

PROGRESSIVE

Tuesday February 22, 2004

**CONSUMER AFFAIRS
SECTION**

3420 Adairlight Road, Suite 175
Macon, GA 31210

P.O. Box 7829
Macon, GA 31208

Phone: 478-405-3700
1-800-PROGRESSIVE
Facsimile: 478-405-0478
progressive.com

Certified Mail Return Receipt

5 FEB 28 AM 8:27

7061 2416 8097 8789 4519

Ford Motor Company
PO Box 6248
M-D-3NE-B
Dearborne, MI 48126
Attn: Consumer Affairs (800) 392-3673

RECEIVED

FEB 28 2005

Insured Name: [REDACTED]
Policy Number: [REDACTED]
Loss Date: 1/17/05
Claim Number: 05-5234158
VIN#: 1FMRU15W91L [REDACTED]



To whom it may concern:

Our insured has made a claim for a total loss due to fire damage sustained to his 2001 Ford Expedition, that he purchased from Five Star Ford in Charlotte, NC.

To date, we have hired Cunningham Investigative Services (770) 978-1251 to determine the cause of the fire. At this time the investigation indicates that the fire started at the cruise control disconnect switch. We are willing to make arrangements to have your specialist work with Mr. Bill Knight of Cunningham Investigative Services on further testing.

As of today February 22, 2005, we have not yet made payment to [REDACTED] for his total loss claim, but if and when we do Progressive Insurance has the legal right of recovery to the extent of our payment; thus we may be looking to you for reimbursement.

Before making a final liability decision, we want to complete our investigation. We appreciate your cooperation and look forward to hearing from you. If you have any questions regarding this claim, please contact me at (478) 405-3754.

Sincerely,

Bill Baehner
SIU Special Investigator
Progressive Insurance
CC: Insured

- 4/17/05
- '01 Exped
- VIN
- DSO 2/14/01
- ESP - NO





State Farm County Mutual Insurance Company of Texas



P.O. Box 788011
Dallas, TX 75378-9011
(866) 861-0327
Fax - (866) 257-6076

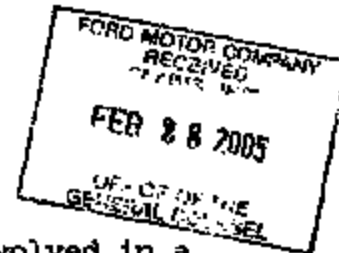
February 21, 2005

New

RECEIVED FEB 28 2005

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

RE: Claim Number: [REDACTED]
Date of Loss: [REDACTED]
Our Insured: [REDACTED]
Year/Make/Model: 2001 Ford Pickup F15
VIN: 1FTRW07L51[REDACTED]



Dear Mr. Norton:

This vehicle was insured by State Farm and involved in a comprehensive fire loss. The claim settled for \$18,845.40, which includes our insured's deductible.

Our investigation establishes the cause of loss was due to speed control deactivation switch that overheated.

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

Please consider this notice as our demand for reimbursement.

Sincerely,

[Signature]
Pamela Davis - Team 8713
Claim Representative
(866) 861-0327 Ext. 8713

State Farm County Mutual Insurance Company of Texas

Enclosures

- 10/16/04
- '01 F150
- VIN
- \$18,845.40
- WSO 8/11/00
- ESP - No





2025-005-LC-3384



ENG-885-LC-3385



EA95-005-LC-3386



EG05-005-LC-3367



EA85-885-LC-3368



2025-005-LC-3389



MAR 22 2005

Monday, March 14, 2005

FORD MOTOR COMPANY
PARLAND TOWERS WEST #300
3 PARKLANE BLVD.
DETROIT, MI 48126

FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT
MAR 23 2005
OFFICE OF THE
GENERAL COUNSEL

Re: PRODUCT DEFECT CAUSED VEHICLE FIRE AND RESULTING DAMAGES.

VIN: 1FTRW07L41K [REDACTED]
Year: 2001
Make: FORD
Model: E-150
Our Insured: [REDACTED]
Address: [REDACTED] HOUSTON, TX [REDACTED]
Phone No.: [REDACTED]
Our Claim No: [REDACTED]
Date of Loss: 3-10-05
Damages: \$ 7,409.55

NOTICE OF SUBROGATION CLAIM

Please accept this letter as formal notice of our subrogation rights in regard to the above-captioned claim. Demand is hereby made upon you for payment of Progressive's damages and those of Progressive's insured.

Our investigation indicates damages to our insured's vehicle was a direct result of a manufacturer's defect or negligence on your behalf. Enclosed please find all supporting documentation.

Please acknowledge receipt of my subrogation demand and forward your payment of \$7,409.55 to my attention, payable to "Progressive County Mutual Insurance Company, as subrogee of [REDACTED], and mail to my attention at PO Box 43258, Richmond Hts., OH 44143.

You can contact me at the number listed below should you need additional documentation or care to discuss this claim.

Thank you for your anticipated cooperation.

Progressive County Mutual Insurance Company

William P. Klenz
Subrogation Representative
(440) 603-7967

- 3/10/05
- \$ 7,409.55
- '01 F-150
- VIN
- WSO 2/7/00
- ESP - NO





SAFECO PROPERTY & CASUALTY INSURANCE COMPANIES

Home State County Mutual Insurance Company
Recovery Management
1315 North Highway Drive
Fenton, MO 63099-1929

Phone: (800) 332-3226
Fax: (877) 215-6955

www.safeco.com

Mailing address:
PO Box 461
St. Louis, MO 63166-0461

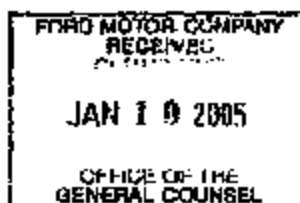
January 3, 2005

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

RECEIVED

JAN 10 2005

Our Named Insured: [REDACTED]
Our Claim Number: [REDACTED]
Loss Date: August 10, 2004
VIN Number: IFMRU17L81 [REDACTED]



To Whom It May Concern:

We have completed our investigation of the above loss. Our findings indicate that the fire that damaged our insured's vehicle was due to failure of the brake pressure switch. This switch was located on the master cylinder in the rear left driver side of the engine compartment. The failure of the brake pressure switch allowed brake fluid to leak into the energized electrical contacts and combust resulting in near by combustible materials to ignite prior to extinguishment.

Under the terms of our insured's policy with us, we have become legally subrogated to the right of our insured to recover. As such, we are seeking reimbursement from you for the damages we paid out on behalf of our insured.

Enclosed please find the documentation that will support our claim in the amount of \$16,761.86. In addition, our insured incurred deductible and/or out-of-pocket expenses totaling 1,018.53, bringing the total amount of the claim to \$17,726.39. If you have extended any payment(s) directly to our insured prior to receiving this demand, kindly notify us of such payment(s). Please forward payment to:

SAFECO Insurance Companies
St. Louis Branch Cashier (Subrogation)
P.O. Box 461
St. Louis, MO 63166-9970

2060
2071.15
250
9717.15
11110.72
20827.87
2260 + 187

8/10/04
161 Exped
VIN
\$17,726.39
206411 (M)

January 3, 2005

If you have questions, please feel free to contact me and I will assist you in any way possible. Otherwise, we look forward to receiving payment for the above amount within 14 days.

Sincerely,



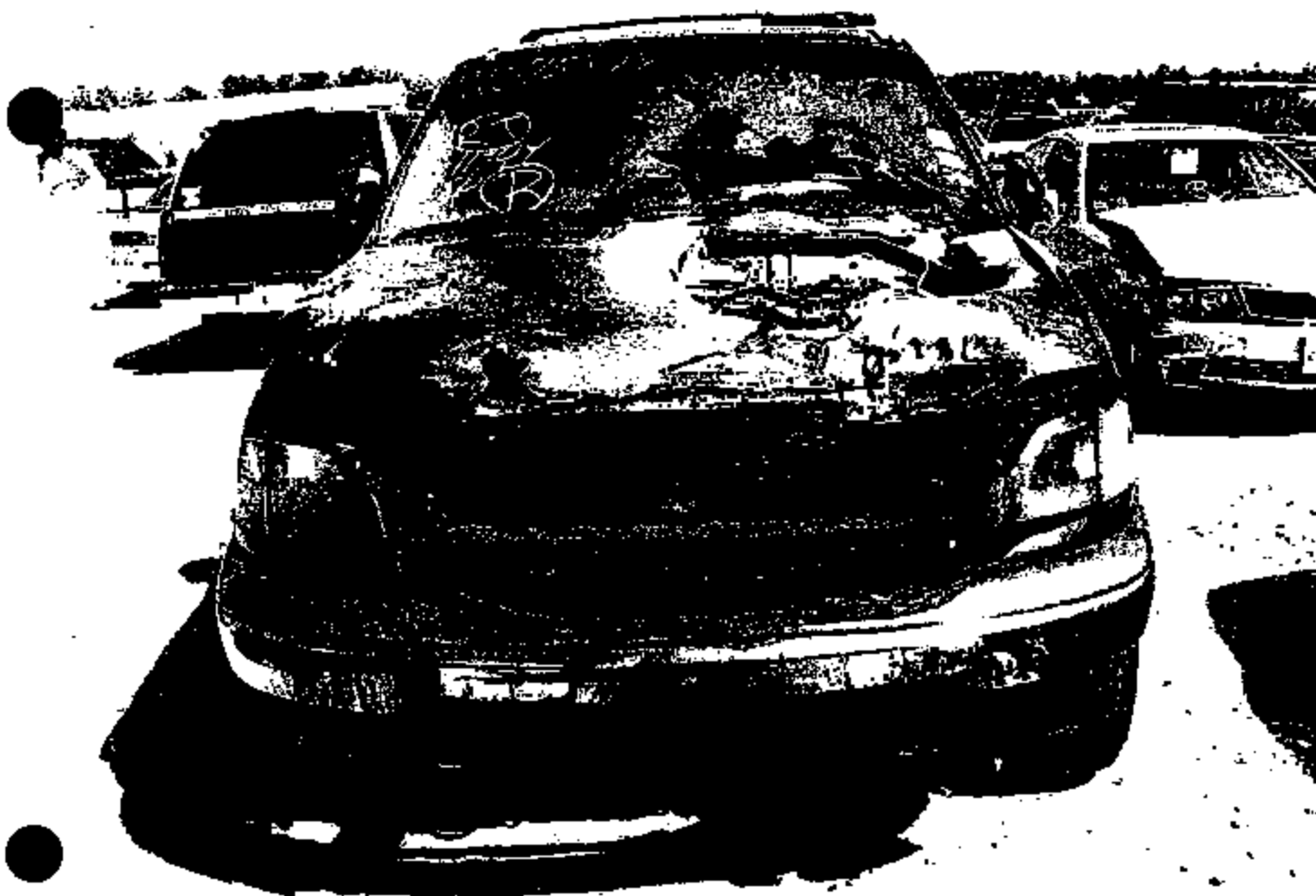
Diann Horrom

Recovery Management

Home State County Mutual Insurance Company

(800) 332-3226 Ext: 483180

dianho@safeco.com Fax: (877) 215-6955



ER05-005-LC-3375



ER05-085-LC-3376



EA95-885-LC-3377



EA05-003-LC-3378



2025-085-LC-3378



COUNTRY

Insurance & Financial Services

P.O. Box 2100
Bloomington, IL 61702-2100
Attn: Subrogation Unit

February 14, 2005

Ford Motor Company
ATTN: Liability Dept.
330 Town Center Dr.
Dearborn, MI 48126-2738

RE: Your File: Recall# 05S28
Your Insured: Ford Motor Company
Our Claim Number: 153-021796
Our Insured: [REDACTED]
Date of Loss: November 17, 2004
Amount of Damages: \$1,248.34 COLLISION
100.00 DEDUCTIBLE
\$1,348.34



Dear Sir or Madam:

The result of our investigation of the above captioned incident indicates that your insured's negligence caused the damage to [REDACTED] vehicle.

This letter is to place you on notice of our subrogation or reimbursement recovery interest against you. Enclosed is our documentation to support our claim.

Please forward your draft made payable to COUNTRY Mutual Insurance Company® on behalf of [REDACTED] to my attention at your earliest convenience. If you have any questions you may contact me at 1-309-821-5042. My office hours are 6:00 a.m. to 2:30 p.m. CST Monday through Friday.

Very truly yours,

COUNTRY Mutual Insurance Company®

Amy Kelly
Amy Kelly
Subrogation Specialist

AK/li
Enclosure

ERR5-886-LC-3388

All Action Details for Issue

[Print](#)

VIN: 1FTRX17L830[REDACTED] Year: 1999 Model: F-SERIES Case: 1613130315
 Name: [REDACTED] Owner Status: Subsequent WSD: 1999-03-03
 Symptom Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD Primary Phone: [REDACTED]
 Reason Desc: LEGAL - INSURANCE COMPANY SETTLEMENT Secondary Phone: [REDACTED]
 Issue Type: 02 INFORMATION Issue Status: CLOSED

Action: ADVISE CUSTOMER TO CONTACT THEIR INSURANCE COMPANY FOR ASSISTANCE

Dealer:

Origin Desc: US CONCERN CASE BASE

Odometer: 70000 MI

Commt Type: PHONE

Analyst Name: HYLTON ROSEMARIE

Analyst: RHYLTON2

Action Date: 01/31/2005

Action Time: 17.01.52.665

Action Desc: No

Caller Information if Different From Vehicle Owner:

First Name

Middle Initial

Last Name

Day Phone

Relationship

LISA

LATTE

6189108459

SPOUSE

Comments CUSTOMER SAID: -SHE IS CALLING ABOUT THE RECALL FOR THE CRUISE DEACTIVATION SWITCH -SHE HAD A PROBLEM WITH HER VEHICLE A MONTH AGO AND WOULD LIKE TO KNOW IF SHE CAN BE REFUNDED -HER VEHICLE CAUGHT ON FIRE AND HAD \$1200 WORTH OF DAMAGE DONE TO IT-SHE TOOK IT TO WEIGMAN FORD AND WAS ADVISED THAT THE PROBLEM WAS WITH THE CRUISE DEACTIVATION SWITCH -THERE WAS NO POLICE REPORT OR FIRE MARSHALL REPORT -THEY PUT OUT THE FIRE WITH THE FIRE EXTINGUISHER-THERE WERE VISIBLE FLAMES COMING FROM UNDERNEATH THE HOOD OF THE VEHICLE -THE VEHICLE TOTAL REPAIR WAS \$1280.39-THE PARTS WERE \$920.38 -LABOUR WAS \$360-SHE IS LOOKING FOR A REFUND OF THE DEDUCTIBLE OF \$100 AND \$14.63 FOR THE PART-THE SRV MGR AT THE TIME SAID THEY CALLED THIS IN TO FORD MOTOR COMPANY-DEALER SAID: -THE SRV MGR AT THE TIME SAID THEY CALLED THIS IN TO FORD MOTOR COMPANY-WEIGMAN FORD 1351 WILLIAM ROAD CARLYLE, IL 62231 TEL: (800) 244-1814 CFC ADVISED: - YOUR INSURANCE COMPANY HAS THE RIGHT TO PURSUE CLAIMS FOR REIMBURSEMENT AGAINST FORD, IF THEY DO PURSUE A CLAIM AGAINST FORD THEY MAY ASK TO RECOVER THE DEDUCTIBLE AS WELL AS RETURN THE DEDUCTIBLE PAYMENT TO THE CUSTOMER-ADVISED CUST HER VEHICLE IS NOT INVOLVED IN ANY RECALLS AT THIS TIME

3/2/2005



MAR 29 2005

Subro



FARMERS

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

03/18/2005

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

FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT
MAR 9 @ 2005
OFFICE OF THE
GENERAL COUNSEL

5 MAR 24 01:44

CONSUMER AFFAIRS
SECTION

Re: Our Insured: [REDACTED]
Loss Date: 01/13/2005
Claim Number: [REDACTED]
Total Amount Owed: \$8,605.25

Dear Ms. Norton,

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

You will find this correspondence and its enclosures contain substantive information and support adequate for your firm to make a decision concerning your liability. *The vehicle will be available for your inspection during the next 60 days. Afterwards, we will be required to attempt to sell the salvage.*

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

Your product did not meet the expectations of my insured, the consumer. Your product failed and caused the loss resulting in damages of 8,605.25. Attached are documents substantiating payment.

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

03 18 05 11:00

CONSUMER AFFAIRS

Sincerely,
Mid-Century Insurance Company of Texas

Scott Sheffield

Scott Sheffield
Auto Subrogation Representative
512-238-5739

ENCLOSURES

AIC

Advanced Investigative Concepts
Fire and Explosion Scene Analysis

Claim Number: 1988059245-1-2

Fire Investigation Report

Vehicle Fire

File Number: AIC-0330206-FAR

Prepared For:

Mid Century Insurance Company of Texas

Insured:

[REDACTED]

Loss Description:

1987 Ford Expedition
VIN: 1FMEU17L3V [REDACTED]

Attention:

Ms. Debi Pope
Claim Representative
Farmers Insurance Company
2505 Highway 360 North, Suite 500
Grand Prairie, Texas 75050

February 15, 2005


David Mark Howell, C.F.I.C.F.E.I.
AIC Director / Senior Fire Consultant

Advanced Investigative Concepts
One Fox Hollow Court
Duncan, Texas 76708

Telephone: (817) 221-1152
(817) 215-1954 (fax) 215
E-mail: MarkHowell@company.com

EG05-005-LC-3384

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 A. Vehicle Analysis

 B. Interviews

 C. Conclusion

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 A. Ford Recall Campaign Information

 B. Photographs

 1. Photography Log

 2. Photographs

 C. Fire Consultant Curriculum Vitae

 D. Fire Analysis & Photographs on CD (inside back cover)

Section I

Introduction

Ms. Debi Pope, Claims Representative, representing Mid Century Insurance Company of Texas, retained Advanced Investigative Concepts (AIC-Fire) on February 1, 2005 to determine the origin and cause of a vehicle fire loss that occurred on January 22, 2005.

The location of the 1997 Ford Expedition, when examined, was the A & E Towing facility located at 8831 Old Randall Mill Road in Fort Worth, Texas.

AIC-Fire Senior Fire Consultant David Mark Howell, C.F.I. / C.F.E.I., conducted the vehicle examination on February 2, 2005.

Opinions and conclusions contained in this report are based on information available at the time of the investigation. In the future, if any other information, which could in any way impact or affect the conclusion contained herein becomes available; we will revise and amend our determination as deemed appropriate.

This report was prepared for the exclusive use of Mid Century Insurance Company of Texas and is not intended for any other purpose.

Section II

Origin and Cause

The fire originated in the driver's side rear of the engine compartment. The area of origin was centered on the brake master cylinder. It is suspected that the fire was caused by a defective cruise control deactivation switch that had been attached to the top of the master cylinder. No destructive disassembly of the components or wiring was undertaken, during this Investigator's inspection, due to spoliation of evidence concerns.

Section III Fire Analysis

On February 2, 2005, this investigator examined the fire-damaged vehicle of Mr. Heriberto Valenzuela, the insured. The 1997 Ford Expedition was located at the A & E Towing facility at 6831 Old Randell Mill Road in Fort Worth, Texas when inspected. The vehicle was damaged by fire on Saturday, January 22, 2005.

Vehicle Analysis:

Examination of the vehicle was begun on the exterior (front) and continued clockwise systematically. The vehicle was examined on the interior from the least burned areas to the point of origin. Digital photography was used to document the damaged vehicle.

The front of the 1997 Ford Expedition sustained heavy fire damage. The front grill and headlight assemblies had been mostly consumed as had the combustible bumper covering. The fire damage to the front of the vehicle was found to be the most severe on the driver's side. The aluminum hood of the vehicle had been mostly consumed. There were remnants of the aluminum still found along the front edge of the vehicle. The radiator sustained the heaviest fire damage on the driver's side. The fire had originated in the engine compartment and had spread into the passenger compartment thru the firewall after it had breached the windshield. The burn patterns indicated that when the vehicle had burned there was a slight breeze which had pushed the fire from the engine compartment to the passenger's side. There was a small amount of windshield glass left in the driver's side of the windshield opening. The driver's side mirror was found intact, but the passenger's side was melted from the door (Photograph 1).

The burn patterns on the passenger's side of the vehicle again indicated that the fire had originated in the engine compartment. The passenger's side front tire was

still inflated despite being heat damaged. The fire had vented under the front fender well and then extended rearward damaging the passenger's side front door. The passenger's side front door glass had been breached by the heat. There was no fire damage found behind the front door on the passenger's side exterior of the vehicle. The window glass, in the rear door and cargo area window, were found intact, but had sustained an accumulation of smoke stains and soot to the interior surfaces. The rear tire and wheel matched those found on the front. The wheels were factory Ford equipment (Photograph 2).

The window glass on the rear hatch had been breached. It is unknown if it had been breached by the fire or if it was done by the firefighters. The fire had not vented out thru the opening which suggested that the firefighters had breached the opening in an attempt to access and extinguish the fire. The remainder of the hatch was found in relatively good condition. There was no body damage noted to the passenger's side or rear of the vehicle. Texas license plate [REDACTED] was affixed to the rear bumper (Photograph 3).

The driver's side, of the vehicle, was found in a condition similar to that of the passenger's side. The rear tire was the same brand as the other three found on the vehicle, but it was not a white letter series. The window glass on the driver's side rear cargo area and the rear door window was found intact. Again, there was a heavy accumulation of smoke stains and soot to the interior surfaces of the glass. There was no major collision damage found on the driver's side of the vehicle. Burn patterns were found that were similar to those found on the passenger's side. The driver's door window had been breached during the event (Photograph 4).

There was stereo equipment found inside the rear cargo area that had had been destroyed by the heat of the fire. The headliner had melted and fallen from roof and had been partially consumed. The burn damage to the rear cargo area

indicated that the fire had traveled under the roof from the front of the vehicle (Photograph 5).

The rear seating area was found to be burned from the top downward. The carpeting and lower seats were found intact. All of the damage suggested that the fire had entered thru the windshield and had traveled under the roofline (Photograph 6).

The front seating area was found in the same condition with the seats being burned from the tops of the headrests downward. The dashboard had sustained heavy fire damage from the top edge downward (Photograph 7).

As aforementioned, the burn patterns around the windshield suggested that the fire's travel was controlled by ventilation. The passenger's side windshield post had been damaged more severely than had the driver's side post. Again, the top of the dash components were heavily damaged by the fire once it breached the windshield (Photograph 8).

As aforementioned, the passenger's side front tire was still inflated. The fire had burned under the fender well. There was heavy oxidation noted above the tire and wheel on the fender. However, there were still combustible materials on the front bumper, headlight assembly, and to the rear of the front tire which indicated that the fire had burned thru the hood, of the vehicle, more so that under the fender well (Photograph 9).

The driver's side front tire was deflated as a result of damage caused by the fire. There was heavier fire damage noted around the front fender with consumption of the lower combustible materials around the tire. Again, ventilation patterns had pushed the low burning fire toward the passenger's side (Photograph 10).

The battery and power cables were located on the passenger's side of the engine compartment. There was heavy fire damage noted to the engine compartment.

There was more damage and more consumption of the combustibles located on the driver's side of the engine compartment. The radiator and the oil cooler had melted and consumed to a greater degree on the driver's side. All of the plastic air intake assembly had been consumed. The battery sustained heat damage from the top side downward (Photograph 11).

The fiberglass based valve covers had been partially consumed. The driver's side had sustained the heaviest fire damage. Again, the driver's side of the aluminum radiator had sustained the heaviest fire damage. Most of the combustibles on the driver's side had also been consumed. It is this Investigator's opinion that the fire had been most intense and severe on the driver's side of the engine compartment (Photograph 12).

All of the battery cables and power wires to the starter and alternator were examined. There were no electrical faults noted. Again, the battery sustained heavy fire damage from exposure to the fire. There was a large wiring harness that ran along the firewall from the passenger's side to the driver's side. The insulation had been melted from the wires. However, there were no major electrical faults noted (Photograph 13).

The wiring harness terminated inside the electrical distribution panel which was located beside the area of origin, inside the driver's side fender. The master cylinder had been melted from its attachment bolts and was not found with the vehicle. There were remnants of aluminum, from the master cylinder, found on the undercarriage which suggested that it had been consumed. The area of origin was located around the brake master cylinder which indicated that it had been the point of origin. The cruise control deactivation switch had been consumed and the wiring in the area of origin was very brittle and had sustained heat stress. It is this Investigator's opinion that the fire was caused by a faulty cruise control deactivation switch. The burn patterns placed the origin of the fire at the master cylinder where

Ford Motor Company had experienced numerous previous fires. All of the burn patterns were similar to those found on previously inspected vehicles that had a faulty cruise control deactivation switch. It is this Investigator's opinion that a representative from Ford Motor Company should be allowed to inspect the vehicle before any further examination is undertaken.

Conclusion:

In conclusion, based on the vehicle fire examination, this investigator has determined the fire originated in the driver's side rear of the engine compartment. The area of origin was centered on the brake master cylinder. It is suspected that the fire was caused by a defective cruise control deactivation switch that had been attached to the top of the master cylinder. No destructive disassembly of the components or wiring was undertaken, during this Investigator's inspection, due to spoliation of evidence concerns.

Section IV Overview

1. The fire-damaged vehicle was analyzed and photographed.
2. The Ford Motor Company recall campaign information was reviewed.
3. The pertinent data was compiled and evaluated. This fire report was written after all available information was received and a determination of the origin and cause of the fire was made.

Section V
Attachments

Section V
Attachment A
Ford Recall Campaign Information

Section V
Attachment B
Photographs

Photography Log

Photograph 1: Front of the 1997 Ford Expedition

Photograph 2: Passenger's side of the vehicle

Photograph 3: Rear of the Expedition

Photograph 4: Driver's side of the vehicle

Photograph 5: Rear cargo area of vehicle

Photograph 6: Rear seating area

Photograph 7: Front seating area

Photograph 8: Windshield and dash area

Photograph 9: Passenger's side front fender, wheel, and tire

Photograph 10: Driver's side front fender, wheel, and tire

Photograph 11: Engine compartment, passenger's side view

Photograph 12: Driver's side view of engine compartment

Photograph 13: Battery and battery cables

Photograph 14: Area of origin around brake master cylinder

Section V
Attachment C
Fire Consultant Curriculum Vitae

**Mark Howell, C.F.I., Senior Fire Consultant
Curriculum Vitae and Training**

David "Mark" Howell is Director and Senior Fire Consultant of Advanced Investigative Concepts, Inc.; a Texas licensed private investigation company specializing in fire origin and cause investigations. Mark has over twenty-eight years experience in the fire service and has served as a Firefighter/Paramedic and the Fire/Arson Investigator for the Carrollton, Texas Fire Department. In 2000, after serving eight-years as the Fire & Arson Investigator for the City of Carrollton, Texas, he was appointed Special Deputy United States Marshal and assigned to the United States Treasury, Bureau of Alcohol, Tobacco and Firearms, Dallas Group II Bomb and Arson Task Force. Mark retired in 2002 from the municipal fire service and the ATF task force.

Mark holds both the Certified Fire Investigator (CFI) certificate from the International Association of Arson Investigators and the Certified Fire and Explosives Investigator (CFEI) certificate from the National Association of Fire Investigators. With Carrollton, he was a State of Texas certified Advanced Firefighter, Advanced Arson Investigator, Intermediate Instructor, Peace Officer and Fire Inspector. He is Owner/Director of Advanced Concepts in Training, a seminar production company specializing in fire related topics and has coordinated numerous workshops and seminars in North Texas. Mark has investigated over 1000 fires and has testified as an expert witness in state and federal criminal arson related trials. Also, he has given several civil depositions referencing fire investigations and has testified as an expert witness in civil court.

Mark is past-president of the North Texas Fire Investigators' Association (NTFIA) and has served several years as NTFIA Secretary/Treasurer. He is a current Director of A Texas Advisory Council on Arson (ATAC). Besides his affiliation with NTFIA and ATAC, Mark holds memberships in the International Association of Arson Investigators (IAAI) and the Texas Chapter of IAAI, the National Association of Fire Investigators, and until retirement, the North Texas Chapter of International Association of Special Investigative Units, the Texas Police Association, and the International Association of Firefighters.

Mark's accolades include being nominated in 1996 by A.T.F. Dallas Group II supervisors as the National Association of Police Organization's national award of "Top Cop" and, he has twice been presented the *Excellence in Service* award and once the *Carrollton Ambassador* award by the City of Carrollton along with numerous commendations.

Mark Howell, C.F.I., Senior Fire Consultant

Training:

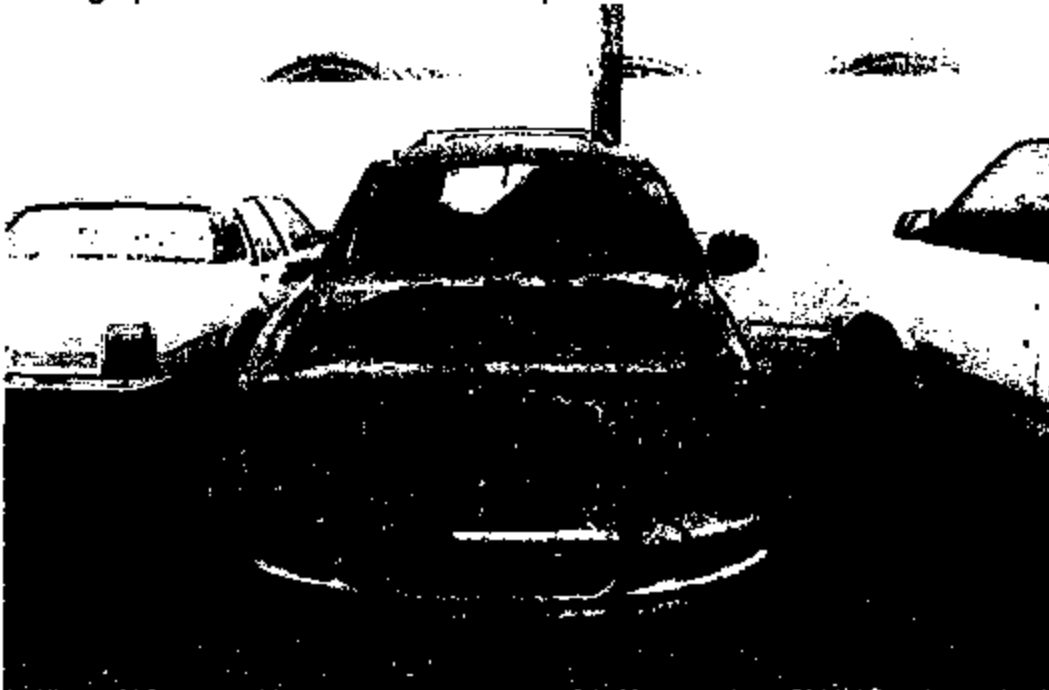
1974 to 2002, Carrollton Texas Fire Department; Firefighter
1988 to 2000, Emergency Medical Education; Director/Instructor
1994 to 2002, Advanced Concepts in Training; Director/Instructor
1990, Emergency Resource; Surviving the Hazardous Materials Incident
1991, Texas Engineering Extension Service; Methods of Teaching
1991, National Fire Academy; Hazardous Material Responder
1991, Texas Commission on Fire Protection Personnel Standards and Education; Intermediate Instructor
1993, Appointed Fire & Arson Investigator for the City of Carrollton, Texas
Police Academy: 1993, North Central Texas Council of Governments Regional Police Academy; Basic Course in Applied Police Science - Peace Officer
1993, Texas Engineering Extension Service, The Texas A&M University System Criminal Justice Academy; Standardized Field Sobriety Testing
1993, National Academy for Professional Driving; Tactical Police Driving
1993, Public Agency Training Council; Kinesic Interview and Interrogation Techniques
Arson / Fire Investigation Academy: 1993, Dallas County Fire Academy; Fire & Arson Investigation (Fire and Arson Investigator Certification Course)
1993, Texas Commission on Fire Protection Personnel Standards and Education; Investigator
1993, Carrollton Police Department; Crime Scene Search
1993, Texas Engineering Extension Service, The Texas A&M University System Fire Protection Training Division; Ignition To Trial
1993, National Fire Academy; Instructional Techniques for Company Officers
1994, Carrollton Fire Department; Crime Scene / Arson Investigation Photography
1994, International Association of Arson Investigators; Fire Investigation Theory Applied to Live Burns
1994, Texas Engineering Extension Service, The Texas A&M University System Fire Protection Training Division; 38th Annual Texas Fire and Arson Investigators Seminar
1994, Department of the Treasury, Bureau of Alcohol, Tobacco and Firearms National Academy, Glynco, GA.; Advanced Arson for Profit Course
1994, Federal Bureau of Investigation's Law Enforcement Officers Training School; Photography
1994, Cellular Telecommunications Industry Association, Washington, D.C.; Cellular Fraud Awareness and Prevention Training
1994, Public Agency Training Council; Advanced Kinesic Interview Interrogation Techniques
1994, International Fire Code Institute; Uniform Fire Code Update
1995, North Texas Fire Investigators' Association, Secretary
1995, Texas Engineering Extension Service, The Texas A&M University System; 40th Annual Texas Fire and Arson Investigators Seminar
1995, International Training Association; Advanced Cause and Origin/Expert Witness
1995, National Association of Fire Investigators; Determining the Cause and Origin of Fires and Explosions Training Seminar, Chicago, IL.

1995, Lewisville Fire Department; Ordnance / Explosive Recognition
1995, International Association of Arson Investigators; Juvenile Firesetter Intervention
1996, North Texas Fire Investigators' Association, 2nd Vice-President
1996, Texas Commission on Fire Protection Personnel Standards and Education; Fire and Arson Investigator Intermediate
1996 to 2002, Texas Commission on Fire Protection Personnel Standards and Education; Fire and Arson Investigator Advanced
1996, Institute of Criminal Justice Studies; Juvenile Law for Street Officers
1996, International Training Association; Practical Bomb and Explosive Device Investigations
1997, North Texas Fire Investigators' Association, 1st Vice-President
1997, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
1997, North Central Texas Council of Governments Regional Police Academy; Cultural Diversity
1997 to 2001, Texas Commission on Fire Protection Personnel Standards and Education; Fire Inspector
1997, North Central Texas Council of Governments Regional Police Academy; Special Investigative Topics
1997, International Association of Special Investigation Units; I.A.S.I.U. Seminar
1997, North Texas Fire Investigators' Association; Advanced Concepts in Fire Investigations
1997, Massachusetts State-Wide Coalition for Juvenile Firesetter Intervention Programs; Massachusetts Juvenile Firesetter Intervention Program
1997, Office of the Governor; Writing to Win
1998, North Texas Fire Investigators' Association, President
1998, Collin County Criminal District Attorney's Office; Texas Homicide Symposium
1998, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
1998, U.S. Department of Justice, F.B.I.; Interviewing & Interrogation Techniques
1998, The Texas A&M University System; Determination: Arson, How to Investigate the Crime
1998, North Texas Fire Investigators' Association; A Basic Fire Investigation
1999, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
1999, A Texas Advisory Council on Arson; Explosive Recognition & Interviewing Techniques
1999, State of Texas, Office of the State Fire Marshal; Juvenile Firesetter Intervention Program
1999, North Texas Fire Investigators' Association; Analytical Interviewing Techniques
2000, North Texas Fire Investigators' Association, Secretary/Treasurer
2000 to 2002, United States Treasury, Bureau of Alcohol, Tobacco and Firearms, Dallas Group II Bomb and Arson Task Force; Investigator
2000, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
2000, Texas Chapters of IASIU; Here and Beyond 2000

2000, North Texas Fire Investigators' Association; NFA 921 Series, Basic Methodology, Recording the Scene, & Explosions
2000 to 2002, United States Department of Justice, United States Marshal's Service; Special Deputy United States Marshal.
2000 to present, Texas Commission on Private Security; Investigation Company Owner (Advanced Investigative Concepts, Llc. # A10050)
2000 to present, Texas Commission on Private Security; Owner/Manager, Llc. # 9424
2001, North Texas Fire Investigators' Association, Secretary/Treasurer
2001 to present, National Association of Fire Investigators; Certified Fire and Explosion Investigator
2001, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
2001, The North Texas Fire Investigators' Association; NFA 921 Series, Fire Patterns, Legal Considerations, & Investigation of Motor Vehicle Fires
2001, United States Treasury, Bureau of Alcohol, Tobacco and Firearms; Advanced Explosives Investigative Techniques course
2001, The North Texas Fire Investigators' Association; NFA 921 Series, Electricity & Fire, and Appliance Failures
2001, International Association Bomb Technicians and Investigators; Advanced Improvised Explosive Devices and Terrorist Activities Regional Training Conference
2002, Instructor, North Texas Chapter International Association of Special Investigative Units; Fraud Focus 2002, Fatality Fire Investigations
2002, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
2002 to present, International Association of Arson Investigators; Certified Fire Investigator
2002, Instructor, State Farm University, Fire Related Appliance Failures
2002, A Texas Advisory Council on Arson (ATAC), Director
2002, Instructor, Metropolitan Home and Auto, Fire Investigations
2002, Instructor, State Farm Insurance Company, Burn Pattern Recognition
2002, A Texas Advisory Council on Arson, Trial Preparation
2002, 19th Annual East Texas Arson Investigators' Seminar, Electrical Fire Investigation
2003, Instructor, NICB & State Farm Insurance, 8th Annual Conference
2003, Instructor, Nationwide Insurance Company, Fire and Explosion Investigations
2003, Instructor, State Farm Insurance Company, Fire Scene Investigations
2003, Instructor, Republic Insurance Company, Fire and Death Investigations
2004, Instructor, North Texas Chapter International Association of Special Investigative Units Fraud Seminar; Structure and Vehicle Fire Investigations

Note: Bold denotes major schools, certifications, licenses, or appointments

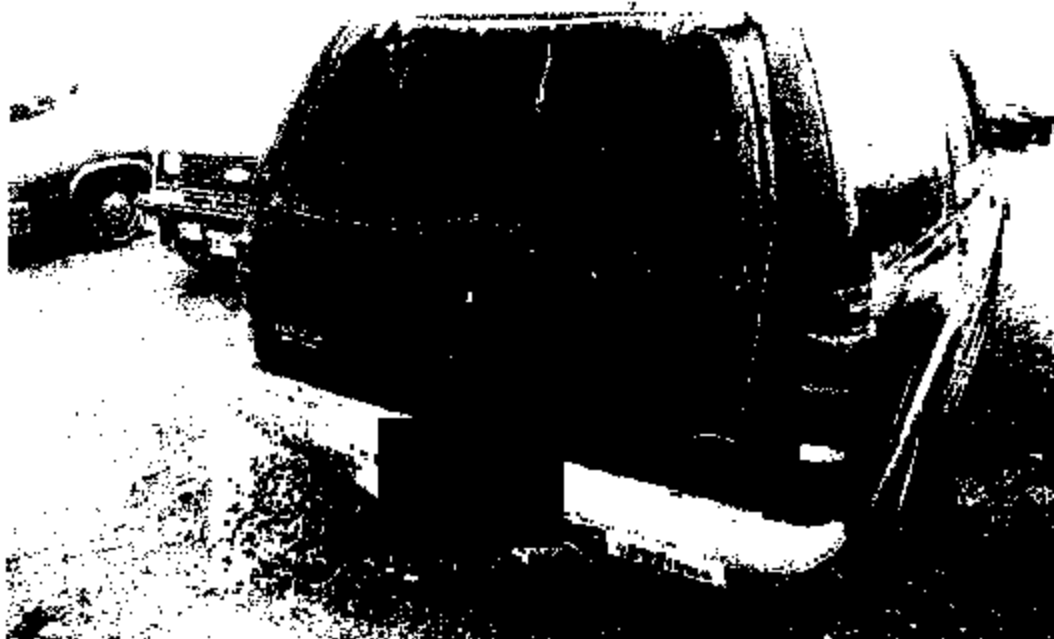
Photograph 1: Front of the 1997 Ford Expedition



Photograph 2: Passenger's side of the vehicle



Photograph 3: Rear of the Expedition



Photograph 4: Driver's side of the vehicle



Photograph 5: Rear cargo area of vehicle



Photograph 6: Rear seating area



Photograph 7: Front seating area



Photograph 8: Windshield and dash area



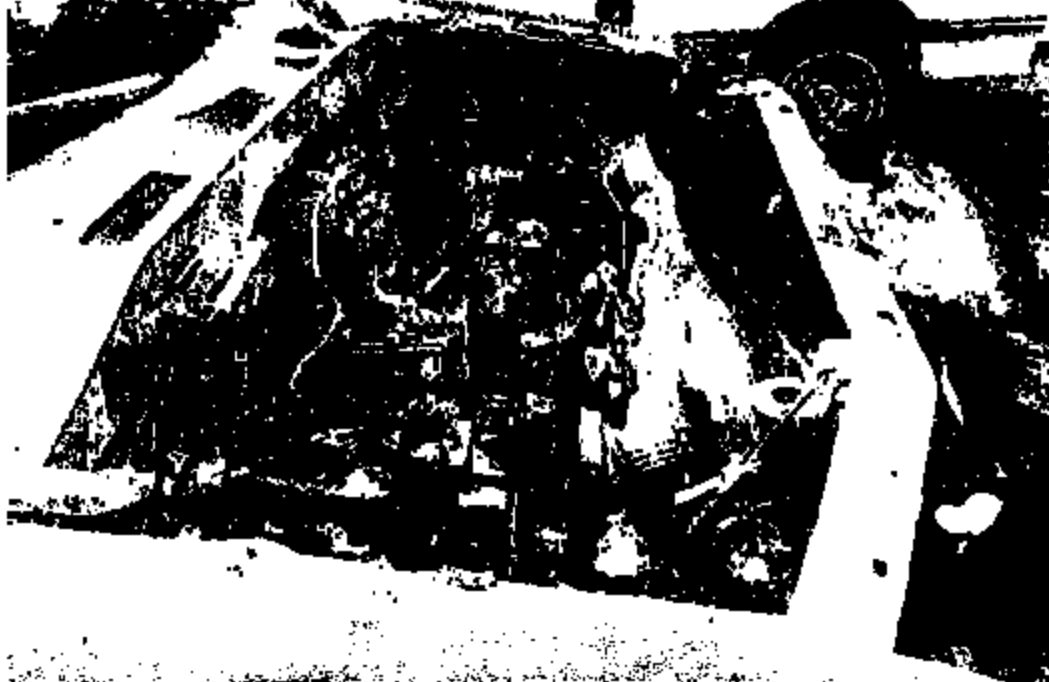
Photograph 9: Passenger's side front fender, wheel, and tire



Photograph 10: Driver's side front fender, wheel, and tire



Photograph 11: Engine compartment; passenger's side view



Photograph 12: Driver's side view of engine compartment



Photograph 13: Battery and battery cables



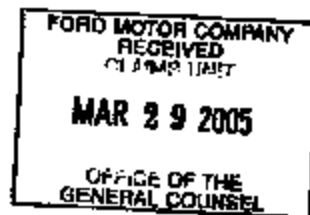
Photograph 14: Area of origin around brake master cylinder





Friday, March 18, 2005

FORD MOTOR COMPANY
PARKLAND TOWERS WEST #300
3 PARKLANE BLVD.
DEARBORN, MI 48126



Re: **PRODUCT DEFECT CAUSED VEHICLE FIRE AND RESULTING DAMAGES.**
VIN: 1FTRX07L4YK [REDACTED]
Year: 1999
Make: FORD
Model: F-150
Our Insured: [REDACTED]
Address: [REDACTED] GRANADA HILLS, CA [REDACTED]
Phone No.: (818)832-0042
Our Claim No: 043543534
Date of Loss: 8-10-04
Damages: \$ 9,400.45

NOTICE OF SUBROGATION CLAIM

Please accept this letter as formal notice of our subrogation rights in regard to the above-captioned claim. Demand is hereby made upon you for payment of Progressive's damages and those of Progressive's insured.

Our investigation indicates damages to our insured's vehicle was a direct result of a manufacturer's defect or negligence on your behalf. Enclosed please find all supporting documentation.

Please acknowledge receipt of my subrogation demand and forward your payment of \$9,400.45 to my attention, payable to "Progressive Casualty Insurance Company, as subrogee of [REDACTED]", and mail to my attention at PO Box 43258, Richmond Hts., OH 44143.

You can contact me at the number listed below should you need additional documentation or care to discuss this claim.

Thank you for your anticipated cooperation.

Progressive Casualty Insurance Company

William P. Kienzl
Subrogation Representative
(440) 603-7967

ER05-005-LC-3410

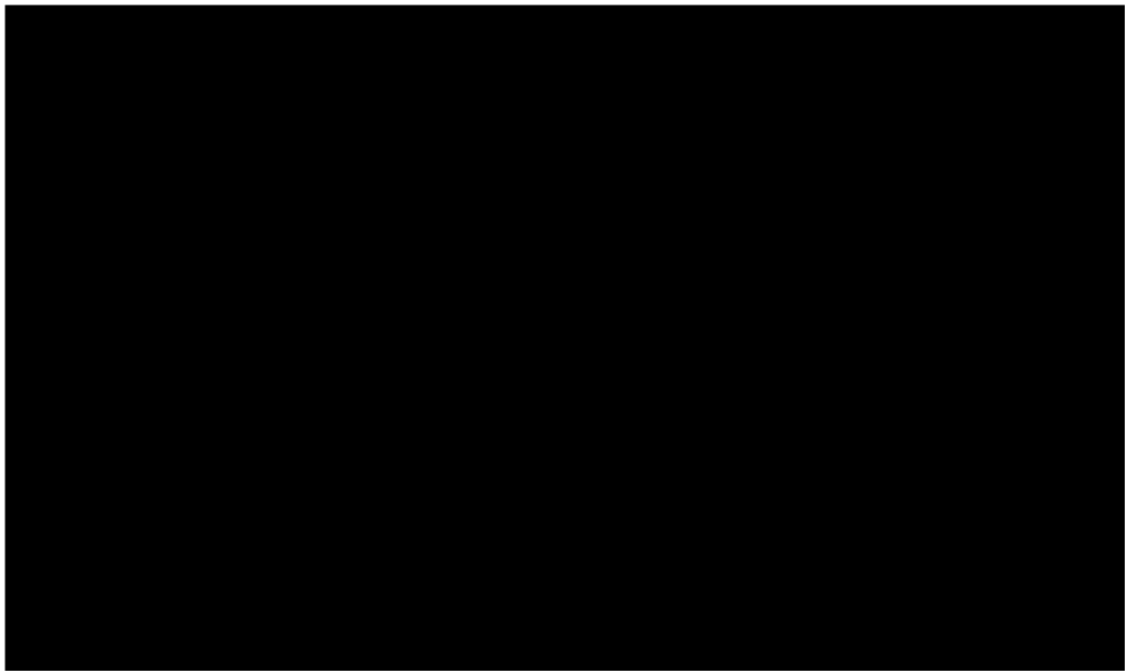
All Action Details for Issue

Print

VIN: 1ETEX07140	Year: 2000	Model: F-SERIES	Case: 687040315
Name: [REDACTED]	Owner Status: Original	WSD: 2000-02-21	
Symptom Desc: FIRE/SMOKE VISIBLE FLAME		Primary Phone: [REDACTED]	
Reason Desc: LEGAL - INSURANCE COMPANY SETTLEMENT		Secondary Phone: [REDACTED]	
Issue Type: 02 INFORMATION	Issue Status: CLOSED		

Action: ADVISE CUSTOMER TO CONTACT THEIR INSURANCE COMPANY FOR ASSISTANCE
 Dealer: [REDACTED] Origin Desc: US CONCERN CASE BASE
 Odometer: 116000 MI Comm Type: PHONE
 Analyst Name: YOUNG AMANDA ROSE Analyst: AYOUNG75
 Action Date: 01/31/2005 Action Time: 19.05.09.516 Action Data: No

Comments: CUSTOMER SAID: - CUST HAD MAINTENANCE COMPLETED ON VEH FOR \$1800 - TWO DAYS LATER THE VEH BURNT TO THE GROUND IN AUGUST 2004- CUST PUT CLAIM THROUGH INSURANCE COMPANY AND WAS ONLY GIVEN BLUE BOOK VALUE A VEH THAT WAS IN MINT CONDITION - CUST RECENTLY HEARD THAT THERE WAS A RECALL FOR THIS ISSUE- CUST CHECKED ON WEBSITE WITH VIN AND FOUND THAT THE SPEED CONTROL RECALL IS ACTIVE ON THIS VEH - CUST SEEKING TO FIND OUT HOW TO BEST HANDLE THIS SITUATION
 DEALER SAID: -NONECRC ADVISED: - YOUR INSURANCE COMPANY HAS THE RIGHT TO PURSUE CLAIMS FOR REIMBURSEMENT AGAINST FORD. FORD IS UNABLE TO INVESTIGATE THE VEHICLE AS REPAIRS HAVE BEEN PERFORMED.--CSR ADVISED CUST AS ABOVE



MICHAEL B. JOLLY
ATTORNEY AT LAW

405 Main, Suite 1000
Houston, Texas 77002
REGISTERED PATENT ATTORNEY

(713) 237-8385
Fax (713) 237-8385
mikejolly@aol.com

New

FEB 9 2005

February 9, 2005

Kathleen Horchler
Peter Kellert

Via Fax: 248-203-0763

Deborah Bullion

Via Fax: 281-540-7001

Erio Mayer

Via Fax: 713-654-6666

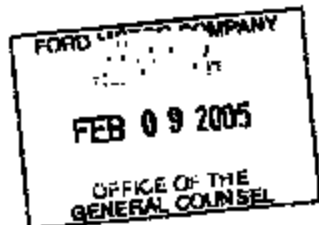
Andrew Schimmelstier
Dana S. Speer

Via Fax: 713-228-3510

RE:

[Redacted]
Seely, Texas [Redacted]

Vehicle: 1995 Ford F-150
Vin No.: 1FTEX15Y3S [Redacted]
Date/Fire: 4-1-2004 [Redacted]



Dear Counsel:

I represent [Redacted] regarding a fire which occurred in the above identified Ford vehicle which was fitted with a defective speed control deactivation switch. The fire destroyed his Ford vehicle, but luckily no other property. Let me know if you would like lesser copies of photographs of the vehicle in question.

[Redacted] truck is available for inspection at the following location:

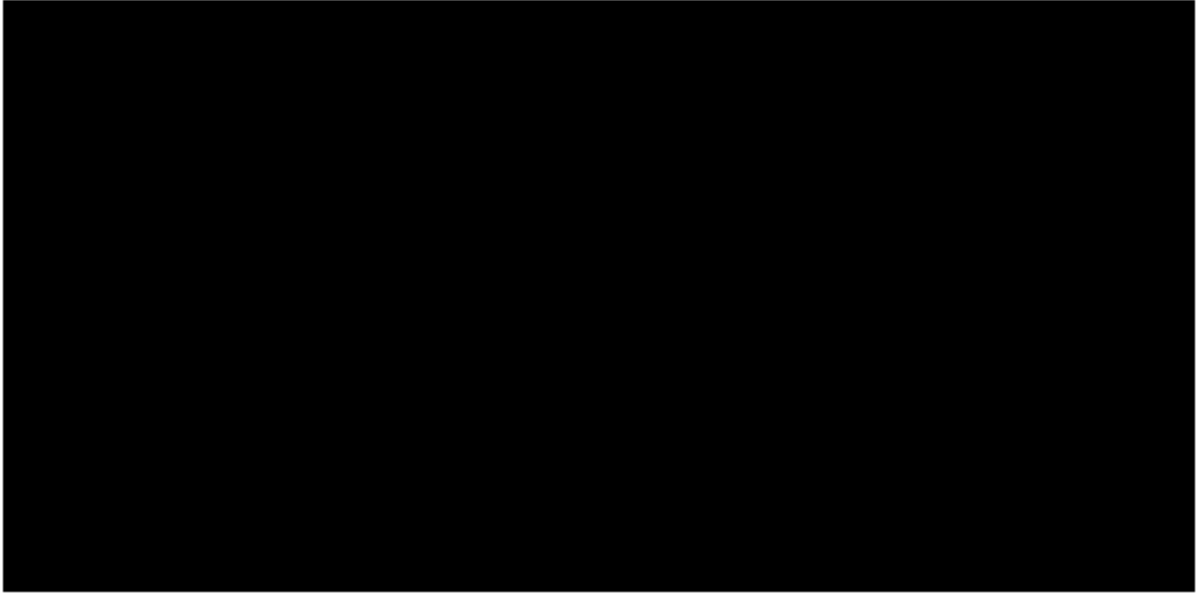
Mike Machala's Wrecking Yard
824 Jurica Road
Seely, Texas 77474
979-885-4711

Attached are photographs of [Redacted] burned up pick up truck. Let me know when and who will be inspecting [Redacted] truck as soon as possible.

Sincerely,
Michael Jolly
Michael Jolly

MJJ
Enclosures

- 4/1/04
- '95 F-150
- VIN
- WSO - 2/13/95
- ESP - NU



ALEXANDER CLAIM SERVICE, INC.
ALL LINES ADJUSTERS

Member of Texas Independent Adjusters Association

P.O. Box 6026
Abilene, TX 79608
(325) 695-2490
(325) 695-2633 FAX

CONSUMER AFFAIRS
SECTION

alexclss@nts-online.net

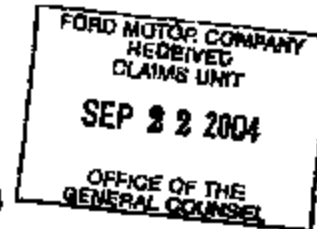
September 16, 2004

4 SEP 21 11:02

Ford Motor Company.
Consumer Affairs
P.O. Box 6248
MD-3NE-B
Dearborn, MI 48126

Attn: Subrogation Dept.

Re: Auto Fire
8-28-2004



Gentlemen:

Per enclosed, loss has been paid on 1995 Ford F-150, VIN# 1FTEX15H8SK [redacted] owned by [redacted] South, Roby, TX [redacted]. Loss is result of fire which occurred in engine compartment as a result of cruise control switch malfunctioning, with fire ensuing.

Enclosed documentation outlines repair cost of \$600.99 less deduction for defective part netting a loss of \$873.04 subject to \$500.00 deductible. Payment of \$373.04 has been extended to the policyholder.

As a result of this defect/malfunction, we hereby present claim for reimbursement of monies paid as well as the policyholder's deductible.

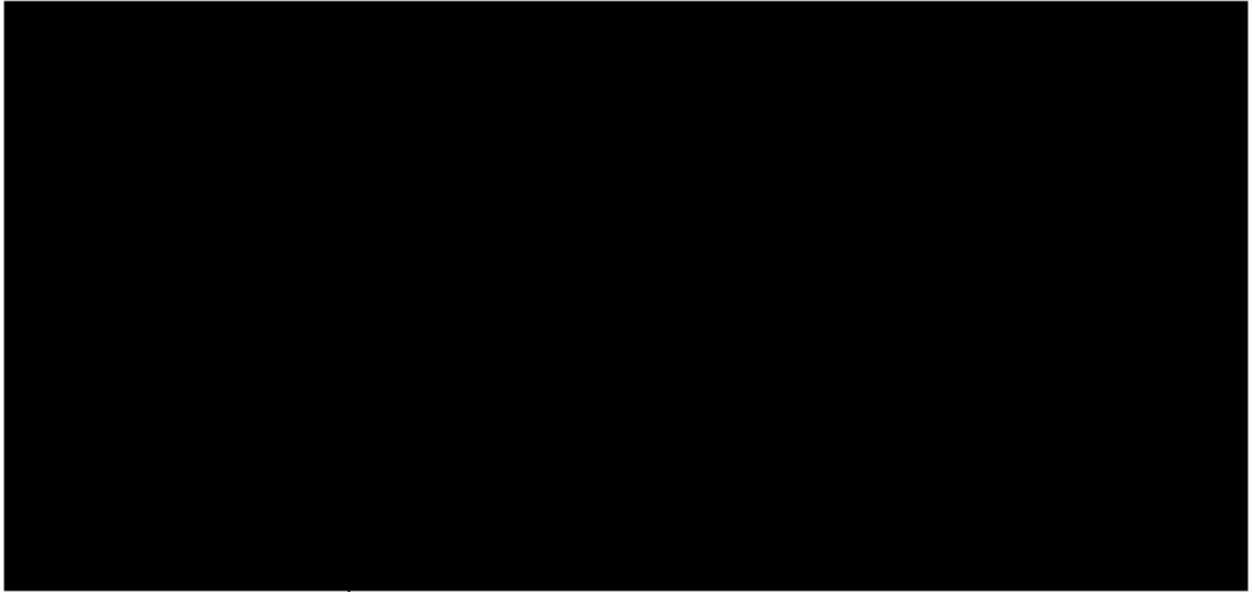
Sincerely,

WORTH CASUALTY COMPANY
By Alexander Claim Service, Inc.


Don DePron
Adjuster

DD:amj

ERMS-605-LC-3413



State Farm Insurance Companies



P. O. Box 799013
Dallas, TX 75378-9013

December 6, 2001

Ford Motor
Parklane Towers West, ste. 400
3 Parklane Blvd.
Dearborn, MI 48126

RE: Claim Number: 43-R790-938
Date of Loss: September 30, 2001
Our Insured: Jennifer A. Reynolds
Make/Model/Year: 1997 Ford Expedition
VIN: 1FMEU18L5VE [REDACTED]



Dear Ford Motor:

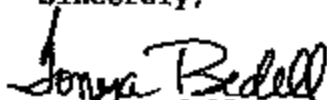
This vehicle was insured by State Farm and involved in a comprehensive loss. The claim settled for \$21,744.44, which includes our insured's deductible.

Our investigation establishes the cause of loss was due to the brake pressure switch.

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

Please consider this notice as our demand for reimbursement.

Sincerely,


Tonya Bedell
Claim Specialist
Subrogation Unit/Team 40
(972) 732-4842

State Farm Mutual Automobile Insurance Company

Your acceptance of our request for your services and your performance of those services are expressly conditioned on and subject to your agreement that: (1) you will not use customer information we provide for any purpose other than the specific services we are asking you to perform, and (2) you will disclose

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710-0001

EGES-025-LC-3414

Page 2
December 6, 2001

or share customer information we provide only to the extent
necessary to accomplish the services that we request.

VEHICLE INSPECTOR REPORT / TOTAL LOSS SETTLEMENT REPORT

Claim Number		Claim Representative PLANO, TX CSO		Claim Unit 412		
Phone Number		Phone Number		FAX Number		
Loss Code 312		Date of Loss 9/30/01		Date Reported 9-30-01		
Location Address 7106301-97 FORD EXPEDITION SPORT,		Phone Number		Storage Per Day		
Cause of Loss Comprehensive						
VEHICLE DESCRIPTION						
Vehicle Description 1997 Ford Expedition Eddie Bauer 4D Ut 119" WB				License Plate Number	Expiration Date 11/30/01	State TX
VIN 1FMFU18L5VL		Exterior Color BLACK		Interior Color TAN		
Drive Train 5.4L Inj 8 Cyl 4WD		Tires GOODYEAR WRANGLER P265/70R17				
Mileage 70,714		<input checked="" type="checkbox"/> Steel Beltd <input checked="" type="checkbox"/> Radial <input checked="" type="checkbox"/> WW		% of Wear LF 0 LR 0 RF 0 RR 0 SP 0		
EQUIPMENT / ACCESSORIES						
DECOR / BODYSTYLE / TRIM 4-Door		CONVENIENCE OPTIONS Alloy Wheels Air Conditioning Tilt Steering Wheel Cruise Control Defogger Rear Leather Seats Ⓢ Deep Tinted Glass Running Boards Trailer Package Fog Lights Cruise Control Rear Gate Wiper Trip Counter Trunk Tilt Passenger Side Air Bag Power Rearview Mirror Driver Side Air Bag		POWER OPTIONS Power Steering Power Brakes Power Windows Power Door Locks Power Seats Automatic Overdrive Disc Brakes Rear Wheel Drive Single Exhaust Fuel Injection		
ROOF OPTIONS		ELECTRONIC OPTIONS Cassette Tape Player Compact Disc Player				
Use this space to explain or describe Equipment/Accessories listed above and/or list and describe additional Equipment/Accessories.						
MP PROGRAM CANDIDATE						

PRE-LOSS CONDITION

INTERIOR: (Explain if other than average condition for year, make and model vehicle)

Seats: Above Avg Avg Below Avg

Carpets: Above Avg Avg Below Avg

Glass: Above Avg Avg Below Avg

Dash: Above Avg Avg Below Avg

Headliner: Above Avg Avg Below Avg

EXTERIOR: (Explain if other than average condition for year, make and model vehicle)

Sheet Metal: Above Avg Avg Below Avg

Paint: Above Avg Avg Below Avg

Trim: Above Avg Avg Below Avg

MECHANICAL: (Explain if other than average condition for year, make and model vehicle)

Engine: Above Avg Avg Below Avg

Transmission: Above Avg Avg Below Avg

PRIOR DAMAGE: Yes No Estimate Written: Yes No Amount: _____ Damage Location: F

OVERALL CONDITION: Above Avg Avg Below Avg

Salvage Will Be: Rebuilt Sold for parts Scrapped

McALISTER RAY 10/03/01
INSPECTED BY DATE

TOTAL LOSS SETTLEMENT

Method used to determine base price: (Check one) Computerized Evaluation Comparable Vehicles Book Value

Vendor Name: Valuemat Amount: \$19,050

Did you pay the computerized evaluation amount? Yes No If no, explain: (see 2nd) Adjusted Amount: 19,925

Valuemat tabs

Source & Telephone Number	Quote by	Date	Make & Model	Available	Price
1.					
2.					
3.					

Vehicle number(s) used to determine true price: 1 2 3

Explain any adjustments for difference in mileage, equipment condition, prior damage, etc. _____


Adjusted Amount: _____

Book(s) used: _____ Basic Book Price: _____

List additions or deductions for equipment, mileage, etc, and prior damage: _____

Adjusted Amount: _____

Did you pay this amount? Yes No If No, explain: _____

Base Price	\$ 19,925.00	Salvage Disposition	Purchaser:	Remarks: Disposition of Title: Date:
Tax	+ 1,245.31	Date Sold		
Fees	+ 24.13	Date Remittance Received		
Actual Cash Value	= 21,194.44	High Salvage Bid	\$	
Owner-Retained Salvage	* 25.00	Towing Expense	-	
Deductible	- 500.00	Storage Expense	-	
Lienholder Payoff	- 1,809.55	Miscellaneous Expense	-	
Amount Paid Owner	\$ 18,909.99	Net Salvage Return	\$	
Date Settled	10/11/01			
 CLAIM REP. SIGNATURE				

reimbursed \$25.00 toll tag

#1



#2

MFD. BY FORD MOTOR CO. IN U.S.A.

12/96	GVWR: 7200LB / 3265 KG
3450LB	REAR AXLE
1564KG	WHA 1872KG
P265/70R17SL	TIRES P265/70R17-L
17X7.5J	RIMS 17X7.5J
207 kPa / 30 PSI COLD	AT 241 192 35

THIS VEHICLE COMPLIES TO ALL APPLICABLE FEDERAL AND STATE SAFETY STANDARDS IN EFFECT AT THE TIME OF MANUFACTURE.

16MFU18L5VL

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ER85-686-LC-3422

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ER05-005-LC-3426

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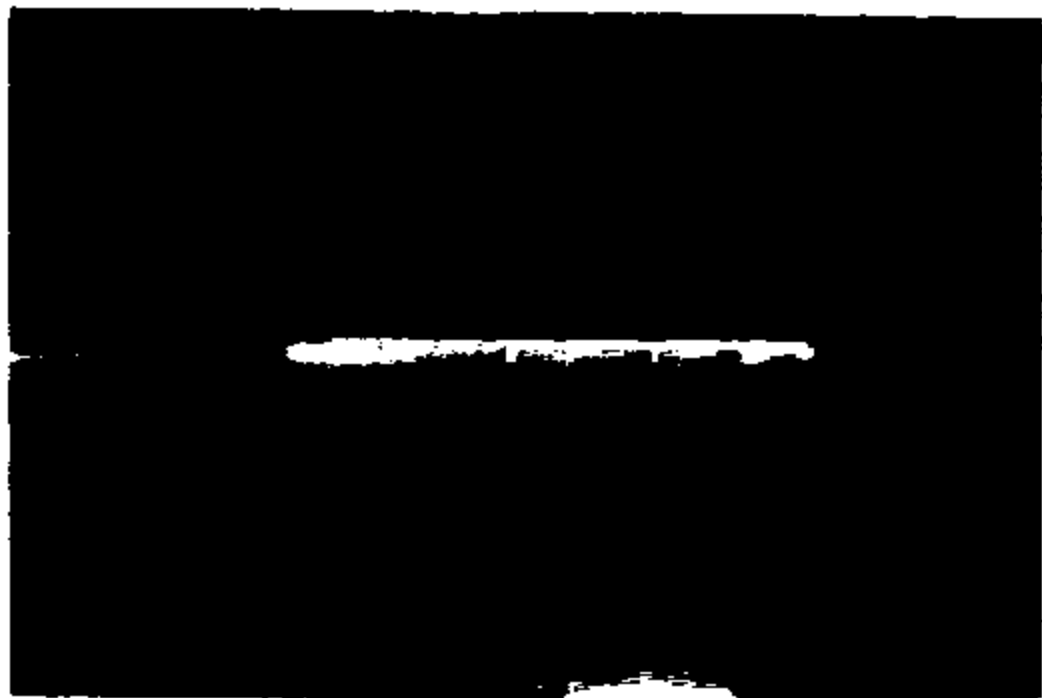
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#37



#38



INSPECTION INFORMATION

Inspection Date:	10-11-01	Vehicle Location:	Copart
T/L or Repairable?	Total Loss	Repairs Complete?	N/A
Inspector Findings: Appears cause of loss was brake pressure switch			
Expert Hired?	Yes		
Name:	[REDACTED]		
Address:	[REDACTED]		
City, State, Zip:	[REDACTED]		
Expert's Findings:	Fire originated within the brake pressure switch and associated wiring.		
Responsible Party:	Manufacturer		
Name:	Ford Motor Company		
Address:	[REDACTED]		
City, State, Zip:	[REDACTED]		
Expert for Above:	[REDACTED]		
Has Vehicle Been Inspected By Liable Party?	No	When?	N/A
Have They Accepted Liability?	No	Is Vehicle Inspection Completed?	Yes
Is Vehicle/Parts Secured?	Yes	Where?	Copart
Lot Number?	7106301	Safeguard?	Confirmed
Parts been ID'd and Tagged?	N/A	Where?	N/A

FILE INFORMATION

Has File Been Moved to Subrogation?	No
If No, State Reason:	N/A
Additional Details to Be Addressed:	Pay expert per invoice, pursue subrogation against Ford, dispose of salvage when handling concluded.

*Note: Econ loss
does not apply,
CO's lost.*

DALLAS FIRE DEPARTMENT
FIRE ALARM REPORT

INCIDENT#084185

SVY CODE : 08

DATE 09/30/2001

LOCATION: 2014

DEVRD

BR APT:

X STREET: TULANE

BUSINESS:

MSG ADD:

MSAG PHONE:

CLASS CODE:

ATTND P33:

MSAG BUS:

MSAG LOCATION:

FLAG COMMENTS:

TWOC COMMENTS:

OTHER COMMENTS:

SOURCE OF CALL: TEL

PHONE: [REDACTED]

TIME DISPATCHED 17:27:05

FIRST COMPANY: EN27

TIME ARRIVED :17:28:24

FIRST ENGINE :

TIME 1ST ENG 17:27:00

FALSE ALARM : DOLLAR LOSS: N

TIME 2ND 17:27:07

SUSPICIOUS ORIGIN : N

TIME 3RD 17:29:11

SHEFT : A DISTRICT # : 07 CHIEF : 97

TIME 4TH 17:29:27

MAPSCO # : 25 P

TIME 5TH 17:29:32

DISPATCHER : 21

TIME 6TH 17:29:37

HAZ MAT : N PCI : N MCI : N AIR : N

TIME 7TH 17:29:42

MANUAL DISPATCH :

TIME QUT TAPS 17:29:47

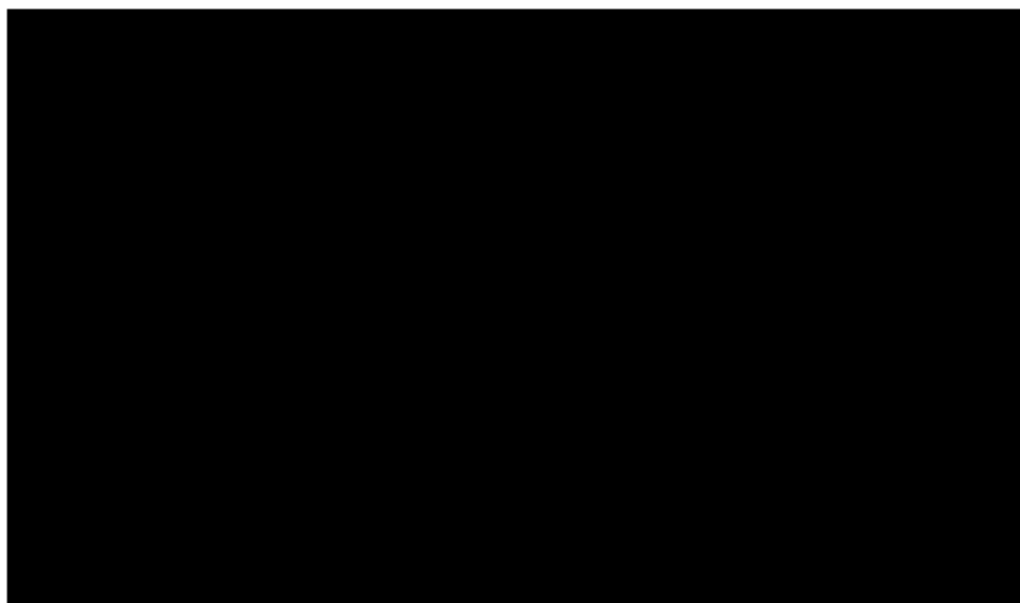
ENGINES

TRUCKS

CHIEF

RR BU RE BT MISC OTHER

1ST 27





SAFECO PROPERTY & CASUALTY INSURANCE COMPANIES

First National Insurance Company of America
Maitland
2201 Lucien Way, Suite 300
Maitland, FL 32751

Phone: (800) 332-3226
(800) 332-3226
Fax: (407) 875-7851
www.safeco.com

May 20, 2003

Ford Motor Co
Consumers Affairs
P.o.box 6248 Md-3ne-b
Dearborn, MI 48126

FORD MOTOR COMPANY
RECEIVED
- JAMS UNIT
MAY 22 2003
OFFICE OF THE
GENERAL COUNSEL

Mailing address:
2201 Lucien Way, Suite 300
Maitland, FL 32751

Insured Name: [REDACTED]
Policy Number: [REDACTED]
Loss Date: May 11, 2003
Claim Number: 801623702007

3 MAY 21 AM 12:22
CONSUMER AFFAIRS
SECTION

To Whom It May Concern:

Our policyholder has submitted a claim for damage to their property. On May 11, 2003 the insured was at his residence when his 1997 Ford F 150 caught fire. The insured towed the vehicle to the Lakeland Ford Auto Mall for repairs. We sent a fire specialist and it was determined that the cause of the fire was electrical. It appears that the fire started on the cruise control switch. The fire burned all the wiring, tires and brakes and damaged the engine.

We have investigated the claim and concluded that you might be responsible for the loss.

Under the provisions of our policy, we have a right to our insured's right of recovery to the extent of our payment.

We need for your company to send an electrical engineer to evaluate the damages. The vehicle is at the Lakeland Ford Auto Mall dealer. We have not done any repairs to the vehicle until your electrical engineer evaluates the vehicle. We also need for your engineer to contact us prior to initiating any work. We are sending our own electrical engineer as well.

We appreciate your cooperation and look forward to hearing from you or your insurance carrier. If you have any questions regarding this claim, please contact us at the number below.

- 5/11/03
- 97 F-150

Sincerely,



Glenda Rosado
Mailand
First National Insurance Company of America
(800) 332-3226 Ext: 227274
(800) 332-3226 Fax: (407) 875-7851
glros@safeco.com





Premier Claims Investigations, Inc.

Thomas Frankum
Senior Fire Investigator
5497 Tina Nursery Rd.
Coppock, Texas 77304

Telephone (936) 321-4989
Fax (936) 441-4990
E-Mail: tfrankum@att.net

Ms. Shawn Norton
Ford Motor Company
3 Parklane Blvd., Suite PTW 300
Dearborn, MI 48126

Telephone: (313) 322-3269
Fax: (313) 845-4089

RECEIVED
MAY 23 2003

Re: Fire Loss in Dwelling / 1998 Ford Expedition
Loss Location: [REDACTED] TX [REDACTED]
Date of Loss: May 25, 2003
State Farm Insurance Claim #: [REDACTED]

This letter is notification that a 1998 Ford Expedition was involved in a fire loss. Electrical components within the vehicle may or may not have caused this loss. This letter is also intended to inform interested parties that a joint examination of the vehicle and dwelling will be conducted within the next fourteen days.

The dwelling and vehicle are insured by State Farm Insurance Company. The contact person at State Farm Insurance Company is Mr. O. J. Miller and he may be reached at 281-486-3600. Please contact me at 281-732-1815 in order that a date and time can be arranged for a joint examination of the dwelling and vehicle.

Respectfully submitted,

Tom Frankum, CFEI - NAFI
Premier Claims Investigations, Inc.

**PROTOCOL FOR EXAMINATION
OF SPEED CONTROL DEACTIVATION SWITCH
(BRAKE PRESSURE SWITCH)**

GENERAL

All parties will be allowed to visually examine the switch assemblies prior to beginning the examination. Thereafter, all detailed photographic analysis and documentation will be performed by the laboratory. Any party will be able to request special photographic documentation as they deem necessary, which will then be performed by the laboratory and included in the documentation. All parties will be provided with documentation (including photographs, SEM prints and EDAX reports, etc.) after requests have been made through counsel and arrangements for payment have been made.

SWITCH BODY

If the switch body and stationary and moveable contacts are available, the following procedures are to be followed:

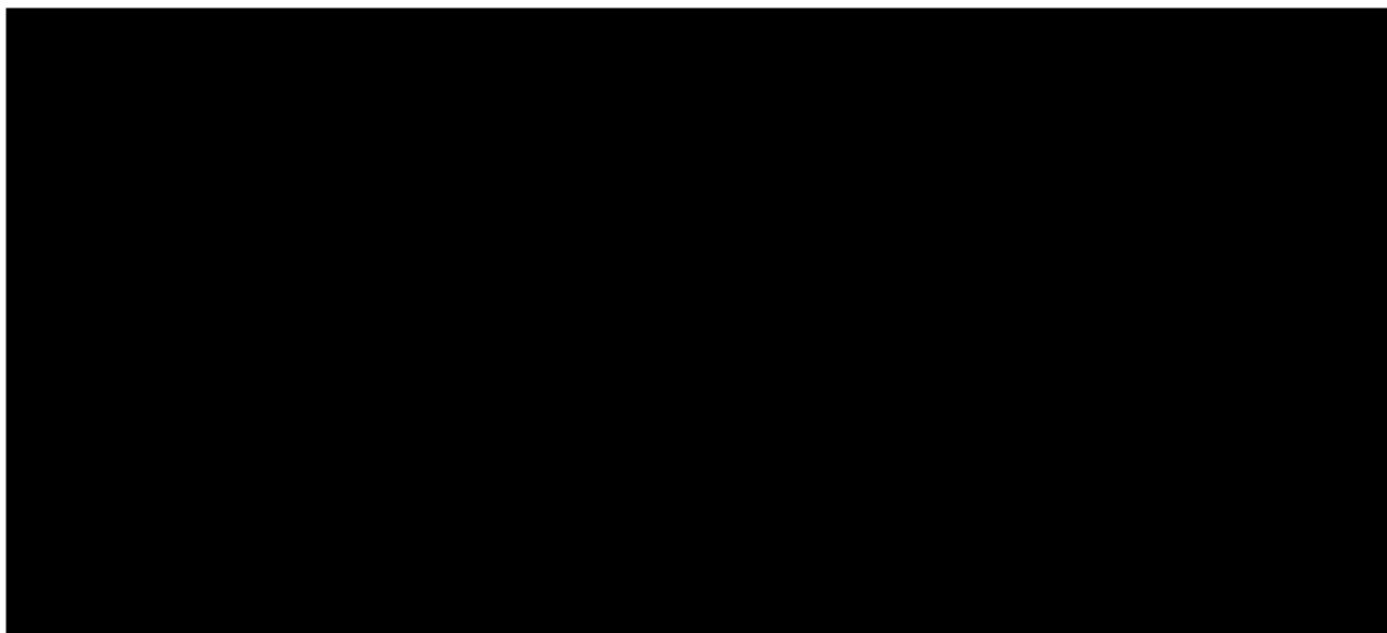
1. X-ray the switch body from at least three orientations.
2. Break or cut away the thermoset plastic body to extract metallic components, taking care not to remove any deposits that are present on these metallic components.
3. Perform digital stereoscopy on the released metal parts.
4. Place metal components in the scanning electron microscope (SEM) for examination.
5. Perform energy-dispersive x-ray analysis (EDAX) of any and all surface deposits on these metal parts.
6. Using a mutually acceptable technique, clean deposits from the metal parts. Start with the least aggressive technique and continue until the parts are clean to a degree mutually acceptable.
7. Place metal parts of switch back in SEM for examination and, if necessary, further EDAX work.

HEXPOUT BODY

8. Examine exterior surface of cup in the stereoscopic and scanning electron microscopes without cleaning.
9. Characterize surface deposits on the cup exterior surface using EDAX.
10. Cut the crimp ring so as to remove the cup. This cut will consist of an axial cut through the wall of the crimp ring.
11. After removing crimp ring, the internal parts of the hexpout will be laid out in their correct sequence and digitally photographed on all surfaces.
12. Clean the exterior surface of cup using the methodology outlined under "6." above and replace into SEM for examination and EDAX work.
13. The Kapton seals will be provided with a small stick-on tag in order to label their position inside the hexpout body.
14. The Kapton seals will be examined in the stereographic and electron microscopes.
15. The surfaces of the converter, washer, spacer and disk will be subjected, at areas of mutual accord, to:
 - a. EDAX
 - b. Fourier transform infra-red analysis (FTIR)
16. Depending upon the data generated in the above procedures, it may be necessary to perform other metallurgical examination, such as metallography. This will be performed on a basis of mutual agreement.

By signing this protocol, all parties understand the above procedures will be destructive in nature and once completed, the components cannot be reassembled or reconstructed into their original form.

Printed Name	Signature	Representing	Date



RECEIVED JUL 29 2004
2004



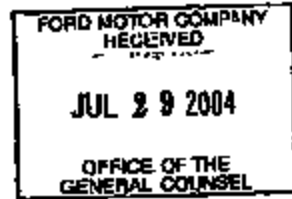
FARMERS

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

07/29/2004

Ford Motor/Shawn Norton
Parlane Towers W/Ste 300/3parlane Blvd
Dearborn, MI 48126

Re: Our Insured: [Redacted]
Our Claim #: [Redacted]
Date of Loss: 05/17/2004
Your Claim #: [Redacted]
Amount Owed: \$13,137.88



Dear Ford Motor/Shawn Norton:

We have made payment to our insured for damages resulting from this accident. Our investigation has established that the above loss was caused by a manufacturer's defect. 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 as acceptance of benefits, a novation or an accord and satisfaction of this claim without the express written release of our claim executed by an individual who identifies himself/herself as a member of our subrogation department. Therefore, our legal rights to enforce collection on the remaining amount of the claim shall not be waived or estopped due to a partial payment by you.

If you need additional support for our claim or require further information, please call me at 512-238-5715 with your FAX number so that the requested information can be sent to you.

Sincerely,
Mid-Century Insurance Company of Texas

Kevin Kostroun
Manager

ATTACHMENT(S)

WSD

- 5/17/04
- \$13,137.88
- 198 F-150
- VIN
- 65213 (M)

AIC-Fire

Advanced Investigative Concepts Fire and Explosion Scene Analysis

Fire Investigation Report

Vehicle Fire

File Number: AIC-1280704-FAR

Prepared For:

Mid Century Insurance Company of Texas

Claim Number [REDACTED]

Insured:

[REDACTED]

Loss Description:

1988 Ford F15
VIN: 1FTRX17LXW [REDACTED]

Attention:

Ms. Psyche N. Steele
ADP Claims Representative
Farmers Insurance Company
2505 Hwy. 360 North, Suite 500
Grand Prairie, Texas 75050

July 28, 2004

David Mark Howell, C.F.I./C.F.E.I.
AIC Director / Senior Fire Consultant

Advanced Investigative Concepts
One Fox Hollow Run

Telephone/Fax: (940) 321-1702
(800) 215-1955 PIN #05

ER05-005-LC-3437

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I. Introduction.....pg 3

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 A. Vehicle Analysis

 B. Conclusion

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 A. Photographs

 1. Photography Log

 2. Photographs

 B. Fire Consultant Curriculum Vitae

 C. Fire Analysis & Photographs on CD (Inside back cover)

Section I Introduction

Ms. Psyche Steele, ADP Claims Representative, representing Mid Century Insurance Company of Texas, retained Advanced Investigative Concepts (AIC-Fire) on July 23, 2004 to determine the origin and cause of a vehicle fire loss that occurred on May 17, 2004.

The location of the 1998 Ford F150, when examined, was the Don Davis Auto Body facility located at 2111 West Division in Arlington, Texas.

AIC-Fire Senior Fire Consultant David Mark Howell, C.F.I / C.F.E.I., conducted the vehicle examination on July 23, 2004.

Opinions and conclusions contained in this report are based on information available at the time of the investigation. In the future, if any other information, which could in any way impact or affect the conclusion contained herein becomes available, we will revise and amend our determination as deemed appropriate.

This report was prepared for the exclusive use of Mid Century Insurance Company and is not intended for any other purpose.

Section II

Origin and Cause

The fire originated in the engine compartment of the vehicle. The point of origin, of the fire, was located at the master brake cylinder on the driver's side of the engine compartment. The cause of the fire was a fault in the wiring to the cruise control deactivation switch which in turn ignited the combustible components of the brake master cylinder.

EXPERT RPT.

Section III

Fire Analysis

On July 23, 2004, this fire consultant examined the fire-damaged vehicle of [REDACTED] the insured. The 1998 Ford F150 was located at the Don Davis Auto Body facility at 2111 West Division in Arlington, Texas when inspected. The vehicle was damaged by fire on Monday, May 17, 2004.

Vehicle Analysis:

Examination of the vehicle, was begun on the exterior (front) and continued clockwise systematically. The vehicle was examined on the interior from the least burned areas to the point of origin. Digital photography was used to document the damaged vehicle.

The combustible components of the grill and headlight assemblies located on the front end of the 1998 Ford F-150 were undamaged by the fire. The front bumper and plastic bumper covers were also found intact and undamaged by the fire. Texas license plate [REDACTED] was attached to the front of the vehicle. The hood and windshield sustained light fire damage on the driver's side of the vehicle. The area of origin for the engine compartment fire was on the driver's side near the firewall. The rear of the hood, closest to the firewall, and the area of the windshield, located directly above it, sustained a coating of soot and smoke stains to the exterior surfaces. The windshield was broken near the area of origin, but had not been breached by the fire. The fire did not enter the passenger compartment of the vehicle. The hood, of the vehicle, exhibited a radial burn pattern, that was approximately one and one-half feet wide, that radiated forward, about nine inches, toward the front of the vehicle (Photographs 1 and 2).

The passenger's side, of the vehicle, was undamaged by the fire. There appeared to be no prior collision damage to the passenger's side of the vehicle. Both wheels

and tires were a matching set. The window in the passenger's door appeared to have been down at the time of the fire (Photograph 3).

The rear, of the vehicle, was also undamaged by the fire. There appeared to be no prior collision damage. Texas license plate [REDACTED] was affixed to the rear bumper (Photograph 4).

The driver's side, of the vehicle, sustained fire damage to the front fender. There appeared to be no prior collision damage. Both wheels and tires were matching that were the same as found on the opposite side. The fire damage on the front fender was located directly above the front wheel and tire. The fender had been exposed to the high temperatures of the engine compartment fire. The paint was blistered and there was a light accumulation of soot adhered to the surfaces around the burn pattern found on the fender (Photograph 6).

The front passenger compartment, on the passenger's side of the vehicle, was undamaged by the fire. The interior surfaces, of the passenger compartment, were free of any soot accumulation. As aforementioned, the window, located on the passenger's side of the vehicle, appeared to have been down at the time of the fire (Photograph 7).

The rear passenger compartment, on the passenger's side, was also undamaged by the fire (Photograph 8). The rear passenger compartment, on the driver's side, was found in the same condition as the front. The rear window glass was intact and undamaged by the fire (Photograph 9).

The front passenger's compartment, on the driver's side, was also found undamaged. All components located in the driver's front area, of the passenger compartment, were intact and undamaged by the engine compartment fire (Photograph 10).

The fuse box, located in the front passenger compartment on the front of the dash, was inspected and fuse number fourteen which was a fifteen amp fuse was found to be blown (Photograph 11).

The underside of the hood had fire damage to the driver's side. The hood, in the area of origin, had a heavy accumulation of soot adhered to the painted surfaces of the underside (Photograph 12).

The engine compartment of the vehicle sustained moderate fire damage. The heaviest of this damage was located on the driver's side of the engine compartment (Photograph 13).

The passenger's side, of the engine compartment, was inspected. This area, of the engine compartment, had housed the battery of the vehicle. The components located on the passenger's side, of the engine compartment, were undamaged by the fire. Close inspection of the battery and both positive and negative cables indicated there was no evidence of an electrical fault or fire damage (Photographs 14 and 15).

The electrical distribution box which was located on the driver's side of the engine compartment was inspected. No fuses were found to be blown; however the exterior and portions of the interior, of the box, were damaged from exposure to the fire located in the driver's side of the engine compartment (Photograph 16).

As aforementioned, the heaviest of the fire damage was located on the driver's side of the engine compartment. The area directly above the brake master cylinder sustained the heaviest fire damage with some areas of the firewall displaying heavy oxidation and one area of clean burn. The fluid reservoir located on the brake master cylinder had been destroyed there was heavy damage to the plastic components surrounding the brake master cylinder (Photograph 17). The cruise control deactivation switch, located at the very front of the brake master cylinder, was partially intact, but heavily damaged by the fire (Photograph 18).

The wiring was examined and found to have a fault located in the electrical connector which had been attached to the cruise control deactivation switch (Photograph 19).

The other end of the faulted connector was found in the partially consumed plastic portion of the cruise control deactivation switch, which was located in the top of the brake master cylinder, and was determined to be the cause of the engine compartment fire (Photograph 20).

Conclusion:

In conclusion, based on the vehicle fire examination, this fire consultant has determined the fire originated in the engine compartment of the vehicle. The point of origin of the fire was located at the master brake cylinder on the driver's side of the engine compartment. The cause, of the fire, was a fault in the wiring to the cruise control deactivation switch which in turn ignited the combustible components of the brake master cylinder.

Section IV

Overview

1. The fire-damaged vehicle was analyzed and photographed.
2. The pertinent data was compiled and evaluated. This fire report was written after all available information was received and a determination of the origin and cause of the fire was made.

Section V
Attachments

Section V
Attachment A
Photographs

Photography Log

- Photograph 1: Front of the 1998 Ford F150**
- Photograph 2: Hood and windshield of the vehicle**
- Photograph 3: Passenger's side of the vehicle**
- Photograph 4: Rear of the vehicle**
- Photograph 5: Driver's side of the vehicle**
- Photograph 6: Driver's side of the vehicle; front fender**
- Photograph 7: Front passenger compartment; passenger's side**
- Photograph 8: Rear passenger compartment; passenger's side**
- Photograph 9: Rear passenger compartment; driver's side**
- Photograph 10: Front passenger compartment; driver's side**
- Photograph 11: Fuse box located in dash of vehicle**
- Photograph 12: Underside of the hood**
- Photograph 13: Engine compartment of the vehicle**
- Photograph 14: Passenger's side of engine compartment**
- Photograph 15: Battery located on passenger's side of engine compartment**
- Photograph 16: Electrical distribution box; driver's side of engine compartment**
- Photograph 17: Area of origin, brake master cylinder**
- Photograph 18: Brake master cylinder**
- Photograph 19: Wiring for cruise control deactivation switch**
- Photograph 20: Cruise control deactivation switch in brake master cylinder**

Section V
Attachment B
Fire Consultant Curriculum Vitae

**Mark Howell, C.F.I., Senior Fire Consultant
Curriculum Vitae and Training**

David "Mark" Howell is Director and Senior Fire Consultant of Advanced Investigative Concepts, Inc.; a Texas licensed private investigation company specializing in fire origin and cause investigations. Mark has over twenty-eight years experience in the fire service and has served as a Firefighter/Paramedic and the Fire/Arson Investigator for the Carrollton, Texas Fire Department. In 2000, after serving eight-years as the Fire & Arson Investigator for the City of Carrollton, Texas, he was appointed Special Deputy United States Marshal and assigned to the United States Treasury, Bureau of Alcohol, Tobacco and Firearms, Dallas Group II Bomb and Arson Task Force. Mark retired in 2002 from the municipal fire service and the ATF task force.

Mark holds both the Certified Fire Investigator (CFI) certificate from the International Association of Arson Investigators and the Certified Fire and Explosives Investigator (CFEI) certificate from the National Association of Fire Investigators. With Carrollton, he was a State of Texas certified Advanced Firefighter, Advanced Arson Investigator, Intermediate Instructor, Peace Officer and Fire Inspector. He is Owner/Director of Advanced Concepts in Training, a seminar production company specializing in fire related topics and has coordinated numerous workshops and seminars in North Texas. Mark has investigated over 1000 fires and has testified as an expert witness in state and federal criminal arson related trials. Also, he has given several civil depositions referencing fire investigations and has testified as an expert witness in civil court.

Mark is past-president of the North Texas Fire Investigators' Association (NTFIA) and has served several years as NTFIA Secretary/Treasurer. He is a current Director of A Texas Advisory Council on Arson (ATAC). Besides his affiliation with NTFIA and ATAC, Mark holds memberships in the International Association of Arson Investigators (IAAI) and the Texas Chapter of IAAI, the National Association of Fire Investigators, and until retirement, the North Texas Chapter of International Association of Special Investigative Units, the Texas Police Association, and the International Association of Firefighters.

Mark's accolades include being nominated in 1990 by A.T.F. Dallas Group II supervisors as the National Association of Police Organization's national award of "Top Cop" and, he has twice been presented the *Excellence in Service* award and once the *Carrollton Ambassador* award by the City of Carrollton along with numerous commendations.

Mark Howell, C.F.I., Senior Fire Consultant**Training:**

1974 to 2002, Carrollton Texas Fire Department; Firefighter
1988 to 2000, Emergency Medical Education; Director/Instructor
1994 to 2002, Advanced Concepts in Training; Director/Instructor
1990, Emergency Resource; Surviving the Hazardous Materials Incident
1991, Texas Engineering Extension Service; Methods of Teaching
1991, National Fire Academy; Hazardous Material Responder
1991, Texas Commission on Fire Protection Personnel Standards and Education;
Intermediate Instructor
1993, Appointed Fire & Arson Investigator for the City of Carrollton, Texas
Police Academy; 1993, North Central Texas Council of Governments Regional Police
Academy; Basic Course in Applied Police Science - Peace Officer
1993, Texas Engineering Extension Service, The Texas A&M University System
Criminal Justice Academy; Standardized Field Sobriety Testing
1993, National Academy for Professional Driving; Tactical Police Driving
1993, Public Agency Training Council; Kinesic Interview and Interrogation Techniques
Arson / Fire Investigation Academy; 1993, Dallas County Fire Academy; Fire & Arson
Investigation (Fire and Arson Investigator Certification Course)
1993, Texas Commission on Fire Protection Personnel Standards and Education;
Investigator
1993, Carrollton Police Department; Crime Scene Search
1993, Texas Engineering Extension Service, The Texas A&M University System Fire
Protection Training Division; Ignition To Trial
1993, National Fire Academy; Instructional Techniques for Company Officers
1994, Carrollton Fire Department; Crime Scene / Arson Investigation Photography
1994, International Association of Arson Investigators; Fire Investigation Theory Applied
to Live Burns
1994, Texas Engineering Extension Service, The Texas A&M University System Fire
Protection Training Division; 39th Annual Texas Fire and Arson Investigators Seminar
1994, Department of the Treasury, Bureau of Alcohol, Tobacco and Firearms National
Academy, Glynco, GA.; Advanced Arson for Profit Course
1994, Federal Bureau of Investigation's Law Enforcement Officers Training School;
Photography
1994, Cellular Telecommunications Industry Association, Washington, D.C.; Cellular
Fraud Awareness and Prevention Training
1994, Public Agency Training Council; Advanced Kinesic Interview Interrogation
Techniques
1994, International Fire Code Institute; Uniform Fire Code Update
1995, North Texas Fire Investigators' Association, Secretary
1995, Texas Engineering Extension Service, The Texas A&M University System; 40th
Annual Texas Fire and Arson Investigators Seminar
1995, International Training Association; Advanced Cause and Origin/Expert Witness
1995, National Association of Fire Investigators; Determining the Cause and Origin of
Fire and Explosions Training Seminar, Chicago, IL.

1995, Lewisville Fire Department; Ordnance / Explosive Recognition
1995, International Association of Arson Investigators; Juvenile Firesetter Intervention
1996, North Texas Fire Investigators' Association, 2nd Vice-President
1996, Texas Commission on Fire Protection Personnel Standards and Education; Fire
and Arson Investigator Intermediate
1996 to 2002, Texas Commission on Fire Protection Personnel Standards and
Education; Fire and Arson Investigator Advanced
1998, Institute of Criminal Justice Studies; Juvenile Law for Street Officers
1996, International Training Association; Practical Bomb and Explosive Device
Investigations
1997, North Texas Fire Investigators' Association, 1st Vice-President
1997, The Texas A&M University System, Texas Engineering Extension Service Fire
Protection Training Division; Texas Fire and Arson Investigators Seminar
1997, North Central Texas Council of Governments Regional Police Academy; Cultural
Diversity
1997 to 2001, Texas Commission on Fire Protection Personnel Standards and
Education; Fire Inspector
1997, North Central Texas Council of Governments Regional Police Academy; Special
Investigative Topics
1997, International Association of Special Investigation Units; I.A.S.I.U. Seminar
1997, North Texas Fire Investigators' Association; Advanced Concepts In Fire
Investigations
1997, Massachusetts State-Wide Coalition for Juvenile Firesetter Intervention Programs;
Massachusetts Juvenile Firesetter Intervention Program
1997, Office of the Governor; Writing to Win
1998, North Texas Fire Investigators' Association, President
1998, Collin County Criminal District Attorney's Office; Texas Homicide Symposium
1998, The Texas A&M University System, Texas Engineering Extension Service Fire
Protection Training Division; Texas Fire and Arson Investigators Seminar
1998, U.S. Department of Justice, F.B.I.; Interviewing & Interrogation Techniques
1998, The Texas A&M University System; Determination: Arson, How to Investigate the
Crime
1998, North Texas Fire Investigators' Association; A Basic Fire Investigation
1999, The Texas A&M University System, Texas Engineering Extension Service Fire
Protection Training Division; Texas Fire and Arson Investigators Seminar
1999, A Texas Advisory Council on Arson; Explosive Recognition & Interviewing
Techniques
1999, State of Texas, Office of the State Fire Marshal; Juvenile Firesetter Intervention
Program
1999, North Texas Fire Investigators' Association; Analytical Interviewing Techniques
2000, North Texas Fire Investigators' Association, Secretary/Treasurer
2000 to 2002, United States Treasury, Bureau of Alcohol, Tobacco and Firearms, Dallas
Group II Bomb and Arson Task Force; Investigator
2000, The Texas A&M University System, Texas Engineering Extension Service Fire
Protection Training Division; Texas Fire and Arson Investigators Seminar
2000, Texas Chapters of IASIU; Here and Beyond 2000

2000, North Texas Fire Investigators' Association; NFPA 921 Series, Basic Methodology, Recording the Scene, & Explosions
2000 to 2002, United States Department of Justice, United States Marshal's Service; **Special Deputy United States Marshal.**
2000 to present, Texas Commission on Private Security; Investigation Company Owner (**Advanced Investigative Concepts, Llc. # A10850**)
2000 to present, Texas Commission on Private Security; Owner/Manager, Llc. # 9424
2001, North Texas Fire Investigators' Association, Secretary/Treasurer
2001 to present, National Association of Fire Investigators; **Certified Fire and Explosion Investigator**
2001, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
2001, The North Texas Fire Investigators' Association; NFPA 921 Series, Fire Patterns, Legal Considerations, & Investigation of Motor Vehicle Fires
2001, United States Treasury, Bureau of Alcohol, Tobacco and Firearms; **Advanced Explosives Investigative Techniques course**
2001, The North Texas Fire Investigators' Association; NFPA 921 Series, Electricity & Fire, and Appliance Failures
2001, International Association Bomb Technicians and Investigators; **Advanced Improvised Explosive Devices and Terrorist Activities Regional Training Conference**
2002, Instructor, North Texas Chapter International Association of Special Investigative Units; **Fraud Focus 2002, Fatality Fire Investigations**
2002, The Texas A&M University System, Texas Engineering Extension Service Fire Protection Training Division; Texas Fire and Arson Investigators Seminar
2002 to present, International Association of Arson Investigators; **Certified Fire Investigator**
2002, Instructor, State Farm University, Fire Related Appliance Failures
2002, A Texas Advisory Council on Arson (ATAC), Director
2002, Instructor, Metropolitan Home and Auto, Fire Investigations
2002, Instructor, State Farm Insurance Company, Burn Pattern Recognition
2002, A Texas Advisory Council on Arson, Trial Preparation
2002, 19th Annual East Texas Arson Investigators' Seminar, Electrical Fire Investigation
2003, Instructor, NICB & State Farm Insurance, 8th Annual Conference
2003, Instructor, Nationwide Insurance Company, Fire and Explosion Investigations
2003, Instructor, State Farm Insurance Company, Fire Scene Investigations
2003, Instructor, Republic Insurance Company, Fire and Death Investigations
2004, Instructor, North Texas Chapter International Association of Special Investigative Units Fraud Seminar; Structure and Vehicle Fire Investigations

Note: Bold denotes major schools, certifications, licenses, or appointments

Photograph 3: Passenger's side of the vehicle



Photograph 4: Rear of the vehicle



■ **Photograph 5: Driver's side of the vehicle** ■



Photograph 6: Driver's side of the vehicle; front fender



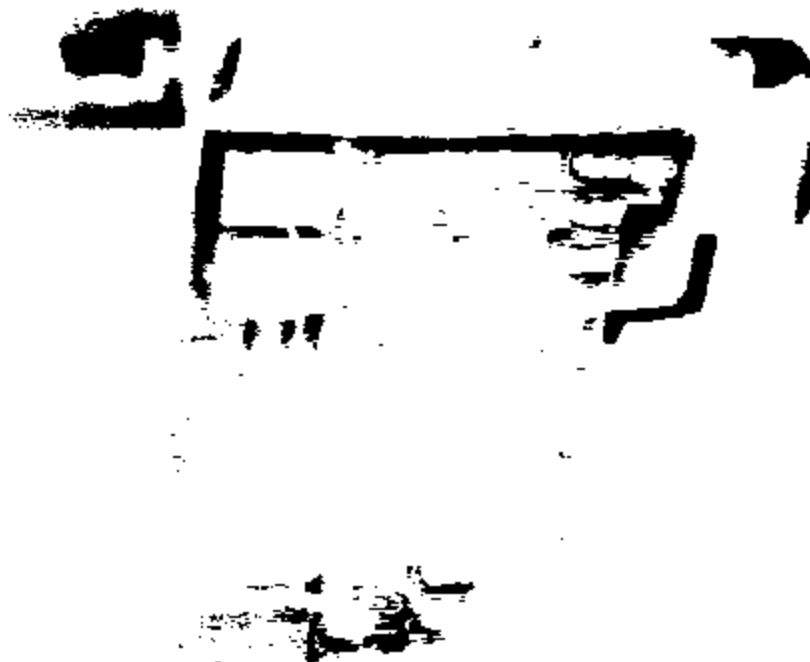
■ ■
Photograph 7: Front passenger compartment; passenger's side



Photograph 8: Rear passenger compartment; passenger's side



■ **Photograph 11: Fuse box located in dash of vehicle**



Photograph 12: Underside of the hood



AIC-1290704-FAR

10/1/2004

Fire & Explosion Investigation Report

■ **Photograph 15: Battery located on passenger's side of engine compartment** ■



■ **Photograph 16: Electrical distribution box; driver's side of engine compartment** ■



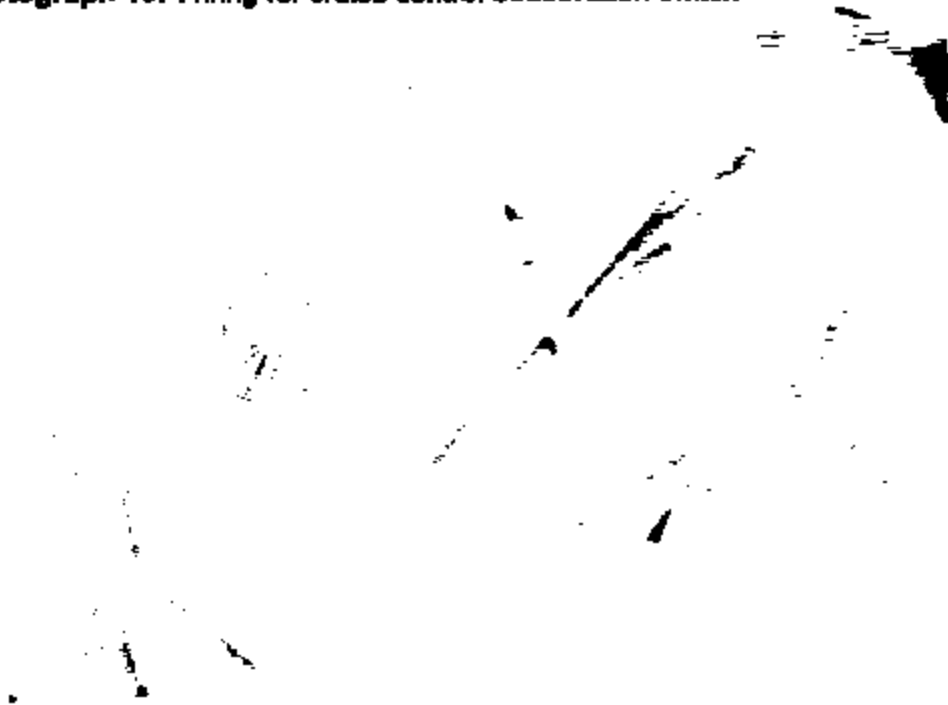
Photograph 17: Area of origin, brake master cylinder



Photograph 18: Brake master cylinder



■ **Photograph 19: Wiring for cruise control deactivation switch** ■



Photograph 20: Cruise control deactivation switch in brake master cylinder





State Farm Insurance Companies



FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT
JUN 11 2002
OFFICE OF THE
GENERAL COUNSEL

State Farm Insurance Claim Office
6608 Weber Rd.
Box 279550
Corpus Christi, Texas 78427-0550
Phone: 830-8000

June 5, 2002

Ford Motor Company
Office of General Council
Parklane Tower West, Suite 400
3 Parklane Blvd.
Dearborn, MI 48126

ATTN: Product Claims

RE: Claim Number: [REDACTED]
Our Insured: [REDACTED]
Date of Loss: May 8, 2002
Vehicle: 1997 Ford F150
VIN: 1FTDX1780V4 [REDACTED]

RE: Claim Number: [REDACTED]
Our Insured: [REDACTED]
Date of Loss: April 29, 2002
Vehicle: 1997 Ford F150
VIN: 1FTDX17W8V [REDACTED]

The identified 1997 Ford F150's are insured by State Farm Insurance Company. These unoccupied vehicles experienced engine compartment fires with similar burn patterns.

State Farm would like to give you an opportunity to inspect these vehicles and give you advance notice of our potential subrogation claims. Please contact me at 361.850-8037 to set up a time for your inspection.

Sincerely,


Darin Dempsey
Senior Claims Representative
State Farm Mutual Automobile Insurance Company

dd/sav

- 197F-150
- 4/29/02
- VAN

CONFIDENTIAL VEHICLE FIRE EVALUATION

RE: [REDACTED]
1997 Ford F-150 XLT "Sport"
License: [REDACTED]
V.I.N.: 1FTDX17W8VK [REDACTED]
Claim #: [REDACTED]
DOL: 04/29/02

VEHICLE LOCATION:
Insurance Auto Auction
4410 Agnes
Corpus Christi, Texas
Stock: #2001581

TO: **Mr. Darren Dempsey**
Claims Representative
State Farm Insurance Company
6606 Weber Road
Corpus Christi, Texas 78413
361/850-6037
Fax: 361/851-6525

FROM: ***INTROSPECT***
License # [REDACTED]
1023-C 3rd Street
League City, Texas 77573
(281) 332-0613
Facsimile: (281) 332-0842

DATE: **June 20, 2002**

INTRODUCTION

May 20, 2002, Monday [REDACTED], was contacted by Mr. Darren Dempsey of State Farm Insurance Company, requesting a Fire Origin and Cause Evaluation of the above captioned loss.

DETAILS

May 23, 2002, Thursday, approximately 0800 hours, [REDACTED] arrived at the vehicle storage location.

Approximately 1300 hours the vehicle fire evaluation was completed for the day.

VEHICLE SUMMARY

The insured vehicle is a 1997, two [2] door, red in color, pick-up truck type of vehicle. The vehicle is equipped with an eight [8] cylinder, fuel injected engine. The license number is Texas [REDACTED]. The Vehicle Identification Number [V.I.N.] is 1FTDX1769VM[REDACTED].

The vehicle is presently being stored/located at Insurance Auto Auction, 4410 Agnes Street, Corpus Christi, Texas, stock # 2001584.

VEHICLE DESCRIPTION: All vehicle identification and information are observed on the vehicle. License plates, V.I.N. plate remain on the vehicle. There are no visible signs or evidence of forced entry into the vehicle. All tires rims, lugs and rims remain on the vehicle.

TRUCK BED: The truck bed is lined with a truck bed liner. The gas cap and filler neck remain in position and undamaged by the fire. No other contents are observed in the bed of the truck.

EXTERIOR: There is slight body damage on the rear quarter panel, passenger's side of the vehicle. The glass in the door frames are broken out. The remaining glass shards are observed crazed and broken. The widow tray and track indicate the windows were in the "closed" position at the time of the fire. The doors appeared to be unlocked at the time of the fire. The windshield glass on the driver's side is broken and melted. The section of sheet metal of the hood on the driver's side is melted and consumed. The sheet metal on the roof is not melted. The grill and headlight assemblies are intact and in position. All tires are in position. The tire brand name is Firestone,

model "Fire Hawk", size, LT 265/75R16 M/S. There is moderate tire wear.

ENGINE COMPARTMENT: The vehicle is equipped with a 4.6 liter, eight [8] cylinder, fuel injection engine. The engine compartment is heavily damaged by the fire. The fuel injection system remains in position and damaged the external, distal heat. The battery remains in position with no evidence of arcing, shorting or faults at the terminals. The top portion on the driver's side radiator is melted. Sections of the fan belt remain in position. There is no evidence of frictional heating at the pulleys. The alternator, air condition clutch and tension pulleys do not appear frozen. The power steering fluid reservoir appears empty. The oil dipstick is consumed by the fire. The oil filler cap remains in position. The spark plug wires and spark plugs are in position. The fuel rails and fuel injectors appear in position. The front throttle body housing sustained the most heat damage. The distributors appear in position and do not appear cracked or traumatized. The motor mounts appear in good condition.

PASSENGER COMPARTMENT: The instrument panel is fire damaged on the driver's side of the vehicle. The panel appears melted and partially consumed on this section of the panel. The vehicle mileage is 45416. The glove compartment appears unlocked and contains no personal contents. All interior door panels are in position. The interior carpeting is unburned and only sustained smoke damage. The door handles and hardware are in position. All interior components are in the vehicle. The interior seats are covered with cloth material. The steering column and ignition switch do not appear tampered. Inspection of the interior fuse panel reveals nothing remarkable.

VEHICLE UNDERSIDE: The fuel tank appears in position and intact. The fuel lines, filter and underside fuel tank assembly appear intact and undamaged by the fire. The U-joints and drive shaft appear functional at the time of the fire. There are no signs of fluids leaking under the vehicle. There is no evidence of fire under the vehicle.

CASUALTIES

None reported.

INSURANCE

Type of Policy: Personal Automobile
Claim Number: [REDACTED]

EVIDENCE

May 23, 2000, Thursday, a series of color photographs (DIAS) were taken by B. Calderon.

<<<>>>

May 23, 2000, Thursday, a color videotape reproduction of the scene was taken by B. Calderon.

<<<>>>

ORIGIN AND CAUSE

AREA OF FIRE ORIGIN: The fire originated in the engine compartment of the vehicle. Examination and interpretation of visible burn patterns indicate the fire origin.

FIRE CAUSE: The cause of the fire is "Accidental-part failure, malfunction". The fire originated in the area of the engines' brake deactivation switch. Examination of all available heat sources were examined and eliminated. Refer to electrical engineers report for further data regarding failure mode.

IGNITION SEQUENCE:

Equipment Involved in Ignition: Road transport equipment
[1997 Ford F-150]

Form of Heat of Ignition: Heat from electrical distribution equipment

Source of Heat of Ignition: Engine part/component

Ignition Factor: Accidental-part failure/malfunction.

Material Identification:

Form: Engine part/component

Type: Rigid and pliable plastic material

Fire Spread: Fire damage is contained to the engine compartment.

Materials: Combustible engine components and materials along with indigenous ignitable liquids served as fuel to spread the fire.

Avenues: Fire travel is allowed through existing openings in vehicle design.

Smoke Spread: Smoke damage is observed through out the engine compartment and through other areas of the vehicle.

Materials: Combustible engine components and materials along with indigenous ignitable liquids served as fuel to spread smoke damage.

Avenues: Smoke damage is allowed through existing openings in vehicle design and through openings created by the high heat release rates.

All other accidental, natural, and incendiary fire causes have been eliminated.

A fire canine team was utilized to examine the vehicle interior compartment. The canine did not alert for residual vapors of ignitable liquids.

No fire debris was submitted for forensic evaluation.

The authority having jurisdiction has determined the fire to be "Accidental".

METHODOLOGY

The compilation and analysis of the factual data evaluated in this fire loss has been based on the Scientific Method as prescribed in *The National Fire Protection Association (NFPA) National Fire Codes - NFPA #921 - Guide for Fire and Explosion Investigation*. The professional level of performance required for fire investigators has been adhered to as per *NFPA #1033 - Standard for Professional Qualifications for Fire Investigator*. Additional literature referenced for methodology includes publications of the American Society of Testing Materials, National Fire Protection Association, Curriculums of the National Fire Academy, and Texas Commission on Fire Protection.

This investigation by Introspect is based upon a systematic approach recognized by the relevant scientific fire community. Introspect's methodology and technique has been subjected to peer review.

Fire scene reconstruction has been performed. [NFPA Handbook] Testing to support methodology and technique utilized has been established by the literature of the NFPA. The goal of the {NFPA 921} Committee is to "provide guidance to investigators that is based on accepted scientific principles or scientific research". The material within NFPA 921 and NFPA 1033 is prepared for general use and not directed to any particular judicial action pending. This literature is objective and based on scientific principals, technology, and methodology.

The formation of the above captioned conclusions are based upon the existence, maintenance and utilization of relevant NFPA and ASTM codes, standards, guidelines, or recommended practices when possible. This literature has widespread acceptance in the scientific community.

The hypotheses presented within have withstood all appropriate challenges while all reasonable alternatives to the hypotheses have been considered and eliminated due to their failure to withstand a valid challenge.

The level of confidence for this evaluation is "Conclusive".

OWNER - OPERATOR

OWNER/OPERATOR #01:

Name:



Address:

Allen, Texas

City:

Phone:



DOB:

FIRE OFFICIALS

Alice Fire Department

Alice, Texas

JURISDICTIONAL AUTHORITIES

Alice Police Department

Officer: M. Hastings #448

Station: LAREDO LRD SA
 SRCC Preliminary Surface Airways (SA) Observations

(Data/Time)		Temp	Td	RH	WIND		SLP	Vls	Accum Prec in	Hour		Obs Time (UTC)
YY	MM DD HH				Dir	Spd				kt	kt	
---	---	F	F	%	deg	ft	mb	mi	in	F	F	(UTC)
SA	02 4 29	1	81	59	47	130 13	19	10.0	0.00			06:46
	REMARKS:					CLOUDS:	FEW100					
SA	02 4 29	2	79	57	47	130 11		10.0	0.00			07:46
	REMARKS:					CLOUDS:	FEW100					
SA	02 4 29	3	77	57	50	130 11		10.0	0.00			08:46
	REMARKS:					CLOUDS:	FEW100					
SA	02 4 29	4	77	57	50	140 11		10.0	0.00			09:46
	REMARKS:					CLOUDS:	BKN040					
SA	02 4 29	5	77	59	54	130 10	16	10.0	0.00			10:46
	REMARKS:					CLOUDS:	OVC030					
SA	02 4 29	6	75	63	66	130 15		5.0	0.00			11:46
	REMARKS:					CLOUDS:	OVC018					
SA	02 4 29	7	75	64	69	130 15		5.0	0.00			12:46
	REMARKS:					CLOUDS:	OVC018					
SA	02 4 29	8	77	63	62	130 15		5.0	0.00			13:46
	REMARKS:					CLOUDS:	BKN015					
SA	02 4 29	9	81	63	54	140 15		6.0	0.00			14:46
	REMARKS:					CLOUDS:	FEW020					
SA	02 4 29	10	84	64	51	160 13		6.0	0.00			15:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	11	86	63	43	160 10		6.0	0.00			16:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	12	91	64	41	140 10		6.0	0.00			17:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	13	95	64	36	160 10		6.0	0.00			18:51
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	14										
	REMARKS:					CLOUDS:						
SA	02 4 29	15	100	57	24	120 12		6.0	0.00			20:50
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	16	100	57	24	120 10		6.0	0.00			21:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	17	102	54	20	130 10		6.0	0.00			22:49
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	18	102	54	20	120 17		6.0	0.00	104	61	23:48
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	19	99	55	23	100 6	24	6.0	0.00			00:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	20	95	55	26	120 17	22	6.0	0.00			01:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	21	91	54	29	130 18	24	6.0	0.00			02:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	22	88	52	29	130 16		6.0	0.00			03:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	23	84	55	37	150 15		6.0	0.00			04:46
	REMARKS:					CLOUDS:	SKC					
SA	02 4 29	24	81	54	39	140 16		10.0	0.00			05:46
	REMARKS:					CLOUDS:	SKC					
2002 4 29						13.5	24		6.00		104	75 (23)

SOUTHERN REGIONAL CLIMATE CENTER
 Louisiana State University
 Baton Rouge, LA 70803-4105
 Tel: (225) 578-5021
 Fax: (225) 578-2912



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Douglas Holmes, AA, BS, NPA, CFEI, CFII
Master Fire Investigator

INTROSPECT
Texas License # C-4800



Claim Number [REDACTED]

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

1. Name of Insured [REDACTED] Name of Owner [REDACTED]
 Address [REDACTED] Home Phone [REDACTED]
 Date of Birth [REDACTED] Marital Status: Married Single No. of Dependents 4
 Social Security No. [REDACTED] (Optional) Driver's License No. [REDACTED]
 Occupation DRIVER / CUSTODIAN
 Employer's Name [REDACTED]
 Address [REDACTED] Phone [REDACTED]

2. Date of Fire 4-29-02 Time 8:55 A.M. P.M.
 Make of Vehicle FORD Year 97 Model F-150 Body Type P/U Color WHITE
 Vehicle ID # 1FTDX17W5YK [REDACTED] License Plate # [REDACTED] State TX
 Certificate of Title # _____ If none, why? _____
 Number of cylinders 8 H.P. or C.I. or Liter 5.0 Odometer reading 97,861
 Was vehicle locked? Yes No Were windows rolled up? Yes No
 When did you last see your vehicle? Date _____ Time _____ A.M. P.M.
 Specific location where vehicle burned DAUGHTERY & COLTON ROAD
 Reason vehicle was left at this location THAT'S THE STREET WHERE WORK IS LOCATED
 Name and address of person who left auto at this location BENJAMIN MOORE 3709 DANIELA
 Their driver's license no. [REDACTED]

When was the fire discovered? Date 4-29-02 Time 9:00 A.M. P.M.
 Who made the discovery? LUIS PEREZ GARCIA 727-7507
 When was fire reported to fire department? Date 4-29-02 Time 9:00 A.M. P.M.
 Name and Location of Fire Station _____

Describe fire (where, color of smoke, cause): UNDER HOOD & BLACK SMOKE

Was vehicle being driven? Yes No Describe exactly what happened prior to noticing smoke or fire (electrical or mechanical malfunction): _____
 Were you carrying a container of flammable liquid in the vehicle at the time of fire? Yes No
 If yes, give type of liquid N/A, amount N/A, size and type of container N/A, location of container at time of fire N/A
 Did you smell smoke or see flames first? NO

Have you had similar problems prior to fire? Yes No If Yes, explain N/A

Has vehicle been damaged during the past three years? Yes No If so, give location N/A

type of damage N/A, amount of damage \$ N/A, and date N/A

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

Who made the repairs? N/A

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

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

Any other vehicles in your household? Yes No

Name of insurance company and agent on other vehicles STATE FARM

Your prior insurance company and agent STATE FARM

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

With any other carrier? N/A

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

- | | | | | | |
|-----------------------------------------------|---------------------------------------------------|---------------------------------------------------------|----------------------------------------------------|----------------------------------|-----------------------------------------------|
| <input type="checkbox"/> Radio AM | <input checked="" type="checkbox"/> Power Steer. | <input type="checkbox"/> Vinyl Roof | <input checked="" type="checkbox"/> Cruise Control | Tires: | Transmission: |
| <input checked="" type="checkbox"/> AM/FM | <input checked="" type="checkbox"/> Power Brakes | <input type="checkbox"/> Tinted Glass | | <input type="checkbox"/> W/W | <input checked="" type="checkbox"/> Automatic |
| <input checked="" type="checkbox"/> Stereo | <input checked="" type="checkbox"/> Power Locks | <input type="checkbox"/> Mag Wheels | | <input type="checkbox"/> Radial | <input type="checkbox"/> Standard |
| <input checked="" type="checkbox"/> Tape Deck | <input checked="" type="checkbox"/> Power Windows | <input type="checkbox"/> T-Tops | | <input type="checkbox"/> Special | <input type="checkbox"/> Console |
| <input checked="" type="checkbox"/> Air Cond. | <input checked="" type="checkbox"/> Power Seats | <input checked="" type="checkbox"/> Tilt Steering Wheel | | | |

Other: _____

CB Radio Type N/A Cost \$ N/A Date Installed N/A

Purchased From: N/A

4. Vehicle Condition

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

Other distinguishing features: (dents, decals, trailer hitch, interior, etc.)

N/A

5. Name and address of service station/garage: R/S 3091 E. SAUNDERS

Who performs routine maintenance service? R/S STATE FARM INSURANCE Date last serviced 1-02

Who performs State MV inspection? R/S REC'D Date last inspected 5-01

MAY 09 2002

LAREDO CSO

page 2

ER85-885-LC-3482

6. Date car purchased 3-8-02 New Used Purchase price \$ 10,600.00

Trade-In _____ Allowance _____

Seller Dealer/Individual Name and Address CONSTANTINO AUTO SALES 31155th DAVIS AVE

How did you learn the car was for sale? DRIVE BY

How was the car paid for? Cash Check

If financed, name and address of finance company SOUTH TEXAS NATIONAL BANK
2811 GUADALUPE ST.

Account # _____ Balance Due \$ 3,500.00 Loan Terms 2 YRS Months 6

Date of last loan payment made 3-27-02

Is account past due? Yes No How long? 2 WEEKS

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

Do you have other theft insurance? Yes No Policy # _____

Name of insurance company _____

Was this a rebuilt wreck? Yes No If yes, name of rebuilder N/A

Was it a recovered theft? Yes No If yes, date of theft N/A

7. Amount for which you are making claim \$ 14,000

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

Witness Alpine Sator
Address San Antonio

Policyholder [Signature]
(signature)

SUBSCRIBED AND SWORN TO BEFORE ME this 6th day of May, 2002

In Laredo, Texas County, WEBB

Notary Public [Signature] My commission expires 2-16-02



1961-507

LAREDO FIRE DEPARTMENT XK-702
Prepared: 5/15/02, 14:46:04
Program: FI200L

Incident Report

A XK702 TX 4/29/02 Station #b 01-2002-000605-000
FD02 State Incident date Station Incident number
FIRES - 1 Basic

B No 0014-00 Intersection Yes
Alternative location Census tract Location Emergency
4600 BAUGHERTY, LAREDO, TX, 76040 LEAL ST
Address Cross street or directions

C Passenger vehicle fire
Incident type

D None
Aid given or received

E1 Date Time E2 Station LC 3006 Still Alarm District
Alarm 4/29/02 8:44:14 Shift Alarms District
Arrival 4/29/02 8:46:53
Controlled 0/00/00 0:00:00
Last unit cleared 4/29/02 9:03:05

F Fire, other Extinguish
Primary action taken (1) Additional action taken (2)
Establish fire lines (wildfire)
Additional action taken (3)

G1 Yes Apparatus Personnel No G2 Losses Value
Apparatus/ Suppression 1 4 Resource counts Property 5000 12000
Personnel EMS 0 0 include aid Contents 3000 5000
Fore used other 0 0 received resources

H1 Deaths Injuries H2 Unknown H3 None
Fire service 0 0 Detector Hazardous materials release
Civilian fire 0 0

I Not mixed use J None
Mixed use property Property use

K1 PASSEBY Reporting party
Name Involvement type Phone number Business name
000000 0/00/0000
Address Gender Age Birth date Race

M JAMON LOPEZ Station Captain CAPTAIN 4/29/02
Officer in charge Position or rank Assignment Date
JORGE SANCHEZ Fire Fighter ASST. DRIVER 4/29/02
Member making report Position or rank Assignment Date

LAREDO FIRE DEPARTMENT XK-702
Prepared: 5/15/02, 16:46:08
Program: FI200L

Incident Report

Page 2

A XK702 TX 4/29/02 Station # 01-2002-0046005-000
FDIS State Incident date Station Incident number

MPRS - 2
Fire

B1 Not residential C None
Estimated number of on-site material 1
residential units

B2 Buildings not involved
Number of buildings involved

B3 None
Acres burned (outside fires)

B4 Engine area, running gear, wheel area
Area of fire origin

B5 Undetermined
Heat source

B6 Undetermined
Item first ignited
Rq
Spread confined to object of origin

B7 Undetermined
Type of material first ignited

F1 None
Equipment involved in ignition

G None
Fire suppression factor 1

H1 Involved in ignition and burned
Mobile property involved

E1 Cause undetermined after investigation
Cause of ignition

E2 None
Factor 1 contributing to ignition

E3 None
Human factors contributing to ignition

F2

H2 Passenger car
Mobile property type
Ford
Mobile property make
XL7 LS0
Mobile property model
1997 TX 1F12X17M8VK
Year License plate State VIN

LARCHMOUNT FIRE DEPARTMENT XK-702
 Prepared: 5/15/02, 16:46:08
 Program: FICDOL

Incident Report

1 XK702 TX 4/29/02 Station #4 01-2002-0906005-000 WFIRS - 7/10
 FBID State Incident date Station Incident number Apparatus/Personnel

Apparatus Type	Personnel	Use	Action taken	Emergency
3006 Engine		Suppression		Yes
Dispatched	4/29/02 8:44:25			
Move Up	4/29/02 8:44:25			
Enroute	4/29/02 8:46:02			
At Scene	4/29/02 8:46:53			
ERROR	4/29/02 8:57:24			
In Service	4/29/02 9:03:05			

Employee	Assignment	Position	Action taken
36 ROBERTO GARCIA JR.	DRIVER		
1060 VALENTIN ORTEGA, JR	FIREFIGHTER	Fire Fighter	
4205 VICTOR G. TORRES	FIREFIGHTER	Fire Fighter	
1467 RANON LOPEZ	CAPTAIN	Station Captain	

LARGE FIRE DEPARTMENT KK-702

Incident Report

Page 4

Prepared: 5/15/02, 11:46:04

Program: FI2001

A	KK702 TX	4/20/02	Station #4	01-2002-000605-000	
	FDID State	Incident date	Station	Incident number	Additional mobile property
	Passenger car			Ford	
	Mobile property type			Make	
	Model	0000	Year VIN	License number	State

LAREDO FIRE DEPARTMENT XK-702
Prepared: 5/15/02, 11:41:08
Program: F1200L

Incident Report

Page 5

A XK702 TX 4/29/02 Station #L 01-2002-0006005-000
F91D State Incident date Station Incident number

Narratives

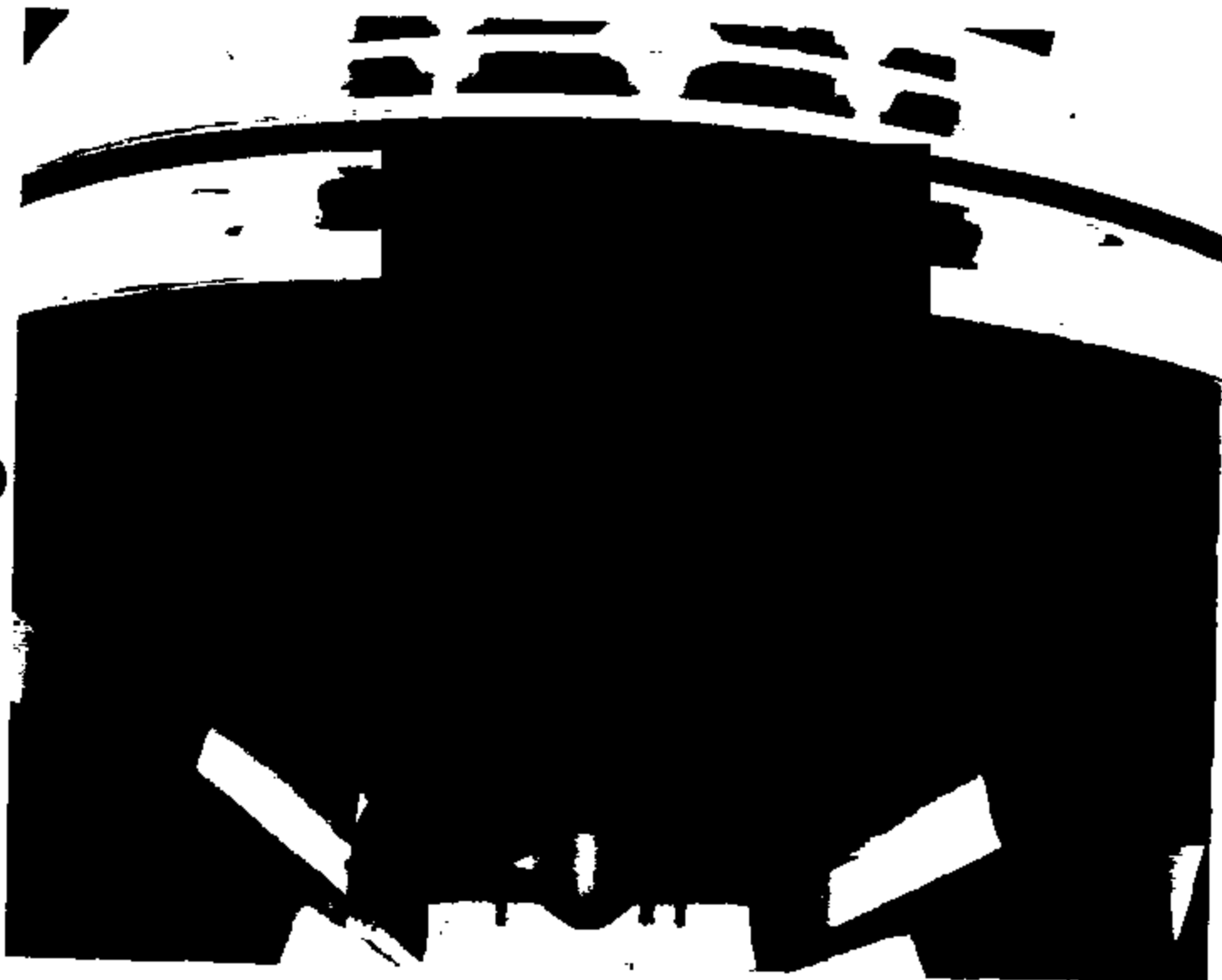
Narrative type: Incident

Narrative title Entry date Entered by employee
Original Report-CAD 4/29/02
0211701192
Call#: 0211701192 Beat: 300b ENGINE
Units: 300b
truck on fire

Narrative title Entry date Entered by employee
300b NARRATIVE 4/29/02 717b JORGE SANCHEZ
300b NARRATIVE , STILL ALARM FOR 300b AT 4410 DAHERTY FOR A REPORTED
CAR ON FIRE - 300b FOUND AT SCENE A 1997 FORD P/U. PLATES 4KSP05 VI
N IFTB117H06V OWNER : (NOT AT SCENE) P.D-MAS AT S
CENE. 300b USED 50' OF 3" LINE 100 GALS. OF WATER + 3 HALLIGAN TOOL + A
NO HANPOVER .



EROS-605-LC-3488



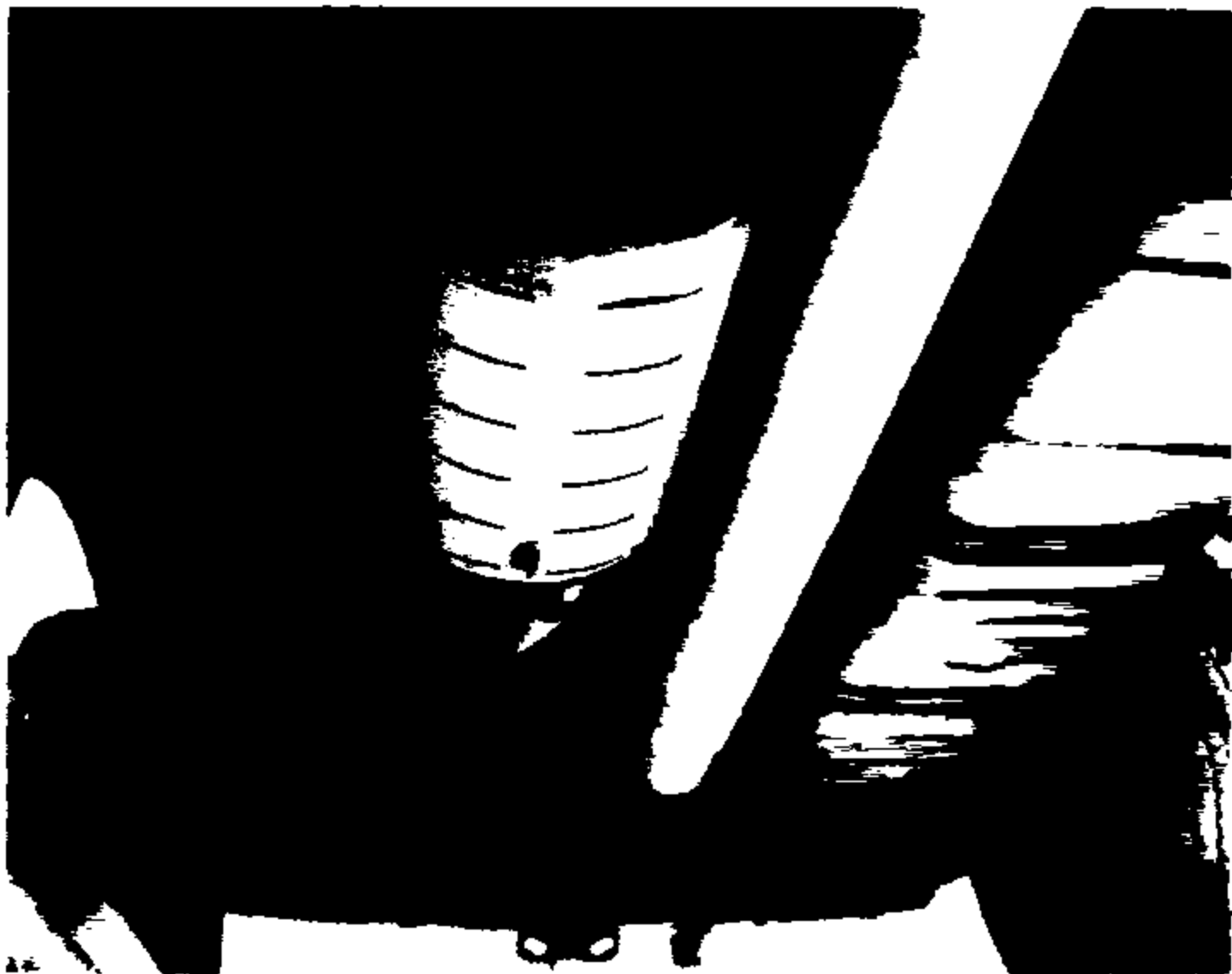
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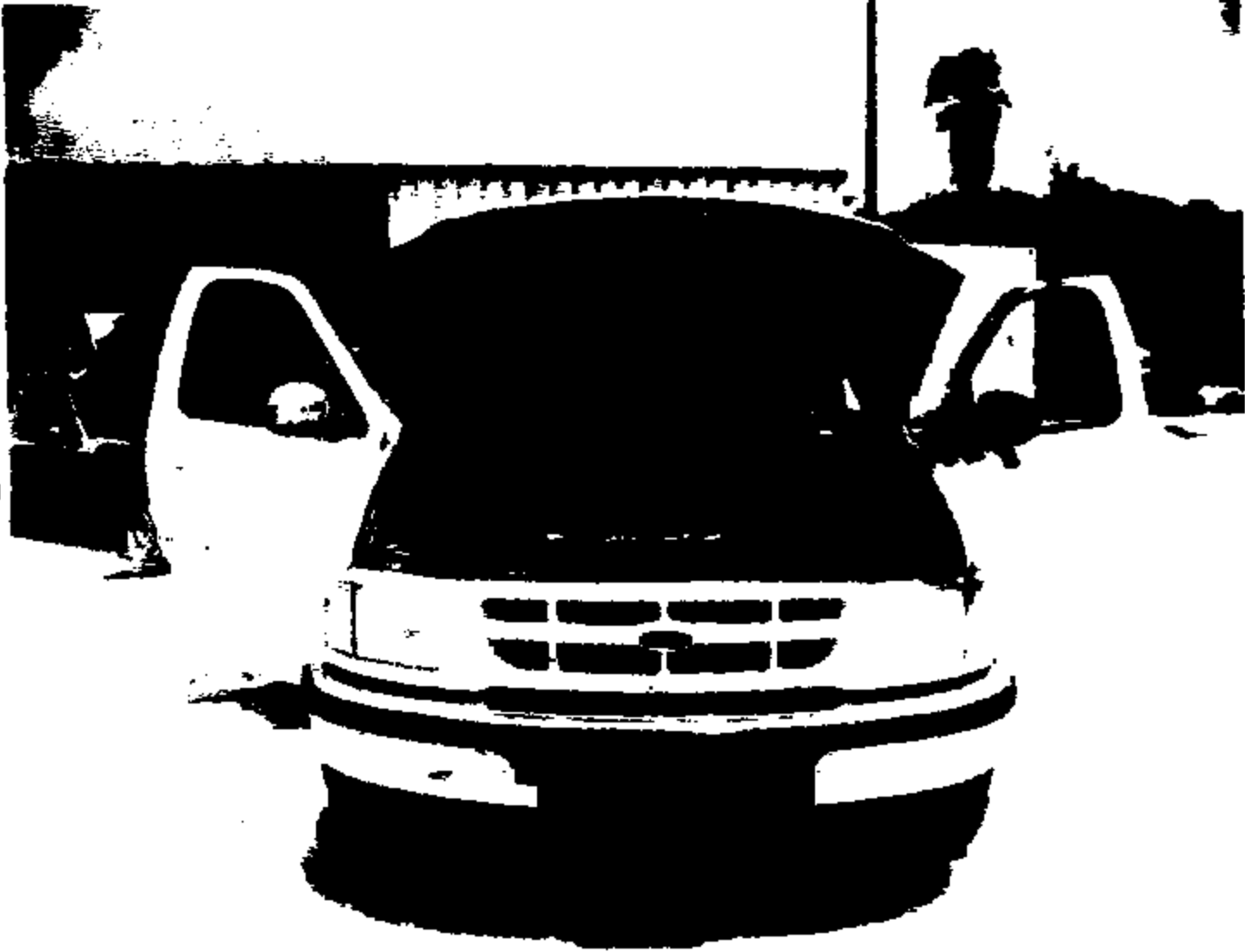
CRS-005-LC-3491



EROS-005-LC-3482

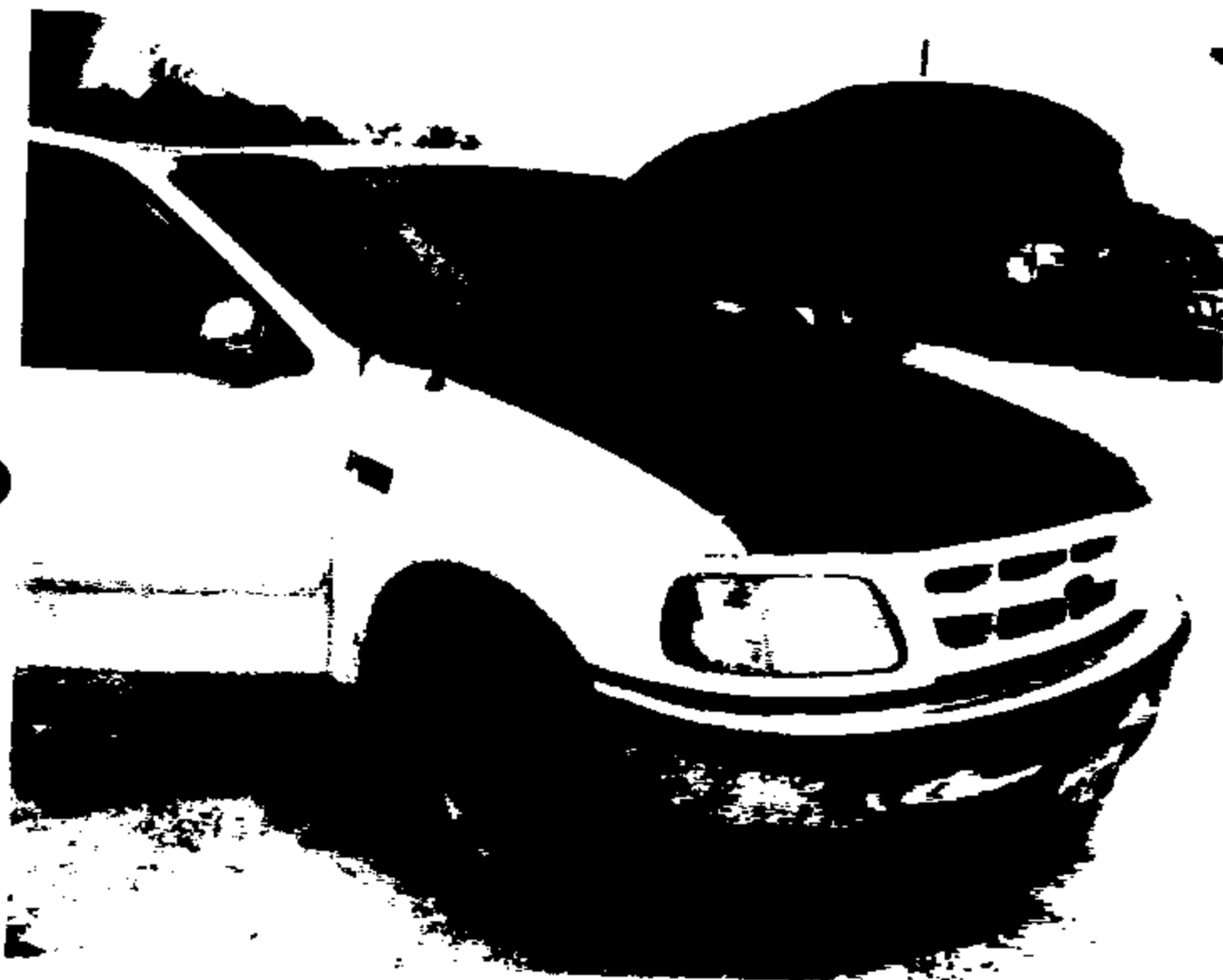


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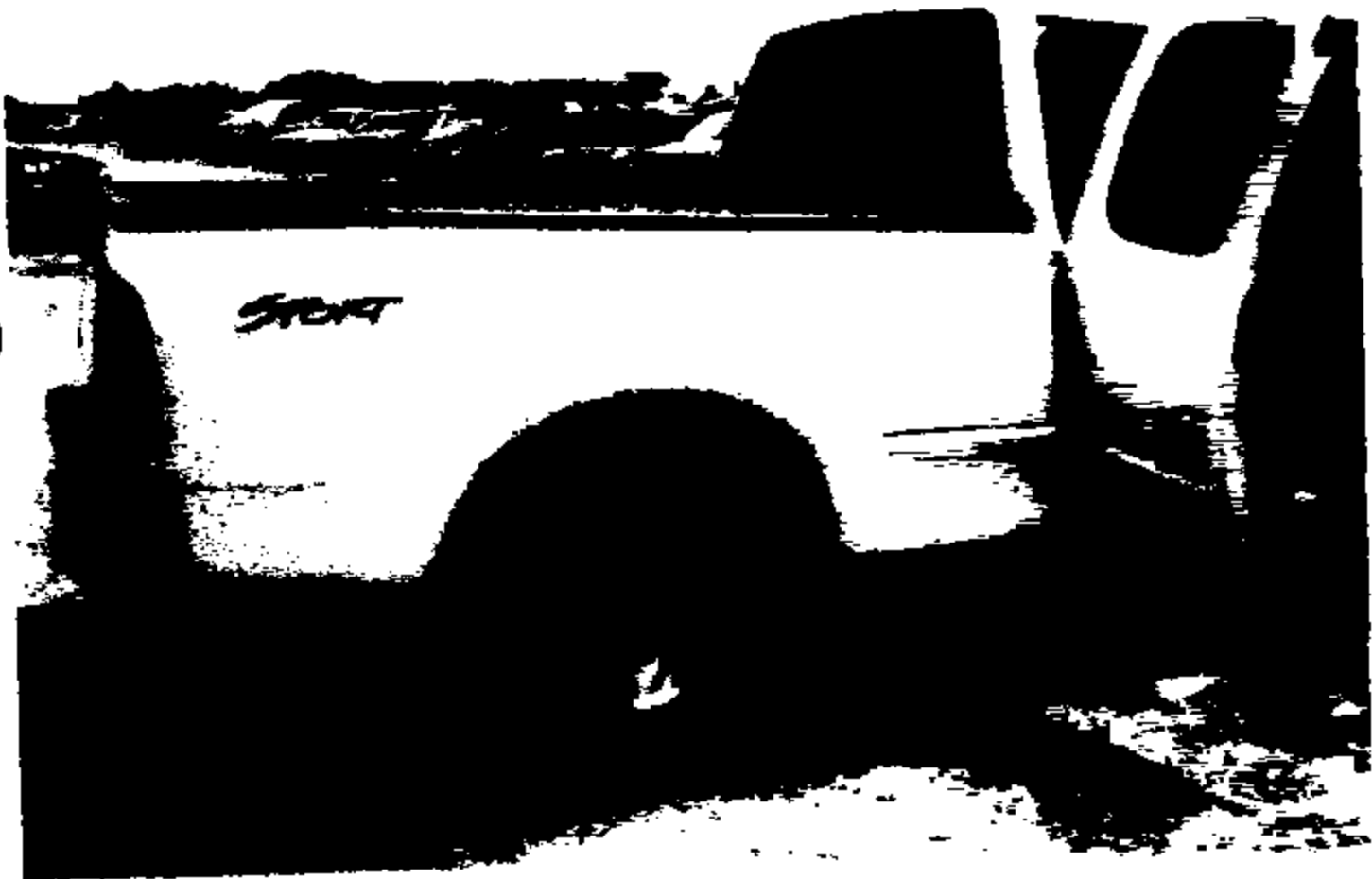




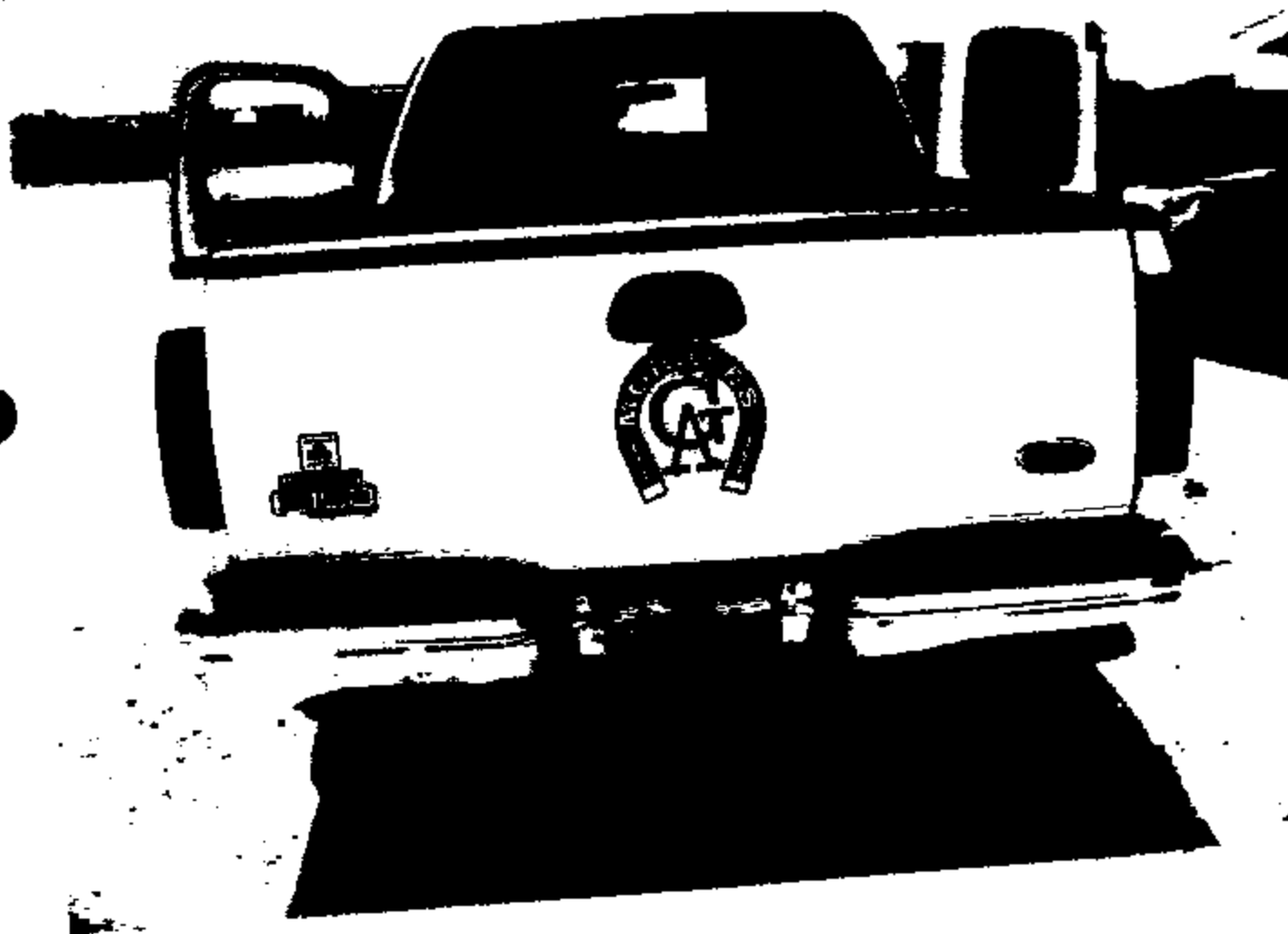
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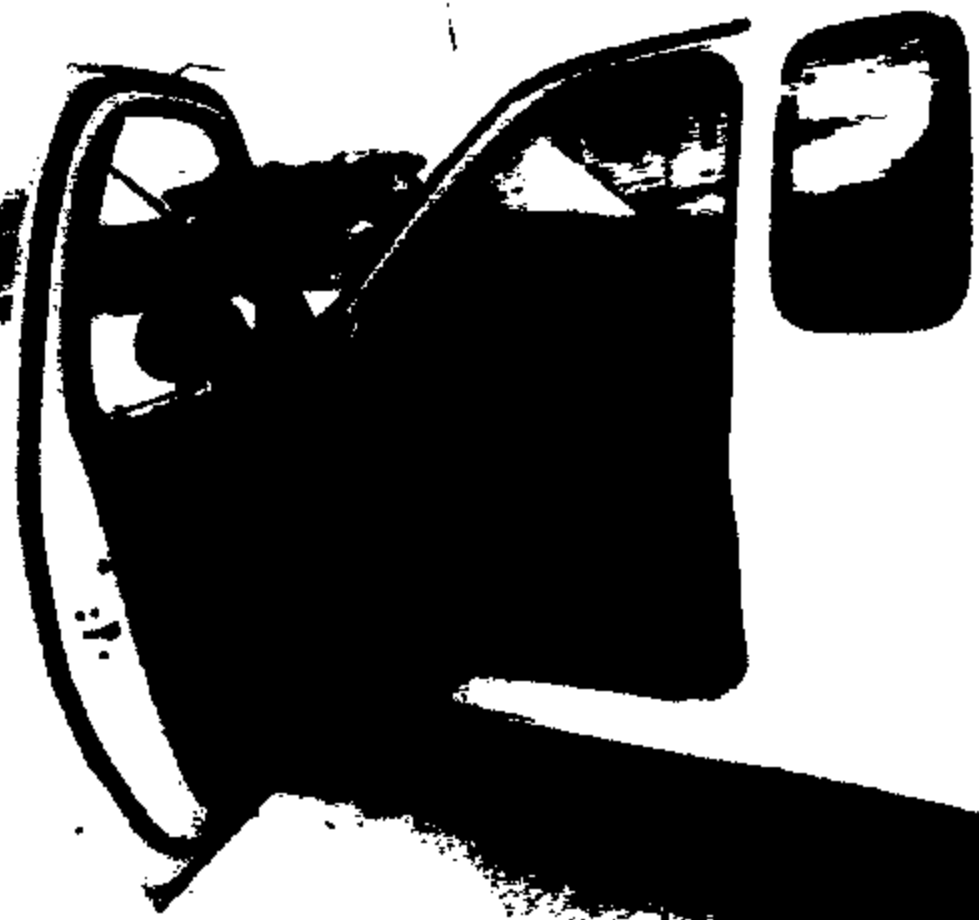
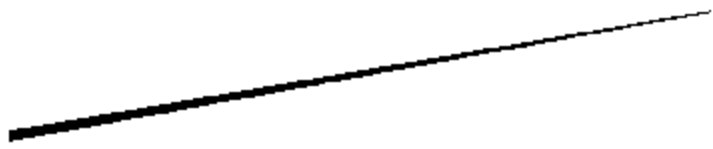


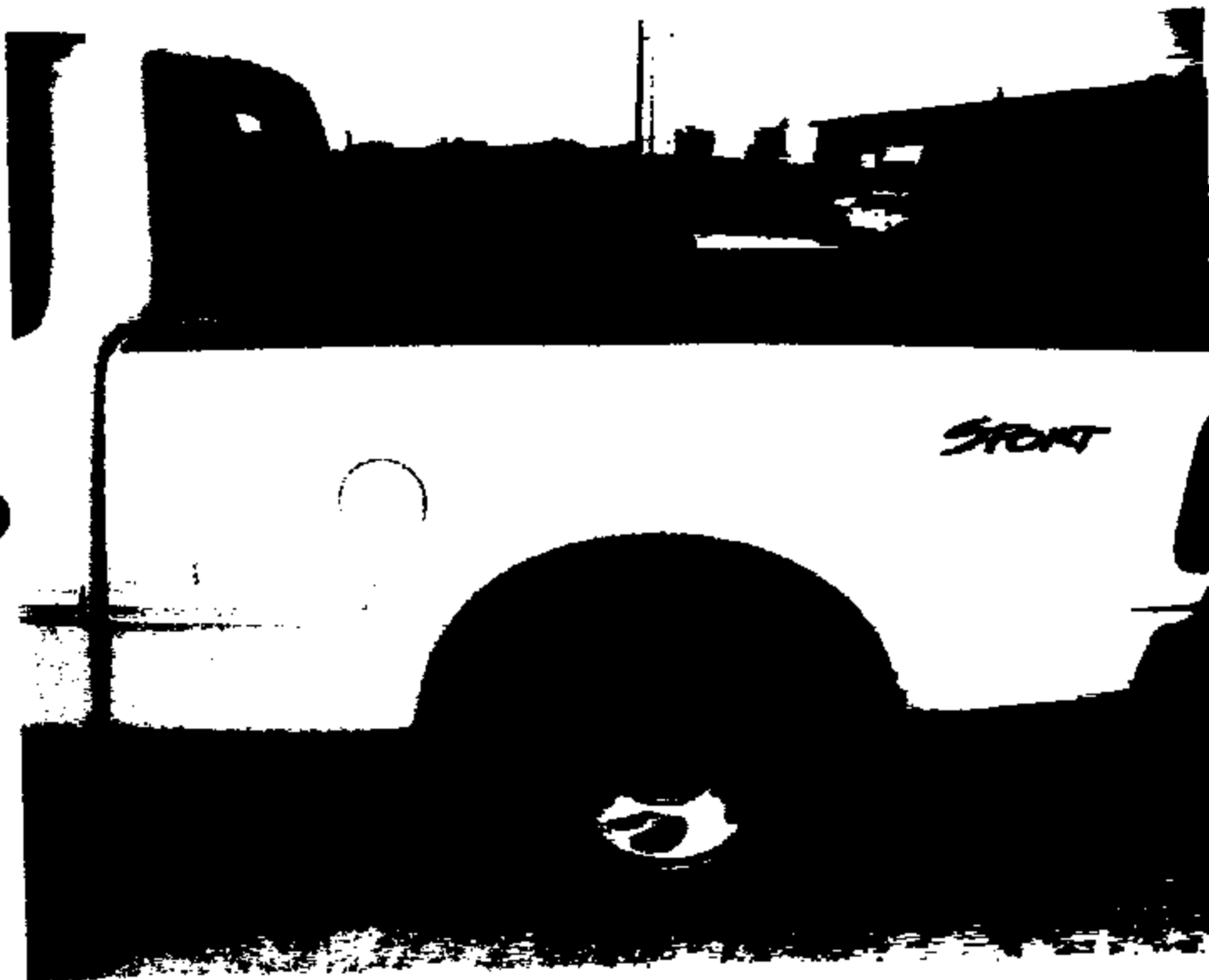
EN05-005-LC-3488



ERSS-885-LC-3487









ERG-885-LC-3501



EA05-005-LC-3002



ER65-885-LC-3583



ENC-885-LC-3584





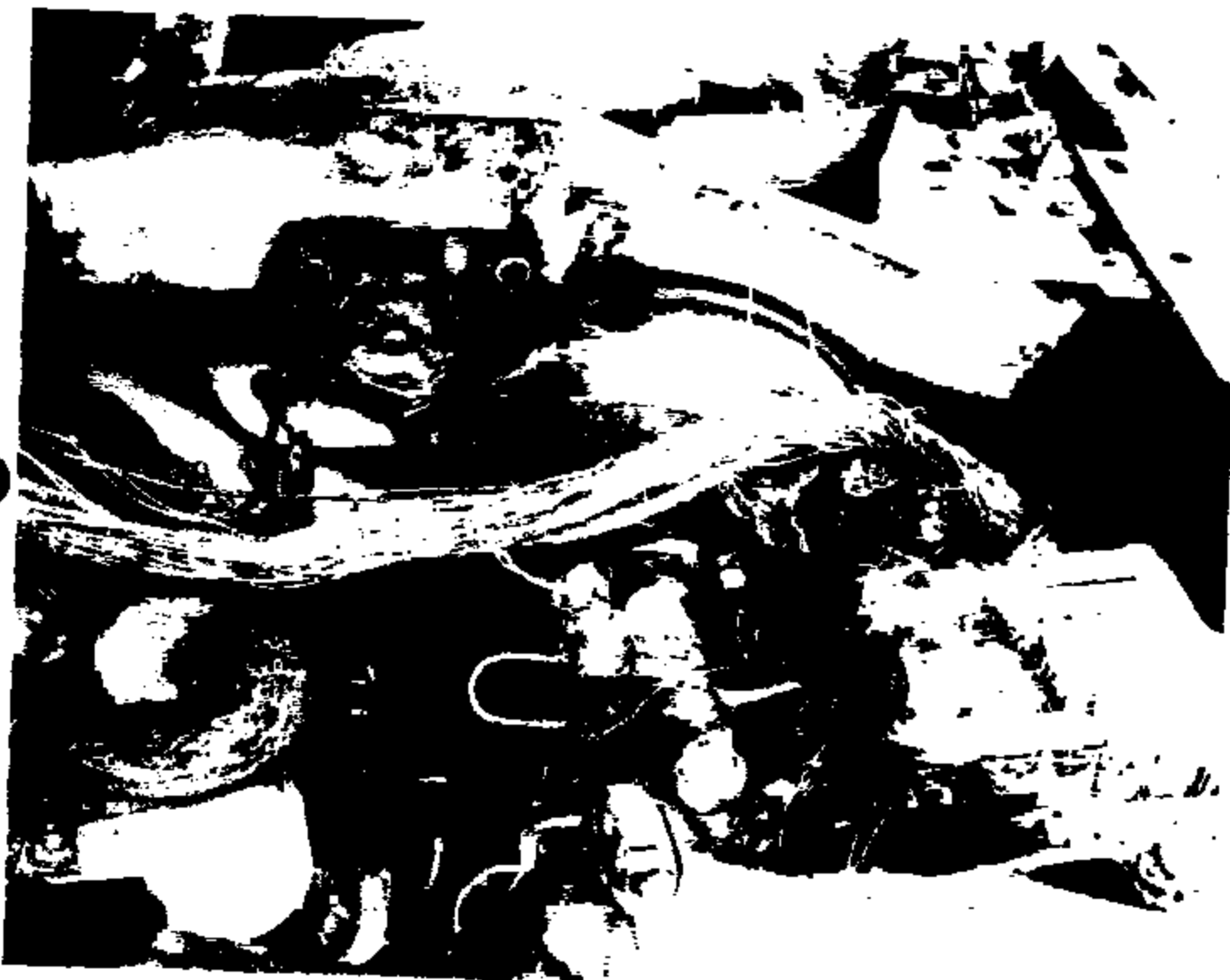
ERG-605-LC-3528



ER05-005-LC-3587



ER05-605-LC-3508



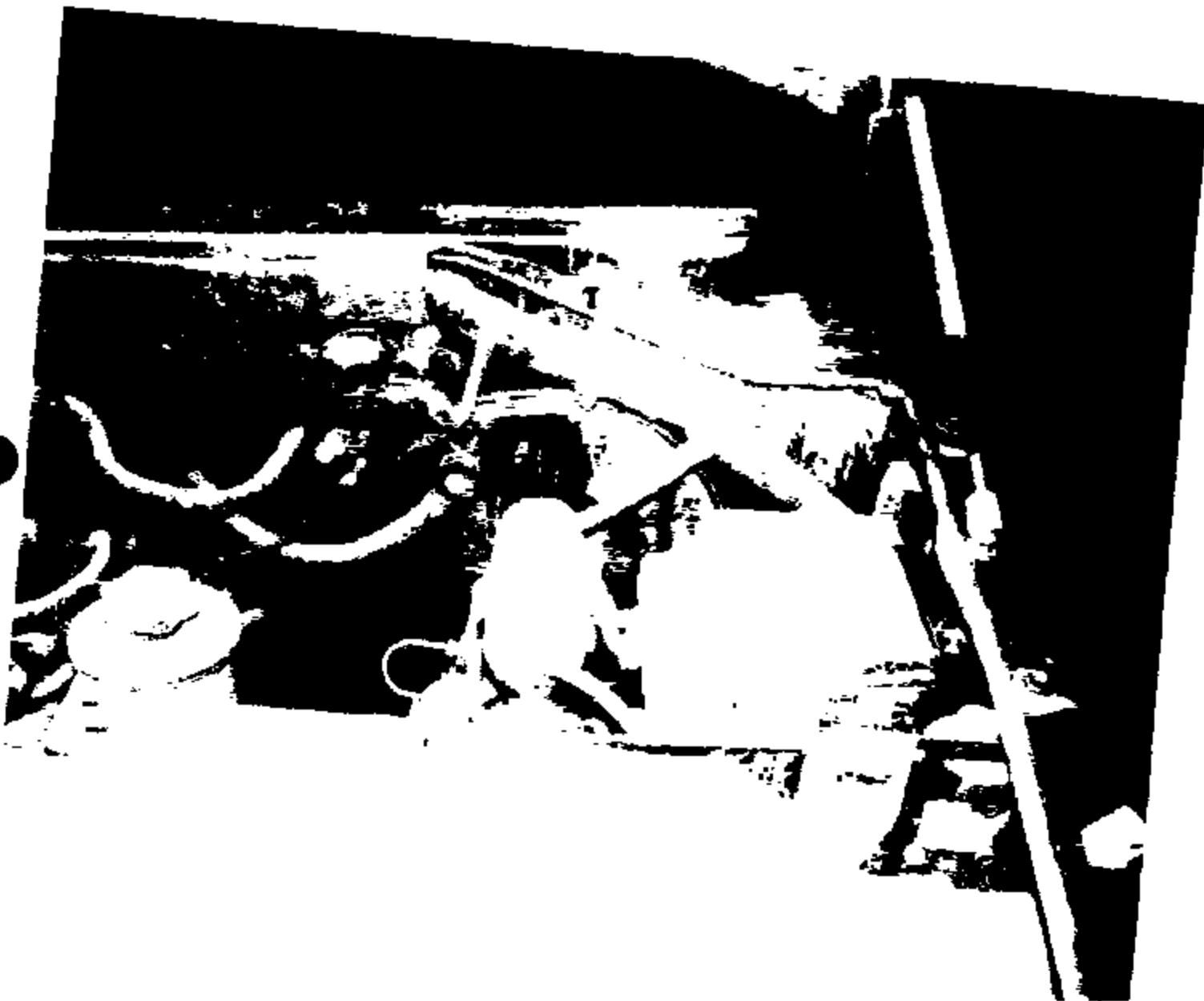
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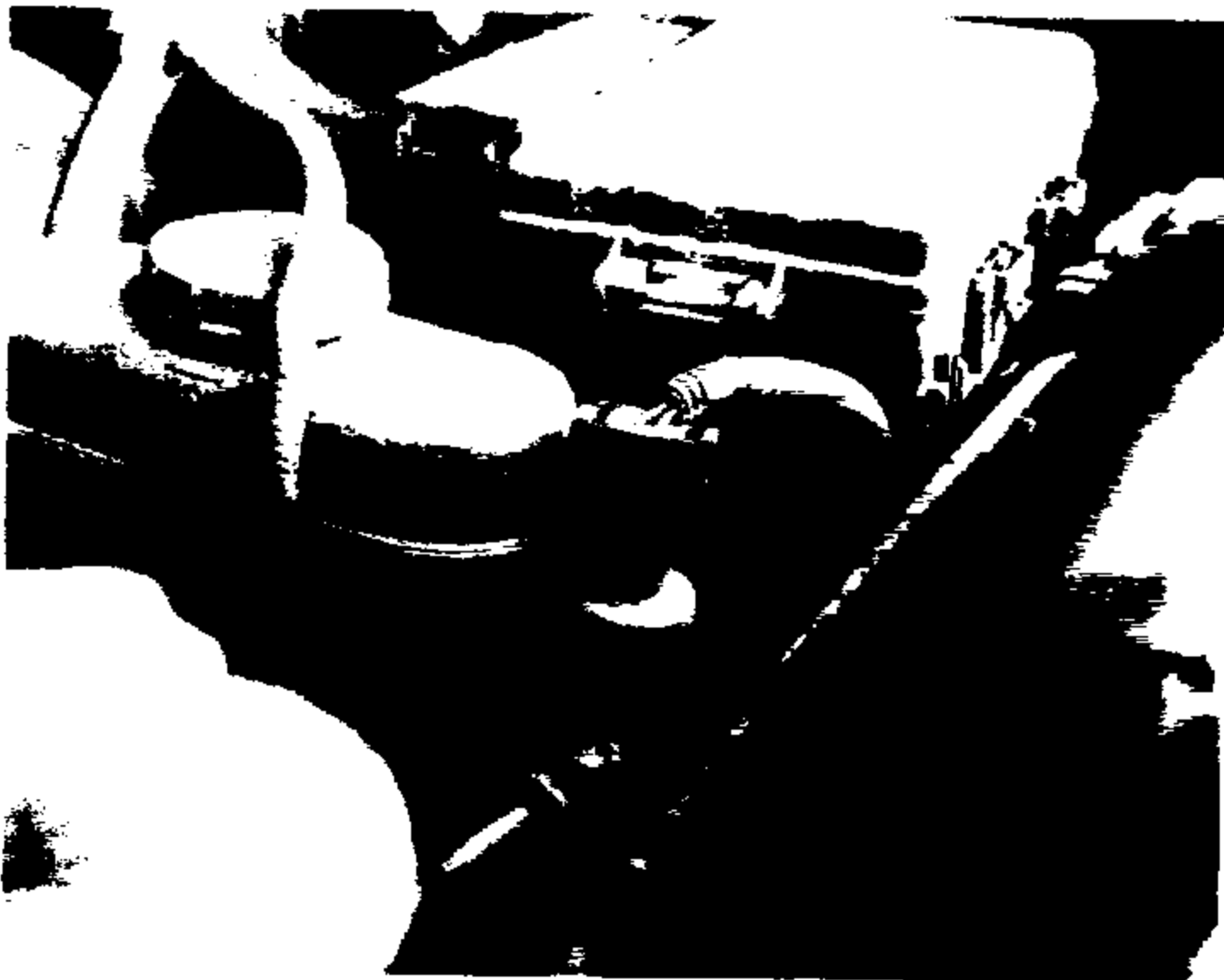
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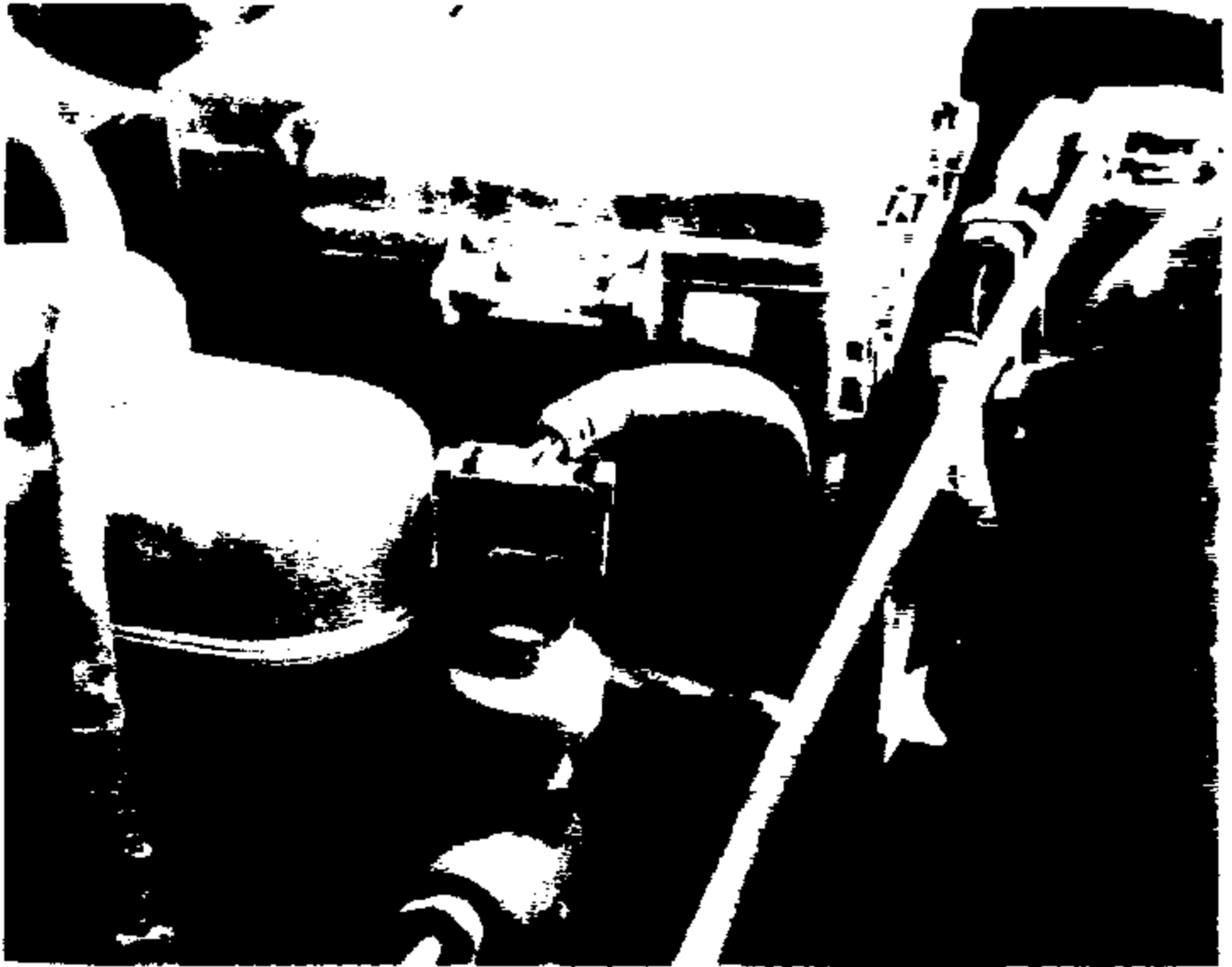
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ERG-665-LO-3528

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THIS IS MY FILE ON
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ER05-005-LC-3522