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MAY 31 2005

Certified Mail # 7001 0320 0004 8710 2623

May 25, 2005

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

RE: Claim #: [REDACTED]
Our Insured: [REDACTED]
Loss Date: 12/29/04
Amt. of Claim: \$13,920.91

Attention Mick Lynn:

The above noted subrogation claim has been identified as a product liability loss. We paid our insured for their loss and are looking to you for reimbursement. Should you or your carrier need more information, please call or write me. Please remit payment to Allstate Payment Processing Center, Attn: Subro Cash, PO Box 227257, Dallas, TX 75222-7257. Please include our claim number.

Complete description of the incident: Our insured was driving home in Laredo, Texas when he noticed what appeared to be steam coming from the hood. He thought that a water hose had broken, and since he was almost home drove on. He arrived home around 6 pm and opened the hood and saw fluid dripping under the brake master cylinder and thought it was brake fluid. Since he lived close to a Ford dealer he was going to have them handle later. Around 35-40 minutes later heard the horn and discovered the vehicle was now on fire. Our expert determined that the fire started due to the failure of the brake pressure switch. There were no after market parts or additions on the vehicle, which had been purchased in December 2000 from Sames Motors. At the time of the loss the vehicle had 43,758 miles on it.

Our statement of defect: Strict Liability

Location of evidence: Brake pressure switch is being stored by our expert Forensic Analysts.

Manufacturer: Ford

Model: F150

Year: 2001

VIN: 1FTRW07W51 [REDACTED]

Roanoke National Subrogation Claims Center
3800 Electric Road, Suite 301, PO Box 21189, Roanoke, VA 24018
Phone: 1-800-778-2615 or (540) 989-2800 Fax: (540) 989-2840 or (540) 778-3803
Hours: 8:00 AM - 4:30 PM EST Monday - Friday

ER05-085-LC-1838

The following information is attached:

- Check copy
- Payment supporting paperwork
- Salvage paperwork
- Fire department report
- Expert report and photos

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

Sincerely,



David Laughlin, SCEA
Subrogation Senior Service Representative

FIRE DEPARTMENT KR-702

Incident Report

Page 1

Reported: 4/28/05, 16:07:08

Program: FI200L

KR702 TX	12/29/04	Station #8	01-2004-0019740-000	Notes - 1
FDID State	Incident date	Station	Incident number	Basic

No	0017.04 CITY LIMITS CALL	Street address	Yes
Alternative location	Census tract	Location	Emergency

Address
LAREDO, TX, [REDACTED]

Passenger vehicle fire
Incident type

None
Add given or received

E1	Date	Time	E2 Station 8C	1	3008 Still Alarm District
Alarm	12/29/04	17:50:02	Shift	Alarm	District
Arrival	12/29/04	17:55:36			
Controlled	0/00/00	0:00:00			
Last unit cleared	12/29/04	18:29:49			

F Extinguish

Primary action taken (1)

G1	Yes	Apparatus	Personal	No	G2	Losses	Value
Apparatus/	Suppression	6	18	Resource counts	Property	0	0
personal	BMS	2	3	Include aid	Contents	0	0
form used	other	0	0	received resources			

H1	Deaths	Injuries	H3 None
Fire service	0	0	Hazardous materials release
Civilian fire	0	0	

I Not mixed use	J Vehicle parking area
Mixed use property	Property use

K1 OSCAR VILLARREAL	Reporting party	956-722-3672
Rank	Involvement type	Phone number
000000, LAREDO, TX		0/00/0000
Address	Gender	Age
	Birth date	Race

K2 GILBERTO HERNANDEZ	Station Captain	CAPTAIN	12/29/04
Officer in charge	Position or rank	Assignment	Date

Please fax

to: 210-482-4448

ATTN: Molly

1764570279

MEMO FIRE DEPARTMENT XK-702
 Reported: 4/28/05, 16:07:08
 Program: FL200L

Incident Report

Page 2

XK702 TK	12/29/04	Station #8	01-2004-0019740-000	NOTES - 2
FLPD State	Incident date	Station	Incident number	File
1 Not residential		1 C None	None	
Estimated number of residential units		On-site material 1	Material 1 storage use	
12 Buildings not involved				
Number of buildings involved				
13 None				
Acres burned (outside fires)				
01 Engine area, running gear, wheel area		01 Cause undetermined after investigation		
Area of fire origin		Cause of ignition		
02 Undetermined		02 Leak or break		
Heat source		Factor 1 contributing to ignition		
03 Undetermined		03 None		
Item first ignited		Human factors contributing to ignition		
No				
Spread confined to object of origin				
04 Undetermined				
Type of material first ignited				
01 None		02		
Equipment involved in ignition		Equipment power		
Brand		03		
Model		Equipment portability		
Serial number				
0000				
Equipment year				
06 None				
Fire suppression factor 1				
01 Involved in ignition and burned		02 Passenger road vehicle, other		
Mobile property involved		Mobile property type		
		Ford		
		Mobile property make		
		F-150 PICKUP		
		Mobile property model		
		2001 [REDACTED] TX	1FTR07W51K [REDACTED]	
		Year license plate State VIN		

NO FIRE DEPARTMENT KK-702
 Prepared: 4/28/05, 16:07:08
 Program: FI200L

Incident Report

XX702 IX	12/29/04	Station #8	01-2004-0019740-000	MFIRS - 9/10
FIRE State	Incident date	Station	Incident number	Apparatus/Personnel
Apparatus Type	Personnel	Use	Action taken	Emergency
2112 Chief officer car	0	Suppression		Yes
Dispatched	12/29/04 17:53:20			
In Service	12/29/04 17:53:23			
Apparatus Type	Personnel	Use	Action taken	Emergency
2113 Chief officer car	2	Suppression		Yes
Dispatched	12/29/04 17:53:25			
Enroute	12/29/04 17:53:27			
At Scene	12/29/04 17:57:57			
In Service	12/29/04 18:28:47			
Employee	Assignment	Position	Action taken	
1055 ROBERTO SANDOVAL, JR	DISTRICT CHIEF	Fire Suppression Data		
2151 CHRIS D. HUGHES	DISTRICT CHIEF			
Apparatus Type	Personnel	Use	Action taken	Emergency
3006 Engine	4	Suppression		Yes
Dispatched	12/29/04 17:50:17			
Enroute	12/29/04 17:51:44			
At Scene	12/29/04 17:55:36			
In Service	12/29/04 18:05:48			
Employee	Assignment	Position	Action taken	
527 PABLO J. RAMOS	ASST. DRIVER			
4249 ALBERTO TREVIÑO	CAPTAIN	Station Captain		
4996 JUAN L. CRUZ	FIREFIGHTER	Fire Fighter		
8537 ERIK D. SEGURA	DRIVER	Fire Fighter		
Apparatus Type	Personnel	Use	Action taken	Emergency
3007 Engine	4	Suppression		Yes
Dispatched	12/29/04 17:53:17			
Enroute	12/29/04 17:53:19			
At Scene	12/29/04 17:56:42			
In Service	12/29/04 18:05:48			
Employee	Assignment	Position	Action taken	
2608 ANDRES JIMENEZ JR.	DRIVER	Fire Fighter		
3877 LEE C. THORNTON	CAPTAIN	Station Captain		
8708 GUSTAVO SALAZAR	FIREFIGHTER	Fire Fighter		
9863 HOMERO MARTINEZ JR.	ASST. DRIVER	Fire Fighter		
Apparatus Type	Personnel	Use	Action taken	Emergency
3008 Engine	4	Suppression		Yes
Dispatched	12/29/04 18:05:39			
At Scene	12/29/04 18:05:41			
In Service	12/29/04 18:28:10			
Employee	Assignment	Position	Action taken	
321 NATHAN N. RUBIO	FIREFIGHTER	Fire Fighter		

FIRE DEPARTMENT XK-702

Incident Report

Page 4

pared: 4/29/05, 16:07:08

qcam: FI200L

Apparatus	Type	Personnel	Use	Action taken	Emergency
3008	Engine	4	Suppression		Yes

Apparatus	Type	Personnel	Use	Action taken	Emergency
3531	RAMIRO R. ELIZONDO, JR.	DRIVER			
4698	GILBERTO HERNANDEZ	CAPTAIN		Station Captain	
7091	DELFINO J. TREVINO	ASST. DRIVER			

Apparatus	Type	Personnel	Use	Action taken	Emergency
4002	Truck or aerial	4	Suppression		Yes
	Dispatched	12/29/04	17:53:08		
	Enroute	12/29/04	17:53:11		
	At Scene	12/29/04	17:57:51		
	In Service	12/29/04	18:05:48		

Employee	Assignment	Position	Action taken
2951 GERARDO RANGEL	FIREFIGHTER		
3055 RICARDO CASTILLO	ASST. DRIVER		
5869 CHRISTOPHER D. VAILLO	FIREFIGHTER	Fire Fighter	
9339 LARRY SALINAS	CAPTAIN		

Apparatus	Type	Personnel	Use	Action taken	Emergency
108	ALS unit	2	EMS		Yes
	Dispatched	12/29/04	17:51:51		
	Enroute	12/29/04	17:51:55		
	At Scene	12/29/04	18:00:37		
	In Service	12/29/04	18:29:49		

Employee	Assignment	Position	Action taken
3132 SILVESTRE RODRIGUEZ JR.	PARAMEDIC		
7086 GERARDO VASQUEZ	PARAMEDIC	Fire Fighter	

Apparatus	Type	Personnel	Use	Action taken	Emergency
9110	Medical & rescue unit, other	1	EMS		Yes
	Dispatched	12/29/04	17:54:37		
	Enroute	12/29/04	17:54:39		
	In Service	12/29/04	18:05:59		

Employee	Assignment	Position	Action taken
2661 FRANCISCO J. MARTINEZ	CAPTAIN		

LHO FIRE DEPARTMENT XK-702

Incident Report

Page 5

pared: 4/28/05, 16:07:08

gram: FI200L

XK702 TX	12/29/04	Station #0	01-2004-0019740-000	
FORD State	Incident date	Station	Incident number	Additional mobile property

Passenger car
Mobile property type

Ford
Make

F-150 PICKUP	2001	1FTRW07W51		TX
Model	Year	VIN	License number	State

REDO FIRE DEPARTMENT XE-702

Incident Report

Page 6

Reported: 4/28/05, 16:07:08

Report: FI200L

Station #	Station	Incident date	Incident number	Narratives
XE702 TX	12/29/04	01-2004-0019740-000		

Narrative type: Incident

Narrative title	Entry date	Entered by employee
Dispatch narrative	12/29/04	
043640584		
Call#: 043640584	Beat: 3006 ENGINE	
Units.: 2112		
Units.: 2113		
Units.: 3006		
Units.: 3007		
Units.: 3008		
Units.: 4002		
Units.: 9108		
Units.: 9110		

Call change from STILL to BELT BY DSP010703 P 01 0000000519

TOW CO: GRACE GONZALEZ VSF000714 DATE: 04/12/29 18:11

working fire inside garage

no structural damage...2113

2113 adv allunits go back in svc except for 9108/3008

2113 req wrecker for veh to be taken out of driveway

garage....wrecker was adv...in727

truck on fire

on the drive way under the canopy

caller was instructed to evacuate everyone out of the house

and away from the veh.

Narrative title	Entry date	Entered by employee
3008 NARRATIVE	12/29/04	4598 GILBERTO HERNANDEZ
3008, 9108, 9110, 3007, 3006, 4002 AND 2113 RESPONDED TO A REPORT OF A		
STRUCTURE FIRE. UPON ARRIVAL UNIT FOUND A FORD PICKUP FULLY INVOLVED		
UNDERNEATH A CARPORT. 3008 USED 200' OF 1-3/4" AND 300 GALS. OF WATER		
TO EXTINGUISH THE FIRE. 2113 RETURNED ALL UNITS TO SERVICE EXCEPT 3008		
NO FIRE OR STRUCTURAL DAMAGE TO THE RESIDENCE WAS FOUND. 2113 REQUEST-		
ED A WRECKER FOR THE VEHICLE. 3008 RETURNED TO SERVICE.		

Forensic Analysts, Inc.

**PRELIMINARY
REPORT OF FINDINGS**

CLAIM NO: [REDACTED]

INSURED: [REDACTED]

Prepared for:

ALLSTATE INSURANCE COMPANY
227 N. LOOP 1604E
SAN ANTONIO, TEXAS 78232
ATTN: MR. ANDRE BROWN



Jeffrey R. Abrams, CF, CFEI, ASE, CVI
President

January 24, 2005

FAI File No. 3552

ER05-005-LC-1838

Table of Contents

	Page
I. INTRODUCTION	3
II. CONCLUSION	4
III. DISCUSSION	7
- INTERVIEW WITH THE INSURED	
- FORD VEHICLE IDENTIFICATION	
- FORD VEHICLE INSPECTION	
- RESEARCH OF RECALL INFORMATION	
- RECOMMENDATION	
IV. BASIS OF REPORT	21
V. ATTACHMENTS - PHOTOGRAPHS	22

I. INTRODUCTION

Reportedly, on December 29, 2004, a vehicle fire occurred, involving a 2001 Ford F-150 vehicle. On January 5, 2005, Forensic Analysts, Inc., was retained by Mr. Andre Brown of Allstate Insurance Company, to inspect the vehicle, determine the origin and cause of the vehicle fire.

On January 10, 2005, Mr. Jeffrey Abrams, CR, CFB, ASE, CVFI, of Forensic Analysts, Inc., inspected and photographed the Ford F-150 vehicle at Insurance Auto Auctions, 10475 Somerset Road, San Antonio, Texas 78251.

Samples of both engine oil and automatic transmission fluid were taken, should an oil analysis be desired to determine pre-fire condition of the engine and/or transmission. These samples are being stored at the office of Forensic Analysts, Inc., pending further instructions from Allstate Insurance Company. We removed the brake pedal deactivation switch, and are storing it at the office of Forensic Analysts, pending further instructions from Allstate Insurance Company, should there be a desire to have the brake pedal deactivation switch analyzed.

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.

II. CONCLUSION

Forensic Analysts, Inc. inspected and photographed the Ford F-150 vehicle and interviewed the insured.

In conclusion, based on our observations and the findings as noted in this report, it is our opinion that this four-door, 2001 Ford F-150, Super Crew Pickup vehicle fire originated within the left-rear corner of the engine compartment at, and immediately surrounding, the separated brake pedal deactivation switch from this brake master cylinder assembly.

More specifically, the area of most intense burn was that area on the front portion of the top of the brake master cylinder. The brake pedal deactivation switch had separated from this brake master cylinder assembly, and had fallen to above the suspension of the vehicle, and was found at the time of our inspection. The brake pedal deactivation switch was severely burned surrounding its entire perimeter. Additionally, the threads, which had previously been screwed into the boss at the front top portion of the brake master cylinder, still contained aluminum alloy materials surrounding them, consistent with a brake pedal deactivation switch, that literally separated as a result of deformation, and melting, and weakening of the aluminum alloy brake master cylinder assembly surrounding the switch boss.

If the fire did not originate around this area, the switch would not have separated in this fashion, as the fire would have been much more intense below the brake master cylinder, and around the brake master cylinder reservoir, prior to intensifying immediately surrounding this brake pedal deactivation switch area.

The fire flow pattern was very distinct, from this left-rear corner of the engine compartment, immediately below the only consumed portion of the aluminum alloy vehicle hood. The fire lessened in intensity as we moved from this brake pedal deactivation switch area, toward the right-hand side of the engine compartment, toward the front of the engine compartment, and toward the rear portion of the engine compartment, prior to the fire travelling into the interior of the vehicle at, and immediately surrounding, the left-side firewall access holes.

All evidence is purely consistent with a single source of fire origination, spreading and lessening in intensity from this single-source fire origination area. This fire was primarily contained to the upper levels within the engine compartment, with the exception of that portion of the vehicle immediately below the brake master cylinder. This also corroborates the belief that this is an area of fire origination, as it is the only area of the engine compartment that contained an elevation of burn, which traversed nearly the entire height of the engine compartment.

Sample of both engine oil and automatic transmission fluid were taken, should an oil analysis be desired to help determine pre-fire condition of the engine and/or transmission. It would not, however be a recommendation to send these fluids out for analysis, as there is no indication of any contribution of the engine or transmission to the onset of this vehicle fire.

We also removed, and are storing, the separated brake pedal deactivation switch, should an analysis be desired to help determine if there is evidence, within the internals of the switch, that could corroborate the belief that the fire originated as a result of this switch failure.

We recommend that Ford Motor Corporation be placed on notice relating to the onset of this fire, and be given the opportunity to inspect the vehicle. The fact that there is no indication of any aftermarket wiring associated with the

vehicle, and there is no indication of any repairs that had been performed on the vehicle, to have contributed to a failure of this component in this area, all indicators point to a simple component failure that generated the onset of this localized burn within the engine compartment.

III. DISCUSSION

The scope of our inspection was to perform a vehicle fire origin and cause.

INTERVIEW WITH THE INSURED

An interview with the insured, [REDACTED] who shall be referred to as "he" in the following interview], helped construct an order of events immediately preceding the onset of this vehicle fire.

1. He stated that he purchased the vehicle new, and thought it had around 42,300 miles at the time of this fire.
2. He said that the vehicle has never been involved in an accident.
3. He said that all components associated with the vehicle came with the vehicle. He installed no aftermarket electronics and no aftermarket alarm on it.
4. He said that on the date of the loss, he had driven it in the morning, and then the vehicle sat for approximately three (3) hours. He said that the drive in the morning was approximately three-to-four-miles (3-4).
5. On his way back, he said that he had driven the vehicle approximately ten-to-twelve-miles (10-12). When he was stopped at a light, he said that he saw smoke coming out from underneath the vehicle hood, in front of where he was sitting, in front of the driver seat.

6. He said that he thought that he had a water hose that had broken under the hood, so he proceeded to try to go to the house, and park the car under the carport.
7. He said that he turned the engine off, and opened up the vehicle hood, and actually saw fluid dripping under the brake master cylinder.
8. He said that he saw no fire at this point in time at all, and that was at around six in the evening (6:00 p.m.).
9. He was certain, however, that he had seen brake fluid dripping out from under the master cylinder, as he said that one time he stopped at a light, and he actually saw brake fluid leaking under the brake master cylinder, as well.
10. He said that there is a Ford dealership around one-and-a-half miles (1½) from his house, and he was going to take it there the next available time.
11. He said that after he parked the vehicle, and opened up the vehicle hood, and saw no fire within the engine compartment, he said that, approximately, thirty-five-to-forty (35-40) minutes later, he heard the horn honking on his car.
12. He said that he went out, saw that the vehicle was on fire, and immediately called 911.
13. He said that the vehicle burned around ten (10) minutes before the fire department arrived, and extinguished the fire.

14. He said that he did have some recent repairs on the vehicle. In fact, in December of 2004, he said that he had about four hundred (\$400) worth of repairs performed on the vehicle, because it would not shift out of park.

Again, the scope of our inspection was to perform a vehicle fire origin and cause.

FORD VEHICLE IDENTIFICATION

The vehicle was identified as a silver, four-door, 2001 Ford F-150 Super Crew Pickup vehicle, bearing Texas license plate number [REDACTED], and vehicle identification number 1FTRW07W51 [REDACTED]. The vehicle was manufactured in November of 2000. The Texas Department of Public Safety inspection sticker number could not be read at the time of our inspection, but it expired in January of 2005. The vehicle registration sticker number 0349661WE expired in December of 2004. At the time of our inspection, the odometer could not be read, as it was electronic in nature, and the electrical system had been disconnected. The vehicle was equipped with an automatic transmission.

FORD F-150 VEHICLE INSPECTION

Our inspection of the *Ford F-150 Pickup vehicle*, relating to *pre-existing body damage*, revealed no indication of any substantial pre-existing body damage at all. The film thickness was relatively uniform on all exterior body panels, inconsistent with any significant repairs that would have been performed on this vehicle prior to this inspection. This is consistent with conversations had with the insured, as well.

Our inspection of the **vehicle exterior**, which relates to **forced entry into a locked vehicle without the use of the proper door key**, revealed no indication of any evidence to substantiate that there was any type of vandalism, or violation, to generate this forced entry. Simply stated, there was no evidence of compromise surrounding the left-side or right-side door lock/handle assembly, or compromise on the exterior window panels, or door panels, to indicate any type of forced entry to have allowed access into the engine compartment, to generate some sort of a vandalism claim.

Our inspection of the **vehicle exterior**, which relates to a **vehicle fire**, revealed the fire that was primarily contained to the engine compartment area. Specifically:

1. There was no burn of consequence surrounding the rear bumper cover, tailgate, or right-rear or left-rear brake lamp/turn signal assemblies.
2. Both right and left truck bed sides were intact and attached, and uncompromised as a result of exposure to heat or fire. Please note that we did observe some sideswipe-type of a scraping and scuffing on the rear portion of the right-rear door panel, as well as along the entire length of the right truck bed side. These markings were very fresh, and potentially consistent with relocation within the storage facility. There was no indication of this damage as a result of conversations with the insured. All that can be stated, however, is that there was some fresh damage, but this damage had not been repaired, or repainted, subsequent to the damage having been imposed upon the vehicle.
3. Both right-rear and left-rear, as well as right-front and left-front, door

panels were intact and attached, and relatively uncompromised, as a result of exposure to fire or heat. The farther we moved toward the front of the vehicle, however, we did observe that there were greater amounts of soot deposits that were on these door panels, potentially consistent with moving toward an area of fire intensification. Please note, however, that was no indication of any burn on any of the door panel paint, to indicate any significant fire around these door panels.

4. As we continued to move forward, it must be noted that there was a significant area of burn experienced by the right-front fender. However, that burn was only observed on the front half of the right-front fender. The rear half of the right-front fender still contained intact and unburned paint. Obviously, as we continued to move from the rear toward the front, we started to observe greater fire intensification, likely, consistent with a fire originating within the engine compartment. Please note that both right-front and right-rear tire and wheel assemblies were intact and attached, and still fully inflated, at the time of our inspection. This is inconsistent with any significant fire intensification surrounding these wheels and tires.
5. As we continued to move forward on the left side of the vehicle, it must be noted that ninety-percent (90%) of the paint was consumed on the left-front fender. The only section of paint that was unconsumed, and relatively unburned, was that on the rear three-inches to six-inches (3"-6"). This, again, is purely consistent with a fire that was intensifying as we were moving from the rear toward the front of the left side of the vehicle, and a fire that was much more intense on the left side than the right side of the vehicle.

6. Even though this is a separate line item, it must be noted that the left-front tire and wheel assembly was burned to the point of deflation. The left-front tire was also partially consumed as a result of exposure to heat and fire. This, again, is purely consistent with a fire having been much intense on the left side than the right side of this Ford vehicle.
7. As we continued to move forward, it must be noted that the fire intensification significantly lessened, as the front chromed steel bumper and plastic composite top step ledge and bottom plastic composite lower air dam were intact and attached and primarily unconsumed as a result of exposure to the fire. Even the chromed section of the front bumper was intact, and still had a sheen on it, inconsistent with a fire that significantly intensified within the open-air environment in the front of the engine compartment.
8. Even the right-front and left-front headlamp assemblies, although mildly burned and deformed, were still fully intact at the time of our inspection. Inconsistent with a significant intensification of fire in the open-air environment in front of the engine compartment.
9. The burn experienced by the closed vehicle hood was mild on the right third, relatively intense on the left-side two-thirds, and contained a "hot spot" in the very rear six-inches to twelve-inches (6"-12"), immediately above, and to the right of, the brake power booster. This was a section of the aluminum alloy vehicle hood that was consumed on the top, purely consistent with the fire having been distinctively most intense in the left-rear corner of the engine compartment.

In summary of our inspection of the *burn patterns experienced by the vehicle*

exterior, all evidence is purely consistent with the fire having been most intense within the engine compartment, with a "hot spot" in the very left-rear corner of the engine compartment. This was the only section of the aluminum alloy vehicle hood that was partially consumed. This is corroborated by the only fire that was burned to the point of deflation, of the left front, again, completely consistent with a fire having been most intense within the left third of the engine compartment.

Our inspection of the *vehicle interior* revealed a fire that was primarily contained to the engine compartment, as there was no significant evidence of burn within the vehicle interior at all, with one exception. That exception was immediately below the left third of the vehicle dash. Specifically:

1. We observed only mildly smoke-damaged interior rear bench seats.
2. We observed mild smoke damage on the interior front seats.
3. We observed soot and smoke that coated the interior and still intact door glass, as well as the unburned interior door panels.
4. We did observe that the flooring material throughout the vehicle interior was primarily intact and attached, and unaffected by this fire, with the exception of that section immediately below the firewall access holes on the left third of the engine compartment.
5. The vehicle dash was primarily intact, and attached. There was no evidence of burn in the bottom face or front face of the vehicle dash to indicate any compromise as a result of exposure to fire or heat. Please note, however, that the vehicle dash was indeed coated with a mild layer of soot.

6. The steering column was intact and attached as well, and coated with a relatively mild layer of soot.
7. The top face of the vehicle dash was primarily intact and attached, with the exception of the area surrounding the HVAC (Heating, Ventilation, and Air Conditioning) ductwork on the left half of the vehicle dash. This section of the vehicle dash was melted and mildly burned, as a result of fire flowing from the engine compartment into the interior, and not vice versa. It was only observed in the upper levels of the left half to left third of the vehicle dash, inconsistent with a fire migrating from the most intensely burned left side of the engine compartment.
8. We inspected the underside of the vehicle dash, to see if there was any evidence of aftermarket wiring that may have been compromised, or could have contributed to the onset of the fire. At the time of our inspection, we observed that the center third of the vehicle dash contained an OEM (Original Equipment Manufacturer) AM/FM stereo/CD player. This was completely unaffected by the vehicle fire. Additionally, there was no evidence of aftermarket wiring that was consistent with any aftermarket electronics, or an alarm system having been installed on the vehicle interior. All evidence is consistent with the vehicle interior having been completely factory or OEM (Original Equipment Manufacturer), and inconsistent with any components that contributed to the onset of this vehicle fire. Again, the only area of burn intensification was that area immediately below the left third of the vehicle dash. This was at, and immediately below, the firewall access holes, consistent with a fire that was travelling from the engine compartment into the interior, migrating through the firewall access holes, and generating fire fall-down, immediately neighboring the firewall in the vehicle

interior.

Our inspection of the **engine compartment** revealed this vehicle was equipped with a V-8, multi-port fuel-injected engine, and an automatic transmission. Specifically:

1. The burn within the engine compartment was widespread, affecting virtually every component. It must be noted, however, that there was distinctively more intense burn in the left third of the engine compartment, than was observed in the right third of the engine compartment.
2. There was a battery immediately above the right front inner fender. This battery was severely burned, and partially consumed. The majority of the exterior plastic composite housing was burned, and partially consumed, but there was still a significant amount of intact plastic composite material surrounding it.
3. The wiring that was routed immediately behind, and to the left of, the battery was burned, and partially void of insulation, but there was still a significant amount of unconsumed insulation surrounding these wires.
4. As we moved from this right third of the engine compartment toward the engine, it must be noted that there was still a significant amount of unconsumed rubber and plastic composite hoses, and undeformed aluminum alloy materials, associated with the air-conditioning system.
5. The right-side engine valve cover, which was composed of a

fiberglass composite material, was primarily intact and attached. It was primarily unconsumed as a result of exposure to this fire and heat, but the front portion of this fiberglass composite valve cover did experience the most intense burn. It is described, however, as only mildly burned, as there was no indication of any consumption of combustible materials at all.

6. Fires oftentimes intensify within the relatively open-air environment in the front of the engine compartment. This fire was very different. Even though there was some natural intensification of fire in this area, the aluminum alloy air-conditioning condenser and radiator were still primarily intact and attached, and only mildly consumed on the top two-inches to four-inches (2"-4"). Ninety-percent (90%) of these aluminum alloy components were intact and attached. Even the radiator plastic composite heads were intact and attached, and only partially consumed on the top half. This would be consistent a fire having been much more intense in the top half and the bottom half of the open-air environment in the front of the engine compartment. The radiator cooling fan blades, which were plastic composite material, as well as the plastic composite radiator cooling fan shroud, were primarily consumed in this engine compartment fire, as well.
7. As we continued to move from the right toward the left side across the top of the engine, it must be noted that there was still a significant amount of unconsumed wiring insulation and unconsumed combustible materials immediately in front of the firewall. The aluminum alloy alternator housing in the top front portion of the engine was also intact and attached at the time of our inspection. There was no significant area of fire intensification as we were moving from the right toward the left side of the engine

across the top.

8. Even though there was no significant intensification of the fire immediately above the top portion of the engine, it must be noted that the air intake plumbing, that was routed from the left-front corner of the engine compartment to the aluminum alloy upper air intake manifold, was consumed. The fire was indeed intense enough to consume this upper level plastic composite material.
9. As we continued to move toward the left side of the engine, it must be noted that the power steering pump reservoir was consumed in this fire, as well as virtually all wiring insulation at, and immediately to the left of, the left-side engine valve cover. Obviously, the fire was intensifying, as we were moving across the top of the engine above the left-side valve cover.
10. The left-side engine valve cover was much more severely burned than the right-side engine compartment valve cover, as it was burned across nearly its entire length, and partially consumed on the front six-inches (6"), exposing the timing chain. The entire length of this left-side engine fiberglass composite valve cover exposed the fiberglass underlayment material. The right-side fiberglass composite valve, however, only had small sections of the fiberglass underlayment material having been exposed. This fire was significantly more intense on the left side than the right side of the engine compartment.
11. Testament to the fact that this engine compartment fire was relatively upper level, it must be noted that the left-front lower radiator hose was primarily intact and attached, and only severely burned on the top. The fact that it was intact and attached, and

immediately neighboring the intact left-side plastic composite radiator head, is, again, consistent with a relatively upper level left-third engine compartment fire.

12. The left-rear engine compartment situated power distribution center, which was a plastic composite housing with relays on the interior, was severely burned and partially consumed. The partial consumption, however, was only noteworthy immediately to the left of the brake master cylinder. The majority of this power distribution center was intact and attached, and contained no significant "hot spots", with the exception of that portion immediately neighboring the front portion of the brake master cylinder.
13. The brake master cylinder, which was an aluminum alloy material, was primarily intact and attached. It did have cracks on it, immediately surrounding where the brake pedal deactivation switch was mounted.
14. The brake master cylinder reservoir, however, was consumed in this fire, as was all of the paint surrounding the brake power booster.
15. It must also be noted that all of the wiring routed above the brake power booster was insulation-void, and there was a clean burn on the firewall immediately above the brake power booster, as well. This is indeed the area of most intense burn in the left-rear corner of the engine compartment, surrounding the consumed paint on the brake power booster, immediately neighboring the severely burned left-side engine valve cover.

Both engine oil and automatic transmission fluid samples were inspected and removed, should an analysis be desired to help determine pre-fire condition of

the engine and/or transmission. Both fluids were heavily oxidized, of the proper color, and showing no evidence of any significant mechanical improprieties or any contamination. It would not be a recommendation to send these fluids out for analysis, since there is no indication of contribution from the engine or transmission to the onset of this engine compartment fire.

Due to the fact that the front top portion of the brake master cylinder reservoir was partially cracked, and a pressure switch had separated from this brake master cylinder that was previously screwed into the top front-most boss, we attempted to locate fallen components that were previously attached to the brake master cylinder. At the time of our inspection, we did indeed observe the fallen brake pedal deactivation switch that had separated from the brake master cylinder. It had fallen to immediately above the forward-most section of the upper control arm. This separated brake pedal deactivation switch was severely burned, still contained aluminum alloy material that was surrounding the threaded portion where it was previously secured to the brake master cylinder, and the plastic composite multi-connector on top of this brake pedal deactivation switch was severely burned. It is indeed peculiar to see that this brake pedal deactivation switch had separated from the brake master cylinder assembly, unless the fire was intense enough to soften the aluminum alloy material of the brake master cylinder, in this specific area, to generate said separation.

We removed the brake pedal deactivation switch, and are storing it at the office of Forensic Analysts, pending further instructions from Allstate Insurance Company, should there be a desire to have the brake pedal deactivation switch analyzed.

All evidence, however, is purely consistent with this having been the area of most intense burn in the left-rear corner of the engine compartment, immediately below the partially consumed portion of the aluminum alloy closed

vehicle hood. All fire flow patterns were consistent with that, which lessened in intensity, as we moved away from the left-rear corner of the engine compartment, toward the right side of the engine compartment, towards the front of the engine compartment, as well as rearward toward the interior of the vehicle.

It must also be noted that the only section of the front windshield that was shattered at the time of our inspection, although intact, was that area immediately above and behind the brake power booster. This, again, is purely consistent with an area of most intense burn emanating from the left-rear corner of the engine compartment, prior to migrating mildly into the vehicle interior.

RESEARCH OF RECALL INFORMATION

We contacted the National Highway Traffic Safety Administration (NHTSA) to identify any preliminary evaluations, engineering analyses, or recalls on 2001 Ford F-150 vehicles.

At this time, a search of their records, as well as technical service bulletins, indicated no information relating to the loss as described. Please note that the brake pedal deactivation switches have been recalled on 2000 Ford F-150 vehicles.

RECOMMENDATIONS

We recommend that the 2001 Ford F-150 vehicle 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 this Lexus Ford F-150 vehicle by any other concerned parties.

IV. BASIS OF REPORT

This report is based upon the following:

1. Inspection of the 2001 Ford F-150 vehicle.
2. Interview with the Insured.
3. Research of recall information.
4. Information and observations as noted in this report.

V. ATTACHMENTS

PHOTOGRAPHS

1. Front view of the Ford F-150 vehicle.

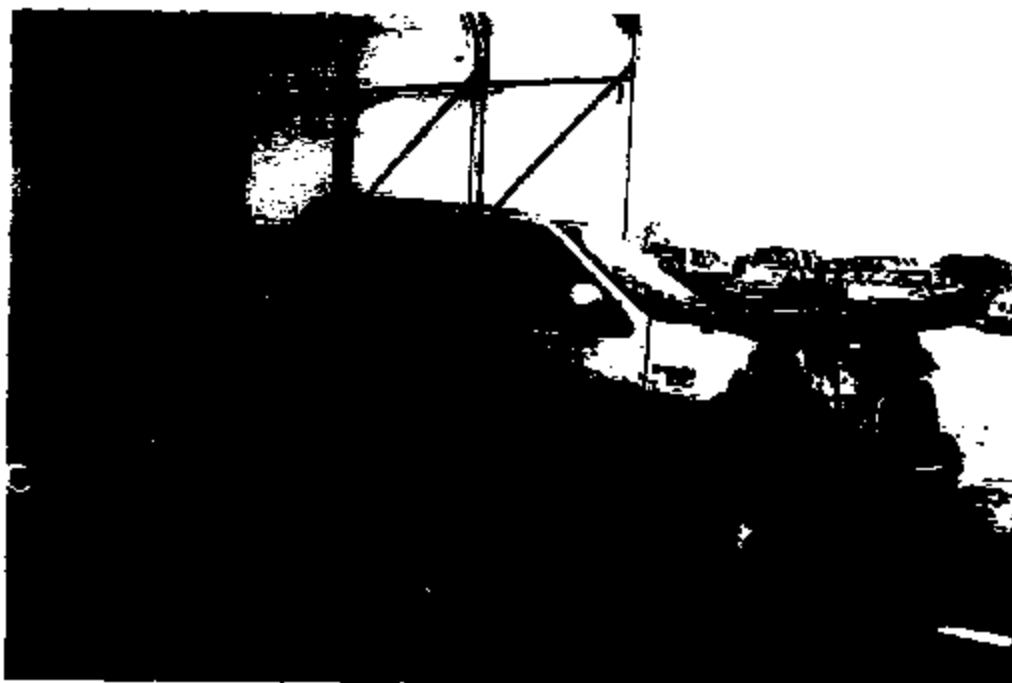


2. Left-side view of the Ford F-150 vehicle.



2005-000-10-1800

3. Right-side view of the Ford F-150 vehicle,



4. Rear view of the Ford F-150 vehicle.

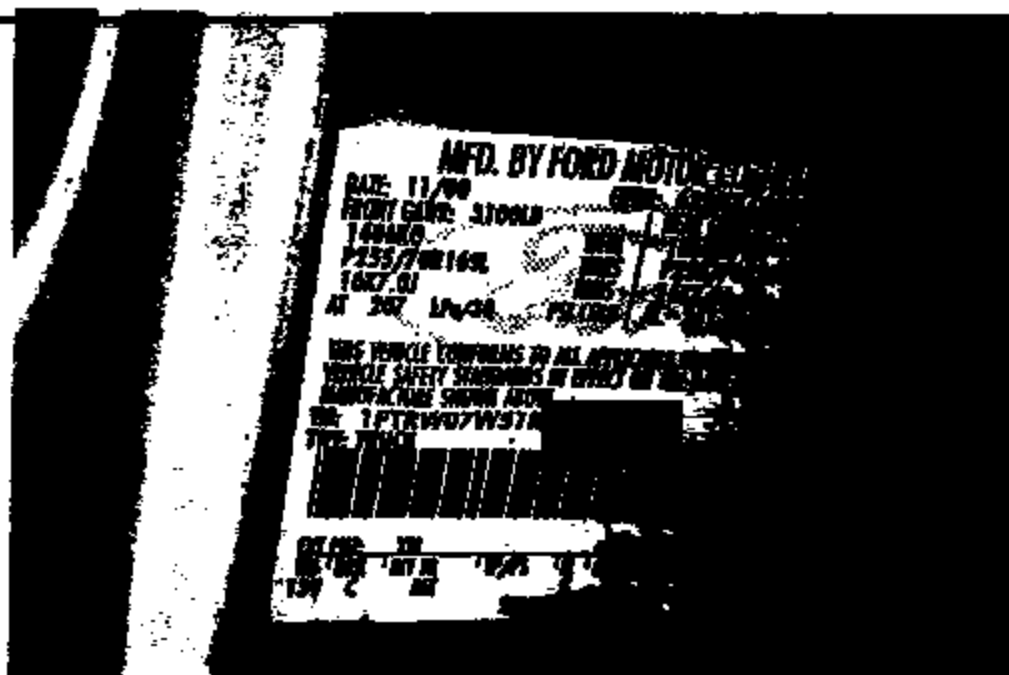


EX-100-100-1001

5. View of the Texas Department of Public Safety stickers and vehicle registration stickers.



6. View of the vehicle identification tag.



ENG-888-10-1882

7. Closer view of the intense burn surrounding the left-front fender.



8. Closer view of the intense burn surrounding the right-front fender.



EMD-200-10-1003

9. Overview of the closed vehicle hood, as viewed from the right.



10. Overview of the partially shattered front windshield.

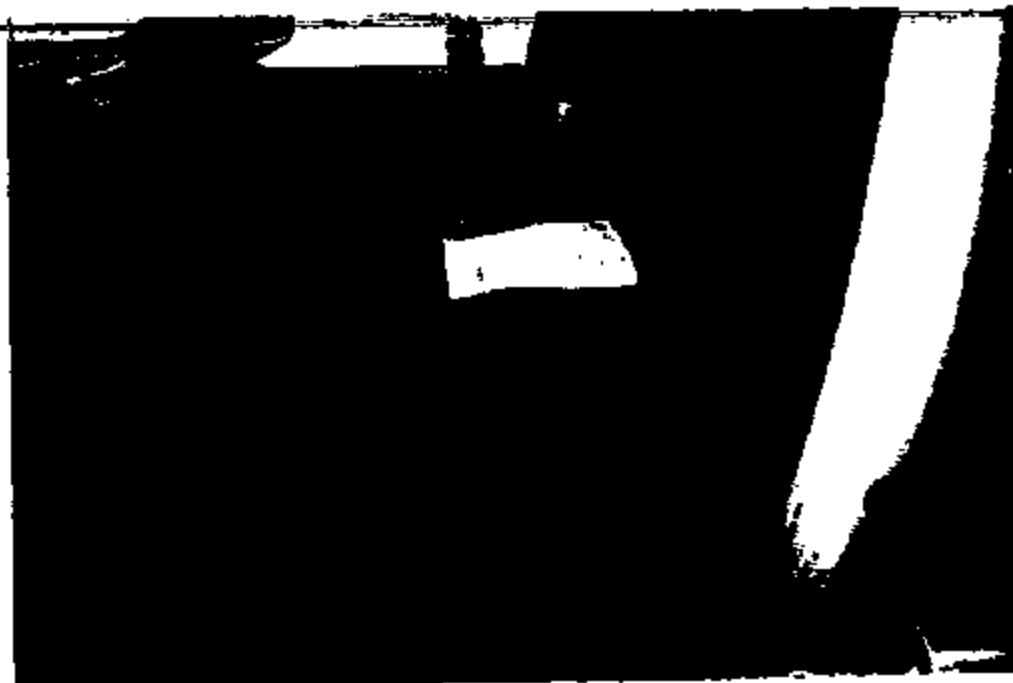


ENG-003-LC-1004

11. Overview of the interior unburned rear bench seat.



12. Overview of the unburned front seats.

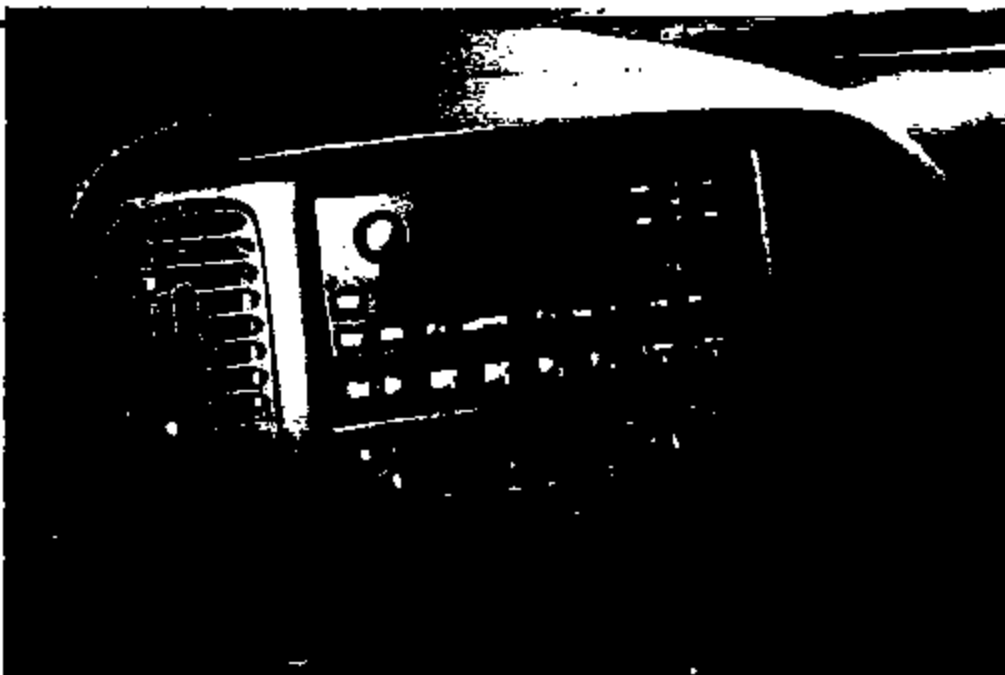


0005-005-LC-1005

13. Overview of the unburned vehicle dash, as viewed from the left.



14. Overview of the OEM (Original Equipment Manufacturer) center-third dash-mounted AM/FM stereo CD player.

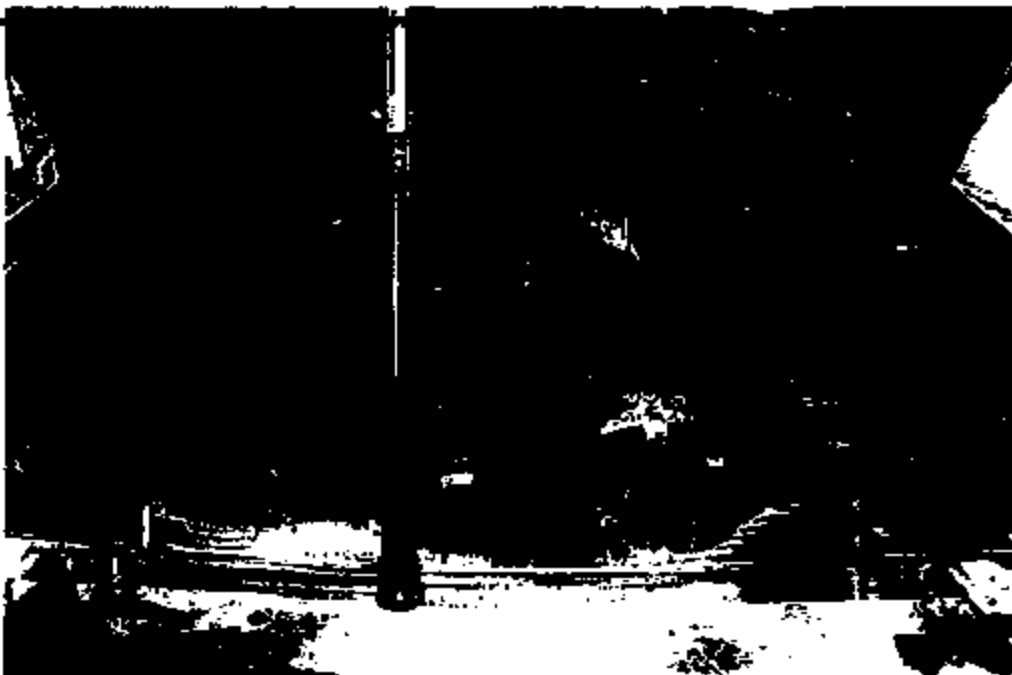


EP03-005-LC-1008

15. Overview of the burn experienced by the flooring material under the left third of the vehicle dash.



16. Overview of the engine compartment.



EP03-023-LO-1867

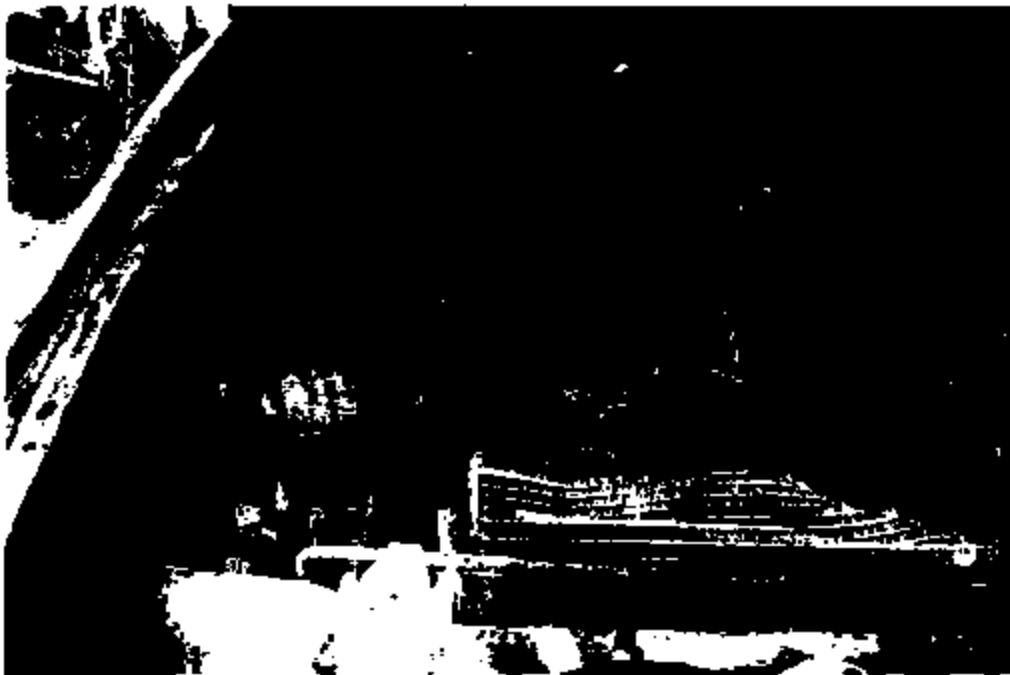
17. View of the engine compartment, as viewed from the left.



18. View of the engine compartment, as viewed from the right.



19. View of the right half of the engine compartment, as viewed from the front.



20. View of the left half of the engine compartment, as viewed from the front.



EX-100-000-10-1869

21. Overview of the right-side fiberglass composite engine valve cover.



22. View of the left-side engine fiberglass composite engine valve cover.



ENG-005-LC-1870

23. Overview of the engine, as viewed from the front.



24. Overview of the left third of the engine compartment, as viewed from the left.



EROS-005-LO-1871

25. View of the burn experienced by the power distribution center, immediately to the left of the brake master cylinder, as viewed from the left.



26. Overview of the brake master cylinder.



ENR0-000-LC-1672

27. Overview of the front half of the brake master cylinder.



28. Overview of the 1st rear corner of the engine compartment.



ERB-005-LC-1073

29. Overview of the deposits on the firewall in the right half of the engine compartment.



30. Overview of the clean burn on the firewall, immediately above the brake power booster.



ENG-000-LC-1874

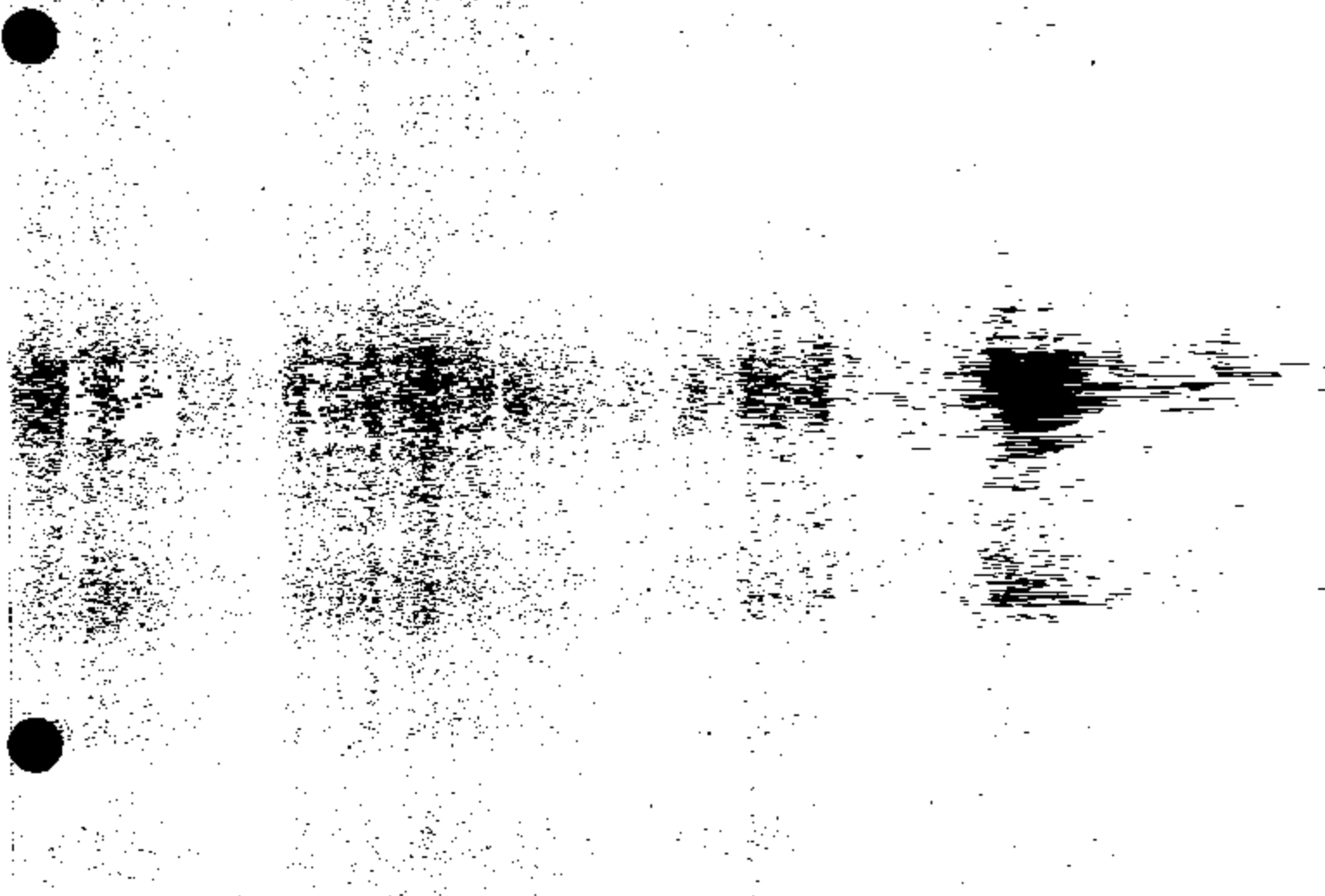
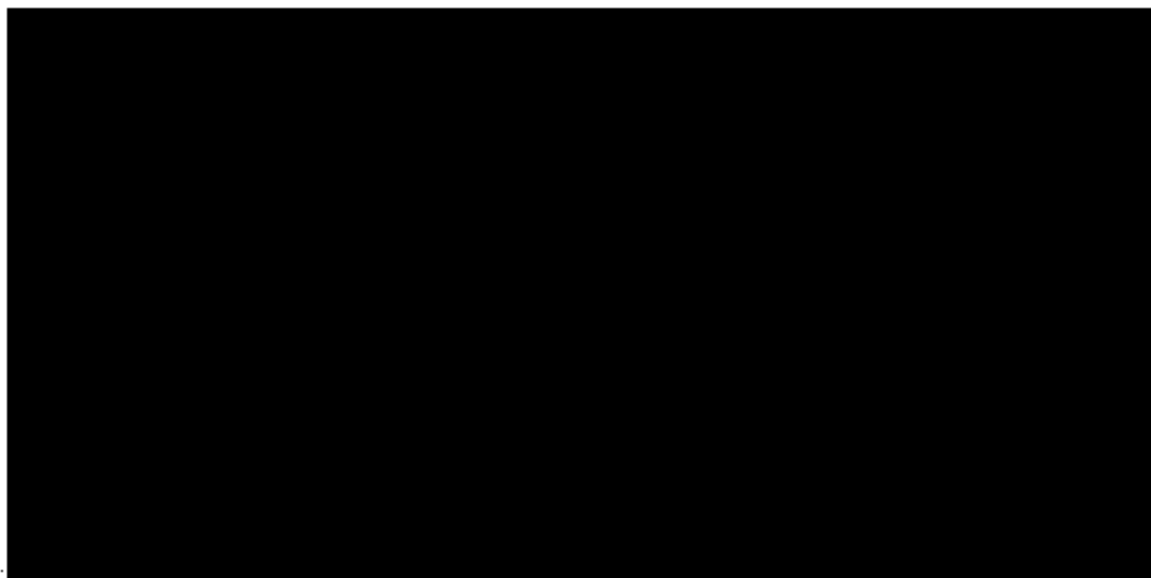
31. Overview of the fallen separated brake pedal deactivation switch that was observed immediately below the brake master cylinder.



32. Overview of the fallen separated brake pedal deactivation switch that was observed immediately below the brake master cylinder.



ENCLOSURE-10-1875





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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

Re: 63 claims relating to cruise control recall

- DOL : ? ?

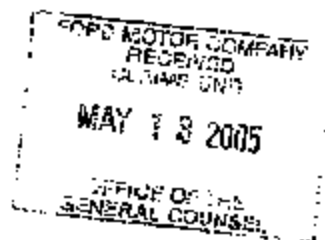
Dear Ms. Norton:

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.

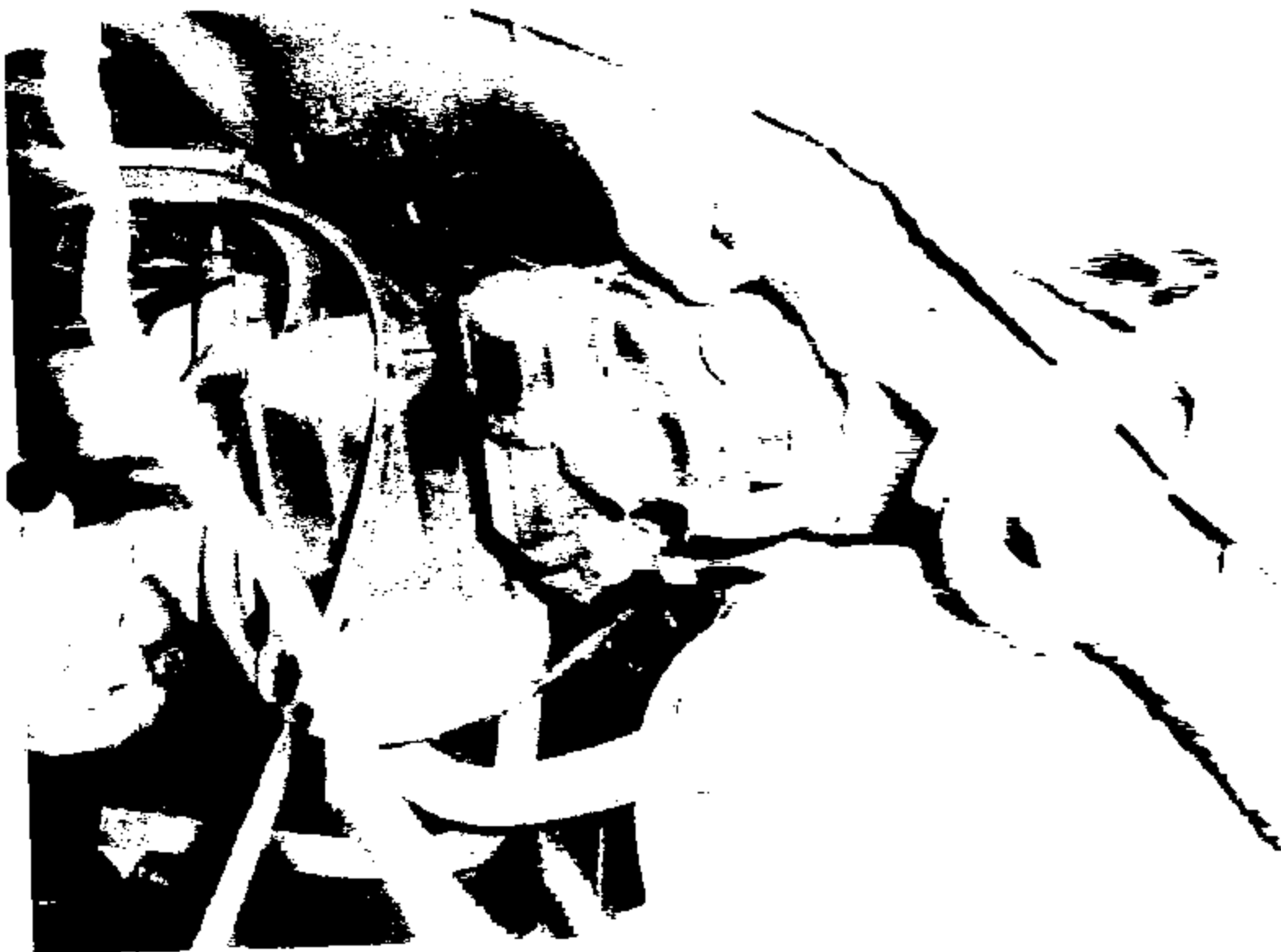
I would appreciate discussing this with you or someone at Ford once you have received this and have had an opportunity to review. Please contact me by phone at 315-453-3594, by fax at 614-961-3180 or by EMAIL, at mabbetc@nationwide.com. We look forward to continue working with you and your team, building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

Sincerely,
Craig Mabbett
Craig Mabbett
Subrogation Manager





EA05-025-LC-1877



EROS-805-LC-157B



EA85-085-LC-1878



EA05-B05-LC-1888





Phoenix Investigations, Inc.

P.O. Box 27297
Denver, Colorado 80227-0297
303-782-8487
1-800-680-7047
Fax: 303-762-6510

Specializing in
Property Loss
Investigations

November 14, 2001

Mr. Andy Artzberger
Farmers Insurance
PO Box 378230
Denver, CO 80237

RE: A preliminary report for the origin and cause investigation conducted on a
1997 Ford F150, VIN 1FTDF1867VK [REDACTED]
Insured: [REDACTED]
Date of Loss: September 25, 2001
Date of Assignment: October 8, 2001
Claim Number: [REDACTED]
Phoenix Investigations Case Number: 014589

Dear Mr. Artzberger,

Attached is the preliminary report for the origin and cause investigation on the
above-referenced loss. The conclusions and findings are based on information
available as of the date of this report.

Thank you very much for the opportunity to be of service.

Respectfully submitted,

Thomas D. McAdam

Thomas D. McAdam, C.F.E.I.
Investigations Supervisor

RECEIVED
NOV 15 2001
by MHCSC

ASSIGNMENT AND FINDINGS

Thomas D. McAdam, C.F.E.I., was assigned an origin and cause investigation on the fire referenced above. The truck was examined on October 10, 2001, and followup work continued through October 29, 2001.

The fire originated in the lower left portion of the engine compartment of the truck. This determination was made after analysis of post-fire patterns indicating the movement and intensity of fire, and review of witness statements.

The cause of the fire was ignition of nearby combustibles by an unknown failure of the brake control module. This determination was made after elimination of other causes at or near the point of origin.

VEHICLE DESCRIPTION

The vehicle was a white 1997 Ford F150 conventional cab pickup truck with Colorado license plates 99842RS and VIN 1FTDF1867V [REDACTED]. The plates expire in March, 2002. It was equipped with four-wheel drive, a 4.6 liter engine, and automatic transmission. Although there were signs painted on the doors advertising Rhino Systems, the registration found in the glove compartment indicated the truck was owned by William Moore.

The truck appeared to be in good condition prior to the fire, with no obvious body damage. The condition of the interior was consistent with a well-maintained vehicle of the age and mileage of this example. The odometer indicated 102,174 miles. The wheels and tires all matched, although the tires exhibited a significant amount of wear. The bed of the truck was finished with a sprayed-on bed liner, and the tailgate was not on the truck. No aftermarket accessories were observed.

VEHICLE EXAMINATION

In this report, the driver side of the vehicle is the left side and the passenger side is the right. All directional indications are based on this orientation.

A Preliminary Report For
Formers Insurance Claim #01-
Phosela Investigations Case #014589

the registered owner of the truck, gave permission for the examination and collection of evidence during a phone interview on October 9, 2001. The fire occurred at the home of the person assigned the truck. The truck was subsequently taken to Klode Salvage Distribution Center² where the examination was conducted.

Examination of the exterior of the truck found heavy damage to the hood, windshield, left front fender, and grille. The right front fender, cab, and bed were undamaged. The left door was slightly smoked, and the interior had heat damage on the dashboard near the windshield and smoke damage throughout. The windshield was broken out in front of the driver seat, and the damage was consistent with heat exposure and not impact-related. The right windshield wiper was intact, but the left was severely damaged and the pieces had fallen out of their brackets. The headliner in the cab sustained fire damage in line with the hole in the windshield. There was no indication of fire origin in the cab and it was eliminated from further examination.

The aluminum hood was melted with only a portion along the right side and the front remaining. The damage to the hood indicated heavier fire on the left side of the engine compartment than on the right. The plastic grille on the cowl was intact on its right side, but burned away on its left. Damage to the grille area was also markedly more severe on the left, and fire damage to the left front fender, tire, and wheel well all pointed to heavy fire on the left side of the engine compartment.

Examination of the engine compartment found the battery, located on top of the right wheel well, was melted from the top down approximately half way, with some indication of heat progression from the left. The positive post had fallen out of the battery, and the negative post was deformed by heat. The clamps on the battery cables, which had fallen away from the battery, were clean and had no indication of arcing or shorting. The cables did not exhibit any unusual discoloration indicative of high internal heat or excessive heating during the fire. Hoses on the right side of the engine compartment adjacent to and below the battery

¹8407 S. Perpet Court, Lakewood, CO

²8300 Blakeland Drive, Littleton, CO, 80125, (303) 470-5511

A Preliminary Report For
Farmers Insurance Claim #01-00000
Phoenix Investigations Case #014509

were damaged directionally, showing heat exposure from the left side of the compartment. Comparison of the extent of damage on the right and left sides of the engine compartment eliminated the right side as the area of origin,

The insulation was burned off most of the wiring in the compartment, except for small isolated areas. The upper radiator hose, which was connected to the upper right portion of the radiator, was generally intact, with light fire damage on the side facing right, and heavy damage on the left side. The top half of the fan shroud was consumed by the fire, and one of the fan blades was partially melted off. The fan turned freely, and its position at the time of the fire was not determined. The radiator was slightly melted at its upper left portion, on the side facing the rear. A "V" pattern was evident on the radiator, with its nadir below and slightly inboard of the upper left corner. The overflow hose was connected to a fitting at the upper left corner and ran downward from that point. The hose had fire damage on its side toward the right. The coolant overflow tank, located at the left front corner of the engine compartment, was melted and drooped toward the right. The lower radiator hose, located on the lower left front portion of the engine compartment, was somewhat deformed by heat on its upper side, but was intact.

The air cleaner housing and air duct were all consumed in the fire. The only remnant found of this assembly was the circle clamp for the air cleaner housing, which was in the bed of the truck. Electrical connectors were located on the top forward portion of the wheel well, beneath the air cleaner housing location. These connectors were in good condition, and the corrugated plastic tubing on the wires toward the front of the truck was undamaged. The insulation on the wires toward the back was damaged and melted away. A group of four wires led away from this area toward the front center of the engine compartment. These wires were traced and found to terminate in small connectors. The end of the wires was lying on the engine block, and it was obvious that whatever they had been connected to prior to the fire had burned away.

The brake fluid reservoir was burned away, and the contents had spilled onto the steering column and frame below. There was no significant low-level burning there. The top of the fuse box, located on the top of the left wheel well, had melted down over the fuses. There was no singular "hot spot" or area of consumption to

A Preliminary Report For
Former's Insurance Claim #01-
Phoenix Investigations Case #014389

indicate the fire came from within the fuse box, and the melting appeared to be the result of heat exposure from an area to the front and right of the fuse box. The wires behind and below the fuse box had sustained heat damage, but there were areas where the insulation remained on the conductors. The insulation on the large wiring harness which ran across the upper rear portion of the engine compartment was burned away, but examination of the conductors found no area of arcing, shorting, or other pre-fire failure. The conductors were brittle, indicative of exposure to high heat, with more damage noted on the left side than the right.

Examination of a nearby 1997 Ford F150 found the brake anti-lock module was located at the lower portion of the left side of the engine compartment. The module was burned away on the claimant's vehicle, and the lowest point of burning was in this area.

The overall evaluation of the damage patterns indicated heavy fire in the upper level of the left front portion of the engine compartment. This area was occupied by the air cleaner assembly and air duct. This was determined by examination of a similar vehicle. These items were plastic, and contributed a significant fuel load to the area. Tracing of the wires on the similar truck found a group of four conductors leading to a sensor in the air duct. The positioning of these four wires was consistent with the four conductors found on the engine block of the truck which burned.

INTERVIEWS

[REDACTED] is the registered owner of the truck. He was interviewed by phone on October 9, 2001, and provided the following information:

- He bought the truck used in early 1999 from the Ford dealer at County Line and Broadway.³ It had approximately 60,000 miles on it when he bought it. At the time of the fire, it had slightly over 100,000 miles. (NOTE: The

³Courtesy Ford, 8252 S. Broadway, (303) 794-4343

A Preliminary Report For
Farmers Insurance Claim #01
Phoenix Investigations Case #01-0002

registration found in the truck during the vehicle examination indicated the purchase date was February 4, 1999.)

- An employee, Hugo Carreon, was the driver of the truck.
- He was not aware of any problems with the truck. He stated that other than routine oil changes and brake work, the only work done on it was the repair of a warning light approximately five months ago. He believed the oil changes were done at the Ford dealer.

Hugo Carreon

Mr. Carreon is employed at Rhino Systems, and was assigned the truck. He was contacted by phone on October 9, 2001, and provided the following information:

- He is the only person to drive the truck.
- At the time of the fire, it had been parked in his driveway for approximately 12 hours. It was unlocked, and the windows were open.
- At approximately 5:00 a.m., he was awakened by the horn blowing, followed shortly thereafter by an explosion. He observed the truck on fire and called 911. The fire was coming out of the grille and around the edges of the hood.
- He reported he had a problem about three weeks before the fire in which he could not shift it. It was taken to T & N Service in Commerce City. He was told it was an electrical problem.
- He does not check fluid levels between oil changes. He has the oil changed at 3,000 mile intervals at Super Lube on Broadway.
- The vehicle was running well the last time he drove it, with no unusual odors, noises, or any other extraordinary indications.

FIRE DEPARTMENT REPORT

The West Metro Fire Department was contacted by phone on October 9, 2001, and a copy of their report requested. Captain Dan Pfannenstiel reviewed the report while on the phone and reported that no fire department investigator was requested by the suppression personnel. As of the date of this report, the West Metro report has not been received. It will be placed in the file upon receipt.

NHTSA WEBSITE RESEARCH

A review of the National Highway Transportation Safety Administration (NHTSA) website found no recalls relating to the fire. There were five consumer complaints of fires similar to this incident, three of which occurred while the vehicle was parked. The vehicles had been parked from 30 minutes to 24 hours when the fires occurred.

EVIDENCE

Photographs were taken of the exterior and interior of the vehicle, and the area and point of origin. Photographs were also taken to document the vehicle examination, and of another 1997 Ford F150 located nearby. No items of evidence were taken.

DISCUSSION

The fire heavily damaged the left side of the engine compartment, with the lowest burning in the area of the anti-lock brake module. During a discussion of the incident with a Ford technician at a local dealership, he stated he had recently worked on a Ford van in which the module had melted. It did not start a fire, but the module was the only item damaged by heat.

ATTACHMENTS

Photographs
Vehicle Inspection Report
NHTSA Consumer Complaint report

PHOENIX INVESTIGATION, INC.
VEHICLE INSPECTION REPORT

Purchase 2/4/99

Case #:	014589	Insured:	[REDACTED]
Company:	Farmers	Claim #:	[REDACTED]
Place Fire Occurred:	[REDACTED]		
Date of Loss:	9-25-01	Vehicle Examination Date:	10-10-01
Vehicle Examination Location:	Klode's, 9300 Blake Road Dr., Littleton, CO		
Manufacturer:	Ford	Model:	F150
Year:	1997	Body Style:	P/U
VIN#:	1FTDF1867VA [REDACTED]	License Plate:	[REDACTED]
State:	CO	Expiration Date:	3/02
		Odometer:	102174

Fire Damaged Area(s)

Slightly Damaged = 1 - Total Damaged = 5

Exterior	No	<u>Yes</u>	1	<u>2</u>	3	4	5
Interior	No	<u>Yes</u>	1	<u>2</u>	3	4	5
Engine Compartment	No	<u>Yes</u>	1	2	3	<u>4</u>	5

Areas of Burn

Roof	<u>No</u>	Yes	1	2	3	4	5
Hood	No	<u>Yes</u>	1	2	3	4	<u>5</u>
Grill	No	<u>Yes</u>	1	2	3	<u>4</u>	5
Left Front Tire	No	<u>Yes</u>	1	2	<u>3</u>	4	5
Left Front Fender	No	<u>Yes</u>	1	2	3	<u>4</u>	5
Left Front Wheel Well	No	<u>Yes</u>	1	2	3	4	<u>5</u>
Left Front Door	No	<u>Yes</u>	<u>1</u>	2	3	4	5
Left Rear Door P/U Bed	<u>No</u>	Yes	1	2	3	4	5

PHOENIX INVESTIGATION, INC.
VEHICLE INSPECTION REPORT

Areas of Burn Continued

Slightly Damaged = 1 - Total Damaged = 5

Left Rear Tire	<u>No</u>	Yes	1	2	3	4	5
Left Rear Fender	<u>No</u>	Yes	1	2	3	4	5
Left Rear Wheel Well	<u>No</u>	Yes	1	2	3	4	5
Rear Trunk / Hatch Back	<u>No</u>	Yes	1	2	3	4	5
Right Rear Tire	<u>No</u>	Yes	1	2	3	4	5
Right Rear Fender	<u>No</u>	Yes	1	2	3	4	5
Right Rear Wheel Well	<u>No</u>	Yes	1	2	3	4	5
Right Rear Door PIV Red	<u>No</u>	Yes	1	2	3	4	5
Right Front Door	<u>No</u>	Yes	1	2	3	4	5
Right Front Tire	<u>No</u>	Yes	1	2	3	4	5
Right Front Fender	No	<u>Yes</u>	1	2	3	4	5
Right Front Wheel Well	No	<u>Yes</u>	1	2	3	4	5
Do Tires and Wheels Match	No	<u>Yes</u>					
All Lug Nuts Tight and In Place	No	<u>Yes</u>					

Engine Compartment

Remarks

Hood Open During Fire	<u>No</u>	Yes	
Radiator Melted	No	<u>Yes</u>	Minor upper left
Upper Radiator Hose Burned	No	<u>Yes</u>	Substantially intact
Lower Radiator Hose Burned	No	<u>Yes</u>	" "
Drive Belt Burned	No	<u>Yes</u>	

PHOENIX INVESTIGATION, INC.
VEHICLE INSPECTION REPORT

Engine Compartment Continued

Remarks

Other Hoses Burned	No	<u>Yes</u>	
Fan and Shroud Burned	No	<u>Yes</u>	Top of shroud, 1 fan blade
Inner Fender Burned	No	<u>Yes</u>	Left worse than right
Heating System Burned	<u>No</u>	Yes	
Oil Below Lowest Mark on Dipstick	<u>No</u>	Yes	
Evidence of Excessive Oil Leakage	<u>No</u>	Yes	
Holes or Cracks in Transmission	<u>No</u>	Yes	
Transmission Oil Level Satisfactory	No	<u>Yes</u>	
Problems with Drive Train/Suspension	<u>No</u>	Yes	
Motor Mounts Burned	<u>No</u>	Yes	

Electrical

	No <u>Damage</u>	Missing	Burned	Distorted/ <u>Melted</u>	Short or <u>Arcing</u>
Battery	_____	_____	<u>✓</u>	<u>✓</u>	_____
Battery Connections	_____	_____	_____	<u>✓</u>	_____
Battery Cables	_____	_____	<u>✓</u>	_____	_____
Starter	<u>✓</u>	_____	_____	_____	_____
Alternator / Generator	_____	_____	<u>✓</u>	_____	_____
Ignition System	_____	_____	<u>✓</u>	_____	_____
Fuse Panel	_____	_____	<u>✓</u>	<u>✓</u>	_____
Wiring Harness(s)	_____	_____	<u>✓</u>	_____	_____

PHOENIX INVESTIGATION, INC.
VEHICLE INSPECTION REPORT

<u>Mass</u>	<u>No</u>				
	<u>Damage</u>	<u>Smoked</u>	<u>Cracked</u>	<u>Distorted/ Melted</u>	<u>Broken</u>
Windshield	_____	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	_____	<input checked="" type="checkbox"/>
Left Front Door	_____	<input checked="" type="checkbox"/>	_____	_____	_____
Left Rear Door	_____	_____	_____	_____	_____
Rear Window	_____	<input checked="" type="checkbox"/>	_____	_____	_____
Right Rear Door	_____	_____	_____	_____	_____
Right Front Door	_____	<input checked="" type="checkbox"/>	_____	_____	_____
Sunroof	_____	_____	_____	_____	_____
Remarks:	<u>windshield broken out by heat driver side</u>				
_____	_____				
_____	_____				
_____	_____				

Interior

Remarks

Door(s) Open During Fire	<input checked="" type="checkbox"/> No	Yes	_____
Left Front Door - Locked	<input checked="" type="checkbox"/> No	Yes	_____
Left Rear Door - Locked	<i>N/A</i>	No	Yes _____
Right Front Door - Locked	<i>N/A</i>	<input checked="" type="checkbox"/> No	Yes _____
Right Rear Door - Locked	<i>N/A</i>	No	Yes _____
Window(s) Open During Fire	<input checked="" type="checkbox"/> No	Yes	_____
Key in Ignition	<input checked="" type="checkbox"/> No	Yes	_____

PHOENIX INVESTIGATION, INC.
VEHICLE INSPECTION REPORT

Interior Continued

Remarks

Any Accessories Removed

No

Yes

Unusual Burn Pattern(s)

No

Yes

Abnormal Melting

No

Yes

Unusual Objects in Vehicle

No

Yes

Trunk Open During Fire

No

Yes

Unusual Objects in Trunk

No

Yes

Fuel and Emission System

No

Distorted/

Damage

Smoked

Cracked

Melted

Burned
Broken

Filler Cap

✓

Filler Assembly

✓

Fuel Lines

✓

Fuel Filters/Carburetor /Injection

✓

Turbos

N/A

✓

Air Intake Filters

✓

Fuel Vapor Recovery System

✓

Exhaust and Tail Pipe

✓

Muffler and Catalytic Converter

✓

Clamps and Connections

✓

Any Loose Line(s)

No

Yes

Connections

No

Yes

PHOENIX INVESTIGATION, INC.
VEHICLE INSPECTION REPORT

Fuel and Emission System Continued

Fuel Tank Prior to Fire ☐ Empty ☐ 1/4 ☐ 1/2 ☐ 3/4 ☒ Full

Remarks: _____

Miscellaneous

Evidence Taken ☒ No Yes

Evidence of Explosion or Rupture ☒ No Yes

Any Oil Sample(s) Obtained ☒ No Yes

Laboratory Results _____

Fuel Sample(s) Obtained ☒ No Yes

Laboratory Results _____

Debris Sample(s) Obtained ☒ No Yes

Laboratory Results _____

Location of Longest and Hottest Burning: Left engine compartment

Recent Work on Vehicle and By Whom: Repair shifter - T & N service

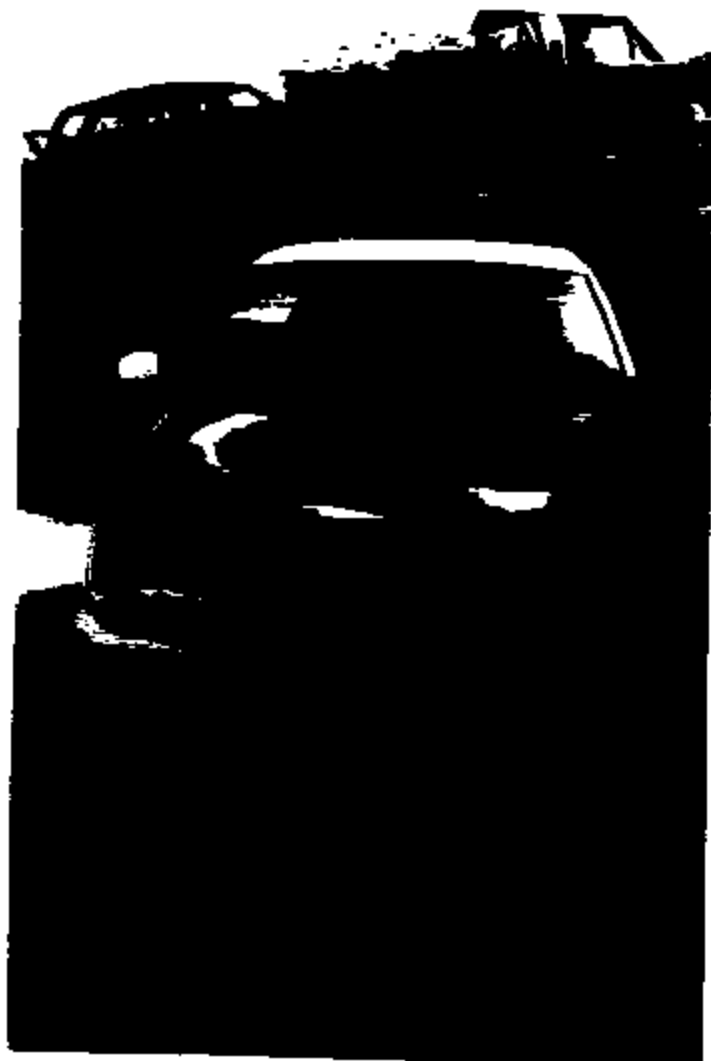
PHOENIX INVESTIGATION, INC.
VEHICLE INSPECTION REPORT

Description of Incident: Parked for 12 hours. Driver awakened by
hose blowing, heard explosion. Truck was on fire, blowing
out of grille & around hood

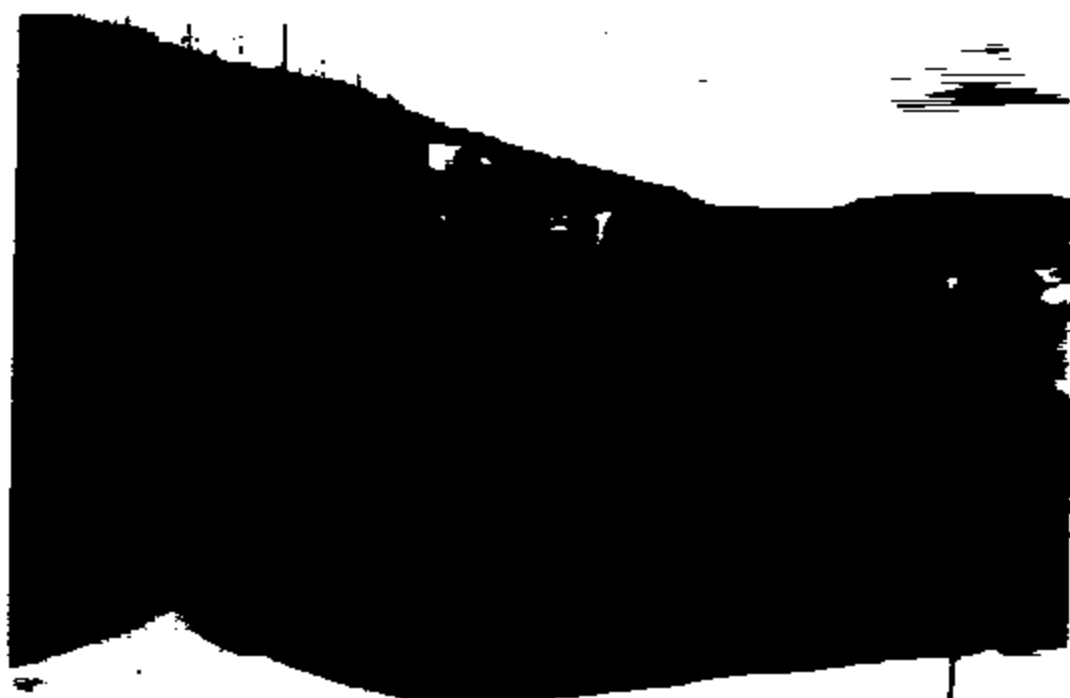
Pertinent Recalls and Service Bulletins Pertaining to Case: Consumer complaints
re: fires while parked

Comments on Overall Inspection:

Roll 1 Frame 1
Front of vehicle



Roll 1 Frame 2
Right side of vehicle





Roll 1 Frame 3
Rear of vehicle



Roll 1 Frame 4
Left rear of vehicle

Roll 1 Frame 5
Left side of cab/rear to front



Roll 1 Frame 6
Left front fender



Roll 1 Frame 7
Interior/right to left



Roll 1 Frame 8
Top of cab/interior



Roll 1 Frame 9
Windshield/interior



Roll 1 Frame 10
Hood and windshield



Roll 1 Frame 11
Engine compartment



Roll 1 Frame 12
Engine compartment

Roll 1 Frame 13
Right side of engine
compartment



ENG-005-10-1001

Roll 1 Frame 14
Left side of engine
compartment



Roll 1 Frame 15
Front of engine
compartment/left to right



Roll 1 Frame 16
Rear of engine
compartment/left to right

Roll 1 Frame 17
Front of engine
compartment/right to left



ENG-003-LC-1983

Roll 1 Frame 18
Rear of engine
compartment/right to left



Roll 1 Frame 10
Right side of engine
compartment/battery



Roll 1 Frame 20
Center of engine
compartment

Roll 1 Frame 21
Left side of engine
compartment



Roll 1 Frame 22
Radiator



Roll 1 Frame 23
Radiator overflow hose



Roll 1 Frame 24
Electrical connectors/top of
left wheel well





Roll 1 Frame 25
Upper radiator hose

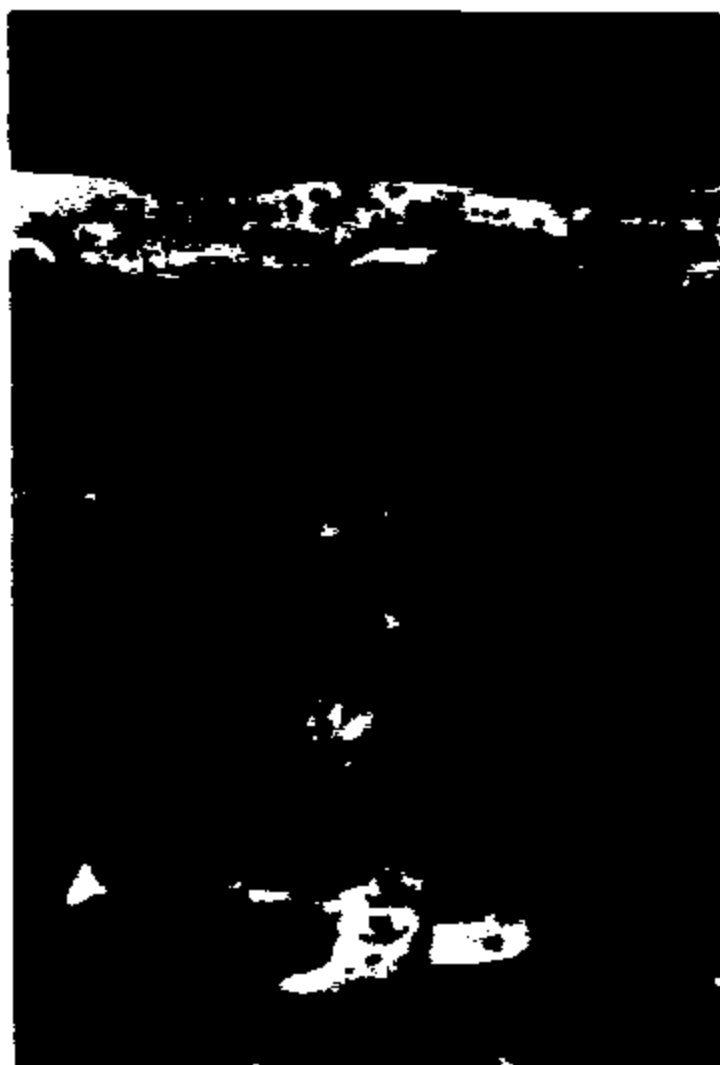


Roll 1 Frame 26
Lower radiator hose

EA05-005-LC-1887



Roll 1 Frame 27
Fuse panel



Roll 1 Frame 28
Fuse panel

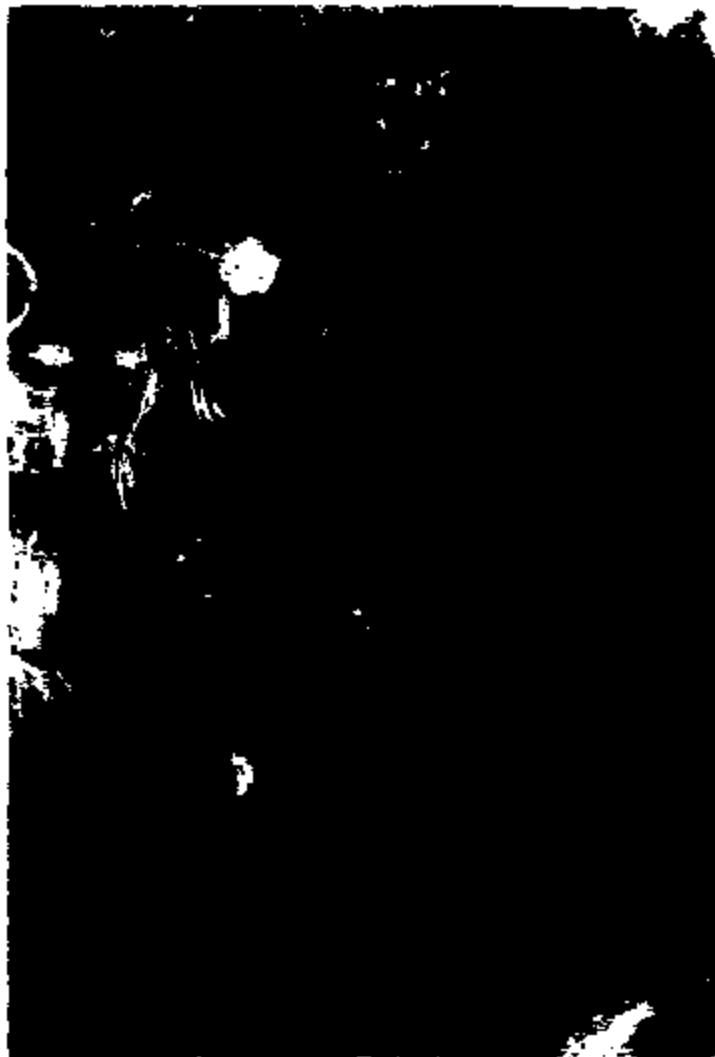
EA05-001-LC-1908

Roll 1 Frame 29
Fuse panel



Roll 1 Frame 30
Wiring/top front portion/left
front wheel well





Roll 1 Frame 31
Wiring/top front portion/left
front wheel well



Roll 1 Frame 32
Underside of air cleaner
mounting bracket



Roll 1 Frame 33
Wiring/similar vehicle



Roll 1 Frame 34
Left side/similar
vehicle/engine compartment



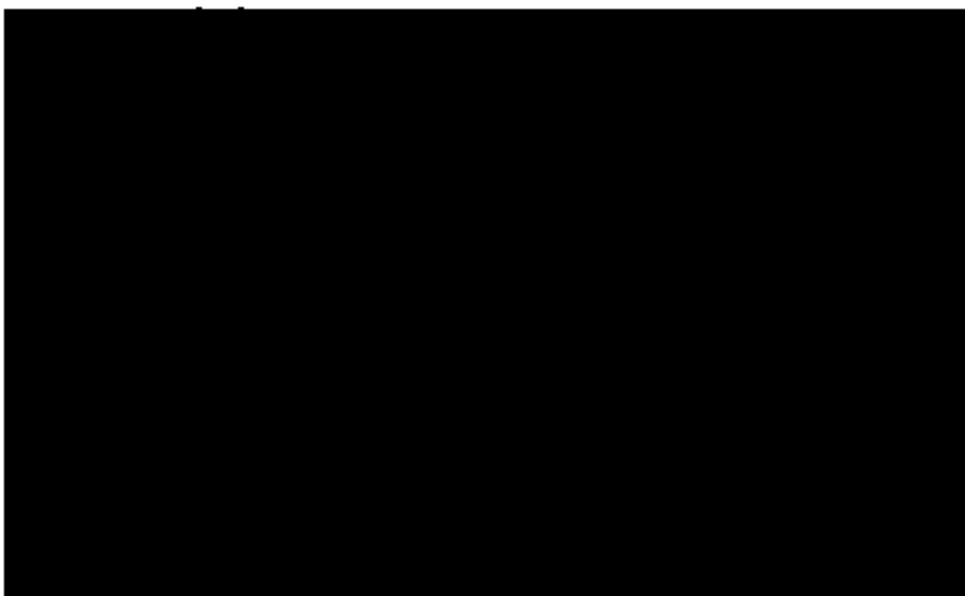
Roll 1 Frame 35
Left side/similar
vehicle/engine compartment



Roll 1 Frame 36
VIN plate on claimant vehicle



Roll 1 Frame 37
Wiring to air sensor



MacINNES, WHIGHAM, LIVELY & SIEFKEN, L.L.P.

ATTORNEYS & COUNSELORS

ROBERT A. MacINNES
GREGORY A. WHIGHAM
SAM LIVELY
MARK SIEFKEN

DESIGNATED CERTIFIED
PERSONAL INJURY/TORT LAW

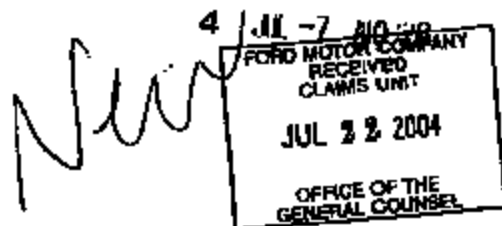
JUL 12 2004

July 2, 2004

CONSUMER AFFAIRS
SECTION

By Certified Mail, Return Receipt Requested
Ford Motor Company
Consumer Affairs
P.O. Box 6248
MD-3NE-B
Dearborn, MI 48126

Re: 1997 Ford F-150
VIN# 1FTDX1769VK
Owner: [REDACTED]



To Whom It May Concern:

This will follow up on my previous conversation with Radh at your Consumer Relationship Center on June 30, 2004. In that conversation, I advised Radh that I have been retained by Agricultural Workers Mutual Auto Insurance Company to represent them in a potential subrogation claim arising out of a fire that originated in the above-referenced Ford F-150. Our investigation, to date, reveals that this fire was probably the result of a defective brake pressure switch which caused a fire, totally destroying the F-150, in addition to the 1998 Cadillac STS and their entire house and household goods.

Please be advised that as a result of this fire, Agricultural Workers has paid the [REDACTED] the amount of \$22,724.99 and is subrogated to any recovery they may have against Ford Motor Company. Agricultural Workers Mutual Auto Insurance Company's rights must be protected in case you do make a settlement with the Bakers.

Should you require any additional information or wish to inspect any of the damage, please call me immediately. The Bakers are in the process of cleaning up in preparation for, starting the rebuilding process. Therefore, time is of the essence.

Sincerely,

Mark Siefken

MS:kc

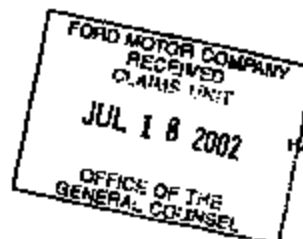
Handwritten notes: "197 F-150", "VIN?", "Buckling?"



HANNAH, COLVIN & PIPES, L.L.P.

ATTORNEYS AT LAW
2051 SILVERSIDE DRIVE, SUITE 260
BATON ROUGE, LOUISIANA 70808
TELEPHONE: (225) 766-8240
FACSIMILE: (225) 766-5346

MICHAEL P. COLVIN
W. RANSON PIPES
JANICE CHURCH REEVES
LAUREL E. McDONALD
KRYSTENA L. HARPER



HANK S. HANNAH
(1911-1991)

July 19, 2002

Via Certified Mail, Return Receipt Requested

Ms. Shawn L. Norton
Ford Motor Company
Parklane Tower West, Suite 300
Three Parklane Boulevard
Dearborn, Michigan 48126-2568

Re:

Insured:

Date of Loss:

Our File No.:

June 4, 2002

821-2024

Dear Ms. Norton:

Please be advised that I have been retained by [REDACTED] in connection with damages sustained as a result of a fire which occurred on June 4, 2002, at the residence of its insured [REDACTED] in Minden, Louisiana. According to State Farm's investigation, the fire originated in a 1997 Ford F150 Pickup Truck that was parked under the carport of the above mentioned residential dwelling. As a result of the fire, the residential dwelling sustained substantial property damage which is still being assessed at this time.

Enclosed you will find an expert report prepared by Ron McKinley, which indicates that the cause of the fire was "a defective brake pressure switch." Evidence of proof of loss is being gathered at this time, and will be provided to you upon my receipt of same.

By way of this correspondence, [REDACTED] is placing Ford Motor Company and/or Texas Instruments on immediate notice of this claim as it is seeking full reimbursement of payments made, or to be made, on behalf of its insured, [REDACTED]. The subject vehicle is available for inspection at Copart of Louisiana in Shreveport, Louisiana.

If you have any questions or wish to discuss this matter further, please call.

Sincerely,

Krystena L. Harper

Krystena L. Harper

enclosures

cc: Shirley May

FILED

MAY 28 2003

DEPUTY CLERK
WEBSTER PARISH

DOCKET NO. 62836 DIVISION A
26TH JUDICIAL DISTRICT COURT

VERSUS

PARISH OF WEBSTER

FORD MOTOR COMPANY

STATE OF LOUISIANA

JOINT PETITION FOR DAMAGES

NOW INTO COURT, through undersigned counsel, come plaintiffs [REDACTED]
a person of the full age of majority, domiciled and residing in the Parish of Webster, State of
Louisiana, and [REDACTED]
[REDACTED] foreign insurers, authorized to do and doing business
in the State of Louisiana, who, with respect, represent the following:

1.

Named defendant herein is Ford Motor Company, a foreign corporation, authorized to do and
doing business in the State of Louisiana, who is indebted unto plaintiffs, for the following, to wit:

2.

At all times pertinent hereto [REDACTED] was the owner of a certain residence, located
at [REDACTED], Louisiana, (hereinafter referred to as the "[REDACTED] Residence") and
a 1997 Ford F150, identified by Vehicle Identification Number 1FTDX1760V2 [REDACTED] hereinafter
referred to as the "[REDACTED] vehicle").

3.

On or about June 4, 2002, while the [REDACTED] vehicle was parked under the carport at the
[REDACTED] Residence, a fire occurred in the [REDACTED] vehicle causing substantial damage to both the
vehicle and the residence.

4.

The fire originated in the engine compartment of the 1997 Ford F150 owned by [REDACTED]
[REDACTED] and was caused by a defect in the speed control deactivation switch, the electrical system,
and/or other defects within the 1997 Ford F150.

EA85-885-LC-1918

5.

The 1997 Ford F150 was designed, manufactured, assembled and sold by defendant, Ford Motor Company.

6.

At all times pertinent hereto, Ford Motor Company had actual and/or constructive knowledge that the speed control deactivation switch could develop a resistive short in the electrical circuit or otherwise fail, resulting in an underhood fire.

7.

Defendant, Ford Motor Company, is liable unto plaintiffs for the following acts of negligence and/or fault:

- A. Manufacturing, assembling, marketing and/or selling a product which was unreasonably dangerous in construction or composition;
- B. Manufacturing, assembling, marketing and/or selling a product which is unreasonably dangerous in design;
- C. Manufacturing, assembling, marketing and/or selling a product which is unreasonably dangerous because an adequate warning about the product was not provided; and
- D. Failure to adequately warn users of the risks/dangers of the product subsequent to acquiring such knowledge.

8.

At all times pertinent hereto, [REDACTED] insured the vehicle owned by [REDACTED] and provided coverage for the damages sustained thereto.

9.

Pursuant to the terms of its insurance policy and as a result of the fire, [REDACTED] paid to or on behalf of its insured, [REDACTED] the sum of THIRTEEN THOUSAND THREE HUNDRED SEVEN & 00/100 (\$13,307.00) DOLLARS.

10.

At all times pertinent hereto, [REDACTED] insured the residence owned by [REDACTED] and provided coverage for the damages sustained thereto.

11.

Pursuant to the terms of its insurance policy and as a result of the fire, [REDACTED] and [REDACTED] has made payments to or on behalf of its insured, [REDACTED] for damages sustained as a result of the fire. Furthermore, a claim for damage to contents is still pending, which may require [REDACTED] to make additional payments to or on behalf of [REDACTED]

12.

Petitioners, State Farm Mutual Automobile Insurance Company and State Farm Fire and Casualty Company are subrogated, legally, conventionally, and by the terms of the policies, to the rights of [REDACTED] against defendant, Ford Motor Company, to the extent of payments made herein to, or on behalf of, Shirley McCoy.

13.

As a result of the incident described above, [REDACTED] has suffered excess damages, including but not limited to an uninsured/underinsured property loss, a loss of deductibles, lost wages, mental anguish, inconvenience, and loss of use. Included in [REDACTED] uninsured/underinsured property loss were irreplaceable personal items such as memorabilia, photographs, collectibles, etc., including numerous personal effects that belonged to her son, who is now deceased. The loss of these sentimental items has caused [REDACTED] to suffer serious mental anguish and distress.

14.


Despite amicable demand, defendant has refused to reimburse plaintiffs for their losses.

WHEREFORE, plaintiffs pray that after due proceedings are had herein, there be judgment in favor of plaintiffs, [REDACTED]

[REDACTED], and against defendant, Ford Motor Company, for the sum of all damages proven at trial, together with legal interest from date of judicial demand until paid, and for all costs of these proceedings. Plaintiffs further pray for all general and equitable relief to which they may be entitled.

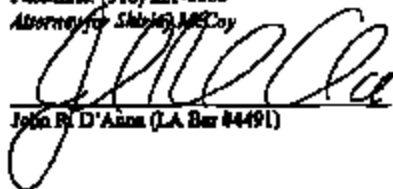
By Attorneys:

HANNAH COLVIN & PIPES, LLP
2051 Silverstone Drive, Suite 260
Baton Rouge, Louisiana 70808
Telephone: (225) 766-8240
Facsimile: (225) 766-5546
Attorneys for State Farm Mutual Automobile Insurance
Company and State Farm Fire and Casualty Company


W. Randolph Pipes (LA Bar #17748)
Krystina L. Harper (LA Bar #27494)

and

McMICHAEL, MEDLIN & D'ANNA
504 Texas Street, Suite 400
Baton Rouge, Louisiana 70801
Telephone: (504) 221-1004
Facsimile: (504) 221-0002
Attorneys for Plaintiff



John B. D'Anna (LA Bar #4491)

PLEASE SERVE:

FORD MOTOR COMPANY
through its agent for service of process:
CT Corporation System
8350 United Plaza Blvd.
Baton Rouge, LA 70809

ATTEST



Samantha Meek
Deputy Clerk District Court
WEBSTER PARISH, LA

INVESTIGATION REPORT

Professional Association
JUL 11 2002
BOSSIER CSO

Fire Cause Examination on a 1997 Ford F150
Pickup Truck at Co-Parts Auto Salvage
in Shreveport, Louisiana

Prepared for

State Farm Insurance Company
Bossier City, Louisiana

by

Ron McKinley, P.E.
Engineering Design Consultants
June 18, 2002

Client Reference No: 18-A139-066
Engineering File No: SFB02-144D

ENGINEERING DESIGN CONSULTANTS

704 E. MARSHALL AVENUE • SUITE 400 • LONGVIEW, TEXAS 75601
(817) 296-1700

RECEIVED
JUL 01 2002
BOSSIER CSO

Project Engineer: Ron McKinley, P.E.

Project File No: SFB02-144D

Address: 2633 Viking Drive
Bossier City, Louisiana 71111

Attention: Bobby Booras

Client Reference No: 18-A139-066

Date of Loss: June 4, 2002 - 12 p.m.

Location of Loss: Minden, Louisiana

Insured [REDACTED]

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JUL 01 2002
BOSSIER CSO

Fire Cause Examination on a 1997 Ford F150
Pickup Truck at Co-Parts Auto Salvage
in Shreveport, Louisiana

Assignment:

On June 2, 2002, I received an assignment from Fire Investigator, Bo Roberts. Mr. Roberts requested an examination on a 1997 Ford F150 Truck that was damaged by a fire on June 4th while parked. According to the owner, [REDACTED], the truck was parked about 9 p.m. and the fire was discovered around 12 p.m. The fire occurred in the engine compartment and burned a hole in the hood before being extinguished.

I was asked to examine the truck to determine how the fire began. The truck is being held at Co-Parts Auto Salvage in Shreveport, Louisiana. I agreed to meet Mr. Roberts at Co-Parts on the morning of June 12th to begin my examination. The work was authorized by Bobby Booras with State Farm Insurance Company in Bossier City.

On-site Examination:

The truck that was examined can be seen in photographs 1 through 4. It is

Engineering Design Consultants
SFB02-144D

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JUL 01 2002
BOSSIER 680 2

a 1997 Ford F150 Pickup Truck with the Vehicle Identification Number
1FTDX1760VK [REDACTED] I began by walking around the truck while viewing
the external surfaces. The burn patterns clearly indicate an engine compartment
fire. The hood is made of aluminum and has a hole melted through on the
driver side (see photograph 6). I opened the driver side door and found only
minor fire damage on the driver side floor next to the firewall. This can be seen
in photograph 8.

I opened the hood and began viewing the engine compartment. It can be
seen in photographs 9 through 12. As shown in the photographs, the fire
damage is primarily on the driver side of the compartment. Mr. Roberts pointed
out burn patterns that indicate a fire that originated at the location of the brake
master cylinder. I viewed the damage up-close and found the brake fluid
reservoir completely burned away by the fire. This can be seen in photographs
13 through 18. The fire was extinguished before it spread to the rest of the
engine compartment leaving a discernible V-pattern. I located the fuel hoses
and found them still intact. They are indicated with arrows in photograph 15.

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JUL 01 2002
BOSSIERE

vi

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SFB02-144D

The hoses have heat stress but are not burned.

I traced the electrical wires that connected to the brake pressure switch and found them brittle from the fire and broken in half. Mr. Roberts said the remains of the switch were still attached when he first viewed the truck but the switch housing was loose from the master cylinder. He removed the switch so it would not be lost while the truck was being towed to Co-Parts. The remains of the switch received from Mr. Roberts can be seen in photograph 19. As shown in the picture, the switch housing is heavily charred. The switch was originally installed on the master cylinder at the location indicated with an arrow in photograph 17. This places it next to the brake fluid reservoir.

The National Highway Traffic Safety Administration issued Recall Number 99V124 for potential defects in the brake pressure switch (cruise control deactivation switch) for Ford vehicles built in the years 1992 and 1993. However, the same burn pattern in other Ford vehicles built in years 1992 through 2000 have been observed. The defective switches have caused engine compartment fires.

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SFB02-144D

RECEIVED

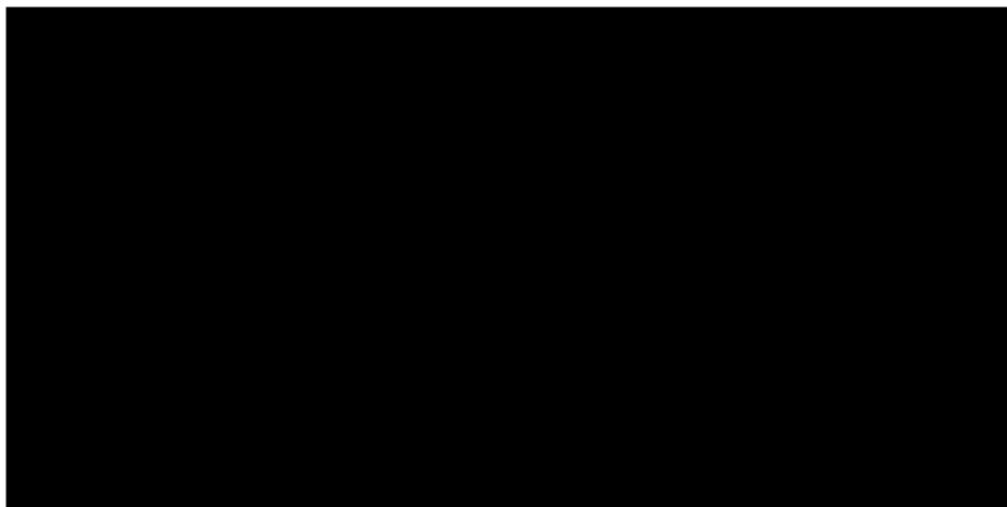
JUL 01 2002

BOSSIER CSO ^{Page 4}Conclusions:

The fire resulted from a defective brake pressure switch. The switch has been problematic in causing fires in several model vehicles resulting in a recall. The fire was discovered before it spread throughout the engine compartment. This preserved the evidence that shows the origin point of the fire to be at the brake switch and brake fluid reservoir. The switch overheated and apparently ignited. This melted the brake fluid reservoir allowing the fire to spread. The primary fuel for the fire appears to be the brake fluid once the plastic reservoir melted.



Ron McKinley, P.E.



Jun 15 04 03:20p

City of Bastrop J DAVIS

318 283 7000

p.2

A 34001 12 12 2003 103-000000 000 Rpt # Date Month Year File # Police # Station #		103-000000 000 Rpt # Date Month Year File # Police # Station #	
B Location <input type="checkbox"/> Street address <input type="checkbox"/> Intersection <input type="checkbox"/> In front of <input type="checkbox"/> Rear of <input type="checkbox"/> Adjacent to <input type="checkbox"/> Direction Station # 103-000000 000 Rpt # Date Month Year File # Police # Station #			
C Incident Type <input checked="" type="checkbox"/> Passenger vehicle side <input type="checkbox"/> Aid given or received <input type="checkbox"/> Aid given <input type="checkbox"/> Aid received <input type="checkbox"/> Aid given <input type="checkbox"/> Aid received <input type="checkbox"/> Aid given <input type="checkbox"/> Aid received			
D Date & Time Month Day Year 12 12 2003 20:43:00 12 12 2003 20:44:00 12 12 2003 20:50:00		E Shift & Alarm Shift # 01 200 Alarm # 01 200 Special Studies Unit # 101	
F Actions Taken <input checked="" type="checkbox"/> Investigate <input type="checkbox"/> Arrest <input type="checkbox"/> Release <input type="checkbox"/> Other		G1 Responses <input type="checkbox"/> Control <input type="checkbox"/> Arrest <input type="checkbox"/> Release <input type="checkbox"/> Other	
G2 Estimated Dollar Losses & Value Property \$ 000,000 Contents \$ 000,000 Other \$ 000,000		H1 Estimated Dollar Losses & Value Property \$ 000,000 Contents \$ 000,000 Other \$ 000,000	
I1 Completed Medication <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid		I2 Completed Medication <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid <input type="checkbox"/> First Aid	
J Property Used <input type="checkbox"/> Church, place of worship <input type="checkbox"/> Restaurant or cafeteria <input type="checkbox"/> Bar/club or nightclub <input type="checkbox"/> Elementary school or kindergarten <input type="checkbox"/> High school or junior high <input type="checkbox"/> College, adult education <input type="checkbox"/> Care facility for the aged <input type="checkbox"/> Hospital		K Property Used <input type="checkbox"/> Church, place of worship <input type="checkbox"/> Restaurant or cafeteria <input type="checkbox"/> Bar/club or nightclub <input type="checkbox"/> Elementary school or kindergarten <input type="checkbox"/> High school or junior high <input type="checkbox"/> College, adult education <input type="checkbox"/> Care facility for the aged <input type="checkbox"/> Hospital	

Bastrop File #00000000

1000 11/15/03 03-000000

EP05-005-LC-1928

Jun 18 04 03:28p

City of Bastrop J DAVIS

318 283 7000

p. 2

K1 Person/Entity Involved		Person Name (if applicable)		Date Code		Phone Number	
<input type="checkbox"/> Check this box if you address or business location. Even skip the above questions address lines.		Mr./Ms./Mrs. First Name		MI		Last Name	
		Address		City		State	
		Phone (City) Area Code		Appt./Call Code		City	
		State		Zip Code			
<input type="checkbox"/> Were people involved? Check this box and attach Supplemental Form CRV-10-10 if necessary.							
K2 Owner		<input type="checkbox"/> Same as person involved? If not check this box and skip the rest of this section.		Person Name (if applicable)		Date Code	
<input type="checkbox"/> Check this box if you address or business location. Even skip the above questions address lines.		Mr./Ms./Mrs. First Name		MI		Last Name	
		Address		City		State	
		Phone (City) Area Code		Appt./Call Code		City	
		State		Zip Code			
L Remarks							
Truck was burned under hood area front glass was busted and front cup was destroyed. Owner had most of the fire out when we arrived.							
L Authorization							
1127		Grimes, Ted Jamal		DTC		12 29 2083	
Niland in charge is		Signature		Position or rank		Rank	
<input type="checkbox"/> 1240		Cook, Stanley Greg		CF		12 29 2083	
<input type="checkbox"/> Check this box if you address or business location. Even skip the above questions address lines.		Signature		Position or rank		Rank	

Bastrop Fire Department

14001 12729/2083 81-880582

E085-085-LC-1927

Jun 16 04 03:28p

City of Astoria J BAVIS

318 283 7000

P. 1

A 14001 19 29 2003 000 000 Date Time Year Month Day Hour Minute		Station District Area Signature	
B Property Details B1. 0001 <input type="checkbox"/> Not Residential B2. <input type="checkbox"/> Buildings not involved B3. <input type="checkbox"/> None		C On-site Materials or Products 1. <input type="checkbox"/> Bulk storage or warehousing 2. <input type="checkbox"/> Processing or manufacturing 3. <input type="checkbox"/> Packaged goods for sale 4. <input type="checkbox"/> Repair or service	
D Ignition D1. <input type="checkbox"/> Underpowered D2. <input type="checkbox"/> Underpowered D3. <input type="checkbox"/> Underpowered D4. <input type="checkbox"/> Ignition		E Cause of Ignition 1. <input type="checkbox"/> Intentional 2. <input type="checkbox"/> Unintentional 3. <input type="checkbox"/> Failure of equipment or heat source 4. <input type="checkbox"/> Act of nature 5. <input type="checkbox"/> Other	
F1 Equipment Involved In Ignition F2. <input type="checkbox"/> Equipment power F3. <input type="checkbox"/> Equipment portability		G Fire Suppression Features 1. <input type="checkbox"/> Fire suppression system 2. <input type="checkbox"/> Fire suppression system 3. <input type="checkbox"/> Fire suppression system	
H1 Mobile Property Involved H2. <input type="checkbox"/> Mobile property type H3. <input type="checkbox"/> Mobile property type		I Local Use 1. <input type="checkbox"/> Local use 2. <input type="checkbox"/> Local use 3. <input type="checkbox"/> Local use	

Exting. Fire Department

1001 17/04/01 0-000007

2005-005-LC-1028

COPY

April 22, 2004

Ford Motor Company
Manager Product Claims Dept.
Mr. Howard E Keys
Parklane Tower West
3 Parklane Blvd, Suite 400
Dearborn, MI 48126

Auto Subrogation Team
P.O. Box 11260
Monroe, LA 71211-1960
1-800-448-4587
Fax 1-800-726-4093

RECEIVED MAY - 4 2004

RE: Claim Number: [REDACTED]
Date of Loss: December 28, 2003
Our Insured: [REDACTED]

492608 open

Dear Mr. Keys:

This State Farm insured's vehicle, 1997 Ford F150 VIN 1FTDX07WXXV [REDACTED] was involved in a loss due to cruise activation defect. We settled a claim with our insured in the amount of \$10,750.13, which includes our insured's deductible.

Our investigation revealed the cause of the loss was due to the following: cruise activation defect.

Enclosed is the documentation of State Farm's claim. We are holding the vehicle until we have concluded our claim with your company. You may contact me at the phone number below to make arrangements to inspect the vehicle.

Please consider this letter as our demand to Ford Motor Company for reimbursement of \$10,750.13.

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710

F105
- '97 F-150
- VIN
- \$10,750.13
- 96,389 (M)
- ph - door
- CR

ER85-885-LC-1828

COPY

Page 2
April 22, 2004

In order to assist you in evaluating and processing the subrogation claim we are asserting, we may provide nonpublic personal information about our customer. We are sharing this information to effect, administer, or enforce a transaction authorized by the consumer. However, you are neither authorized nor permitted to: (1) use the customer information we provide for any purpose other than to evaluate and process the subrogation claim, or (2) disclose or share the customer information we provide for any purpose other than to evaluate and process the subrogation claim.

Sincerely,

Claim Handler
800-448-4587 Team 20

State Farm Mutual Automobile Insurance Company

Enclosure:

cc: estimate, vehicle inspection, valuation, co-part salvage,
payment log, crash report, engineering report, colored
photos

EA05-005-LC-1930

CIVIL SUIT NUMBER _____

VERSUS 2004-874
FORD MOTOR COMPANY

4th JUDICIAL DISTRICT COURT
PARISH OF MOREHOUSE
STATE OF LOUISIANA

DEC 17 11 53 AM '04
J. MICHELLE ANDERSON
CLERK

PETITION FOR DAMAGES

The petition of STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY, a foreign insurance corporation authorized to do and doing business in the State of Louisiana, with respect represents:

1.

Made defendant herein is Ford Motor Company, a foreign corporation, who may be served through its agent for service of process, CT Corporation Systems, 8550 United Plaza Blvd., Baton Rouge, Louisiana.

2.

Defendant is justly and truly indebted unto petitioner for such sums as are reasonable in the premises, together with legal interest from date of judicial demand until paid, and for all costs of these proceedings.

3.

On or about December 29, 2003, [REDACTED] was operating a 1997 Ford F-150 pickup that was manufactured by defendant, Ford Motor Company. Timothy Thompson returned home and parked the 1997 Ford F-150 near his home when the vehicle caught fire, causing a total loss to the vehicle, in Morehouse Parish, Louisiana.

4.

As a direct result of the above described fire, the [REDACTED] vehicle was rendered, a total loss.

5.

The cause of the aforementioned fire was latent and/or hidden manufacturing defects that existed at the time of the purchase by Mr. Thompson.

ASSIGNED TO SECTION 2

6.

Ford Motor Company is liable unto petitioners for all damages set forth herein as the vehicle was unreasonably dangerous in construction and composition because design defects caused had from electrical short-circuit arising to occur.

7.

The above described defects are also redhibitory and are the result of defects that have rendered the vehicle useless, or its use so inconvenient, that it must be presumed that [REDACTED] would not have purchased the vehicle if the had known of the defects at the time of the sale thereof.

8.

[REDACTED] was neither aware of the defects existing at the time of the sale of the subject vehicle, nor should he have been presumed to discover such defects as a reasonably prudent buyer.

9.

As the manufacturer, Ford Motor Company has actual knowledge of the redhibitory defects and is not entitled to notice and opportunity to repair said defects, which in this case is impossible due the nature of the loss sustained.

10.

In violation of the warranty against redhibitory defects, Ford Motor Company caused the damage or injuries complained of herein, both legally and in fact.

11.

At all times pertinent herein, there was in full force and effect a policy of insurance, issued by State Farm Mutual Automobile Insurance Company in favor of [REDACTED] providing coverage for such damages as sustained by the [REDACTED] vehicle and, as a result of such contractual commitment, State Farm Mutual Automobile Insurance Company paid to [REDACTED] certain sums under the comprehensive provisions of said insurance policy, said amount being the value of the [REDACTED] vehicle. State Farm Mutual Automobile Insurance Company is therefore legally, contractually and conventionally subrogated in the rights of its insured.

Petitioner seeks an award just and adequate under the premises herein; however, the amount sought is below the jurisdictional limits required for a trial by jury.

WHEREFORE, STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY PRAYS:

- 1) That this petition be filed and that the defendant be served with a copy of same and cited to appear and answer said petition within the delays allowed by law;
- 2) That after trial be had, there be judgment rendered herein in favor of plaintiff, STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY, and against defendant, FORD MOTOR COMPANY, for all sums due in the premises, together with legal interest on all sums from date of judicial demand until paid, and for all costs of these proceedings; and
- 3) For all orders necessary and proper in the premises, and for full, general, and equitable relief.

Respectfully submitted,

ARMOUR LAW FIRM
(A Limited Liability Company)

By: 

Bonita Prouett-Armour
1744 Jackson Street
P. O. Box 710
Alexandria, Louisiana 71309
(318) 442-6611
(318) 442-4719 - fax
La.Sup.Ct. Bar Roll #21627

Attorney for State Farm Mutual Automobile Insurance Company

PLEASE SERVE:

Ford Motor Company
CT Corporation Systems
8550 United Plaza Blvd.
Baton Rouge, Louisiana

HAAG

ENGINEERING CO.

FIRE AND DAMAGE CONSULTANTS

Dallas, Texas
April 9, 2004

State Farm Insurance Co.
PO Box 52808
Shreveport, LA 71135-2808

Attention: Howard Hines

Re: [REDACTED] Ford F150
Fire

[REDACTED]
Bastrop, Louisiana
Date of Fire: December 28, 2003
State Farm File No: 18-0956-142
Haag File No: 1040197-118/129

As you requested, we have inspected the captioned vehicle to determine the origin and cause of a fire. Our inspection was conducted on March 12, 2004, following the original origin and cause inspection by Mr. Bo Roberts of Bo Roberts & Associates, Shreveport, Louisiana. This initial report covers work completed to date.

This engineering report has been written for your sole use and purpose and only you have the authority to distribute it to any other person, firm, or corporation. Haag Engineering Co. and its agents and employees do not have and do disclaim any contractual relationship with, or duty or obligation to, any party other than the addressee of this report and the principals for whom the addressee is acting. Only the engineers who signed this document have the authority to change its contents and then only in writing to you. This report addresses the results of work completed to date. Should additional information become available, we reserve the right to amend, as warranted, any of our conclusions.

DESCRIPTION

The involved vehicle was a 1997 Ford F150 XLT, Vehicle Identification Number (VIN) 1FTDX07WXV [REDACTED]. The vehicle was a black, automatic transmission 3-door extended cab pickup truck equipped with cruise control, power steering, and power brakes. At the time of the fire, the vehicle had 96,389 miles on the odometer. The vehicle was manufactured in September 1996 and was equipped with a 4.8 liter V-8 engine.

POST OFFICE BOX 814245 • DALLAS, TEXAS 75381-4245 • WWW.HAAGENGINEERING.COM
2455 MEYER LANE • CARROLLTON, TEXAS • 75006 • 972-247-8444 • FAX 972-484-1821

PHOTOGRAPHS

BACKGROUND

We obtained background information from Mr. Bo Roberts of Bo Roberts & Associates. According to Mr. Roberts, about two weeks before the fire, the owner replaced a brake fuse that had burned out. The owner drove the vehicle on a long trip and noted that the cruise control ceased operating while he was driving. He took the vehicle home and parked it in his garage. About an hour and a half after he parked it, he noted that the truck was on fire and the fire was concentrated in the engine compartment on the driver's side toward the firewall. He was able to extinguish the fire while it was still contained to the engine compartment.

INSPECTION

At the time of our inspection, the vehicle was located at CoPart Auto Auctions, 5235 Greenwood Road, Shreveport, Louisiana. The apparent extent of burning was confined to the engine compartment, primarily on the driver's side, toward the firewall. The vehicle appeared to be undisturbed in the burned area. The brake master cylinder had been heavily burned but there was some plastic left melted on the brake fluid container closest to the firewall. The switch and associated wiring on the end of the master cylinder was burned, but mostly intact.

The fuse compartment was burned and covered with melted aluminum from the hood but was essentially intact. The cruise control module forward of the fuse box was also burned mostly on the exterior and toward the fuse box but was also primarily intact. The wiring harness across the top of the brake master cylinder and wiring from the fuse box and cruise control was burned free on insulation but we found no arcing of any wires. A solenoid about an inch long and 3/4 inch in diameter was hanging by two wires from the wiring harness. The copper on the solenoid was slightly sooted but an o-ring on one side of the solenoid was unburned and pliable. The solenoid appeared to have been burned from the top and plastic dripped down. Two other wires hanging down from the wiring harness had contacts on the end of them. The contacts were burned and what appeared to be an electronic component (possibly a resistor) was still attached to one of them.

Wires in the area of the fire were all intact except one of the wires on the switch at the end of the brake master cylinder, which had broken. The opposite end of the wire was intact and had a piece of melted aluminum on it.

The air filter case was mostly intact and had two holes in it where the fire had burned through the plastic exposing the interior portions. The paper air filter inside was intact. Other rubber and plastic components toward the top of the engine were melted and burned but in general, all components of the engine could be easily identified, with the exception of items that had been consumed in the immediate area of the brake master cylinder.

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ENGINEERING CO.

PHOTOGRAPHS

We photographed the area of the fire origin thoroughly and removed some of the melted hood that had fallen into the engine compartment to expose wires and components. We noted the wires coming through the firewall were intact and covered with insulation and wires toward the front of the engine were also intact and covered with insulation. The primary burning was around the master cylinder, and on top of the engine where secondary burning appeared to have occurred near ruptured fuel lines.

The remainder of the vehicle was intact. We inspected the brake switch on the brake pedal in the cab. The switch was located on the brake pedal attached to the rod that connects the brake pedal to the master cylinder. The switch opened when the brake was released and closed consistently when the brake pedal was touched. Approximately 1/4 inch of brake pedal movement operated the switch. This corresponded to approximately 1/32 of an inch of movement at the switch itself. We were unable to cause the switch to stick or find any malfunction of the switch or short-circuiting of wiring around the switch.

In order to preserve evidence, we stabilized fragile components in the engine and left them in place.

DISCUSSION

There have been many fires associated with the cruise control in 1997 Ford products that have a failure of the brake system reported by owners in the days preceding the fire. Usually, those reports indicate that a brake light or brake light fuse had to be changed. This fire appears to have followed this same pattern as many fires that have occurred in Ford Lincoln Town Cars and other models. In all of these fires, the cruise control brake shutoff switch or related components have been suspected as the cause of the fire.

Most of the fires involving the cruise control on Ford vehicles result in fires that consume so much of the vehicle engine, master cylinder, cruise control, and other affected components, that a determination of the exact cause of the fire is not possible. However, on this vehicle, with the exception of exterior plastic burning, the entire cruise control module, brake master cylinder, cruise control brake switch, and other similar components are intact. Additionally, components that are burned are still held in place by wiring, which is fragile, but still intact. Therefore, we recommended that the inspection be halted until Ford could be notified and Ford engineers could be involved in further inspection should Ford decide to do so. We were instructed to suspend this inspection based on that recommendation. This inspection has therefore been suspended pending notification of other parties.

HAAG
ENGINEERING CO.

PHOTOGRAPHS

State Farm Insurance

Ford F150

Bastrop, LA

Page 4

April 9, 2004

Haag File: 1040197-129/118

PRELIMINARY CONCLUSIONS

Based on the background information we received and our inspection, we conclude the following:

1. The origin of the fire is near the firewall on the driver's side in the engine compartment of the pickup truck.
2. The cause of the fire appears to be related to a failure of the cruise control and may be related to a burned out brake fuse indicating a malfunction of the brake indication system on the vehicle prior to the fire.

ADDITIONAL WORK PROPOSED

Our inspection was suspended pending notification of other parties. Once the additional parties are present, the inspection can be completed and final conclusions reached. Note that this additional inspection will be destructive and fragile evidence must be removed and stored.



Respectfully submitted,

HAAG ENGINEERING CO.

Handwritten signature of Mark T. Babb in black ink.

Mark T. Babb, P.E.
Louisiana Registration 30655

Handwritten signature of John D. Stewart in black ink.

John D. Stewart, P.E.
Texas License 38512

MTB/JDS:djg

HAAG
ENGINEERING CO.

PHOTOGRAPHS

State Farm and Casualty Company
P150 Fire
Bastrop, Louisiana

Photos taken March 12, 2004
Haag File No: 1040197-118/129



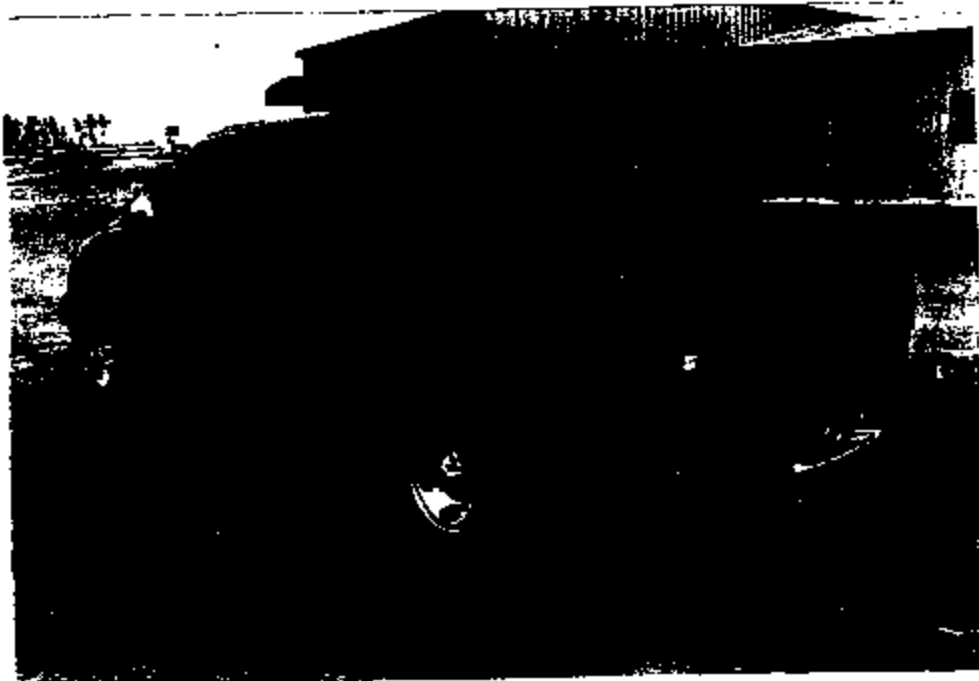
PHOTOGRAPH 1: Front passenger's side of the vehicle.



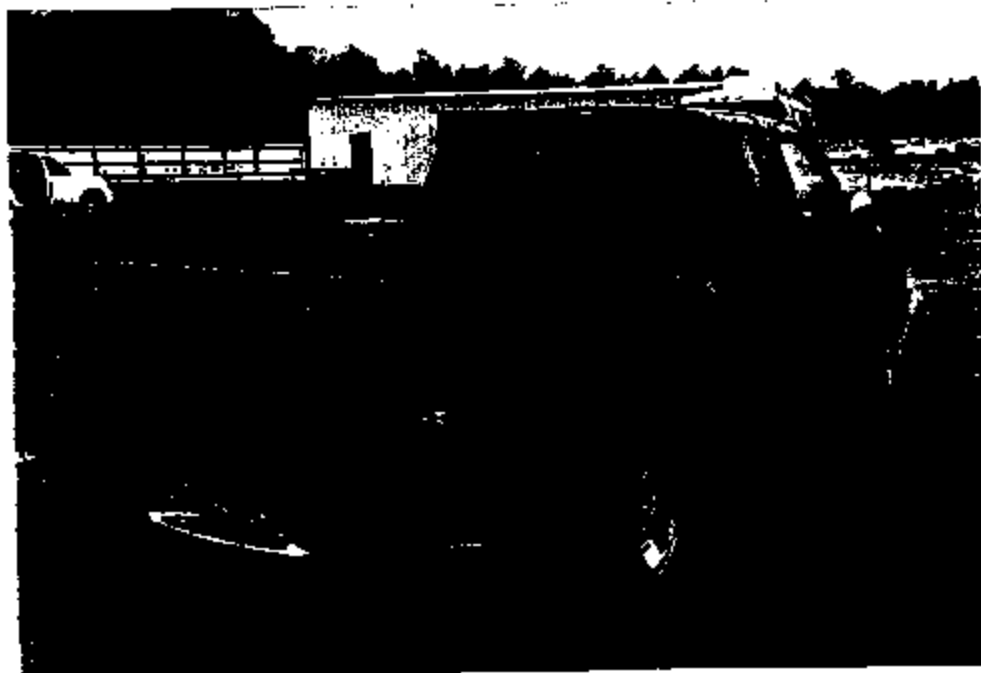
PHOTOGRAPH 2: Front driver's side of the vehicle.

State Farm and Casualty Company
F150 Fire
Bastrop, Louisiana

Photos taken March 12, 2004
Haug File No: 1040197-118/129



PHOTOGRAPH 3: Rear driver's side of the vehicle.



PHOTOGRAPH 4: Rear passenger's side of the vehicle.

Bastrop, Louisiana

Haag File No: 1040197-118/129



PHOTOGRAPH 5: The vehicle identification sticker.



PHOTOGRAPH 6: A view of the engine compartment from the top prior to our inspection.

State Farm and Casualty Company
F150 Fire
Bastrop, Louisiana

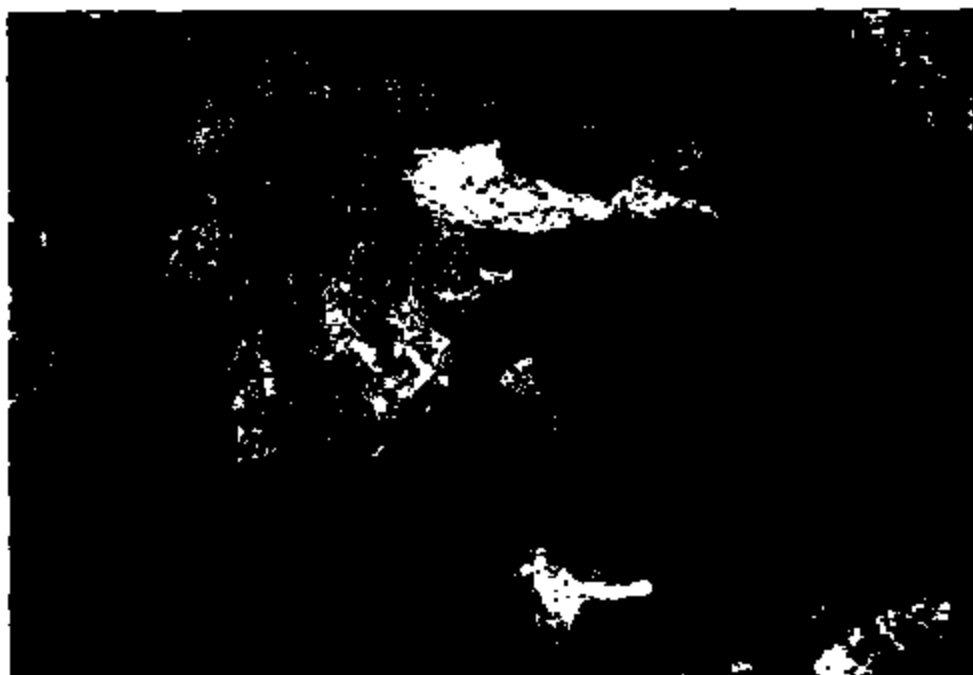
Photos taken March 12, 2004
Haag File No: 1040197-118/129



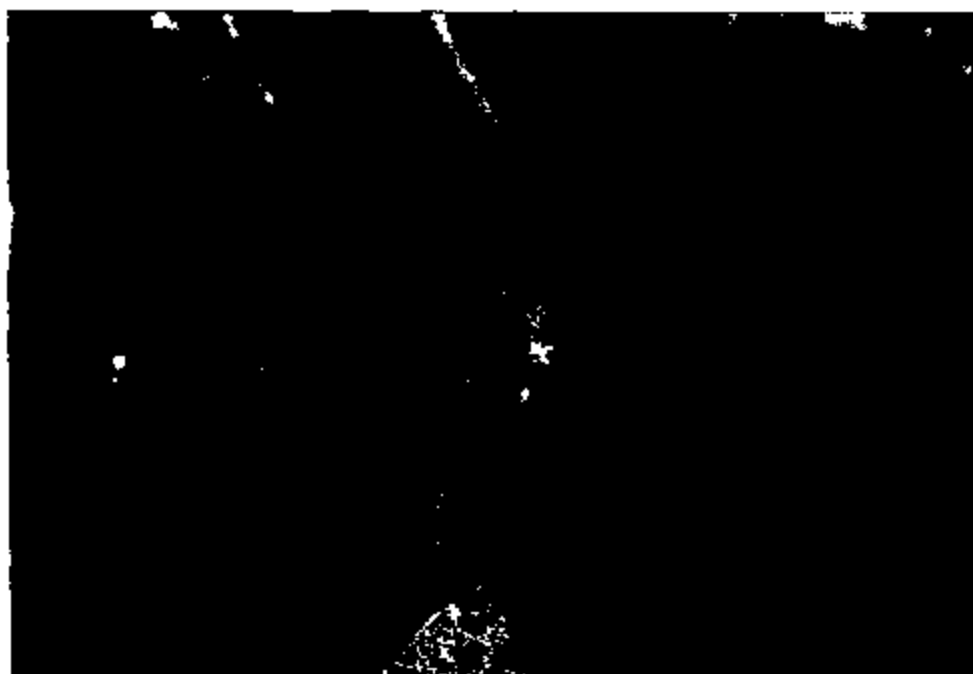
PHOTOGRAPH 7: A closer view of the engine compartment from the top.



PHOTOGRAPH 8: A view of the apparent origin area.



PHOTOGRAPH 9: The fuse box area.



PHOTOGRAPH 10: Various components were hanging from very fragile wires. We photographed them before touching them, as the wires were very fragile.

State Farm and Casualty Company
F150 Fire
Bastrop, Louisiana

Photos taken March 12, 2004
Haag File No: 1040197-118/129



PHOTOGRAPH 11: Another burned engine component. This burned part contained a coil.



PHOTOGRAPH 12: A view of the burned coil in the previous photograph.

State Farm and Casualty Company
7150 Fire
Bastrop, Louisiana

Photos taken March 12, 2004
Haag File No: 1040197-118/129



PHOTOGRAPH 13: These contacts were located in the origin area.



PHOTOGRAPH 14: Reverse side of the contacts.

State Farm Insurance Companies



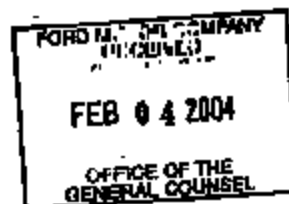
State Farm Service Center
CONSUMER AFFAIRS SECTION
Box 52808
Shreveport, LA 71135

January 26, 2004

4 FEB -3 A8:40

Ford Motor Company
Customer Relation Services
PO Box 6248
Dearborn, MI 48121

RE: Claim Number: [REDACTED]
Date of Loss: December 28, 2003
Our Insured: [REDACTED]
Your Insured: [REDACTED]
Your File #: [REDACTED]
Amt. Coll: \$pending
Amt. Medical: \$
Amt. Rental: \$
Deductible: \$250.00
Total Sub: \$pending



Dear To Whom it may concern:

We have been informed that you are the insurance carrier for the party designated as your insured in the caption of this letter. Our investigation of this accident establishes that your insured was responsible for this accident.

Enclosed are supporting papers to document our loss.

Please accept this letter as notice of our subrogation rights and communicate with us regarding your position in this matter.

Sincerely,

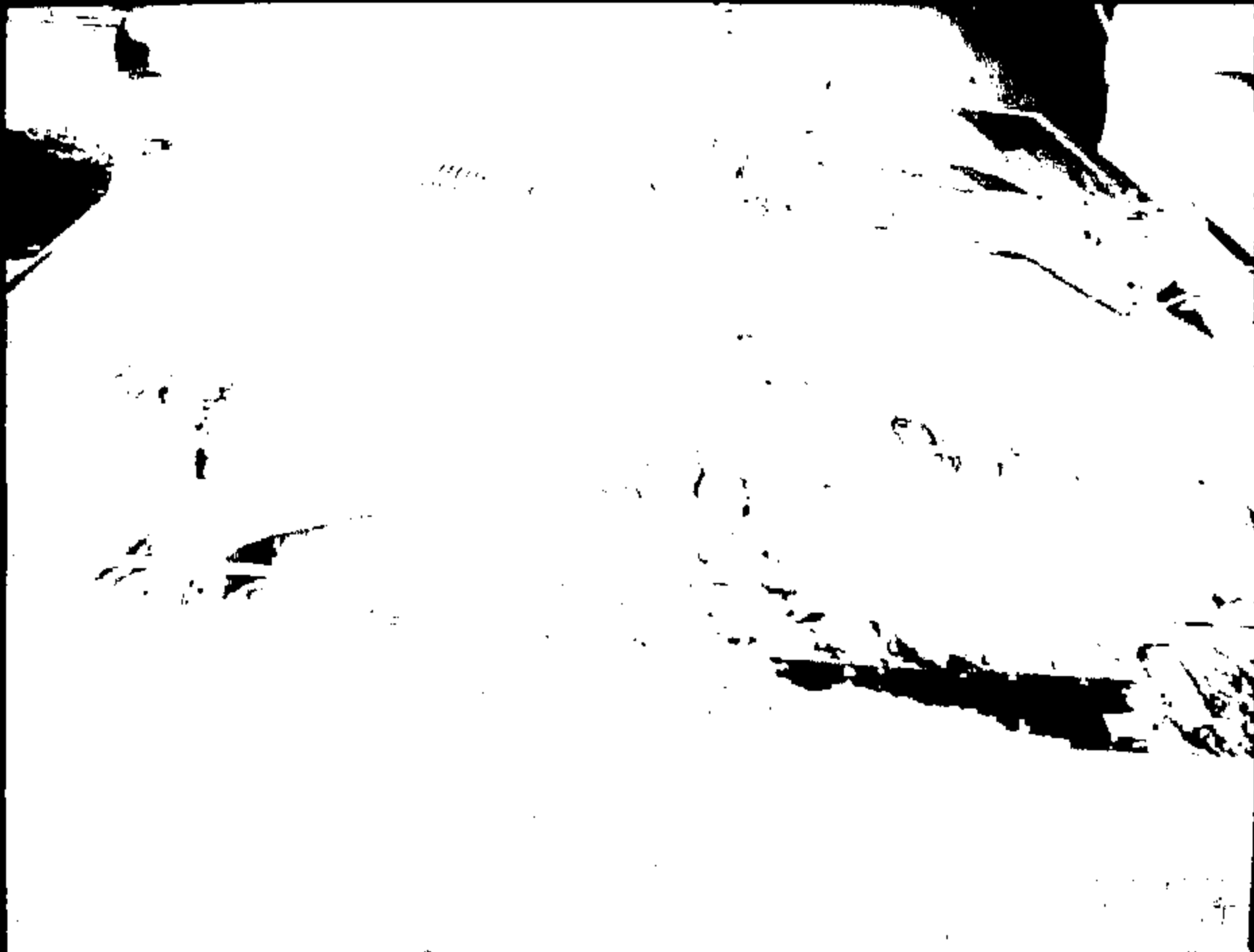
HOWARD HINES

Howard Hines
Claim Representative
(800) 325-6280

State Farm Mutual Automobile Insurance Company

P.S. To expedite service, please use the above claim number in all written and oral correspondence.

-M100
-12/28/03



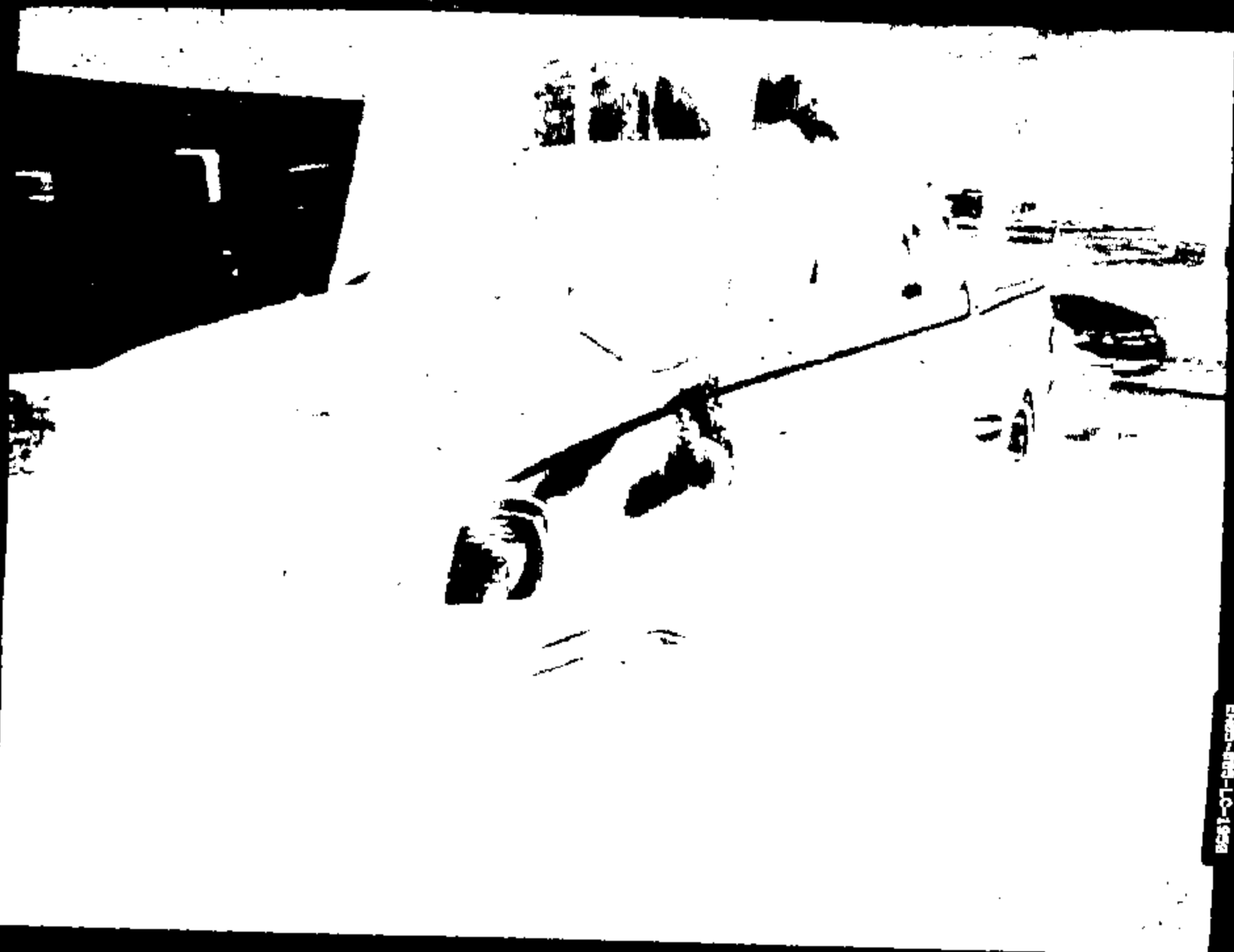
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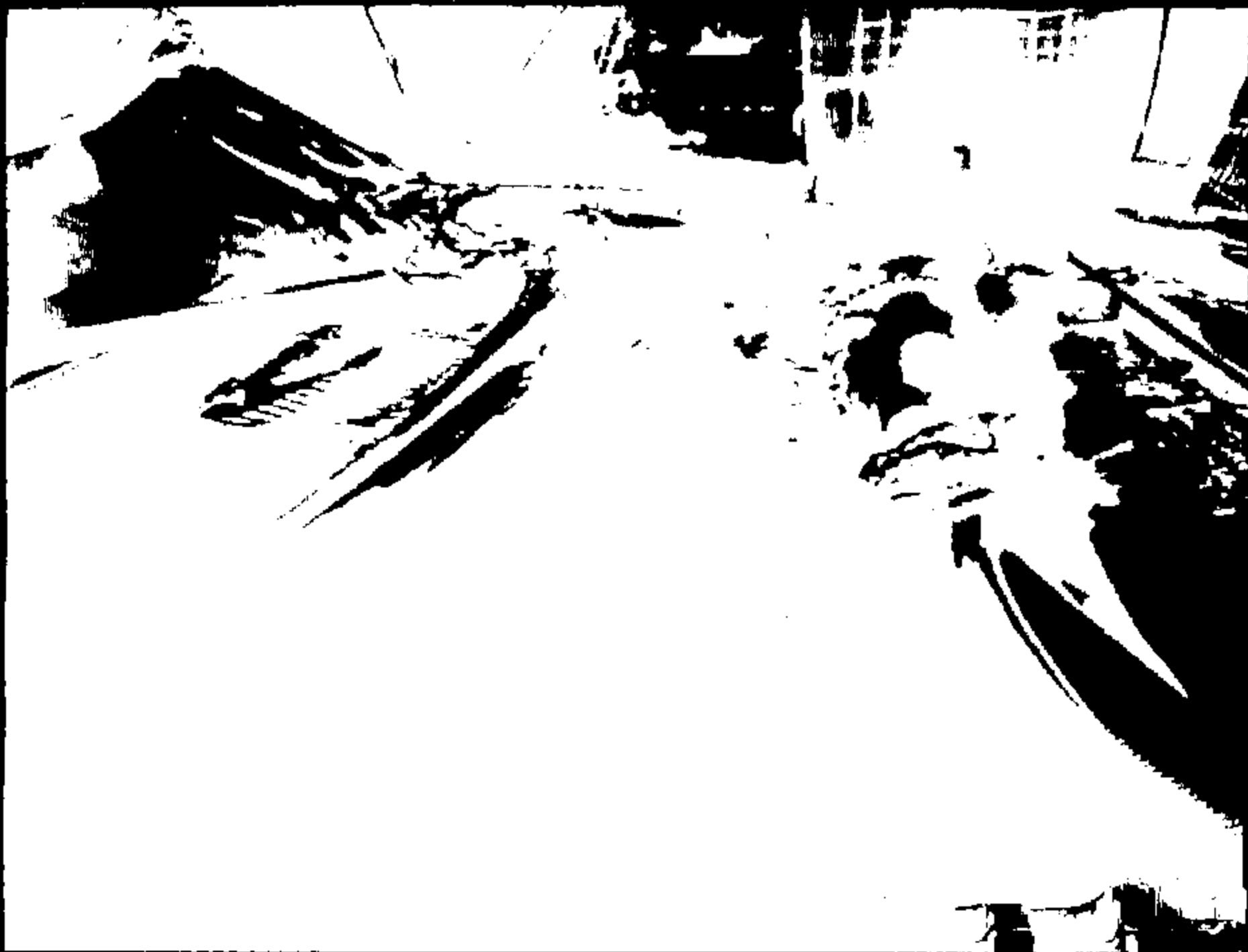
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2025-08-16-1949



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ERG-005-1C-1951



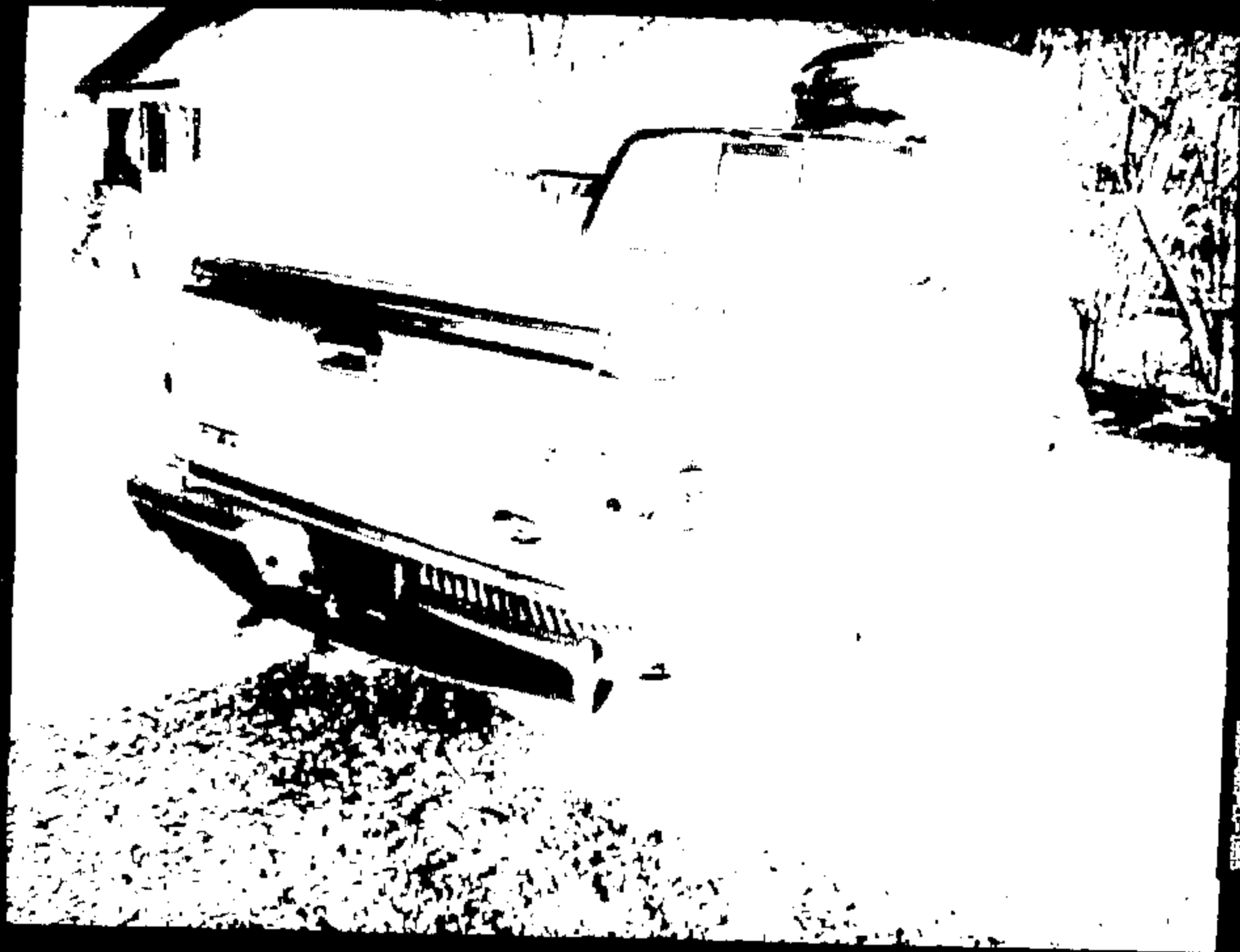
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EWIS-005-LC-1893



EROS-885-LO-1824



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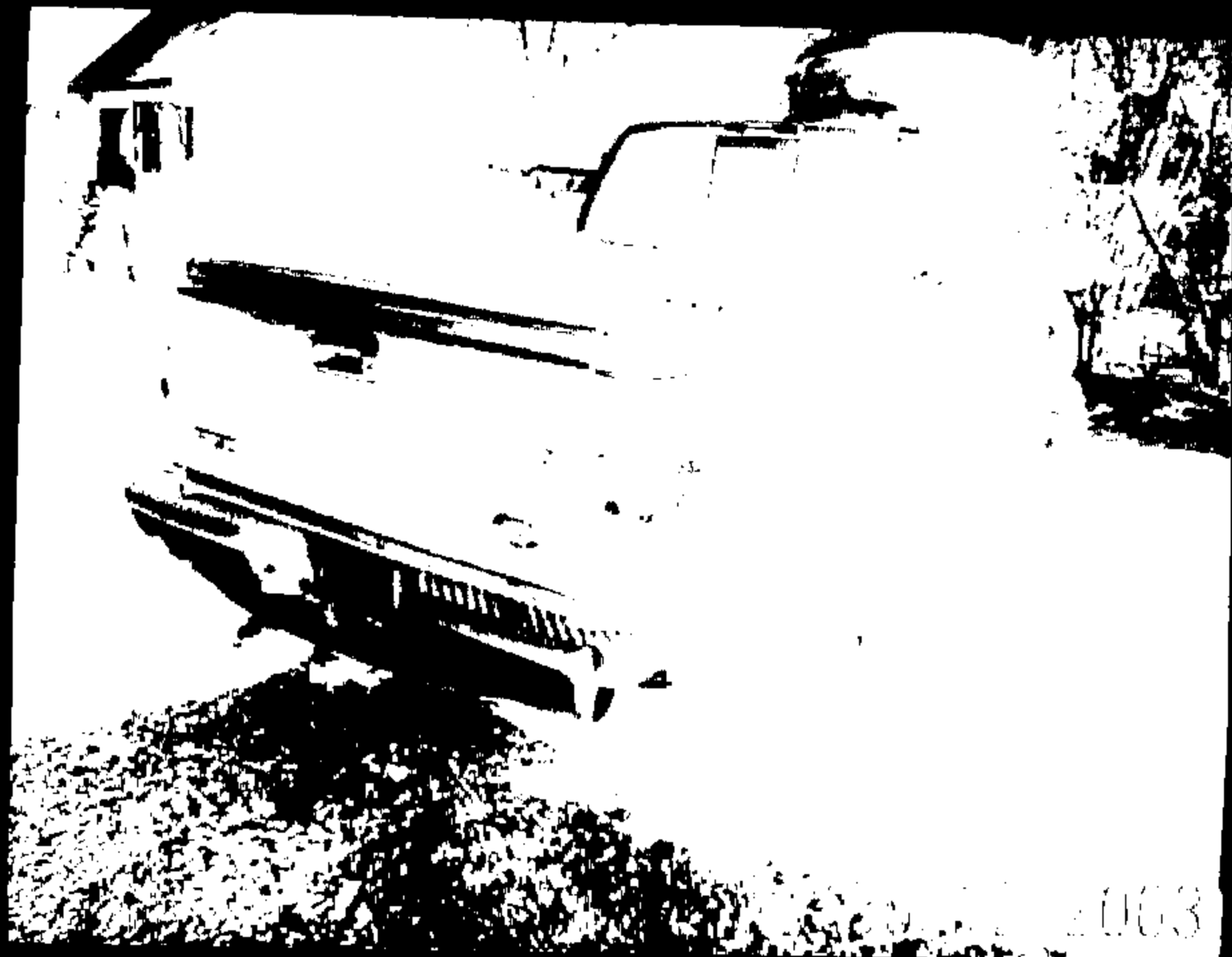
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EP02-020-1C-1954

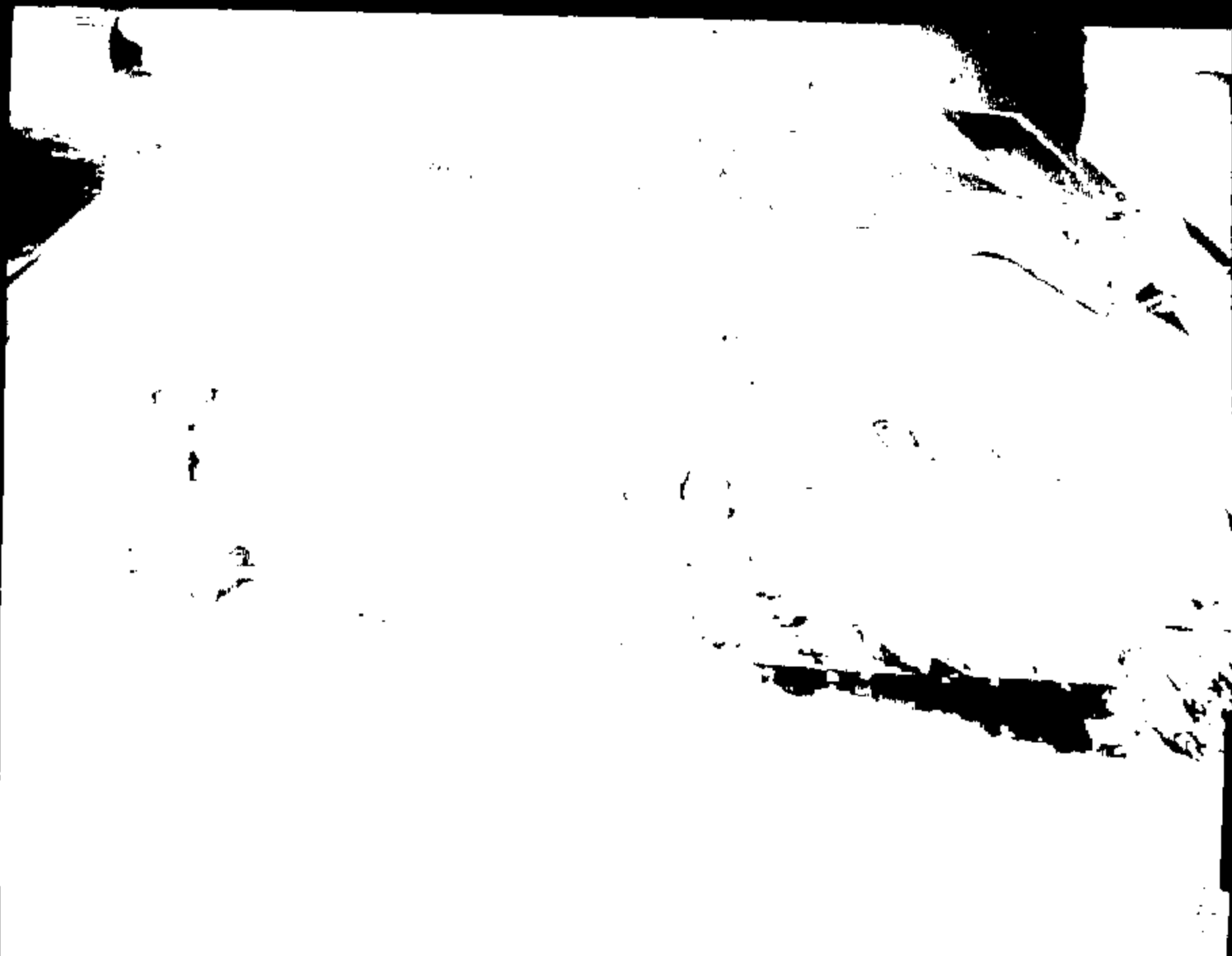


ENR-005-LC-1959

2003



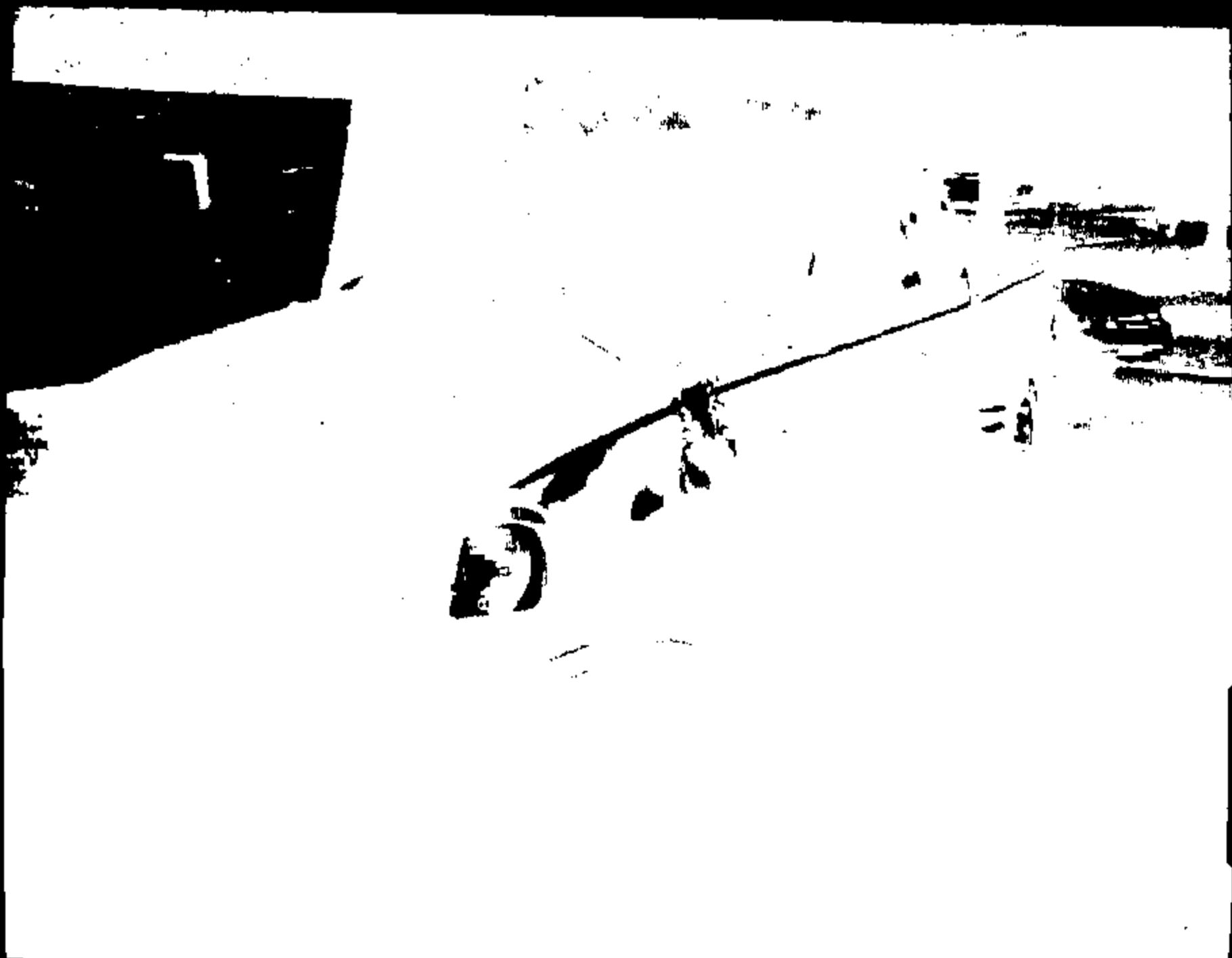
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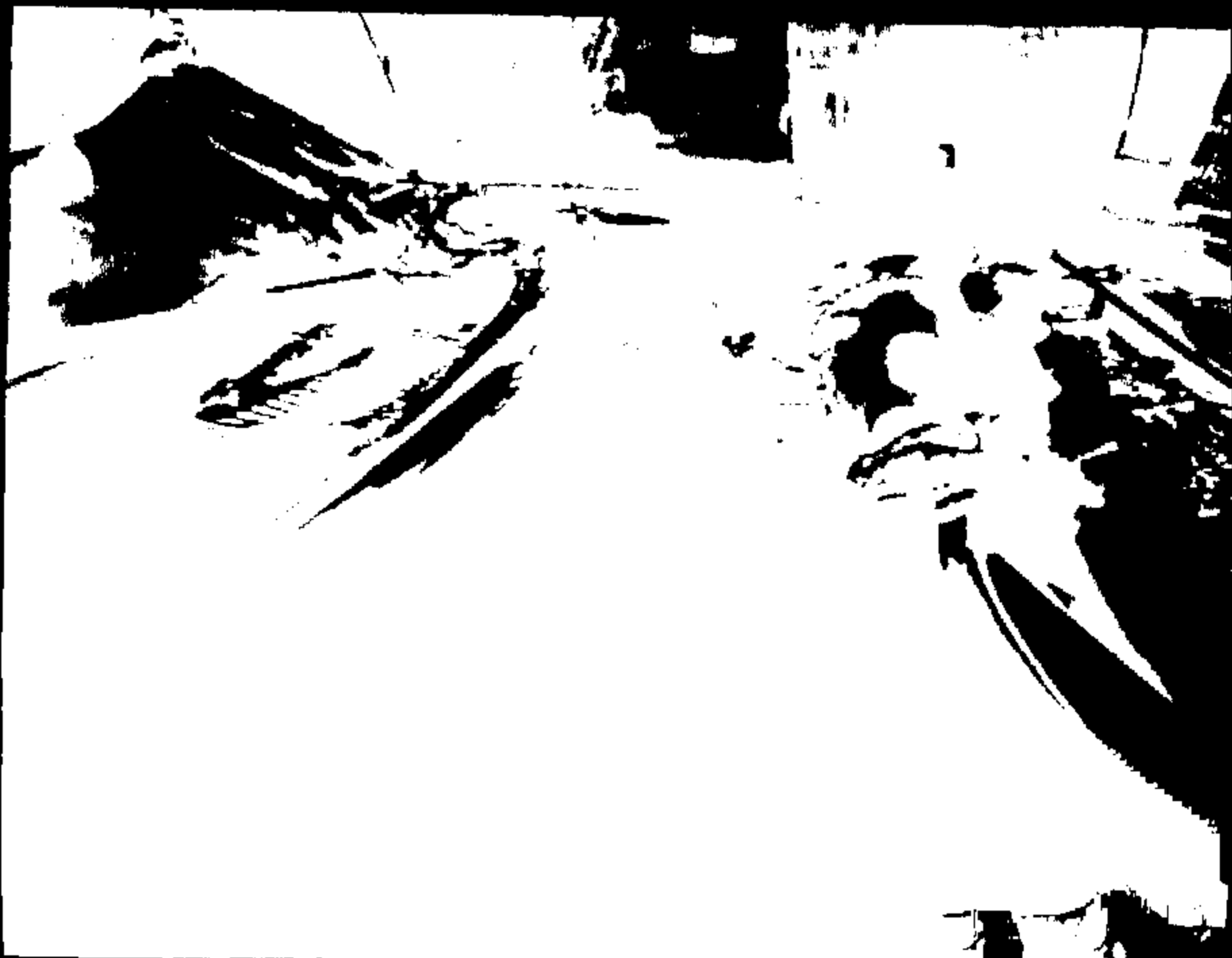
EX-105-000-LC-1002



ENOS-005-LC-1983



ENR-005-LC-1804



BR93-025-LC-1985



$\frac{d}{dt} \ln u = -\theta$

Since the demand is assumed to be a positive constant, the steady-state solution of the model is given by



Figure 1.

[illegible]

1-12 2000

There is a large literature on the effects of the size of the sample on the power of the test. In general, the power of the test increases with the size of the sample. However, the power of the test also depends on the effect size and the significance level. The power of the test is the probability of rejecting the null hypothesis when the null hypothesis is false. The power of the test is a function of the effect size, the significance level, and the sample size. The power of the test is a function of the effect size, the significance level, and the sample size.



PAGE **LINE**

2. The \mathcal{H}_2 norm of the system is given by

$$\|G\|_2 = \sqrt{\lambda_{\max}(B^T B + C^T C)}$$
 where λ_{\max} is the maximum eigenvalue of the matrix $B^T B + C^T C$.



1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 26

$$\begin{aligned} \gamma_1 &= \gamma_2 = \gamma_3 = \gamma_4 = 1; \\ \beta_1 &= 2 \text{ or } 1, \text{ and } \beta_2 = 1; \\ \beta_3 &= \beta_4 = p \text{ or } 1-p. \end{aligned}$$


Figure 1

$\mu_{\text{max}} = 0.14 \text{ h}^{-1}$



Photo 10

Close-up of the face of the subject of the photograph.



Photo 11

Close-up of the face of the subject of the photograph.

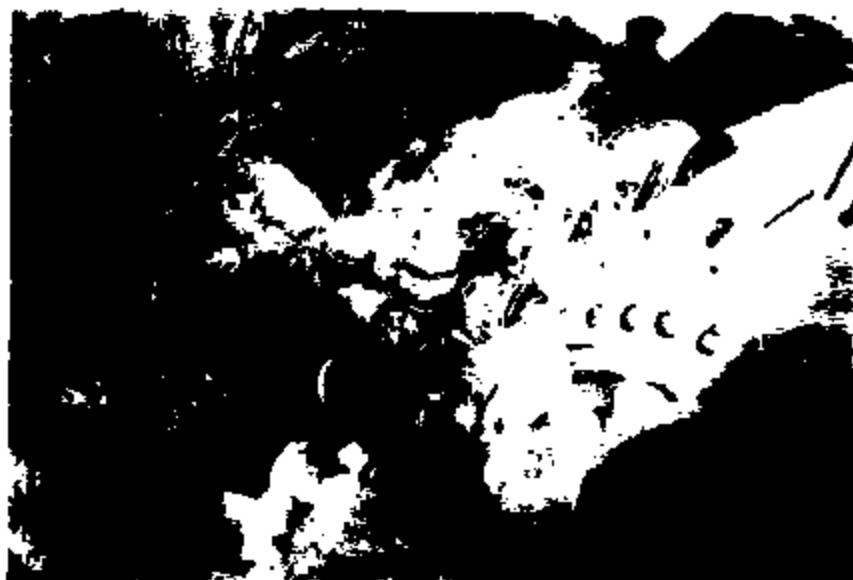


Photo 12

Close-up of the face of the subject of the photograph.



Photo 1
Close-up of face of
subject



Photo 2
Close-up of face of
subject

EA85-885-LC-1969



Photo

Front view of car
with license plate



Photo

Front view of car
with license plate
and front end



Photo

Side view of car
with license plate



Photo - 10

Object is a piece of debris
found at the site.



Photo - 11

Object is a piece of debris
found at the site.



Photo - 12

Object is a piece of debris
found at the site.



Photo 1

View of car from
front left quarter angle



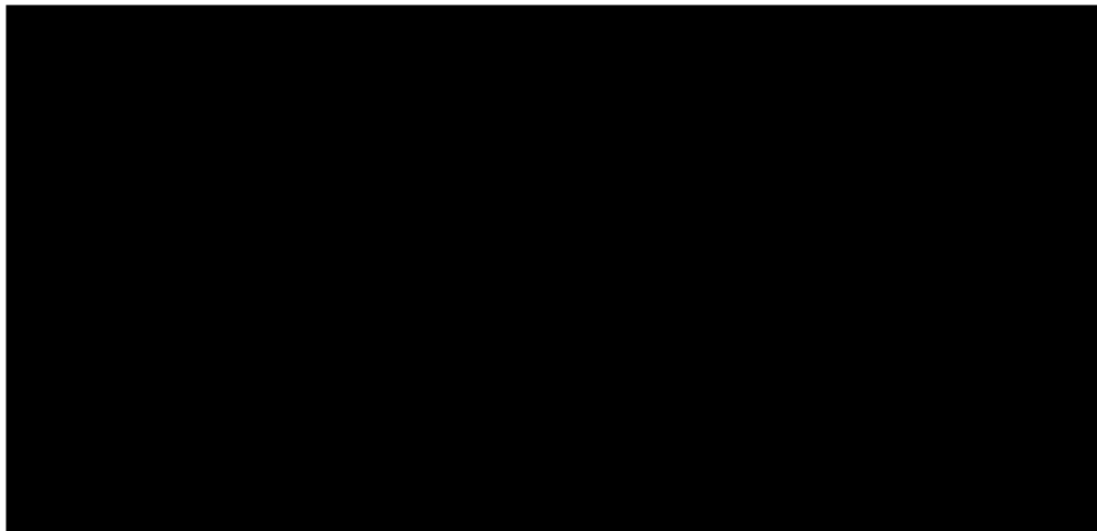
Photo 2

View of car from
front left quarter angle



Photo 3

View of car from
front left quarter angle





FARMERS

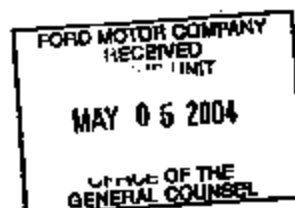
National Document Center
P.O. Box 268992
Oklahoma City, OK 73126-8992
consumer@farmersinsurance.com
Fax: 877-217-1389

4 MAY -5 AB:00

04/29/2004

Ford Motor Corporation
P O Box 6248
MD-3NE-B
Deerborne, MI 48126

Re: Our Insured: [REDACTED]
Our Claim #: 099 SUB [REDACTED]
Date of Loss: 04/03/2004
Your Insured: Ford Motor Corporation
Total Amount Owed: \$9,165.18



We have made payment to our insured for damages to their vehicle resulting from a fire. Our investigation has established that the fire started around the master cylinder. By virtue of our subrogation rights this letter is to advise you that we expect payment from you for the amount of damages within 14 days of the receipt of this letter.

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

If you need additional support for our claim or require further information, please call me at 512-238-5743 with your FAX number so that the requested information can be sent to you.

Sincerely,
Farmers Texas County Mutual Insurance Company

Gwen Baum

Gwen Baum
Subrogation Representative

ATTACHMENT(S)

4/3/04
- \$9,165.18
- 197 F-150
- 117,253 (M)
- EXP
- VIN

OFFICE OF THE
GENERAL COUNSEL
04 MAY -5 P5:09



"Jeffrey Abrams"
<jeffrey_abrams@net
mail.com>

04/14/2004 08:25 PM

To: aron.kloess@fennersinsurance.com

cc:

Subject: Conclusion for FAI 3231, claim #1004 890 453-1-1, insured
Martinez

Hi, Aron, <?xml:namespace prefix = o ns =
"urn:schemas-microsoft-com:office:office" />

Here is the conclusion for the above referenced claim # [REDACTED] your
insured Ramon Martinez, FAI File No. 3231.

The hard copy of the report will follow in a few weeks, but if it is needed sooner,
please do not hesitate to contact me.

In conclusion, based on our observations and the findings as noted in this report,
it is our opinion that this 1997 Ford F-150 vehicle engine compartment fire was
lowest, and most intense, surrounding the top front portion of the brake master
cylinder, in the left rear corner of the engine compartment.

All burn patterns relating to consumption, or partial consumption, of combustible
materials point toward this brake master cylinder area, consistent with a fire
flowing in all directions away from the left rear corner of the engine
compartment, and away from the brake master cylinder area. There was no
significant burn below the brake master cylinder, and all hoses surrounding the
brake master cylinder were only severely burned on the side pointing toward
the brake master cylinder. This was observed on the power steering pump
reservoir, hoses, and air filter assembly as well.

The fire distinctively lessened in intensity from this very localized area of intense
burn, surrounding the front top portion of the brake master cylinder prior to being
extinguished, and prior to scalloping out a section of the left side bottom twelve
inches (12") of the front windshield. This fire did not even significantly intensify
within the open-air environment in the front of the engine compartment. This fire
is described as relatively short-lived.

The facts that this vehicle was not fully warmed up, prior to the onset of the
vehicle fire, and that the vehicle was off, and not occupied, and the owner of
the vehicle and driver of the vehicle did not smell anything unusual, relating to
the onset of this fire, and is sensitive to odors relating to this vehicle, all evidence
is purely consistent with this vehicle fire having been the result of ignition of failed
electrical components surrounding the brake pressure switch, on the top front
portion of the brake master cylinder. Due to the multitude of engine
compartment fires surrounding these brake master cylinder electronics, all
evidence again is purely consistent with this having been a failed component.

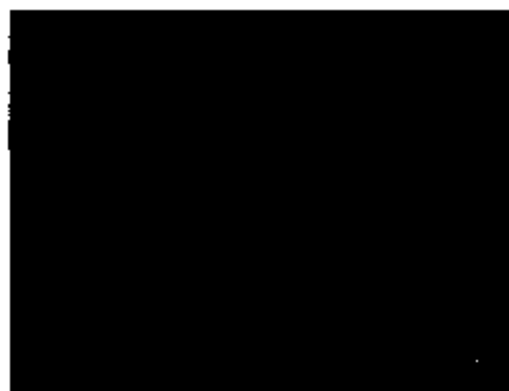
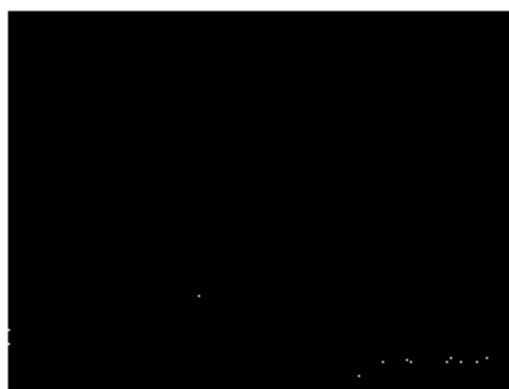
generating sufficient heat to ignite surrounding combustibles. We recommend that Ford Motor Corporation be put on notice relating to the onset of this fire, and be held fully accountable for this fire loss.

Please let me know if you have any questions or transmission problems.

Regards,

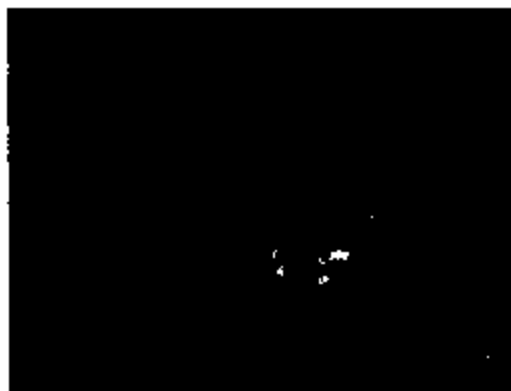
Jeffrey Abrams
FORENSIC ANALYSTS, INC.
281-558-9396, FAX 281-538-9339

Persistent heartburn? Check out Digestive Health & Wellness for information and advice.



4/6/2004

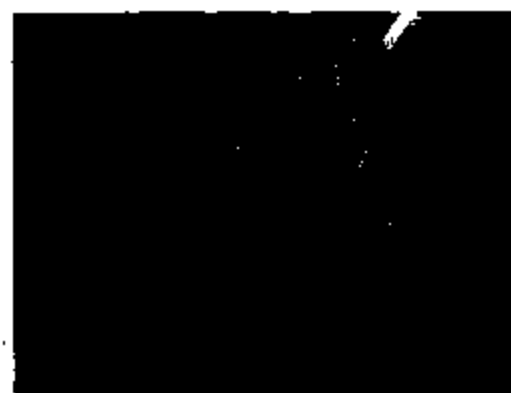
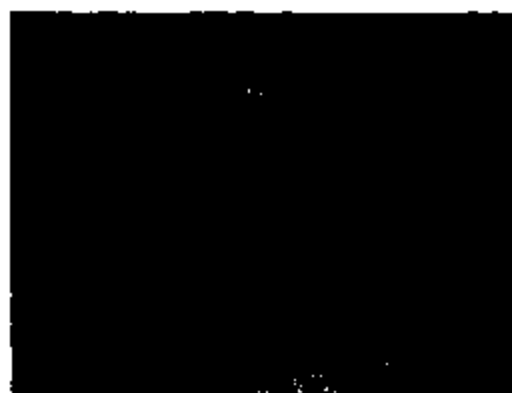
ER05-085-LC-1977





4/6/2004

EA05-005-LC-1979



4/6/2004

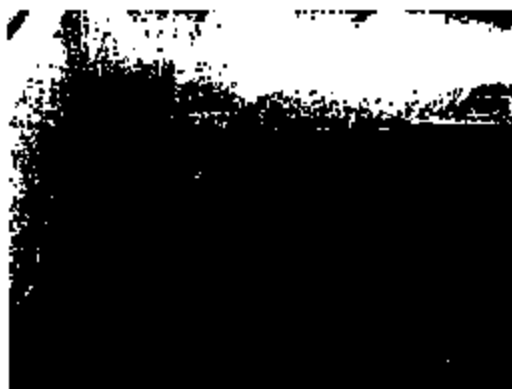
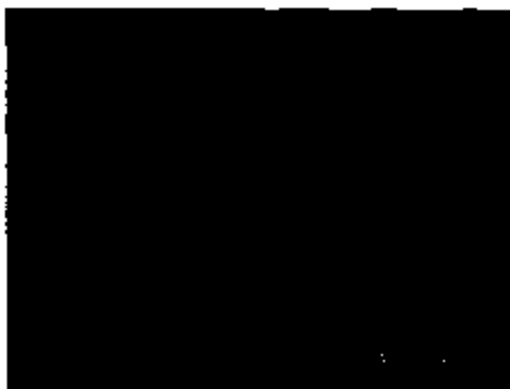


4/6/2004

EA05-005-LC-1881

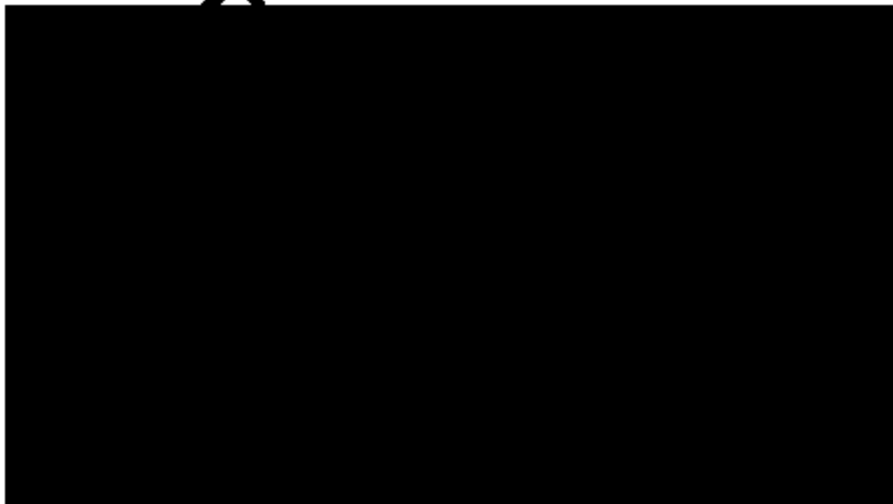


4/6/2004



4/6/2004

ER05-081-LC-1663



State Farm Insurance Companies



November 6, 2003

State Farm Insurance Subrogated
PO Box 22096 (Correspondence)
Tulsa, OK 74121-2085
PO Box 8037 (Payments)
Columbia, MO 65205-6071
Hours: Mon-Fri 7:00 AM - 5:30 PM

Ford Motor Co.
#3 Parklane Blvd, Ste 400
Dearborn, MI 48126

RE: Claim Number: [REDACTED]
Date of Loss: October 3, 2003
Our Insured: [REDACTED]


Dear Claims Department:

Our State Farm insured, [REDACTED] had a 1997 Ford Pickup which was involved in a fire under the hood claim. We settled the claim with our insured in the amount of \$1,104.57, which includes our insured's deductible.

Our investigation revealed the cause of loss was due to a fire originating in the brake, master cylinder area under the hood.

Enclosed is the documentation of State Farm's claim. Please consider this letter as our demand to the Ford Motor Company for reimbursement of \$1,104.57.

Sincerely,


Kevin Stahle ext 5539
Claim Processor
(888) 650-1917

State Farm Fire and Casualty Company

KS

PF

10/3/03
- 197 F-
- \$1,104.57
- 924818 (M)
- VIN

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710-0001

EA05-835-LC-1984

State Farm Mutual Automobile Insurance Company



February 08, 2004

12222 State Farm Blvd
P.O. Box 22095
Tulsa, OK 74146
888-650-1917

Ford Motor Company
Parklane Towers West, Suite 300
Three Parkland Blvd.
Dearborn, MI 48128

Attn: Shawn L. Norton

RE: Our Insured:
Claim #: [REDACTED]
DOL: 10-3-03

RECEIVED
FEB 10 2004

Dear Mr. Norton:

In reference to your letter dated November 17, 2003, attached are the answers you requested:

1. Date of loss was 10-3-03 and occurred in Moore, OK
2. See insured statement attached
3. I have attached our documentation
4. The vehicle has already been repaired

We await your response.

Sincerely,

A handwritten signature in cursive script that reads "Kim Hyde".

Kim Hyde
Claim Representative

- Moore, OK
~~CONFIDENTIAL~~

HOME OFFICE: BLOOMINGTON, ILLINOIS 61710-0681

EN03-005-LC-1885

RECORDED STATEMENT

(Tape begins) Okay (inaudible).

Q. You're [REDACTED] is that correct?

A. That's correct.

Q. Okay my name is Rosalind Williams I'm speaking via telephone to [REDACTED], what's your first name?

A. [REDACTED]

Q. [REDACTED]

A. Um hum.

Q. Is that correct? Okay this is regarding an incident involving a fire in your vehicle is that correct?

A. That's correct.

Q. Okay. When did this accident happen?

A. Uh oh man...

Q. I have the date listed as October 3rd, 2003 is that correct?

A. That's correct.

Q. Okay and I have the time of loss at approximately 8:00 P.M.?

A. Um hum.

Q. Okay, was anybody in the vehicle when this happened?

A. No.

Q. Okay. What is the address of the location where this happened?

A. It was oh oh [REDACTED] South Penn Lane, Moore, Oklahoma.

Q. Okay and you said that that is your daughter's residence?

A. Yes.

Q. Okay, what is your daughter's name?

A. [REDACTED] (p?).

Q. Okay [REDACTED]

A. Same.

Q. Oh spell her last name.

A. Oh boy that's a good question let me...

Q. Okay...

A. Let me...

Q. Well in the meantime we can kinda get back to it while you're looking at it. What is in your opinion what happened with this fire?

Statement Of [REDACTED]

Claim: [REDACTED]

Page 1

- A. Well in my opinion we ah like I said we was in the process of movin' we bought a house in the city and we hadn't closed on it so we just kinda took it over to the other garage and took it over there and parked it.
- Q. Y- you drove it?
A. I drove it to the house.
- Q. Okay, and just parked it...
A. Um hum.
- Q. In the driveway?
A. Um hum.
- Q. Nothing suspicious or anything...
A. No.
- Q. Going on with the vehicle...
A. No.
- Q. At that time. Okay was this the same day that the accident happened?
A. It sure was.
- Q. The incident happened?
A. Yes ma'am.
- Q. So about what time do you think that day did you drive it over there?
A. It well it, I drove it over that mornin' 'bout 10:00 it was sittin' all day.
- Q. And no one else had driven it...
A. No.
- Q. Between that time?
A. No no one ever drives that vehicle.
- Q. No one ever drives it?
A. No.
- Q. For what reason would they not drive it?
A. Well we have several vehicles.
- Q. So there's nothing wrong with the vehicle as to the reason why you wouldn't drive it correct?
A. That's correct.
- Q. Okay, it's just that you have other vehicles...
A. Um hum.
- Q. And this one the- that's the least likely to get driven?
A. Right.
- Q. Is that correct, what's the make year and model of that vehicle?

Statement Of:

Claim:

Page 2

- A. It's a '97 F150.
- Q. So it's a Ford truck?
- A. Um hum.
- Q. Is that correct, okay. Have you had any repairs done to that vehicle prior to this fire?
- A. Uh before?
- Q. Um hum.
- A. Yes it was in the ah I had ah, we had a fender in Moore and it had some hail hail damage and body work done on it.
- Q. So there there was no mechanical...
- A. No.
- Q. Repair done?
- A. No.
- Q. Okay. So only just to the body of the vehicle?
- A. Um hum.
- Q. Okay. So the vehicle was not running and the keys were not in the ignition...
- A. Correct.
- Q. At the time (inaudible).
- A. Correct.
- Q. Okay, when you purchased the vehicle you purchased it new or from someone else?
- A. Uh I purchased it from my credit union.
- Q. Okay so...
- A. I think it was a repossess.
- Q. Okay do you know about how many miles were on the vehicle when you purchased it?
- A. Um yes it was 50 'bout 54.
- Q. Thousand miles?
- A. 'Bout 54, um hum.
- Q. Do you know if any repair, and if any repair or work that had been done prior to that?
- A. No there had been none we checked the history on it.
- Q. You checked the history and that was what they gave you?
- A. Um hum.
- Q. Okay. In your opinion could you speculate in any way as to how this could've possibly happened?
- A. Well um not really I mean I just had it, I I sent in for a s-routine inspection 'bout two weeks before that.
- Q. Where was that done?

Statement Of: [REDACTED]
Claim: [REDACTED]

Page 3

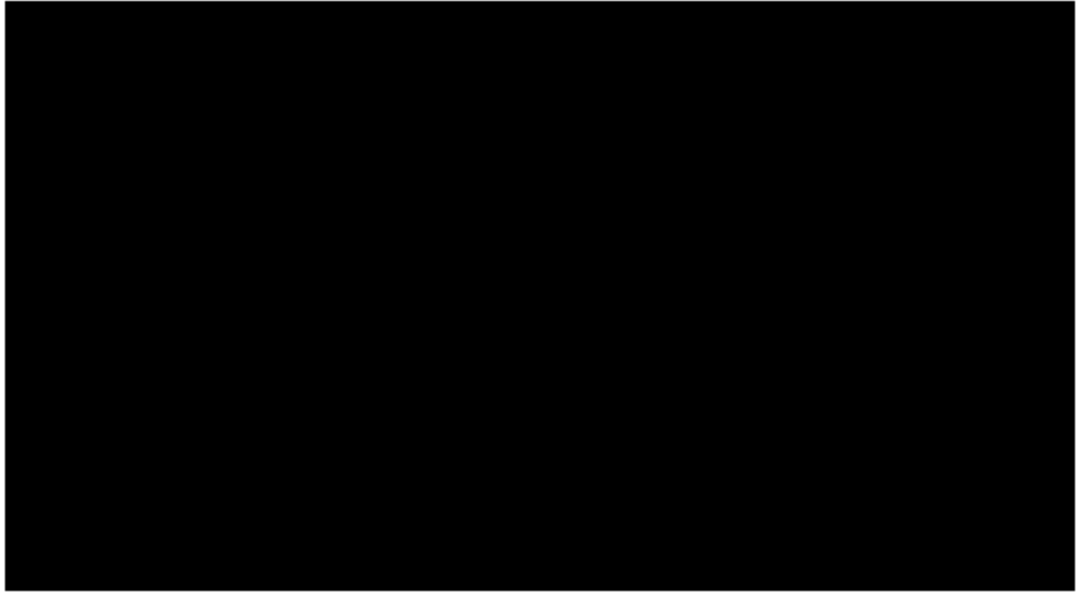
- A. It was done down at ah downtown Ford.
- Q. Is that in Moore, Oklahoma?
- A. No that's Oklahoma City.
- Q. In Oklahoma City, Oklahoma?
- A. Yeah it's Bob Howard now.
- Q. Bob Howard, okay. And they just gave it a clean bill of health so to...
- A. Um hum.
- Q. Speak and..
- A. Well they just put these new tires on it 'cause I had a recall on my tires.
- Q. Um hum.
- A. Uh that's basically it.
- Q. Um hum.
- A. That's all it needed basi-, it only has 92,000 miles nobody ever drives it so you know.
- Q. Did you get the oil changed on it or anything like that?
- A. Uh yes I had well, I I me I change the oil myself and it it, like I say nobody ever drives it so uh I usually change the oil probably I I'd say every other month.
- Q. Okay. How many do you know about how many miles it had on it, on it when the accident happened?
- A. Um hum what it's got on it now 92,076 I think.
- Q. Okay. When did the when did you purchase that vehicle?
- A. I purchased that vehicle five years ago.
- Q. Um so that would be 1999 is that correct?
- A. Um hum.
- Q. In 1999 okay. Is there anything else that you can think of that we need to talk about with regard to the vehicle other than the things that we've discussed?
- A. N- no ma'am uh like I say ah I had a couple of days before I I had, like I said I took it to the shop and and ah they looked over it and couldn't find anything wrong with it.
- Q. Nohi- it just everything just routine check...
- A. Yeah.
- Q. Everything is okay?
- A. Um hum.
- Q. Now so can I be certain that it was your daughter that discovered the vehicle was on fire?
- A. No actually it was my son in law.
- Q. Your son in law did he say he heard anything?
- A. No it was it was on fire.

Statement Of
Claim

Page 4

- Q. So he just came outside...
- A. Yeah well no he ah he (inaudible) he was drivin' up in the yard with his trailer.
- Q. Um hum.
- A. And it was on fire. So if he hadn't of come it'd a burned up it was full (inaudible) so.
- Q. It was full of smoke?
- A. Yeah it...
- Q. Okay.
- A. Yeah it was full of smoke and also full of fuel.
- Q. Okay. So he just drove up and it was on fire?
- A. Yep.
- Q. Okay now it was on fire from coming from under the hood?
- A. Um hum.
- Q. Okay.
- A. Um hum.
- Q. Did it totally consume the vehicle?
- A. Uh well I I as far as I know I had just had back surgery so I I could see it didn't, it just burned under the hood and what he did was took a water hose and just kinda washed under it 'cause he, I always leave the key in the house so he opened...
- Q. Um hum.
- A. He opened the hood and kinda put it out with water.
- Q. Okay so did the police de- or fire department come at some point...
- A. No...
- Q. In time?
- A. No no I called, a matter of fact uh he called me and my wife and me got in, got in our other car and went over there and we was, we was stayin' there at the time so uh we got there and I called you guys.
- Q. Okay.
- A. And and told you and it was out so I called up, I have Triple A so I called a tow truck and had it sent down to Bob Howard.
- Q. Okay. Okay you do understand that this is, we did a recorded statement for this [REDACTED] is that correct?
- A. Um hum.
- Q. This I-, and we're doing that with your consent is that correct?
- A. That's correct.
- Q. Okay the time is now 10:00 A.M., today's date is Friday, January the 2nd, 2004 I'm going to turn off the recorder now okay?
- A. Alrighty.

Statement Of: [REDACTED]
Claim: [REDACTED]
Page 5



NF715	TX	10	200	6	01-000475	000	Cham	NFIRS
FMG	State	Incident Date		Section	Incident Number	Exposure	Cham	File

B Property Details 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 checked="" type="checkbox"/> Buildings not involved Number of buildings involved B3 <input type="checkbox"/> None Acres burned (outside if any) <input type="checkbox"/> Less than one acre	C On-Site Materials or Products <input checked="" type="checkbox"/> None Complete if there were any significant amounts of commercial, industrial, energy or agricultural products or materials on the property, whether or not they became involved Enter up to three codes. Check one or more boxes for each code entered. None <input type="checkbox"/> None On-site material (1) On-site material (2) On-site material (3)
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D Ignition D1 <input checked="" type="checkbox"/> Engine area, running Area of fire origin D2 <input type="checkbox"/> Undetermined Heat source D3 <input type="checkbox"/> Undetermined Item first ignited <input type="checkbox"/> Check box if fire spread from first ignited item D4 <input type="checkbox"/> Undetermined Type of material first ignited <input type="checkbox"/> Required only if item first ignited was in 40 or 470	E1 Cause of Ignition <input type="checkbox"/> Check box if this is a response report. Skip to section 9 1 <input type="checkbox"/> Intentional 2 <input type="checkbox"/> Unintentional 3 <input type="checkbox"/> Failure of equipment or heat source 4 <input type="checkbox"/> Act of nature 5 <input type="checkbox"/> Cause under investigation U <input checked="" type="checkbox"/> Cause undetermined after investigation E2 Factors Contributing To Ignition <input type="checkbox"/> None Factor Contributing To Ignition (1) Factor Contributing To Ignition (2)
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F1 Equipment Involved In Ignition <input type="checkbox"/> None If equipment was not involved, skip to Section 9 Equipment involved Brand Model Serial # Year	F2 Equipment Power <input type="checkbox"/> None Equipment power source F3 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.	G Fire Suppression Factors Enter up to three codes. <input type="checkbox"/> None Fire suppression factor (1) Fire suppression factor (2) Fire suppression factor (3)
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H1 Mobile Property Involved <input type="checkbox"/> None 1 <input type="checkbox"/> Not involved in ignition, but damaged 2 <input type="checkbox"/> Involved in ignition, but did not burn 3 <input checked="" type="checkbox"/> Involved in ignition and burned FORD F150 PICKUP Mobile property make 1997 Year TR8-397 License Plate Number	H2 Mobile Property Type & Make 10 Passenger road vehicle Mobile property type FO Ford Mobile property make 1FTEDX1724V VIN Number	Local Use <input type="checkbox"/> Fire-Resistant Film Available Note: All the information presented in this report may be based upon reports from other agencies <input type="checkbox"/> Aerial report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Customer report attached <input type="checkbox"/> Other reports attached
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NB715 TX 10 10 2001 01-0004759 000		WTRM -1	
Location*			
<input checked="" type="checkbox"/> Street address <input type="checkbox"/> Intersection <input type="checkbox"/> In front of <input type="checkbox"/> Rear of <input type="checkbox"/> Adjacent to <input type="checkbox"/> Directions		Port Arthur TX City State Zip Code	
Incident Type*			
131 Passenger vehicle fire		Date & Time* Midnight is 0000 Check boxes if date and time are shown on alarm Alarm # 10 10 2001 01:15:00 Arrival # 10 10 2001 01:18:00 Last unit cleared 10 10 2001 01:51:00	
Aid Given or Received* 1 Manual aid received 2 Automatic aid recvd. 3 Manual aid given 4 Automatic aid given 5 Other aid given N X None		Shift & Alarm Local Option A 5 Shift or Alarm District	
Actions Taken* 11 Extinguish Primary Action Taken (1) Additional Action Taken (2) Additional Action Taken (3)		Resources* Check this box and skip this section if no apparatus or personnel were used. Apparatus Personnel Suppression 0004 0010 EMS Other Check box if resources create include aid received resources.	
Estimated Dollar Losses & Values Property \$ 000 000 Contents \$ 000 000 Property \$ 000 000 Contents \$ 000 000		Mixed Use Property NN Not mixed 10 Assembly use 20 Education use 30 Medical use 40 Residential use 50 Row of stores 55 Enclosed mall 58 Bldg. & Residential 59 Office use 60 Industrial use 63 Military use 65 Farm use 66 Other mixed use	
Completed Modules <input checked="" type="checkbox"/> Fire-1 <input type="checkbox"/> Structure-3 <input type="checkbox"/> Civil Fire Cas.-4 <input type="checkbox"/> Fire Serv. Cas.-6 <input type="checkbox"/> Fire-5 <input type="checkbox"/> Incident-7 <input type="checkbox"/> Wildland Fire-8 <input type="checkbox"/> Apparatus-9 <input checked="" type="checkbox"/> Personnel-10 <input type="checkbox"/> Access-11		H1 Casualties Deaths Injuries Fire Service Civilian H2 Detectors Required for Confined Fire. 1 Detector alerted occupants 2 Detector did not alert them 3 Unknown	
Property Use* Structures 131 Church, place of worship 161 Restaurant or cafeteria 162 Bar/saloon or nightclub 213 Elementary school or kindergarten 215 High school or junior high 241 College, adult education 311 Care facility for the aged 331 Hospital Outside 124 Playground or park 655 Crops or orchard 669 Forest (timberland) 807 Outdoor storage area 919 Dump or sanitary landfill 931 Open land or field		H3 Hazardous Materials Release N None 1 Material gas: also list, up maximum no. bottles released 2 Response gas: all in, tank car in house and spill 3 Gasoline: vehicle fuel tank or portable container 4 Kerosene: fuel burning equipment or portable storage 5 Diesel fuel/fuel oil: vehicle fuel tank or portable 6 Household solvents: transportation eqpt., cleaning only 7 Motor oil: from engine or portable container 8 Paint: from paint cans totaling 4 or more gallons 9 Other: Special handling material required or spill > 50 gal., please complete the spill form	
341 Clinic, clinic type infirmary 342 Doctor/dentist office 361 Prison or jail, not juvenile 419 1-or 2-family dwelling 429 Multi-family dwelling 439 Residing/boarding house 449 Commercial hotel or motel 459 Residential, board and care 464 Dormitory/barracks 519 Food and beverage sales 936 Vacant lot 938 Graded/care for plot of land 946 Lake, river, stream 951 Railroad right of way 960 Other street 961 Highway/divided highway 962 Residential street/driveway		539 Household goods, sales, repairs 579 Motor vehicle/boat sales/repair 571 Gas or service station 599 Business office 615 Electric generating plant 629 Laboratory/science lab 700 Manufacturing plant 819 Livestock/poultry storage (barn) 882 Non-residential parking garage 891 Warehouse 981 Construction site 984 Industrial plant yard Look up and enter a Property Use code only if you have NOT checked a Property Use box: Property Use 962 Residential street, road or	

K1 Person/Entity Involved

Local Option: ☐ Business Name (if applicable):

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

Mr./Ms./Mrs. First Name: MI: Last Name: Suffix:

Number: Prefix: Street or Highway: Street Type: Suffix:

Post Office Box: Apt./Suite/Room: City:

State: Zip Code:

☐ Make people involuntarily (check this box and attach Supplemental Forms (SFERS-15) as necessary)

K2 Owner

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

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./Ms./Mrs. First Name: MI: Last Name: Suffix:

Number: Prefix: Street or Highway: Street Type: Suffix:

Post Office Box: Apt./Suite/Room: City:

State: Zip Code:

L Remarks

Local Option: ☐

WORD PICK UP TRUCK ON FIRE IN THE ENGINE AREA WITH SOME EXTENSION INTO THE PASSENGER COMPARTMENT AREA. 1997 F150 TEX PLATES TE8-397. EXTINGUISHED WITH LITTLE BOOSTER AND 75 GALLONS OF WATER.

L Authorization

Officer in charge ID: 25950 Signature: AVERY, JOHN D Position or rank: CP Assignment: Month: 10 Day: 10 Year: 2001

Check Box if ☒ 25950 Signature: AVERY, JOHN D Position or rank: CP Assignment: Month: 10 Day: 10 Year: 2001

As Officer Number making report ID in charge.