, manufacturing and/or its component parts.

Plaintiff will further show that the defect or defects of the vehicle in question and/or its component parts made the vehicle unreasonably dangerous and

that such defect or defects were a producing cause of Plaintiff's damages. Defendant is liable under the doctrine of strict liability or products liability.

VI. Fraud

Defendant committed fraud. Defendant made material representations about the vehicle and/or its component parts. Defendant knew that there were material problems with the vehicle and/or its component parts. Defendant made representations about the safety of the vehicle and/or its component parts with knowledge of its falsity or recklessly without any knowledge of the truth and as a positive assertion of fact. Defendant had special knowledge of the vehicle and/or its component parts. This misrepresentation was made with the intention that it should be relied upon by Plaintiff. Plaintiff relied upon the misrepresentation and thereby suffered injury.

VII. Breach of Warranty

Alternatively, Plaintiff would show this Court that Defendants designed, manufactured, assembled, fabricated, repaired, sold, leased, serviced and/or distributed the vehicle or its component parts in a defective condition and therefore breached an implied warranty of fitness and breached an implied warranty of merchantability. Such breach or breaches of such warranties by Defendant were a producing cause, or in the alternative, a proximate cause, of the damages sustained by Plaintiff.

VIII. Negligence

In the alternative, Plaintiff would show that Defendant was negligent in designing, manufacturing, assembling, fabricating, repairing, installing, servicing and/or distributing the vehicle, and/or its component parts, and that such negligence proximately caused the resulting injuries and damages to Plaintiff.

IX. Deceptive Trade Practices Act

Plaintiff will show that Defendant used or employed false, misleading or deceptive acts or practices in the sale or marketing of the subject vehicle or its component parts. In addition, Defendant breached its express and/or implied warranties. Further, the conduct of Defendant amounted to unconscionable action or course of action, and was committed knowingly. Moreover, Plaintiff is entitled to recover court costs and reasonable and necessary attorney's fees as a result of this action.

X. TO THE COURT ONLY

By an instrument in writing, Plaintiff assigned to Farmers Insurance Company, a company authorized to do business in the state of Texas, that portion of this cause of action herewith asserted that does not exceed \$11,729.15. This assignment took place before the filing of Plaintiff's petition. Under the terms of the assignment of this cause of action, Farmers Insurance Company received the right to file suit in the name of the Plaintiff. Farmers Insurance Company has elected to prosecute this cause of action which was assigned to it in the name of Plaintiff, thus said insurance company is the Plaintiff in this cause of action. This

paragraph is not to be read to the jury nor is the fact of this assignment to be known to the jury.

XL. Prayer

WHEREFORE, Plaintiff requests that Defendant be cited to appear and answer, and that upon final trial Plaintiff has judgment against Defendant for actual damages, damages permitted under the Texas Deceptive Trade Practices Act, court costs, prejudgment and post-judgment interest at the legal rate, attorney's fees under the Deceptive Trade Practices Act, and for such other relief to which law and equity may allow.

Respectfully submitted,

By: 

DON W. KOTHMANN
State Bar No. 11693500
AMY C. WELBORN
State Bar No. 24012853

CHAMBERLAIN MCHANEY
301 Congress, 21st Floor
Austin, Texas 78701
(512) 474-9124
(512) 474-8582 (fax)

ATTORNEYS FOR PLAINTIFF

CONSUMER AFFAIRS
SECTION



FARMERS FEB -8 12:37

National Document Center
P.O. Box 268992
Oklahoma City, OK 73126-8992
claimsdocument@farmersinsurance.com
Fax: 877-217-1389

02/01/2005

Ford Motor Co
Attn: Shawn Norton.
P.O. Box 6248 MD-3NE-B
Dearborn, MI 48126

FEB 10 2005

NW

Re: Our Insured: [REDACTED]
Loss Date: 08/30/2004
Claim Number: 099 SUB [REDACTED]
Total Amount Owed: \$12,592.81

Dear Ms. Norton

A review of the facts of the above loss indicates that your product failed and caused damage to our insured's property. We have made payment to our insured for these damages, and now seek reimbursement from you. **WE RESPECTFULLY ASK THAT YOU NOT RESPOND TO OUR REQUEST WITH A FORM LETTER.**

You will find this correspondence and its enclosures contain substantive information and support adequate for your firm to make a decision concerning your liability.

The entities in the stream of commerce, such as you, a manufacturer, are liable in both negligence and product liability. As you know, your obligation is to properly design and test, manufacture, and give appropriate instructions for installation and use of your product.

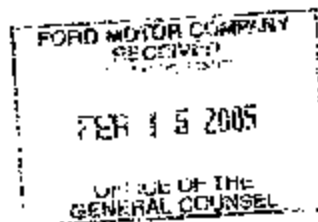
Your product did not meet the expectations of my insured, the consumer. Your product failed and caused the loss resulting in damages of 12,592.81. Attached are documents substantiating payment.

It is our desire to settle this claim without causing you the additional time and cost of litigation or arbitration. After reviewing the enclosed, please call me to discuss resolving this matter.

Sincerely,
Farmers Texas County Mutual Insurance Company

Scott Sheffield

Scott Sheffield
Auto Subrogation Representative



0005-805-10-0282



The ProNet Group, Inc.

2170 Gray Hills Drive
Suite 280
Houston, Texas 77077-4306
281.406.2805 (phone)
281.406.9604 (fax)
800.210.7208 (toll free)
pronet1@earthlink.net (email)
www.pronetgroup.com

REPORT OF FINDINGS

Claim No: [REDACTED]

Date of Loss: 08/30/04

VEHICLE FIRE EVALUATION

INSURED: [REDACTED]

1999 FORD F150 HERITAGE

Prepared for:

**FARMERS INSURANCE GROUP
480 NORTH SAM HOUSTON PARKWAY EAST
SUITE 320
HOUSTON, TEXAS 77060**

Randy Callison, ASE, CFEI, CVFI
Project Manager

October 15, 2004

ProNet File No. 7599

ER05-005-LC-0283

Table of Contents

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- VEHICLE DESCRIPTION	
- VEHICLE INSPECTION	
- RECALLS	
- SUMMARY	
- RECOMMENDATIONS	
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ER05-065-LC-0204

I. INTRODUCTION

On August 30, 2004, a fire occurred involving a Ford vehicle. On September 28, 2004, The ProNet Group, Inc., was retained by Mr. Kevin Phillips of Farmers Insurance Group to inspect the vehicle and determine the origin and cause of the fire.

On October 4, 2004, The ProNet Group inspected the vehicle at Insurance Auto Auction, located at 2535 West Mount Houston Road in Houston, Texas. During this visit, the vehicle was inspected and photographs were taken to document our observations. The observations described and pictured in this report are representative of the conditions observed during our visit. This report will not reflect all conditions of the vehicle, but will demonstrate typical conditions observed. All photographs are available for review.

The cruise control deactivation switch electrical connector was collected during this inspection and is currently stored by ProNet.

II. BASIS OF REPORT

This report is based on the following:

1. Inspection of the vehicle.
2. Research of the National Highway Traffic Safety Administration (NHTSA) records to identify any preliminary evaluations, engineering analyses, or recalls on 1999 Ford F150 Heritage trucks.

ENR-805-LC-8205

3. Interview with the driver of the vehicle.
4. Review of the fire record (see Attachment A).
5. Information and observations as noted in this report.

This report is based upon information available to us at this time, and is not necessarily final. Should additional information be presented or discovered, we reserve the right to review and, if necessary, revise this report and our conclusions in light of that information.

III. CONCLUSION

Based on our findings and observations as noted in this report, it is our opinion the 1999 Ford F150 Heritage truck fire originated in the engine compartment and was caused by a resistant short within the brake pressure switch (cruise control deactivation switch) located on the top face of the brake master cylinder.

V. DISCUSSION

FIRE REPORT REVIEW

On October 4, 2004, we obtained the incident report from the Harris County Fire & Emergency Services, which states the following:

Responded to a reported to a vehicle fire. Upon arrival found a 1999 Ford F150 heavily involved. Fire was extinguished and we spoke with the owner. There were conflicting stories as to whether the truck had been driven or not and when

it had been driven last. Fire was determined to have started under the hood as the result of an electrical short.

INTERVIEW

On October 6, 2004, an interview was conducted with [REDACTED] and the following information was obtained:

1. The truck had not been driven for two (2) weeks because the driver's side window was stuck in the lowered position.
2. The truck had been running well with no recent repairs or warning lights.
3. On the night of the fire, a driver passing by pulled into the driveway and was blowing their horn. [REDACTED] went outside and the driver told her that the truck was on fire. Flames were coming from the left front wheel well. [REDACTED] called 911. The fire department arrived ten to fifteen minutes later. The truck was completely engulfed when they arrived. The firemen on the scene stated that it appeared to be an electrical fire.

VEHICLE DESCRIPTION

The vehicle was identified as a black two-door 1999 Ford F150 Heritage extended cab truck bearing Vehicle Identification No. 1FTRX18L4X0 [REDACTED] and Insurance Auto Auction stock No. 937175.

ER05-005-LC-0287

VEHICLE INSPECTION

Our inspection of the Ford truck revealed:

1. The exterior of the truck exhibited a burn pattern consistent with a fire that originated in the engine compartment. Specifically, the majority of the hood was void of paint.
2. The passenger compartment did not have any evidence of burn.
3. The engine compartment exhibited a progressive moderate mid to upper level burn that was more intense in the left third of the compartment. Specifically:
 - a. The components in the right third section of the compartment had evidence of only mild surface level burn.
 - b. The components in the center third section of the compartment had evidence of a greater degree of burn, with surface burning and some components being partially consumed.
 - c. The left third section of the compartment exhibited evidence of the most intense burn in the area of the brake master cylinder. The brake fluid reservoir was consumed and the master cylinder was in the early stages of melting. The cruise control deactivation switch mounted on the top face of the brake master cylinder had evidence of intense burn. The electrical wiring to the switch had fallen away, the wiring was void of its insulation and did not evidenced fusing of the wire strands; however, the electrical connectors had fused together. Closer

ENCLOSURE-10-0203

inspection of the deactivation switch revealed beads of copper in the interior of the switch. The switch and the fused electrical connectors were removed and taken into evidence.

RECALLS

We searched the National Highway Traffic Safety Administration (NHTSA) database to identify any preliminary evaluations, engineering analyses, or recalls on 1999 Ford F150 Heritage trucks relating to engine compartment fires.

A search of their records, as well as technical service bulletins, did not indicate any problems relating to cruise control deactivation switch failures resulting in engine compartment fires within 1999 Ford F150 Heritage trucks at this time.

SUMMARY

In summary, this Ford F150 truck fire originated in the engine compartment as evidenced by the burn patterns. Electrical short-circuiting at the electrical connector for the cruise control deactivation switch caused the fire.

RECOMMENDATIONS

We recommend that the 1999 Ford F150 Heritage truck be retained, secured and protected regarding any further testing or inspection by other interested parties. We also reserve the right to be present and observe any and all inspections or testing of the Mercury truck by any other concerned parties.

2005-005-LC-0209

V. ATTACHMENTS

A. FIRE REPORT

EROS-005-LC-0210

Station H4

2818724844

P.1

A DATE TIME YEAR STATION INCIDENT NUMBER REPORTER REPORT TYPE		B LOCATION STREET ADDRESS CITY STATE ZIP	
C INCIDENT TYPE DATE & TIME SHIFT & ALARM		D AID GIVEN OR RECEIVED CONTROLS	
E ACTIONS TAKEN RESOURCES		F ESTIMATED DOLLAR LOSSES & VALUES	
G COMPLETED MODULES H1 CASUALTIES		H2 HAZARDOUS MATERIALS RELEASE H3 MIXED USE PROPERTY	
I PROPERTY USE STRUCTURES		J PROPERTY USE STRUCTURES	

K1 Person/Entity Involved

Local Option

Business Name (If applicable)

Area Code

Phone Number

☐ Check this box if same address as incident location. Then skip the three duplicate address lines.

Mr./Mr., Mrs., First Name

MI

Last Name

Suffix

Number

Street or Highway

Street Type

Prefix

Post Office Box

apt./Suite/Room

City

State

Zip Code

☐ More people involved? Check this box and attach Supplemental Forms (SFHS-15) as necessary

K2 Owner☐

Same as person involved? Then check this box and skip the rest of this section.

Business Name (If applicable)

Area Code

Phone Number

Local Option

☐ Check this box if same address as incident location. Then skip the three duplicate address lines.

Mr./Mr., Mrs., First Name

MI

Last Name

Suffix

Number

Street or Highway

Street Type

Prefix

Post Office Box

apt./Suite/Room

City

State

Zip Code

L Remarks

Local Option

RESPONDED TO A REPORTED VEHICLE FIRE. UPON ARRIVAL FOUND A 1993 FORD F 150 HEAVILY INVOLVED. FIRE WAS EXTINGUISHED AND WE SPOKE WITH THE OWNER. THERE WERE CONFLICTING STORIES AS TO WHETHER THE TRUCK HAD BEEN DRIVEN OR NOT AND WHEN IT HAD BEEN DRIVEN LAST. FIRE WAS DETERMINED TO HAVE STARTED UNDER THE HOOD AS THE RESULT OF AN ELECTRICAL SHORT....

I. Authorization

6449

Officer in Charge ID

Tusing, Steven R

Signature

AC

Position or Rank

IN CHARGE

Assignment

08

Month

30

Day

2004

Year

Check box if Officer making report is

6449

Officer making report is

Tusing, Steven R

Signature

AC

Position or Rank

IN CHARGE

Assignment

08

Month

30

Day

2004

Year

RA536 TWC		EX State	08 Incident Date	30 Year	2004 Year	81 Station	04-0018876 Incident Number	000 Exposure	<input type="checkbox"/> Delete <input type="checkbox"/> Change <input type="checkbox"/> No Activity	WIRE -2 Fire
---------------------	--	--------------------	----------------------------	-------------------	---------------------	----------------------	--------------------------------------	------------------------	--	------------------------

B Property Details		C On-Site Materials or Products Enter up to three codes. Check one or more boxes for each code entered. 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Damaged goods for sale 4 <input type="checkbox"/> Repair or service 5 <input type="checkbox"/> Bulk storage or warehousing 6 <input type="checkbox"/> Processing or manufacturing 7 <input type="checkbox"/> Damaged goods for sale 8 <input type="checkbox"/> Repair or service	
B1 <input type="checkbox"/> Not Residential Estimated number of residential living units in building of origin whether or not all units became involved	B2 <input type="checkbox"/> Buildings not involved Number of buildings involved	B3 <input type="checkbox"/> None Areas burned (outside fires) <input type="checkbox"/> Less than one acre	On-site material (A) On-site material (B) On-site material (C)

D Ignition		E Cause of Ignition <input type="checkbox"/> Check box if this is an obvious event. Skip to section G	
D1 B3 <input type="checkbox"/> Engine area, running Area or area origin	D2 B3 <input type="checkbox"/> Arcing Area of origin	D3 B1 <input type="checkbox"/> Electrical wire, cable Line first ignited	D4 B1 <input type="checkbox"/> Plastic Type of material first ignited
E1 <input type="checkbox"/> Intentional <input type="checkbox"/> Unintentional <input checked="" type="checkbox"/> Failure of equipment or heat source <input type="checkbox"/> Act of person <input type="checkbox"/> Cause under investigation <input type="checkbox"/> Cause undetermined after investigation		E2 Factors Contributing To Ignition 1 <input type="checkbox"/> None 2 <input type="checkbox"/> None 3 <input type="checkbox"/> None 4 <input type="checkbox"/> None 5 <input type="checkbox"/> None 6 <input type="checkbox"/> None 7 <input type="checkbox"/> None 8 <input type="checkbox"/> None	

F1 Equipment Involved In Ignition <input type="checkbox"/> None if equipment was not involved. Skip to Section H		F2 Equipment Power Equipment power source	
F3 <input type="checkbox"/> None Equipment involved	F4 <input type="checkbox"/> None Equipment portability	G Fire Suppression Factors Enter up to three codes. <input type="checkbox"/> None	
F5 <input type="checkbox"/> None Equipment involved	F6 <input type="checkbox"/> None Fire suppression factor (1)	F7 <input type="checkbox"/> None Fire suppression factor (2)	
F8 <input type="checkbox"/> None Fire suppression factor (3)	H Local Use <input type="checkbox"/> Non-Wire Wire Available Check off the information presented in this report as to what you report from other agencies		

H1 Mobile Property Involved <input type="checkbox"/> None		H2 Mobile Property Type & Make H3 <input type="checkbox"/> Passenger road vehicle. Mobile property type	
H4 <input type="checkbox"/> Not involved in ignition, but damaged H5 <input type="checkbox"/> Involved in ignition, but did not burn H6 <input checked="" type="checkbox"/> Involved in ignition and burned	H7 <input type="checkbox"/> None Mobile property make	H8 <input type="checkbox"/> None Mobile property year	
H9 <input type="checkbox"/> None Mobile property model	H10 <input type="checkbox"/> None Mobile property year	H11 <input type="checkbox"/> None Mobile property year	

H12 <input type="checkbox"/> None Mobile property year	H13 <input type="checkbox"/> None Mobile property year	H14 <input type="checkbox"/> None Mobile property year
--	--	--

1. View showing the front of the 1999 Ford F150 truck.



2. Rear view of the truck.



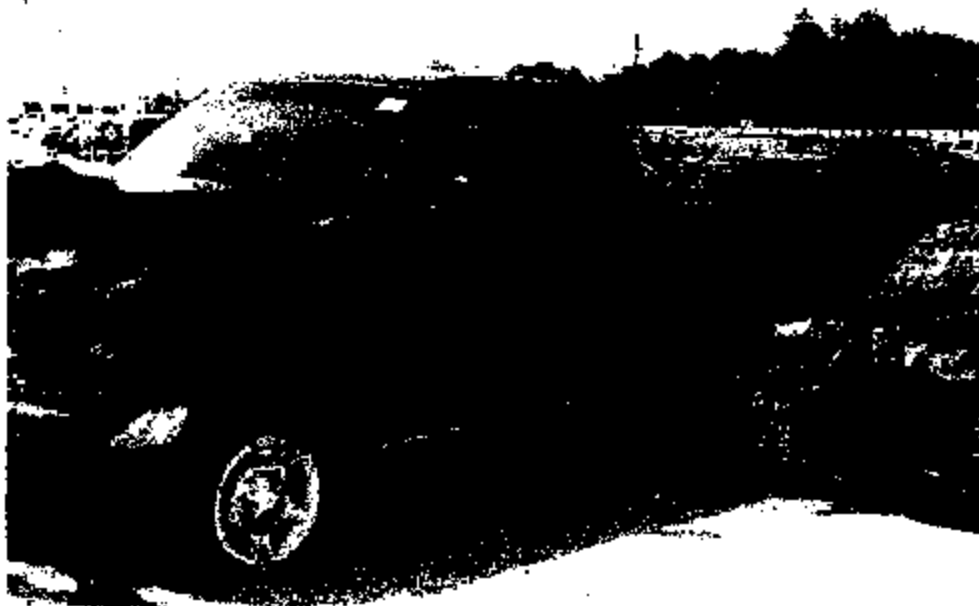
EA05-005-1C-0214

3. Front to rear view showing the left side view of the truck.

→

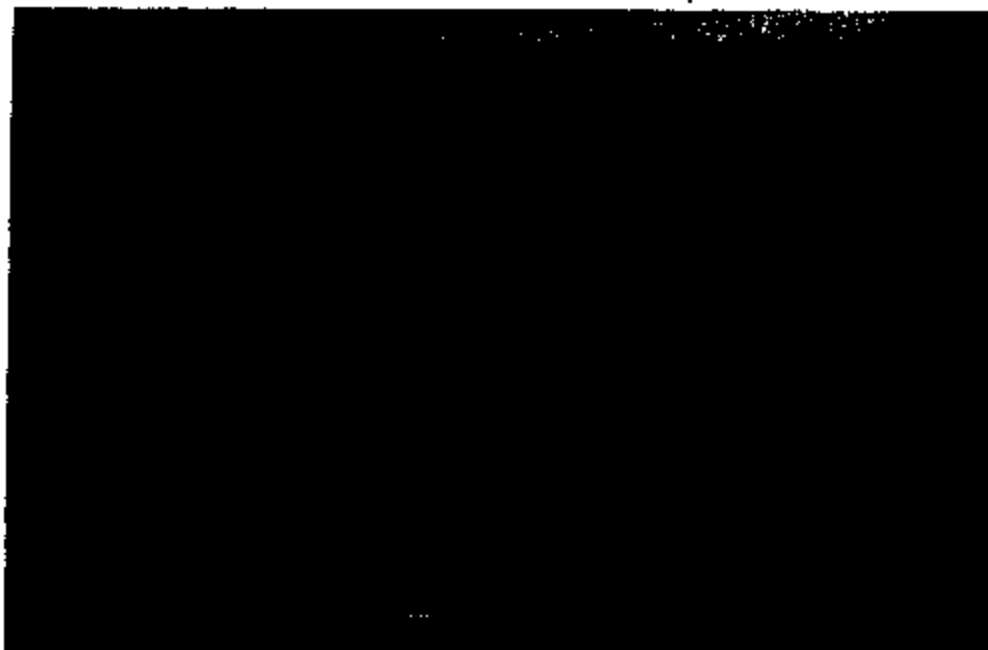


4. Right side view of the truck.



ENR-005-LC-0215

5. View of the vehicle identification number.



6. View showing the oil change sticker located at the top left side of the windshield.



ER05-005-LC-0216

7. Left to right view of the front passenger compartment.

→

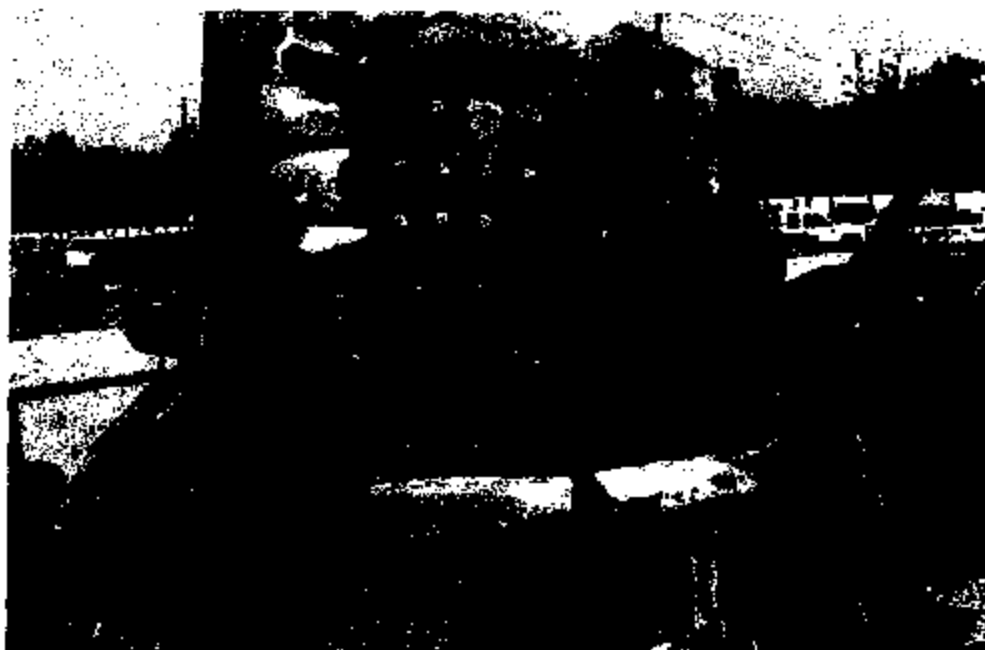


8. Overview of the hood.



EM05-005-LC-0217

9. Overview of the engine compartment.



10. Right to left view of the engine compartment.



ENG-005-LC-0218

11. Left to right view of the engine compartment.



12. View showing the right side of the engine compartment.



ERBS-005-LC-0219

13. View showing electrical wiring in the left side of the engine compartment.



14. View showing electrical wiring in the left side of the engine compartment.

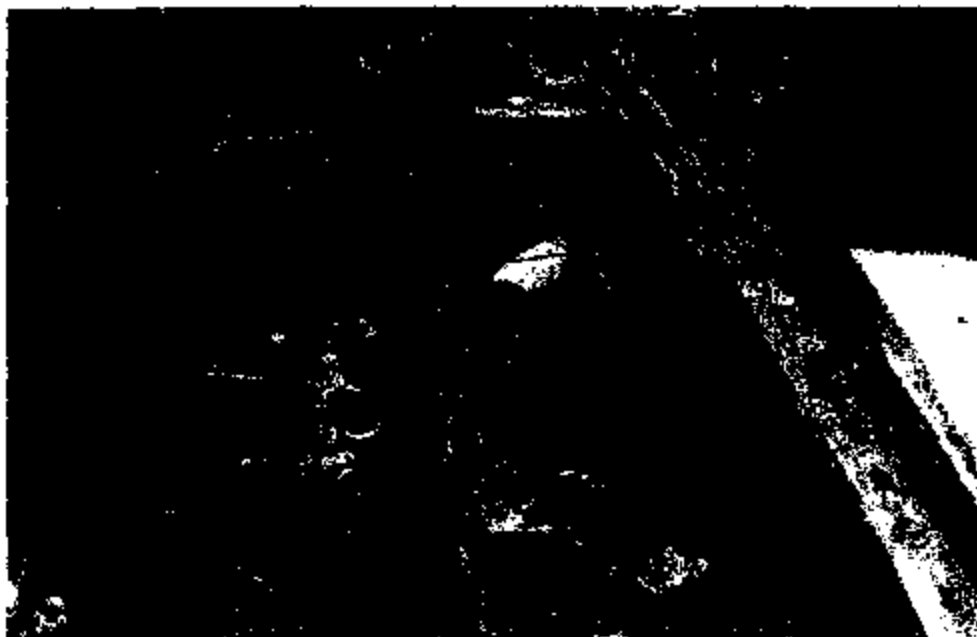


ENR05-005-LC-8220

15. View showing electrical wiring in the left side of the engine compartment.



16. View showing an intense burn at the left side of the engine compartment.



ERM-005-LC-0221

17. View showing the brake master cylinder.



18. View showing the cruise control deactivation switch.



EP05-003-LC-9222

19. Another view showing the cruise control deactivation switch.

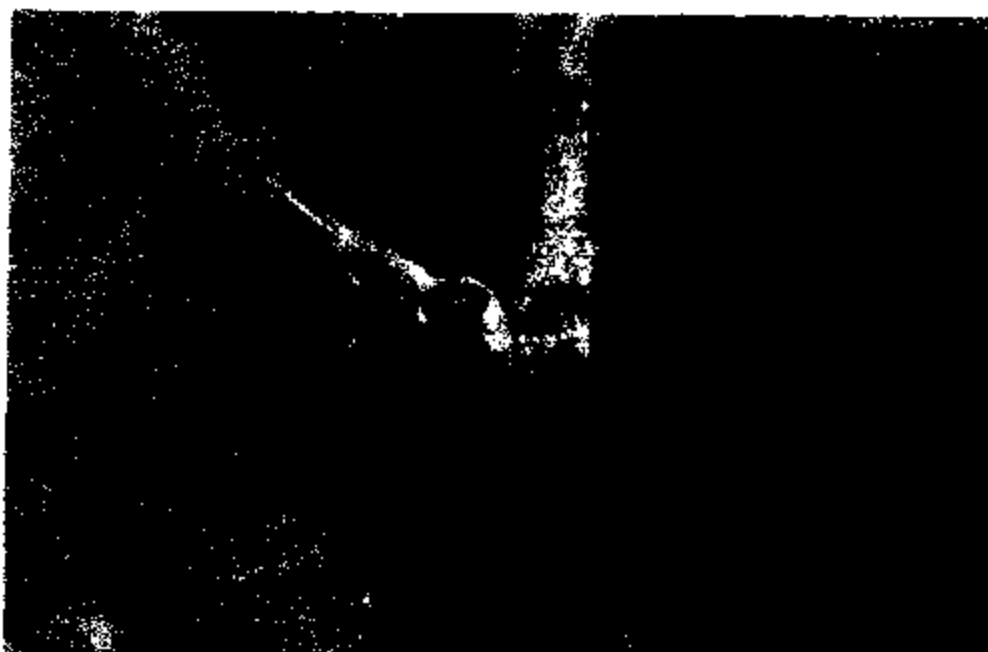


20. Another view showing the cruise control deactivation switch.

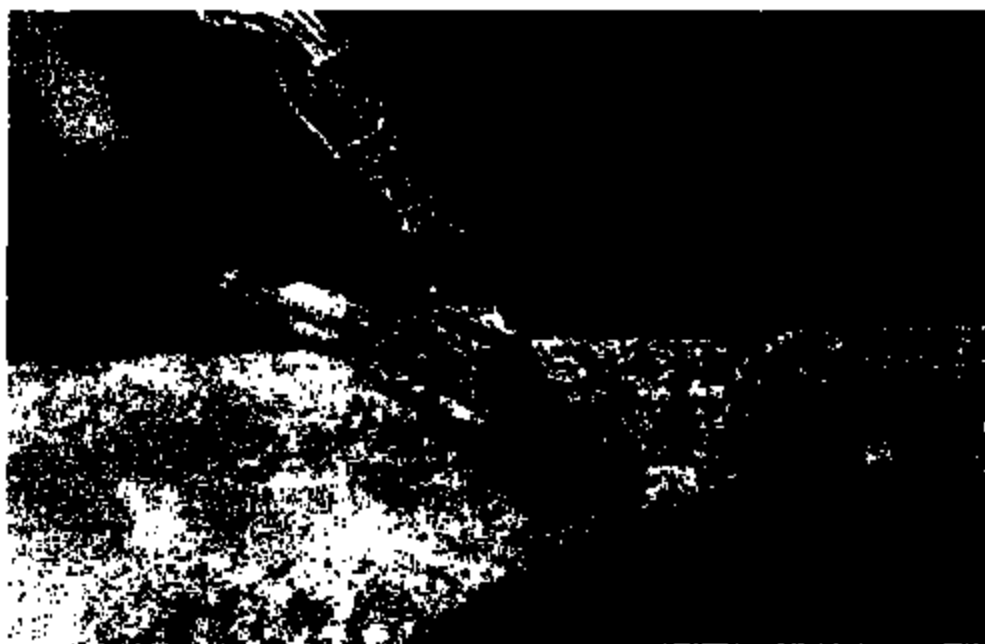


ENG-005-LO-8223

21. View showing the cruise control deactivation switch electrical connectors.



22. View showing the cruise control deactivation switch electrical connectors.



ER05-005-LC-0224

