



**DAN C. KEENE**  
Attorney at Law  
1003 Church Street  
Flint, Michigan 48502-1801

Telephone  
(810) 238-3320

Facsimile  
(810) 233-8968



March 7, 2003

Ford Motor Company  
OGC Product Claims  
3 Parklane Boulevard, Suite 400 (PTW)  
Dearborn, Michigan 48126-4207

Re: Secura Insurance, Subrogee of  
[REDACTED]

Dear Sir/Madam:

Please be advised that the undersigned attorneys represent Secura Insurance Company, regarding a subrogation claim resulting from a vehicle fire involving a 2001 Ford F150 pickup truck, causing damage to a significant amount of personal property in the vehicle, as well as causing damage to a nearby home. The pertinent facts are as follows.

On September 4, 2001, a [REDACTED] leased a new 2001 Ford F150 pickup truck from Lasco Ford Mercury, Inc., 2525 Owen Road, Fenton, Michigan 48430 and/or Ford Motor Credit Company. The pertinent Vehicle Lease Agreement is attached as Exhibit 1.

The fire at issue occurred during the early morning hours of May 11, 2002. At and around that time, [REDACTED] was the live-in boyfriend of Secura's insured, [REDACTED] and they resided at [REDACTED] Road, Mt. Morris, Michigan [REDACTED]. [REDACTED] has a daughter by the name of [REDACTED].

Around midnight on May 10, 2002, [REDACTED] and [REDACTED] arrived home after using the subject Ford F150 pickup truck to pick up [REDACTED], as well as many of her personal belongings, from a college which she had been attending in the State of Minnesota. Because of the late arrival and because they were tired, they decided not to unpack the truck until morning. Around 4:00 a.m. on May 11, 2002, they were awakened by a neighbor who indicated that the Ford pickup was on fire.

ER05-005-LC-4916

March 7, 2003

The Genesee Township Central Fire Department was called and extinguished and investigated the fire. As a result of the fire, the vehicle was destroyed, as well as the numerous contents therein. Color laser prints of the damaged vehicle and contents are attached as Exhibit 2. There was also some damage to [REDACTED] home near the vehicle.

A copy of the fire department report is attached as Exhibit 3. The fire chief has stated that the fire originated in the dash area of the truck and thinks it was due to an electrical malfunction.

At the time of the fire, [REDACTED] had a homeowners insurance policy with Secura Insurance Company. Pursuant to this homeowners policy, Secura paid [REDACTED] a total of \$7,363.15 for loss and damage to personal property. Secura also paid [REDACTED] a total of \$900.00 for damage to [REDACTED] dwelling. A copy of a list of the insured's personal property loss is attached as Exhibit 4. A copy of the estimate to repair [REDACTED] dwelling is attached as Exhibit 5. Also attached as Exhibit 6 is a copy of a document showing and confirming payments by Secura Insurance Company to their insureds for both the aforementioned personal property and dwelling loss and damages.

Based on the above, Secura, as subrogee of [REDACTED] and [REDACTED] is seeking reimbursement from Ford Motor Company in the amount of \$8,263.15.

In addition to the above, you should know that [REDACTED] did not have insurance on the F150 at the time of the fire, and further that Attorney Robin Wheaton, represented [REDACTED] for a claim against Ford Motor Credit with respect to the damage to the vehicle and lease arrangement. They were able to reach an amicable resolution. Mr. Vincent Kirksey was involved for Ford Motor Company in that regard, and you may want to contact him about this incident and claim.

As a last item, you should know that the fire damaged truck was taken to Expressway Ford in Clio, Michigan, and sat there for an extended period so that Ford Motor would have the opportunity to have their representatives inspect the vehicle, and we believe an inspection was done by Ford Motor at some point.

DAN C. KEENE

ERG5-885-LC-4817

Ford Motor Company

-3-

March 7, 2003

We await your response to the above.

Very truly yours,



DAN C. KEENE



ROBIN L. WHEATON

DCK/kjb

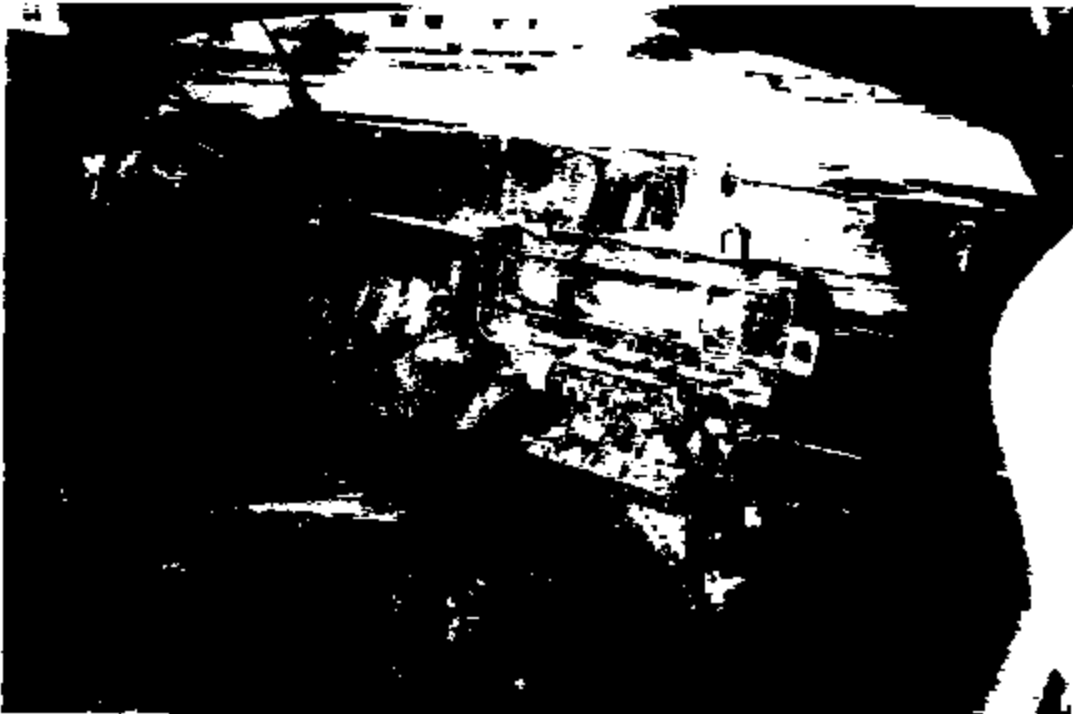
Enclosures

DAN C. KEENE

ERG-003-LC-4918



ER05-005-LC-4910





<b>A</b> FDID 02511		State MI		Incident Date 05/11/2002		Station		Incident No. 000041		Exposure 000		Transaction Add		NFIRS - 2 Fire			
<b>B Property Details</b>				<b>C On-Site Materials or Products</b>				None									
<b>B1</b> No. Res. Units Not Residential				On-Site Material (1)								On-Site Materials Storage Use (1)					
<b>B2</b> No. Bldg. Involved Bldg. Not Involved				On-Site Material (2)								On-Site Materials Storage Use (2)					
<b>B3</b> Acres Burned None				On-Site Material (3)								On-Site Materials Storage Use (3)					
<b>D Ignition</b>						<b>E1 Cause of Ignition</b>						<b>E3 Human Factors Contributing to Ignition</b>					
<b>D1</b> Area of Fire Origin S1 Operator/passenger area of						2 Unintentional						None					
<b>D2</b> Heat Source UU Undetermined						<b>E2 Factors Contributing to Ignition</b>						<input type="checkbox"/> Asleep <input type="checkbox"/> Possibly impaired by alcohol or drugs <input type="checkbox"/> Unattended person <input type="checkbox"/> Possibly mentally disabled <input type="checkbox"/> Physically disabled <input type="checkbox"/> Multiple persons involved <input type="checkbox"/> Age was a factor Gender:					
<b>D3</b> Item First Ignited UU Undetermined						Factor Contributing to Ignition (1)						Age					
<b>D4</b> Type of Material First Ignited UU Undetermined						Factor Contributing to Ignition (2)						Gender:					
<b>F1 Equipment Involved in Ignition</b>				<b>F2 Equipment Power</b>				<b>G Fire Suppression Factors</b>									
None Equipment Involved NNN None Brand Model Serial # Year				Equipment Power Source				None Fire Suppression Factor (1)									
				<b>F3 Equipment Portability</b>				Fire Suppression Factor (2)									
								Fire Suppression Factor (3)									
<b>H1 Mobile Property Involved</b>								<b>H2 Mobile Property Type &amp; Make</b>									
3 Involved in ignition and burned								Mobile Property Type 11 Passenger car.PICK UP TRUCK									
Mobile Property Model F-150 PICK UP				Year 2001				Mobile Property Make FO Ford									
License Plate Number/State [REDACTED] MI																	
VIN Number 3FTZX1728[REDACTED]																	
<input type="checkbox"/> Pre-Fire Plan Available				<input type="checkbox"/> Aeron Report Attached				<input type="checkbox"/> Coroner Report Attached									
				<input type="checkbox"/> Police Report Attached				<input type="checkbox"/> Other Report Attached									



0828/332

**Robin L. Wheaton, P.C.**

Attorney at Law  
1000 Church Street  
Flint, Michigan 48502

Telephone (810) 233-0881  
Fax (810) 233-0868

**CONSUMER AFFAIRS  
SECTION**

2 JUL 17 11:48

July 9, 2002

Ford Motor Company  
Consumer Affairs  
Attn: Vince  
16800 Executive Drive Plaza  
Dearborn, Michigan 48128-4207

RE: [REDACTED] - Burning of his 2001 F-150 pick-up on or about May 11, 2002

Dear Sir:

This letter is to inform you that I have been retained by [REDACTED] with regard to the fire that destroyed his 2001 Ford Truck. It is our position that, and confirmed by statements made by the investigators, the fire started somewhere in the dash area inside the car or the windshield wiper area outside the vehicle and is the direct result of a defect either in the wiring in the dashboard or in the windshield motor mechanism of this vehicle. I have discovered that there has been a recall on Ford vehicle's such as [REDACTED] as a result of the defect in the windshield washer mechanism that could potentially cause fire and it is our belief that is what happened here. I have further been advised that there have been problems with the ignition systems with some Ford vehicles which also may be relevant in this case although based on the statements by the fire investigator it is more likely caused by a defect in the wiring system under the dashboard a defect in the windshield washer system.

I am continuing to investigate this matter with regard to the recall and also dealing with Ford Motor Company's financial arm with regard to [REDACTED] obligation to pay on this vehicle. [REDACTED] was told back in May of 2002 when he contacted you that some one would be out to view the vehicle. To date, no one has contacted him or been out to his residence, Please advise me as to whatever this is still something Ford intends to do!

I would appreciate it if you would contact me at your earliest convenience so that I may discuss this issue with you or your representative. I will be sending a copy of this letter to Ford Motor Credit Corporation.

It is hoped that this matter may be resolved amicably for all parties concerned and I appreciate your cooperation in this matter.

Sincerely,



Robin L. Wheaton  
Attorney at Law

Cc: Ford Motor Credit Corporation  
Robert Bachand

VIN: 2FTZX17281 [REDACTED] Year: 2001 Model: F-SERIES  
 Owner Status: ORIGINAL WSD: 09/04/01  
 Name: [REDACTED] Hm Ph: [REDACTED]  
 Trmt: VLC Case: 552861332 Day Ph: [REDACTED]  
 Symptom Desc: FIRE/SMOKE SMOKE  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND  
 Dealer: LASCO FORD, INC.  
 Issue Type: 07 LEGAL Issue Status: 0 OPEN  
 Comm Type: ML MAIL Odometer Reading: 1 MI  
 Analyst: MKELSEY2 MOLLY KELSEY Document Number:  
 Action Date: 07/23/02 Action Data: Y Action Time: 13:06:27 EST  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION PREVENTION  
 Action Desc: OPEN LEGAL CONTACT - ATTORNEY DEMAND  
 Comments: \*\*\*\*\*ATTORNEY DEMAND LETTER\*\*\*\*\*  
 REC'D 07/23/02  
 ATTORNEY ALLEGES DEFECTIVE VEHICLE.

ATTORNEY ALLEGE HIS CLIENT'S VEHICLE IS DEFECTIVE.

F1=Help F2=AddAction F4=PrevAction F5=NextAction F6=ActionData  
 F9=PrevComments F10=NextComments F11=Menu F12=Return F13=ESP  
 MORE COMMENTS AVAILABLE

LPRELS4

#  
 772.46  
 April 2002 \$ 158.78

SFCHADMA

Action Detail

07/24/02

VIN: 2FTZX172810 Year: 2001 Model: F-SERIES  
 Owner Status: ORIGINAL WSD: 09/04/01  
 Name: Hm. Ph:  
 Trmt: VLC Case: 552861332 Day Ph:  
 Symptom Desc: FIRE/SMOKE SMOKE  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND  
 Dealer: LASCO FORD, INC.  
 Issue Type: 07 LEGAL Issue Status: 0 OPEN  
 Com Type: ML MAIL Odometer Reading: 1 MI  
 Analyst: MKELSEY2 MOLLY KELSEY Document Number:  
 Action Date: 07/23/02 Action Data: Y Action Time: 13:06:27 EST  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION PREVENTION  
 Action Desc: OPEN LEGAL CONTACT - ATTORNEY DEMAND  
 Comments:

\*\*ATTORNEY DEMANDS FORD PAY FOR DAMAGES.\*\*

F1=Help F2=AddAction F4=PrevAction F5=NextAction F6=ActionData  
 F9=PrevComments F10=NextComments F11=Menu F12=Return F13=ESP  
 NO MORE COMMENTS AVAILABLE

LPREL54

Add Action Confirmation

VIN: 2FTZX172810 [REDACTED] Year: 2001 Model: F-SERIES  
Name: [REDACTED] Primary Phone: [REDACTED] Secondary Phone:  
Address: [REDACTED] MOUNT MORRIS MI [REDACTED]  
Case Number: 552861332 Issue Type: 07-LEGAL  
Reason: LEGAL - OTHER ATTORNEY DEMAND  
Symptom: FIRE/SMOKE SMOKE  
Dealer: F48531 - LASCO FORD, INC.  
Comm Type: PHONE Odometer Reading: 1 MI  
Action: REPLACE VEHICLE- FIRE Action Data: Y

Comments: \*\*\*LPA COMMENTS\*\*\* LPA HAS OFFERED A VEHICLE REPLACEMENT TO THE ABOVE CUSTOMER. FMC HAS CONDUCTED AN INSPECTION, AND IT WAS DETERMINE THAT A MANUFACTURER'S DEFECT CAUSED THE VEHICLE FIRE. BASED ON THIS INFORMATION, FMC HAS DECIDED TO OFFER THE ATTORNEY ON BEHALF OF HIS CLIENT A DISCRETIONARY REPLACEMENT VEHICLE.

EMC-025-10-ASZ7

==&gt;

VIN: 2FTZX17281 [REDACTED] Year: 2001 Model: F-SERIES  
 Name: MR ROBERT [REDACTED]  
 Trmt: VLC Case: 552861332  
 Issue Type: 07 LEGAL Issue Status: N DECISION  
 Comm Type: PH PHONE Odometer Reading: 1  
 Dealer: 09648 LASCO FORD, INC. Odometer Type: MI  
 Symptom Desc: FIRE/SMOKE SMOKE Document Number: \_\_\_\_\_  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND Legal Issue Type: \_\_\_\_\_  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION CAN Court Code: \_\_\_\_\_  
 Action Desc: REQUEST SALES / SERVICE FILE CAN Award Code: \_\_\_\_\_  
 Comments: \*\*\*LPA COMMENTS\*\*\*  
 LPA HAS REQUESTED THE SELLING DEALERSHIP TO SEND THE SALES  
 FILES VIA FAX @ 313 845-5669.

F1=Help F2=ActionList F5=Add F6=DealerInfo  
 F9=PrevComments F10=NextComments F11=Menu F12=Return F13=DealerList  
 \*X\* AND RETURN SUCCESSFUL LPREL54

SFCHADMA

Action Detail

09/18/02 13:54:57

==>

VIN: 2FTZX172810 [REDACTED] Year: 2001 Model: F-SERIES  
 Owner Status: ORIGINAL WSD: 09/04/01  
 Name: [REDACTED] Hm Ph: [REDACTED]  
 Firm: VLC Case: 552861332 Day Ph: [REDACTED]  
 Symptom Desc: FIRE/SMOKE SMOKE  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND  
 Dealer: LASCO FORD, INC.  
 Issue Type: 07 LEGAL Issue Status: D DECISION  
 Coma Type: PH PHONE Odometer Reading: 1 MI  
 Analyst: 2224VK VINCE KIRKSEY Document Number:  
 Action Date: 09/18/02 Action Data: N Action Time: 13:53:34 EST  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION PREVENTION  
 Action Desc: RECEIVE SALES / SERVICE FILE  
 Comments: \*\*\*LPA COMMENTS\*\*\*  
 LPA HAS RECEIVED THE SALES FILES FROM THE DEALERSHIP.

F1=Help F2=AddAction F4=PrevAction F5=NextAction F6=ActionData  
 F9=PrevComments F10=NextComments F11=Menu F12=Return F13=ESP  
 NO MORE COMMENTS AVAILABLE

LPREL54

-->

VIN: 2FTZX172810 [REDACTED] Year: 2001 Model: F-SERIES  
 Name: [REDACTED]  
 Trmt: VLC Case: 552861332  
 Issue Type: 07 LEGAL Issue Status: D INVESTIGAT  
 Comm Type: PH PHONE Odometer Reading: 1  
 Dealer: 09648 LASCO FORD, INC. Odometer Type: MI  
 Symptom Desc: FIRE/SMOKE SMOKE Document Number: \_\_\_\_\_  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND Legal Issue Type: -  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION CAN Court Code: \_\_\_\_\_  
 Action Desc: REPLACE VEHICLE- FIRE CAN Award Code: \_\_\_\_\_  
 Comments: \*\*\*LPA COMMENTS\*\*\*

THE ATTORNEY HAS AGREED TO A REPLACEMENT VEHICLE FOR HIS CLIENT

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

F1-Help F2-ActionList F5-Add F6-DealerInfo  
 F9-PrevComments F10-NextComments F11-Menu F12-Return F13-DealerList  
 NO PREVIOUS COMMENT LPREL54



==&gt;

VIN: 2FTZX172810 [REDACTED] Year: 2001 Model: F-SERIES  
 Name: [REDACTED]  
 Trut: VLC Case: 552861332  
 Issue Type: 07 LEGAL Issue Status: P DECISION  
 Comm Type: PH PHONE Odometer Reading: 1  
 Dealer: 09648 LASCO FORD, INC. Odometer Type: MI  
 Symptom Desc: FIRE/SMOKE SMOKE Document Number: \_\_\_\_\_  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND Legal Issue Type: -  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION CAN Court Code: \_\_\_\_\_  
 Action Desc: ATTORNEY ACCEPTS OFFER ON BEHA CAN Award Code: \_\_\_\_\_  
 Comments: \*\*\*LPA COMMENTS\*\*\*

THE ATTORNEY HAS ACCEPTED FMC OFFER OF A VEHICLE LEASE REFUND.  
 D. \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

F1=Help F2=ActionList F5=Add F6=DealerInfo  
 F9=PrevComments F10=NextComments F11=Menu F12=Return F13=DealerList  
 NO PREVIOUS COMMENT LPREL54

VIN: 2FTZY172810 [REDACTED] Year: 2001 Model: F-SERIES  
 Name: [REDACTED]  
 Trmt: VLC Case: 552861332  
 Issue Type: 07 LEGAL Issue Status: PENDING  
 Comm Type: PH PHONE Odometer Reading: 1  
 Dealer: 09648 LASCO FORD, INC. Odometer Type: MI  
 Symptom Desc: FIRE/SMOKE SMOKE Document Number: \_\_\_\_\_  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND Legal Issue Type: \_\_\_\_\_  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION CAN Court Code: \_\_\_\_\_  
 Action Desc: RAVFAST UPLOADED CAN Award Code: \_\_\_\_\_  
 Comments: \*\*\*LEA COMMENTS\*\*\*

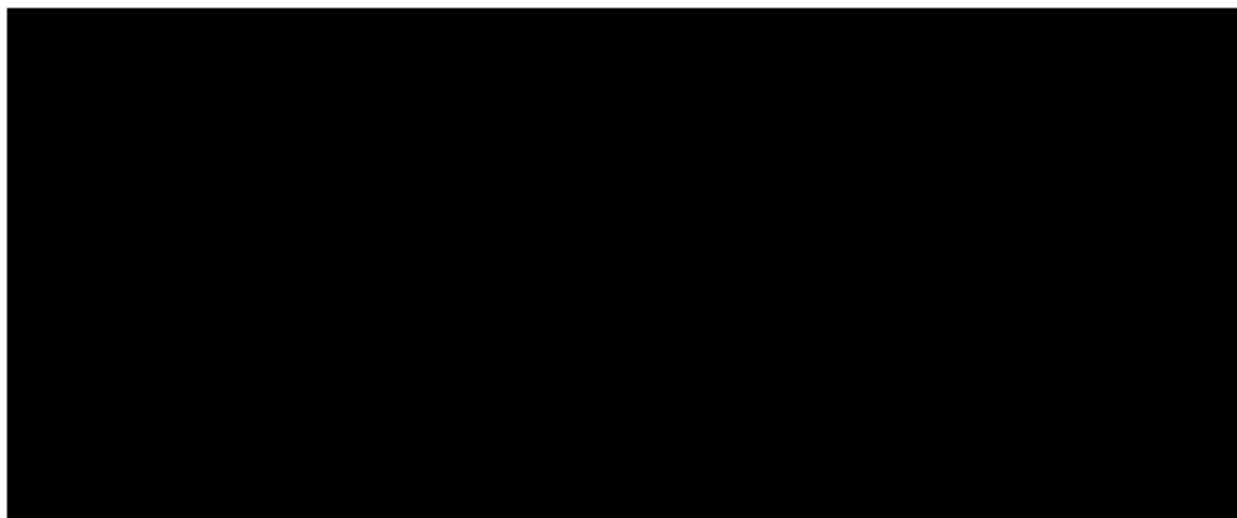
LPA HAS UPLOADED THE SYSTEM FOR THE REFUND TRANSACTION TO  
 TAKE PLACE THROUGH RAV.

F1=Help F2=ActionList F5=Add F6=DealerInfo  
 F9=PrevComments F10=NextComments F11=Menu F12=Return F13=DealerList  
 NO PREVIOUS COMMENT LPREL54

VIN: 2ETZX172810 Year: 2001 Model: F-SERIES  
 Name:   
 Trmt: VLC Case: 552861332  
 Issue Type: 07 LEGAL Issue Status: C PENDING  
 Comm Type: PH PHONE Odometer Reading: 1  
 Dealer: 09648 LASCO FORD, INC. Odometer Type: MI  
 Symptom Desc: FIRE/SMOKE SMOKE Document Number: \_\_\_\_\_  
 Reason Desc: LEGAL - OTHER ATTORNEY DEMAND Legal Issue Type: -  
 Origin Desc: CONSUMER AFFAIRS - LITIGATION CAN Court Code: \_\_\_\_\_  
 Action Desc: FINAL CASE DISPOSITION CAN Award Code: \_\_\_\_\_  
 Comments: \*\*\*LPA COMMENTS\*\*\*

NO FURTHER ACTION IS NEEDED AT THIS TIME. THE CUSTOMER HAS  
 ACCEPTED FMC OFFER OF A VEHICLE REFUND, AND A GOODWILL  
 SETTLEMENT TO PAY FORD MOTOR CREDIT THREE MONTHLY PAYMENTS @  
 386.26.

F1-Help F2-ActionList F5-Add F6-DealerInfo  
 F9-PrevComments F10-NextComments F11-Menu F12-Return F13-DealerList  
 NO PREVIOUS COMMENT LPREL54



# PIPER & SCHMIDT

ATTORNEYS AND COUNSELORS

Donald H. Piper  
Richard E. Schmidt  
Terry J. Booth  
Robert E. Neville  
Joseph M. Wirth  
Steven T. Caya  
Allen M. Radkowski  
Ronald W. Harneyer  
Amy E. Wochos  
Jeanne J. Debring  
Jeffrey D. Pezsa

Fifth Floor  
The Van Buren Building  
723 North Van Buren Street  
Milwaukee, Wisconsin 53202-4709

Telephone  
(414) 225-6000

Facsimile  
(414) 271-8106

E-mail Address  
rwh@piperschmidt.com

April 16, 2002

Ms. Shawn Norton  
Office of the General Counsel  
FORD MOTOR COMPANY  
Parklane Towers West, Suite 300  
Three Parklane Boulevard  
Dearborn, MI 48126-2568

Re: Mil-Mar Shoe Company, Inc.  
Location of Loss: [REDACTED]  
Mequon, Wisconsin  
Date of Loss: 9/21/00  
Our File No.: 16887

Dear Ms. Norton:

I am in receipt of your letter of March 1, 2002. My client must decline Ford's offer contained therein.

In declining this offer, my client considers the following undisputed facts to be relevant:

1. The Ford product in question was less than two years old, and was serviced exclusively at Ford's dealer, Heiser Lincoln Mercury.
2. No changes had been made to the product by its owners, who had not driven the vehicle for two days prior to the product's explosion.
3. After hearing the product explode, [REDACTED] went to her garage and witnessed flames coming from the grill of the product before the fire spread to other property.

Page 2  
Ms. Shawn Norton  
April 1, 2002

4. Because the damages my client is claiming are liquidated, my client is entitled to five percent interest on the damages from the date of the loss. As of this week, that interest totals \$6,876.29, bringing its total claim currently to \$98,560.16.

As I am sure you know, Wisconsin courts use the consumer expectation test when adjudicating strict product liability claims. Whether Ford's product was defective will be judged solely on whether a reasonable consumer would have appreciated the danger that Ford's product presented. Foreseeability and negligence are not issues in this case.

Given that no reasonable consumer would expect a two-year-old Lincoln Navigator to explode, causing over \$90,000.00 in damages (plus the additional damage to the house which is being claimed by Chubb), I am confident that, if litigated, the court will dispose of this matter by summary judgment.

Although my client would prefer to resolve this matter amicably at this time, it is not willing to settle for less than the fair value of the claim. It has instructed me to proceed by filing suit against Ford and its dealer. You will find enclosed a copy of the complaint that I have prepared for filing.

In order to reach a negotiated settlement and avoid litigation expenses, my client had given me authority to offer to settle this claim for \$85,000.00. I will wait a reasonable time for a response prior to filing suit. Thank you.

Very truly yours,

PIPER & SCHMIDT

  
RONALD W. HARMEYER

RWH/tac/norton2.ltr  
Enclosure

STATE OF WISCONSIN

CIRCUIT COURT

MILWAUKEE COUNTY



Plaintiff,

-v-

Case No.:

FORD MOTOR COMPANY  
Registered Agent: CT Corporation System  
44 East Mifflin Street  
Madison, Wisconsin,

Case Code: 30201

and

HEISER LINCOLN MERCURY, INC.  
Registered Agent: Stephen Sadek  
7550 North 76th Street  
Milwaukee, Wisconsin,

**DRAFT**

Defendants.


---

**COMPLAINT**

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), for its complaint against the defendants, states:

**PARTIES**

1.  is a foreign corporation licensed to sell insurance in Wisconsin, with its principal office located at CNA Plaza, Chicago, Illinois.
2. Ford Motor Company ("Ford") is a foreign corporation which does substantial business in Wisconsin, with its principal office located at the American Road, Dearborn,

Michigan. Ford's registered agent for service of process is CT Corporation System, 44 East Mifflin Street, Madison, Wisconsin.

3. Heiser Lincoln Mercury, Inc. ("Heiser") is a domestic corporation, with its principal office located at 7550 North 76th Street, Milwaukee, Wisconsin. Heiser's registered agent for service of process is Stephen Sadek.

#### FACTS

4. Prior to September 21, 2000, Ford designed, engineered, tested, manufactured, sold and/or distributed into the stream of commerce, a 1998 Lincoln Navigator sport utility vehicle, VIN 5LMPU28LOW [REDACTED] (the product").

5. The product was leased new by [REDACTED] a domestic corporation, on October 20, 1998, from [REDACTED] the product was delivered to [REDACTED] by [REDACTED] and put into service on this date.

6. On September 21, 2000, the product self-combusted, causing a fire which caused liquidated damages of \$32,111.00 to the product itself, \$58,977.87 to a 2000 Mercedes Benz [REDACTED] parked next to the product, which also was owned by [REDACTED], and \$595.00 to contents in the two vehicles.

7. At all times material hereto, [REDACTED] had in full force and effect a policy of insurance issued to [REDACTED] which insured [REDACTED] against damages caused by fire to the product, the 2000 Mercedes Benz [REDACTED] and the contents of the two vehicles. Under and pursuant to the terms of that policy [REDACTED] paid to or on behalf of [REDACTED] \$91,683.87 for the damages caused by the self-combustion of the product. By virtue of that payment [REDACTED] became, and now is, subrogated to the rights of [REDACTED]



to the extent of its payments.

**COUNT I - STRICT PRODUCT LIABILITY AGAINST FORD**

8. [REDACTED] incorporates herein by reference the preceding paragraphs.

9. The product was defective and unreasonably dangerous at the time it left control of Ford.

10. The defects in the product were the cause of the damages alleged above.

11. Ford is in the business of designing, engineering, testing, manufacturing, selling and/or distributing sport utility vehicles.

12. The product was expected to, and did, reach [REDACTED] without substantial change in the condition it was in when it left control of Ford.

**COUNT II - STRICT PRODUCT LIABILITY AGAINST HEISER**

13. [REDACTED] incorporates herein by reference the preceding paragraphs.

14. The product was defective and unreasonably dangerous at the time it left control of Heiser.

15. [REDACTED] is in the business of selling and/or distributing sport utility vehicles.

16. The product was expected to, and did, reach [REDACTED] without substantial change in the condition it was in when it left control of [REDACTED]

WHEREFORE, [REDACTED] demands judgment in the amount of \$91,683.87, plus prejudgment interest of five percent from September 21, 2000, all taxable costs, fees and disbursements, and all other just and equitable relief.

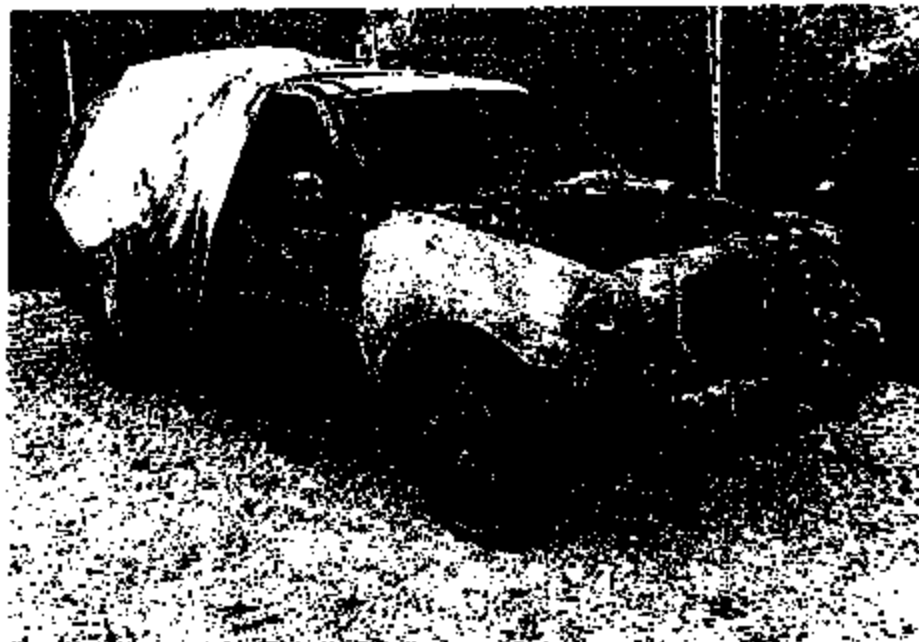
Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2002.

**PIPER & SCHMIDT**  
Attorneys for National Fire Insurance  
Company of Hartford

BY: \_\_\_\_\_  
**RONALD W. HARMMEYER**  
State Bar No.: 1026579

**POST OFFICE ADDRESS:**

**Fifth Floor - Van Buren Building**  
**733 North Van Buren Street**  
**Milwaukee, WI 53202-4709**  
**Telephone: (414) 225-4060**  
*RWH/bac/16887/pleading/complaint*



**TCN PHOTO SHEET**    **FILE #** MIL 15469 A    **DATE** 9-26-00    **APRSR** CR-MILW  
**INS CO** CNA INS    **CLAIM #** [REDACTED]  
**#PHOTOS** 2    **INSURED** [REDACTED]    **LOSS DATE** 9-21-00

ER65-683-LC-484B



**TCN PHOTO SHEET**  
INS CO CNA INS  
#PHOTOS 1

FILE # MIL 15469 A  
INSURED [REDACTED]

DATE

9-26-00

APRSR CR-MILW

CLAIM # [REDACTED]

LOSS DATE 9-21-00

ERRS-885-LC-4041

FELLOWS, PIPER & SCHMIDT

ATTORNEYS AND COUNSELORS

Donald H. Piper  
Richard E. Schmidt  
Terry J. Booth  
Robert E. Neville  
Joseph M. Wirth  
Steven T. Caya  
Allen M. Rakowski  
Ronald W. Hartmeyer  
Amy K. Wobos  
Jeanne J. Deiring  
Jeffrey D. Patza

Fifth Floor  
The Van Buren Building  
733 North Van Buren Street  
Milwaukee, Wisconsin 53202-4709

e-mail address: [rwk@fpalaw.com](mailto:rwk@fpalaw.com)

Telephone  
(414) 225-4000

Facsimile  
(414) 271-6196

Donald C. Fellows  
Of Counsel

January 15, 2002

Ms. Shawn Norton  
Office of the General Counsel  
FORD MOTOR COMPANY  
Parklane Towers West, Suite 300  
Three Parklane Boulevard  
Dearborn, MI 48126-2568

9

MILMART  
SHOE CO., INC.

Re: [REDACTED] Inc.  
Location of Loss: [REDACTED]  
Mequon, Wisconsin  
Date of Loss: 9/21/00  
Our File No.: 16887

Dear Ms. Norton:

I am writing in response to your letter of September 10, 2001. The following responses correspond to the numbered requests in your letter:

2. A complete description of the incident, including events which occurred prior to and subsequent to the loss, can be found in the enclosed police and fire reports.
3. Copies of the Mequon Police Department Report and Mequon Fire Department Report are enclosed.
5. The vehicle in question is a 1998 Lincoln Navigator, VIN 5LMPU28LOW [REDACTED]
6. The vehicle had approximately 15,000 miles on it at the time it self-combusted.
7. Laser copies of photographs of the vehicle's collision/fire

Page 2  
Ms. Shawn Norton  
January 15, 2002

damage are enclosed.

11. A copy of the Engineering and Fire Investigations report, dated September 21, 2000, is enclosed.
12. The defective part was not repaired or replaced. It was destroyed in the fire.
13. The present location of the vehicle is Wisconsin Auto Auction in Sussex, Wisconsin.
14. The total loss worksheet for the Lincoln Navigator is enclosed. Also enclosed are photocopies of two checks issued by CNA Commercial Insurance, in the amount of \$58,977.87 and \$32,111.00. CNA also issued a third check in the amount of \$595.00, making its total claim \$91,683.87.
15. A complete service history of the vehicle is attached. The vehicle was serviced exclusively at the dealer from which it was leased: [REDACTED] Lincoln Mercury in Milwaukee, Wisconsin.
16. There were no after-market additions or modifications to this vehicle.
25. The vehicle was not purchased as used. It was leased as new from [REDACTED] Lincoln Mercury in Milwaukee, Wisconsin.

Once you have reviewed this material, please contact me regarding your decision concerning this claim.

Very truly yours,

FELLOWS, PIPER & SCHMIDT

  
RONALD W. HARMEYER

RWN/bac/norton.ltr  
Enclosures

2005-005-LC-4943

**EFI Cause and Origin Report**

**INSURED:** [REDACTED]

**DATE OF LOSS:** September 21, 2000

**LOSS LOCATION:** Mequon, WI

**CLAIM NO.:** [REDACTED]

**EFI FILE NO.:** 94510-00515

**FIRE INVESTIGATION**





**EFI**  
 Engineering and Fire  
 Investigations

6826 Washington Avenue South  
 Eden Prairie, MN  
 55344  
 T: 952-942-9812  
 T: 800-326-5913  
 F: 952-942-7002

October 6, 2000

Mr. George Ballis  
 CNA Commercial Claims  
 PO Box 1562  
 Downers Grove, IL 60515

Re: **Insured:** [REDACTED]  
**Date of Loss:** September 21, 2000  
**Loss Location:** [REDACTED]  
 Mequon, WI  
**Chubb Policy No.:** [REDACTED]  
**CNA Policy No.:** [REDACTED]  
**EFI File No.:** 94510-00515

Dear Mr. Ballis:

On September 21, 2000, I was requested to investigate a vehicle and structure fire that occurred at [REDACTED] Mequon, Wisconsin. I received this assignment from Ben Ho of the Chubb Group of Insurance Companies. I was advised by Attorney John Schleiter of Daar, Fisher, Kanaris & Vanek, who represents Chubb Group on this loss, that permission had been obtained from Claims Manager Jeff Carroll of CNA Commercial Claims to conduct a scene examination on behalf of both Chubb Group and CNA.

On September 22, 2000, I conducted an examination of the garage and vehicles involved in this loss. I identified the vehicle of fire origin as being located in the east garage bay of the three-bay garage. I identified the vehicle as being a 1998 Lincoln Navigator sports utility vehicle bearing VIN 5LMPU28LOWL [REDACTED]. This identification number was obtained from the identification plate located on the dashboard area of the windshield on the driver's side.

Exterior examination of this vehicle clearly showed the fire originated in the engine compartment. Fire spread from the engine compartment to other areas of the vehicle and to garage contents.

██████████  
October 6, 2000

Page 2

A second vehicle parked in the garage was identified as a 2000 Mercedes convertible, model ██████████. The identification number obtained off the driver's doorpost was WDBLK65GOY ██████████. The vehicle bore Wisconsin license plates of ██████████.

Having identified that the fire originated in the engine compartment of the 1998 Lincoln Navigator, I reported this information via telephone to Ben Ho, John Schleiter, Jeff Carroll and George Ballis. I received authority from Mr. Carroll to have the vehicles towed and secured by Wisconsin Auto Auction, N70 W25277 Indian Grass Lane, Sussex, Wisconsin, telephone 262.246.8822. Wisconsin Auto Auction assigned stock number 36302 to the 1998 Lincoln Navigator and 36303 to the 2000 Mercedes. These vehicles were removed from the scene by Wisconsin Auto Auction during the early afternoon of September 22, 2000. I instructed the tow operator to have the Navigator vehicle wrapped to protect it from the elements while in storage. I provided the operator with a black plastic trash bag containing miscellaneous debris I picked up off the garage floor after the Lincoln Navigator was removed and loaded onto the tow vehicle.

Because fire patterns clearly identified the fire's origin as being in the engine compartment of the 1998 Lincoln Navigator, I ceased physical examination of that vehicle pending notification to all parties of interest for a mutual examination on a date to be determined.

On September 22, 2000, I interviewed ██████████ at the loss location. ██████████ said on September 21, 2000, at around 1:15 p.m., she was in the laundry room and heard a "bang" noise come from the attached garage to the immediate north of the laundry room. While in the utility room, she opened the garage access door and saw flames coming through the left side of the grille of the 1998 Lincoln Navigator. She immediately pushed the remote garage door opener button, opening the garage door for the east parking bay and closed the door from the garage to the utility room. She used her cell phone to call 9-1-1.

The last time the Lincoln was driven was September 18, 2000. ██████████ advised the vehicle was leased from Helser Lincoln Mercury on North 76th Street. The yellow pages telephone directory list Helser Lincoln Mercury as being at 7550 North 76th Street, Milwaukee, Wisconsin, telephone 414.355.7401.

██████████ advised the Mercedes was her vehicle and was owned. She said an incident had occurred in June of 2000, during which she was driving the

██████████  
October 6, 2000

Page 3

Lincoln Navigator when the brakes failed completely. She drove the vehicle to Heiser for repairs. As she pulled the vehicle into the dealership, mechanics and/or employees made fun of the way she was driving, not realizing there were no brakes. She told the dealership the brakes had failed, with a response being "we'll take care of it, we know about it". ██████████ advised there were no other problems with the vehicle.

I again inquired of ██████████ as to her observations regarding where she saw fire upon opening the door leading from the utility room to the garage. She stated nothing was on fire other than the left front grille area of the Navigator. She said the flames were reddish orange and coming towards her as she stood in the open doorway.

██████████ concluded the interview by stating the cell phone that was in the front passenger seat area of the vehicle was installed by an independent installer whose business name she did not recall. She advised the installer was located on Capitol Drive around 180th Street. This concluded the interview.

Enclosed are a vehicle fire examination report, 1 diagram of the garage, Mequon Fire Department report, 4 pages of recall information obtained from the Internet, 50 mounted color photographs with explanation, and an additional materials envelope containing 4 unused photographs. The additional materials envelope provided to Chubb Group also contains all photograph negatives. No photographs or negatives are being retained by EFL.

As directed, my file will remain open pending further instructions. Please advise as to any further activity you wish me to perform on your behalf.

Best regards,

*David A. Halverson*

David A. Halverson, CFI  
262.363.7055

DAH:mp

Diary Date: November 10, 2000



October 6, 2000  
Page 4

cc: File

Reviewed by: *[Signature]*

Date: 10-10-00

### PHOTOGRAPH EXPLANATION

1. Overview, front west side of residence.
2. Overview, west and north sides of garage.
3. Overview, north side of garage.
4. Overview, east side of garage and residence.
5. Overview, east side of garage and residence.
6. Electric company on scene.
7. Overview, rear of Lincoln Navigator.
8. Closer view of rear of Lincoln Navigator.
9. Close-up of license plate on Lincoln Navigator.
10. Overview, passenger side of Lincoln Navigator.
11. Overview, front end of Lincoln Navigator.
12. Close-up of left front grille area of Lincoln Navigator.
13. Overview, front end of Lincoln Navigator.
14. Overview of heat damage to inside of right front tire.
15. Overview, left front quarter panel and tire of Lincoln Navigator.
16. Overview, driver's side of Lincoln Navigator.
17. Looking through right front passenger window into dashboard and console area.
18. Looking from right passenger side of vehicle into rear seat area behind driver.
19. Standing on passenger side of vehicle, looking in and through the right rear window towards driver's side of vehicle.
20. Storage area at rear of Lincoln Navigator containing burned golf clubs.

Insured: [REDACTED]

20. Storage area at rear of Lincoln Navigator containing burned golf clubs.
21. Standing alongside left rear window of Lincoln Navigator, looking into vehicle.
22. Standing at left/driver's side of vehicle, looking in towards the rear.
23. Standing alongside left passenger door located immediately behind the driver's door, looking into the Lincoln Navigator.
24. Standing alongside driver's door, looking in towards steering wheel and dashboard area of the Lincoln Navigator.
25. Close-up of cell phone and vehicle ignition keys lying on console in front seat area of Lincoln Navigator.
26. Overview, center and passenger's side area of engine compartment.
27. Standing on driver's side of engine compartment, looking across towards passenger's side.
28. Standing on passenger's side of engine compartment, looking across towards driver's side.
29. Overview of center and passenger's side area of engine compartment.
30. Close-up of possible arcing to an electrical circuit in the engine compartment at passenger's side of vehicle.
31. Overview close-up of passenger's side of engine compartment.
32. Close-up of passenger's side of engine compartment's firewall area.
33. Close-up of passenger's side of engine compartment's firewall area.
34. Overview, driver's side of engine compartment.
35. Overview, passenger's side of engine compartment.
36. Overview, passenger's side of engine compartment.

Insured: [REDACTED]

37. Close-up of possible electrical arc on a circuit, passenger's side of engine compartment.
38. Looking southeast into the garage where the vehicle of fire origin was located.
39. Electric wires servicing remote garage door opener for bay Lincoln Navigator was in and two light switches.
40. Close-up of electric wires servicing remote garage door opener for bay Lincoln Navigator was in and two light switches.
41. Service box for ceiling light fixture located above Lincoln Navigator location.
42. Close-up of service box for ceiling light fixture located above Lincoln Navigator location.
43. Overview, driver's side of Mercedes vehicle.
44. Overview, driver's side of Mercedes vehicle.
45. Overview, passenger's side and top area of Mercedes vehicle.
46. Overview, rear of Mercedes vehicle.
47. Close-up of license plate on Mercedes vehicle.
48. Standing at west side of garage, looking east after removal of the Mercedes and Lincoln Navigator.
49. Electric service panel located in basement of residence.
50. Close-up of circuit identification placard on the inside of the electric service panel's cover plate door.



INS-2001

## VEHICLE FIRE EXAMINATION REPORT

INS File Number <b>94510-00515</b>			
Manufacturer <b>LINCOLN</b>	Year <b>1998</b>	Model <b>NAVIGATOR</b>	Body Style <b>SUV</b>
State Inspection State	Date	Odometer	
Displayed on Vehicle Tag Number	Year <b>UNKW</b>	State <b>WI</b>	VIN No. <b>5LMPU28LOWL</b>
Vehicle Examination Date <b>9-22-00</b>		Location <b>11034 WYNGATE TRACE, MCQUON, WI</b>	

Fire Damaged Areas	<input checked="" type="checkbox"/> Exterior	<input checked="" type="checkbox"/> Interior	<input checked="" type="checkbox"/> Engine Compartment
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	Burned	Distorted/Melted	Accelerant Patterns	Collision Damage
Bumper and Grill	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hood	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roof	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Door(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trunk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rear Bumper Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Undercar	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Burned	CONDITION PRIOR TO FIRE		
		Serviceable	Unserviceable	Uneven Tread Wear
Left Front	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Rear	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Rear	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tires indicate signs of recent removal/exchange?  Yes  No

Wheels/wheel covers indicate recent removal/exchange?  Yes  No

Indicate areas of forced entry:  Door(s)  Hood  Trunk  Glass

GLASS	Smoked	Cracked	Distorted/Melted	Broken
Windshield	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Left Door(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Right Door(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rear	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sunroof	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks Fire originates in engine compartment, spreads to vehicle interior

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	Yes	No	Remarks
Door(s) open during fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>per above</u>
Window(s) open during fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Was key in the ignition	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Have any accessories been removed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Any unusual burn patterns	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Any abnormal melting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Any unusual objects in vehicle	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Was trunk open during fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Any unusual objects in trunk	<input type="checkbox"/>	<input checked="" type="checkbox"/>	



**COMPARTMENT ENGINE**

	Yes	No		Yes	No
Hood open during fire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Oil below lowest mark on dipstick	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Radiator melted	<input checked="" type="checkbox"/> <i>partial</i>	<input checked="" type="checkbox"/>	Evidence of excessive oil leakage	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upper radiator hose burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Holes or cracks in transmission case	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lower radiator hose burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Transmission case burned/melted	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Drive belts burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Transmission has inadequate lubrication	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other hoses burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Any problems with drive-train/suspension	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fan and shroud burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Motor mounts burned	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Inner fenders burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Heating system burned	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

Remarks partial early melt stage to front of radiator

**ELECTRICAL**

	Missing	Burned	Distorted/Melted	Shorted/Arced
Battery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Battery connections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Battery cables	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Starter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alternator/generator	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ignition system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fuse panel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wiring harness	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks severe damage in area of battery

**EMISSIONS FUEL SYSTEM**

	Missing	Burned	Distorted/Melted			
Filter cap	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Filter assembly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Fuel tank assembly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Fuel lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Fuel pump(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Fuel filter(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Carburetor/injectors/turbos	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Air intake filters	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Fuel vapor recovery system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Exhaust and tail pipes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Muffler and catalytic converter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Any loose fuel line connections?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No				
Any evidence of tampering?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No				
Fuel tank	<input type="checkbox"/> Empty	<input type="checkbox"/> 1/4	<input type="checkbox"/> 1/2	<input type="checkbox"/> 3/4	<input type="checkbox"/> Full	

Remarks \_\_\_\_\_

**MISCELLANEOUS**

Evidence of any explosion or rupture?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Was an oil sample obtained?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Laboratory _____		
Was a fuel sample obtained?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Laboratory _____		
Were debris samples obtained?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Laboratory _____		

Remarks \_\_\_\_\_

Special Agent David Halverson Date 9-22-00

**INS**  
045-801

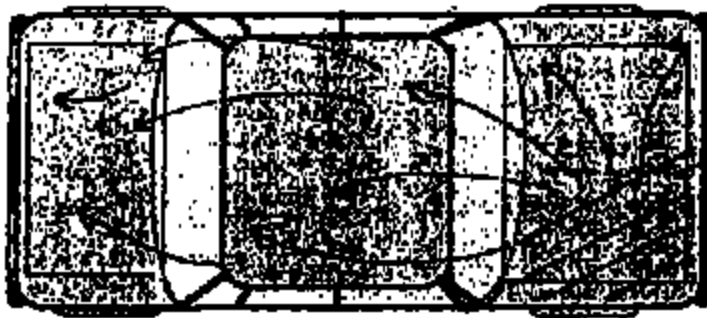
# Diagram Sheet

Name (Property Owner)

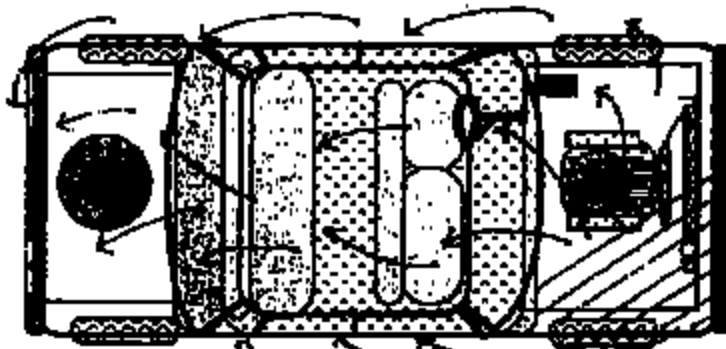
Location

INS File Number

94510-00515

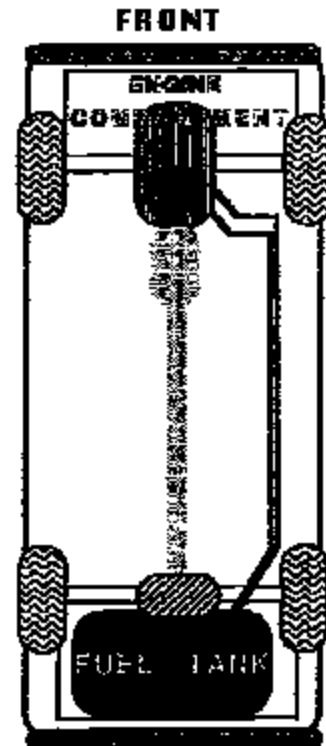


**TOP VIEW**



**INTERIOR VIEW**

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T



**FRONT**

**ENGINE COMPARTMENT**

**FUEL TANK**

**UNDERSIDE VIEW**

F  
R  
O  
N  
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Prepared By

*David Halvarson*

Date

*9-22-00*

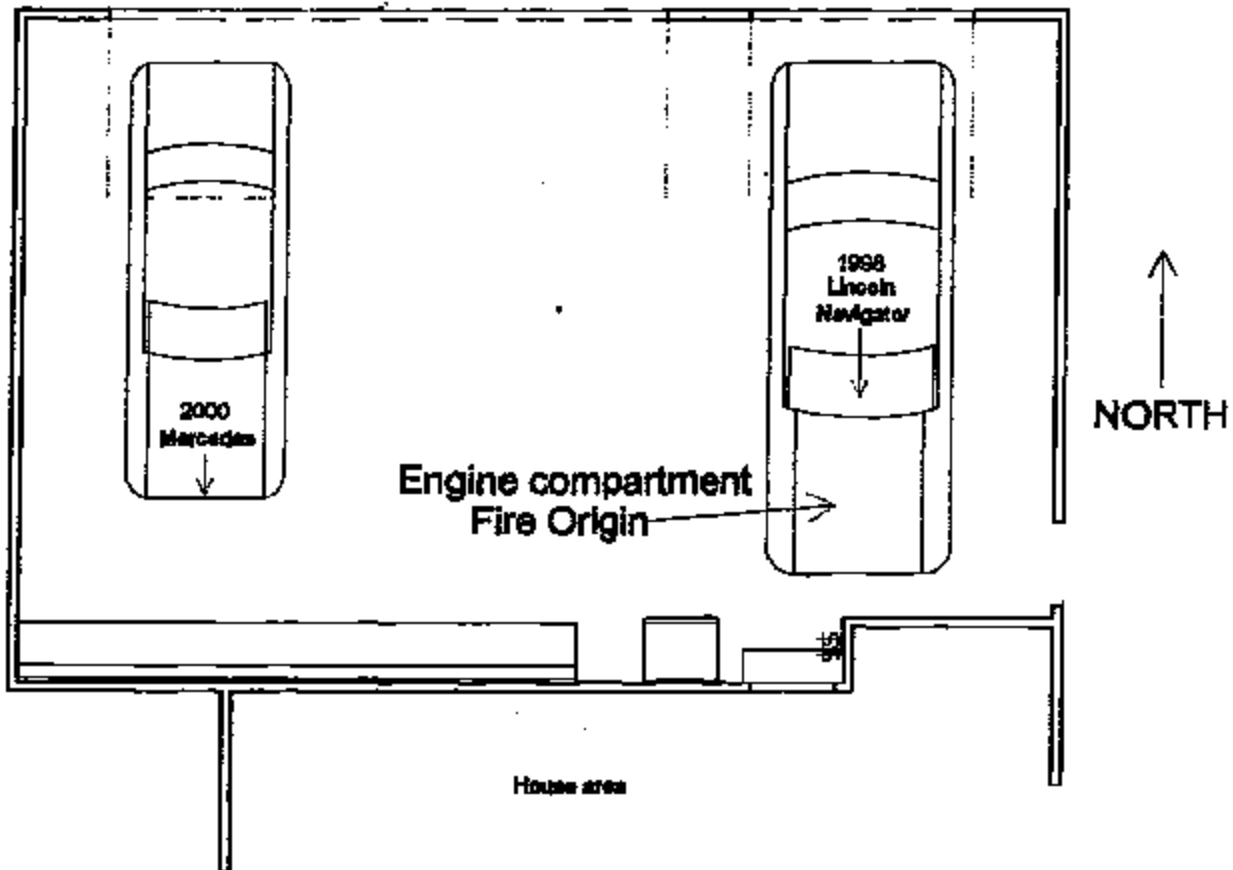
Scale

*None*

This diagram is for illustrative purposes only and may not accurately represent the structure's, dimensions, entrances, partitions or room usage.

Page 3 of 3

EGCS-005-LC-405B



ENFS-985-LC-4036

Prepared By: David Halverson	Location: McQuon, WI	Scale: None
File Name: D/BA Mil-Mar Shop CO.	File No.: 54510-00515	Date: 9-29-00

For illustrative purposes only. May not accurately represent scenes full layout or dimensions.

**EFI**

FORM 8010

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 1 Basic
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Location Street Address	<input type="checkbox"/> Address is on the Wildland Fire Module	Census Tract:
Number/Milepost	Prefix	Street or Highway
Apt./Suite/Room	Mequn City	WI State
Cross street or directions		Trace Street Type
		Suffix
		Zip Code

Incident Type 111 Building fire	Dates & Times	Shifts & Alarms
Aid Given or Received None	Alarm: 9/21/2000 13:31:00	Shift Alm. Dist.
Their FDID State	Arrival: 9/21/2000 13:40:00	Special Studies
Their Incident Number	Controlled: 9/21/2000 13:52:00	
	Last Unit: 9/21/2000 15:31:00	

<b>Actions Taken</b> 11 Extinguish Primary Action Taken (1) 12 Salvage & overhaul Additional Action Taken (2) 88 Investigate Additional Action Taken (3)	<b>Resources</b> <input type="checkbox"/> Apparatus or Personnel Form Used <table border="1"> <thead> <tr> <th></th> <th>Apparatus</th> <th>Personnel</th> </tr> </thead> <tbody> <tr> <td>Suppression:</td> <td>4</td> <td>19</td> </tr> <tr> <td>EMS:</td> <td>1</td> <td>3</td> </tr> <tr> <td>Other:</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <input type="checkbox"/> Resource counts include aid received		Apparatus	Personnel	Suppression:	4	19	EMS:	1	3	Other:	0	0
	Apparatus	Personnel											
Suppression:	4	19											
EMS:	1	3											
Other:	0	0											
<b>Estimated Dollar Losses &amp; Values</b> <b>LOSSES</b> Property: 25,000 <input type="checkbox"/> None Contents: 200,000 <input type="checkbox"/> <b>PRE-INCIDENT VALUE:</b> Property: 825,000 <input type="checkbox"/> Contents: 300,000 <input type="checkbox"/>													

<b>Casualties</b> <input type="checkbox"/> None <table border="1"> <thead> <tr> <th></th> <th>Deaths</th> <th>Injuries</th> </tr> </thead> <tbody> <tr> <td>Fire Service:</td> <td>0</td> <td>1</td> </tr> <tr> <td>Civilian:</td> <td>0</td> <td>0</td> </tr> </tbody> </table>		Deaths	Injuries	Fire Service:	0	1	Civilian:	0	0	<b>Hazardous Materials Released</b> N None
	Deaths	Injuries								
Fire Service:	0	1								
Civilian:	0	0								
<b>Detector</b> U Unknown	<b>Mixed Use Property</b>									

<b>Property Use</b> 19 1 or 2 family dwelling
--

**Person/Entity Involved**

Business name

Phone Number

Mr., Ms., Mrs. First Name MI Last Name

Suffix

Number Prefix Street or Highway

Trace  
Street Type Suffix

Post Office Box Apt./Suite/Room  
WI Zip Code  
State

Mequon  
City

**Owner**

Business name

Phone Number

Mr., Ms., Mrs. First Name MI Last Name

Suffix

Number Prefix Street or Highway

Trace  
Street Type Suffix

Post Office Box Apt./Suite/Room  
WI Zip Code  
State

Mequon  
City

**Authorization**

Officer in charge: 163

Asst Chief 9/21/2001  
Assignment Date

Signature:

*James A. Rosenberg*  
AC James A. Rosenberg

Member making report: 163

Asst Chief 9/22/2001  
Assignment Date

Signature:

AC James A. Rosenberg

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	Exposure	NFIRS - 1 Notes
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Notes Title: Structure Fire/11034 N. Wyngate Trace

**INCIDENT SIZE-UP:** Upon my arrival I found heavy black smoke issuing from the partially opened east overhead garage door. A large sport utility vehicle parked in the garage was fully involved in flames. Flames had also burned through the upper portion of the southeast exterior service door. I entered the residence through the front door and observed a light smoke condition on the first floor. The interior service door was closed and was hot to the touch. No significant heat or smoke were encountered on the second floor. It was evident that the fire had not breached the separation between garage and living space in the residence.

**INITIAL ORDERS TO COMPANIES:** Quint 961 was directed to back into the driveway and personnel were ordered to advance a 1-3/4" preconnected hose line to attack the fire in the garage. Engine 963 was ordered to split the crew. The MPO laid a supply line to the fire hydrant while the fire fighters advanced a 1-3/4" preconnected hose line from 961 of the second floor bedroom in the northeast corner of the residence and enter the attic to check for possible extension. Engine 964 personnel were ordered to assist in checking the attic. The fire in the garage was knocked down by the hose line from 961. The fire was placed under control upon confirmation that the fire had not spread to the attic.

**OCCUPANT ACTIONS:** The occupant [REDACTED] stated that she was in the Laundry Room when she heard a "pop" in the garage. Upon opening the interior service door [REDACTED] observed flames at the front of the sport utility vehicle parked in the garage. She pressed the door control button to open the east overhead door and closed the interior service door.

**SUBSEQUENT ACTIONS/INVESTIGATION:** Considerable overhaul activity was required to remove drywall from the garage. A portion of the roof above the east overhead door was stripped as was the soffit along the north exterior portion of the garage. An investigation of the fire was commenced by Capt. Dadisman and Lt. Schoessow. They were later joined by Patrol Officer Wagner. Photographs of the fire and subsequent investigation were taken by Patrol Officers Fisher and Wagner. The investigation focused on the sport utility vehicle, a 1998 Lincoln Navigator (VIN 5LMPU28LOW[REDACTED]). The details of the investigation to date are contained in Mequon Police Department Report #00-0959. The Property Claim Representative for Chubb Insurance, Mr. Ben Ho, stated that his company would retain the services of a contract investigator. The final determination of fire cause is held open pending further investigation.

**APPARATUS/EQUIPMENT/RESOURCES UTILIZED:**

Apparatus: 961/963/964/968

Hose Used: 400' - 1-3/4" 200' - 4" / SCBA Used: 9 / Ladders Used: 1-16' roof, 1-14' extension, 1 - 10' folding

Water Used: 450 gallons (for extinguishment and overhaul)

Hours Pumped: 1.5

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 2 Fire
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### Property Details

1 Est. number of residential units  Not Residential 0.000 Acres burned  None  Less than one acre  
 1 Number of buildings involved  Buildings not involved

On-Site Materials or Products  None

On-site material (1) Storage use (1)  
 On-site material (2) Storage use (2)  
 On-site material (3) Storage use (3)

### Ignition

47 Vehicle storage area; garage, carport  
 Area of origin  
 UU Undetermined  
 Heat Source  
 UU Undetermined  
 Item first ignited  Confined to object of origin  
 UU Undetermined  
 Type of material first ignited

### Cause Of Ignition

Exposure Report  
 5 Cause under investigation  
 Cause

### Factors Contributing To Ignition

None  
 UU Undetermined  
 Factor contributing to ignition (1)  
 Factor contributing to ignition (2)

### Human Factors Contributing To Ignition

None  Age was a factor  
 Asleep  
 Possibly impaired by alcohol or drugs  
 Unattended person  
 Possibly mentally disabled  
 Physically disabled  
 Multiple persons involved  
 Estimated age of person involved  
 Sex of person involved

4505 FD#D	WI State	9/21/2000 Incident Date	2 Station	2000327 .. Incident Number	0 Exposure	NFIRS - 2 Fire
--------------	-------------	----------------------------	--------------	-------------------------------	---------------	-------------------

<b>Equipment Involved In Ignition</b> <input checked="" type="checkbox"/> None NNN None Equipment code Brand: Model: Serial #: Year: 0	<b>Equipment Power</b> Equipment Power Source Code  <b>Equipment Portability</b> <input type="checkbox"/> Portable <input type="checkbox"/> Stationary
---	---

**Fire Suppression Factors**  None

Fire suppression factor (1)

Fire suppression factor (2)

Fire suppression factor (3)

<b>Mobile Property Involved</b> <input type="checkbox"/> None <input type="checkbox"/> Not involved in ignition, but burned <input type="checkbox"/> Involved in ignition, but did not burn <input checked="" type="checkbox"/> Involved in ignition and burn  Navigator 1998 Mobile property model Year License Plate Number WI 5LMPU28LOW State VIN Number	<b>Mobile Property Type &amp; Make</b> 10 Passenger road vehicle, other Mobile property type  LI Lincoln Mobile property make
---	--

**Local Use**

Pre-Fire Plan Available

Arson report attached

Police report attached

Coroner report attached

Other reports attached



4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 3 Struct. Fire
--------------	-------------	----------------------------	--------------	----------------------------	---------------	---------------------------

<b>Structure Type</b> 1 Enclosed building Structure type code	<b>Building Status</b> 2 Occupied and operating Building status code
<b>Building Height</b> 2 Total stories at or above grade 1 Total stories below grade	<b>Main Floor Size</b> 0 Total square feet  75                      BY                      35 Length in feet                      Width in feet

<b>Fire Origin</b>  1 <input type="checkbox"/> Below grade Story of fire origin  <input checked="" type="checkbox"/> Confined to room of origin <input type="checkbox"/> Confined to floor of origin <input type="checkbox"/> Confined to building of origin <input type="checkbox"/> Beyond building of origin	<b>Number Of Stories Damaged By Flame</b>  1 # of stories w/minor damage 0 # of stories w/significant damage 0 # of stories w/heavy damage 0 # of stories w/extreme damage
---	---

<b>Material Contributing Most To Flame Spread</b> <input type="checkbox"/> No Flame Spread 00 Item First Ignited, Other Item contributing most to flame spread 41 Plastic Type of material contributing most to flame spread
---

<b>Presence of Detectors</b> <input type="checkbox"/> None Present <input checked="" type="checkbox"/> Present <input type="checkbox"/> Undetermined	<b>Detector Power Supply</b>  U Undetermined Power supply code	<b>Detector Effectiveness</b>  Effectiveness code
<b>Detector Type</b> U Undetermined Detector type code	<b>Detector Operation</b> U Undetermined Operation code	<b>Detector Failure Reason</b>  Failure reason code

<b>Automatic Extinguishment System</b> <input checked="" type="checkbox"/> None Present <input type="checkbox"/> Present	<b>Automatic Extinguishment System Operation</b>  System operation code	<b>Automatic Extinguishment System Failure Reason</b>  Failure reason code
<b>Type of Automatic System</b> Type automatic system code	<b>Number of Sprinkler Heads Operating:</b> 0	

PHOTO SHEET

EFI  
Engineering and Forensic  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 1



No. 2

PHOTO SHEET

ER No. 94510-00515  
Insured [REDACTED]

**EFI**  
Engineering and Fire  
Investigation



No. 3



No. 4

PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 5

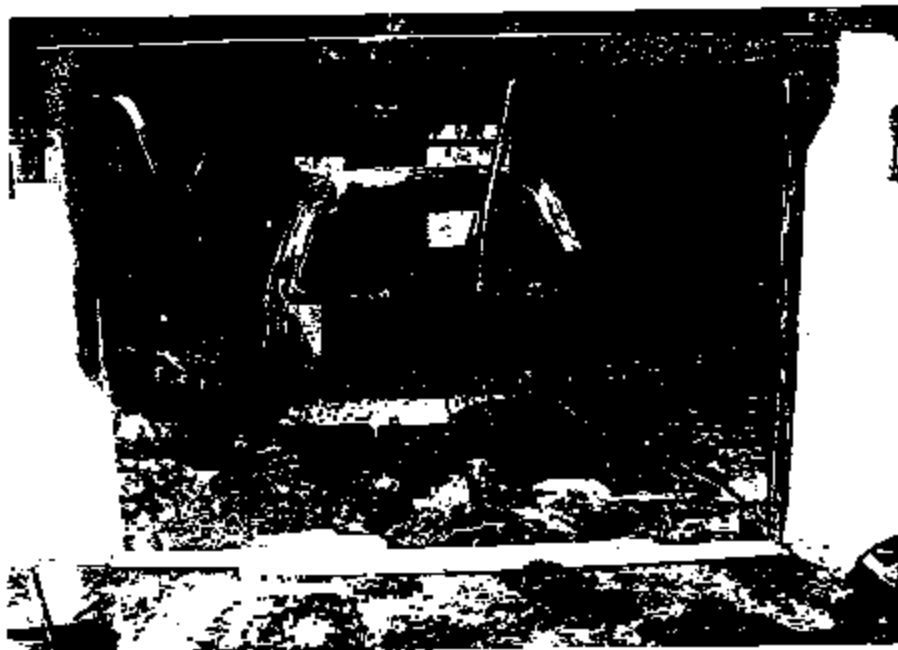


No. 6

PHOTO SHEET

**EFI**  
Highway and Fire  
Investigators

EFI No. B4510-00515  
Insured [REDACTED]



No. 7



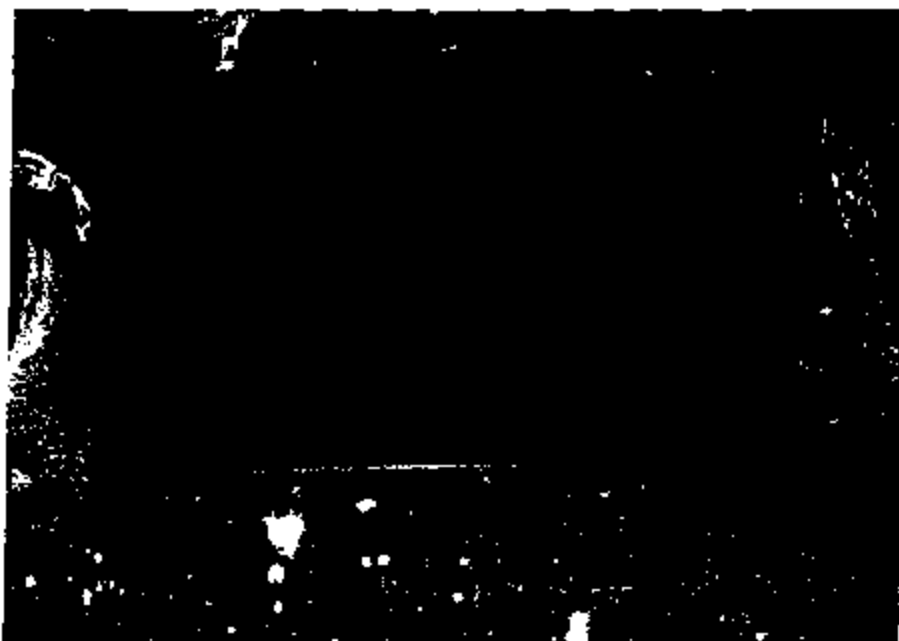
No. 8

ERG5-885-LC-4868

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

ER No. **B4510-00515**  
Insured XXXXXXXXXX



No. 9



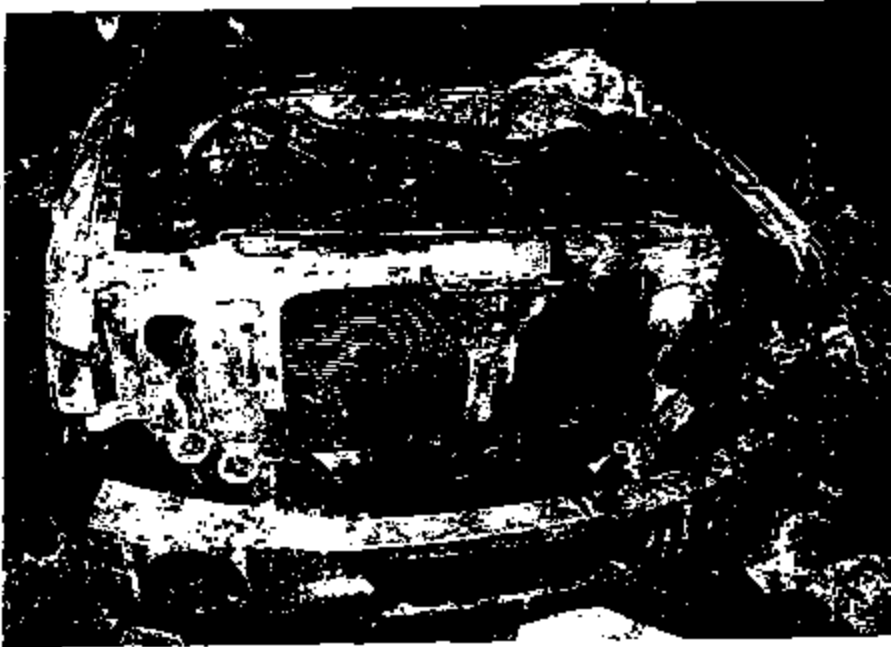
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PHOTO SHEET

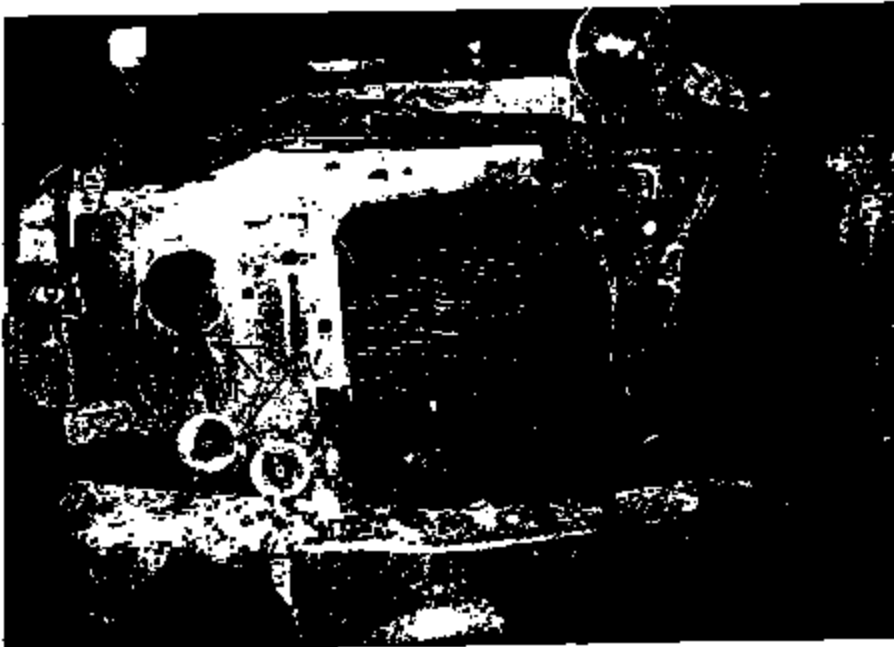
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Insured

**EFI**  
Engineering and Fire  
Investigation



No. 11

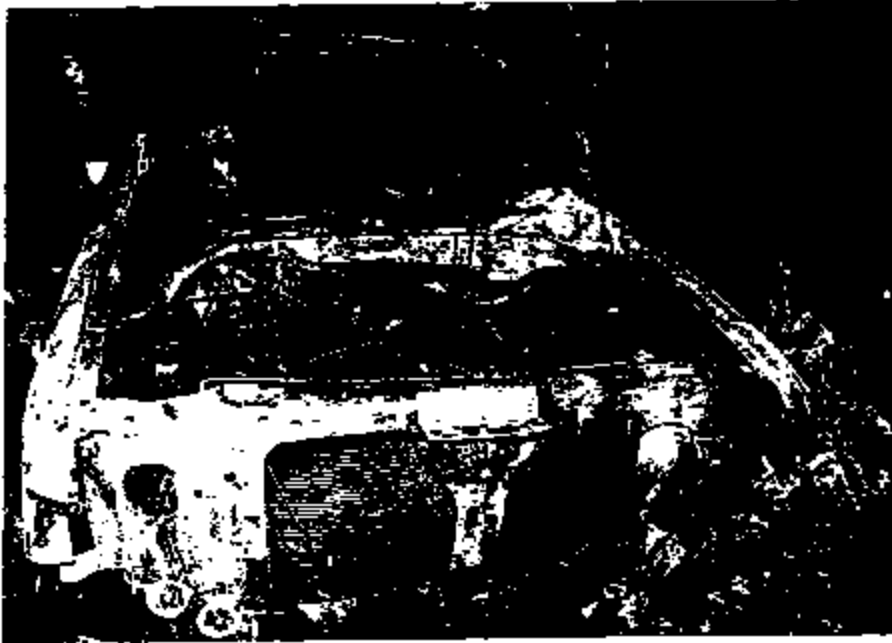


No. 12

PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 13



No. 14



PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

ERI No. 94510-00615  
Insured [REDACTED]



No. 15



No. 16

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515

Insured



No. 17



No. 18

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 19



No. 20

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00615  
Insured [REDACTED]



No. 21



No. 22

PHOTO SHEET

**EFI**  
Engineering & Fire  
Investigation

EFI No. 84510-00515  
Insured [REDACTED]



No. 23



No. 24

PHOTO SHEET

**EFI**  
Engineering and  
Investigation

EFI No. 84510-00515  
Insured [REDACTED]



No. 25



No. 26

PHOTO SHEET

EFI  
Engineering and the  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 27

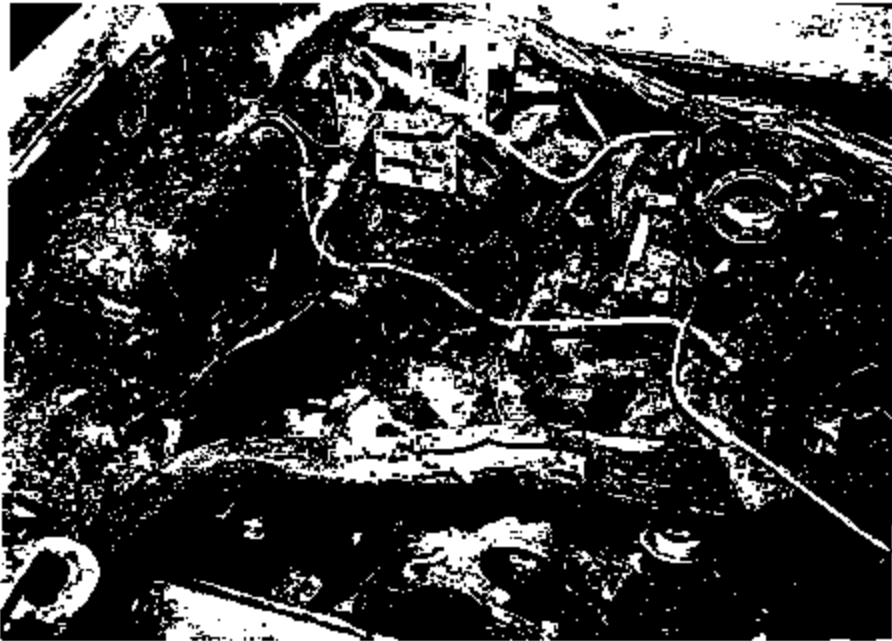


No. 28

PHOTO SHEET

**EFI**  
Engineering and  
Investigation

ER No. 94510-00515  
Insured [REDACTED]



No. 29



No. 30



PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00515

Insured



No. 31



No. 32

PHOTO SHEET

EPI No. 94510-00515  
Insured

**EPI**  
Engineering and  
Investigation



No. 33



No. 34

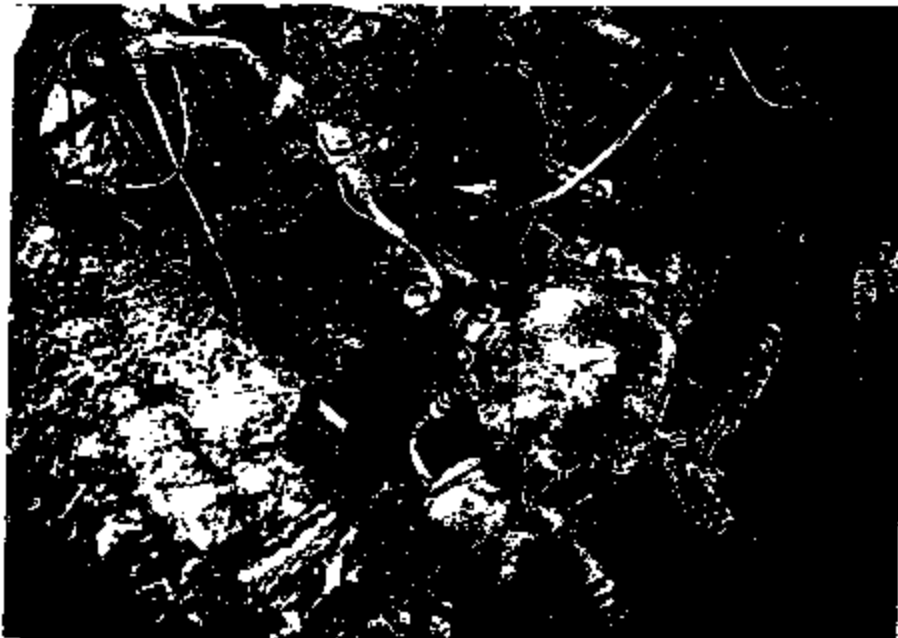
PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 35

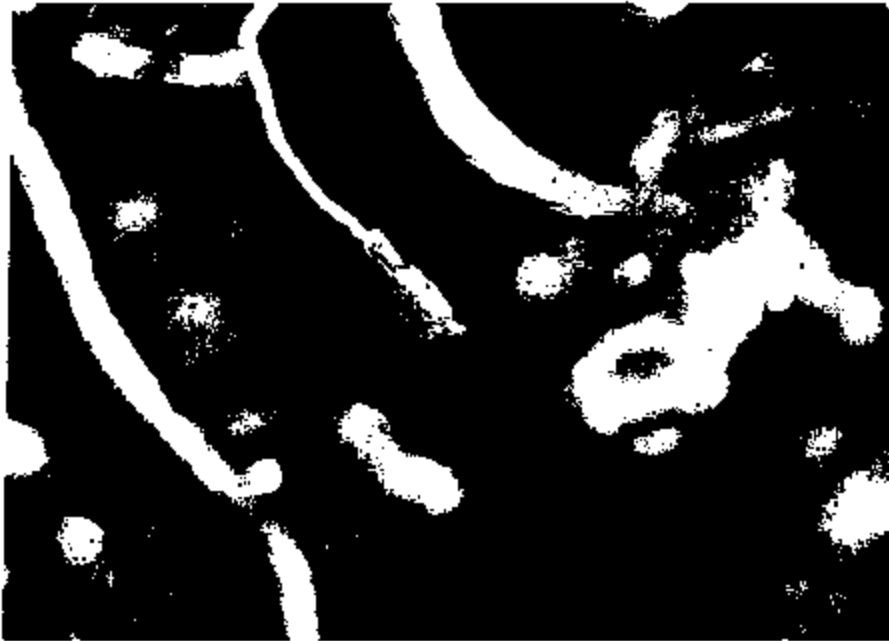


No. 36

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 37



No. 38

PHOTO SHEET

EFI  
Engineering and  
Investigation

EFI No. 94510-00516  
Insured [REDACTED]



No. 39



No. 40

ENR-885-10-4852

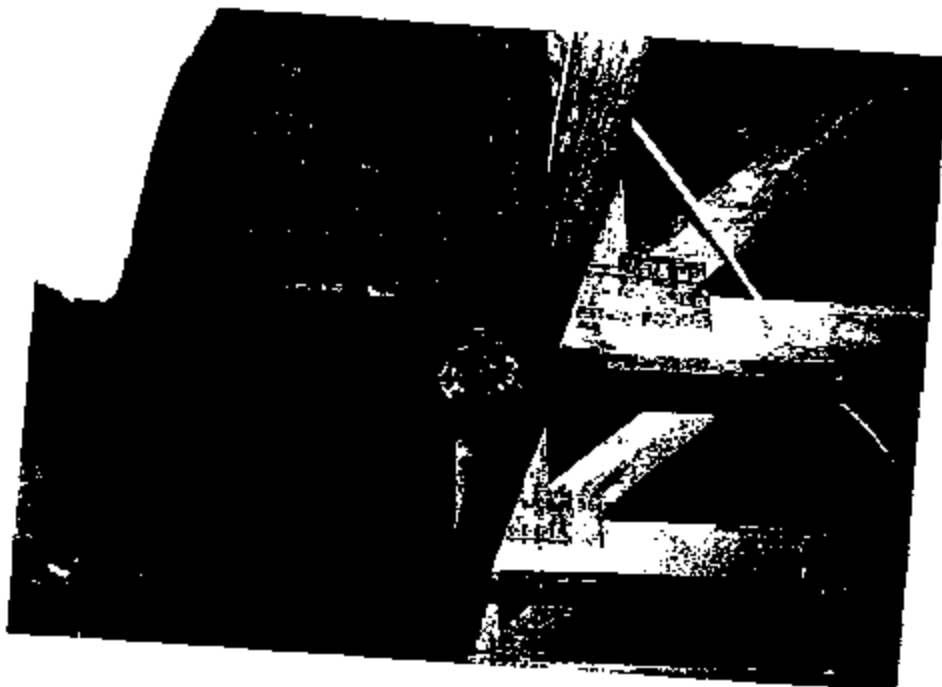
PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 41

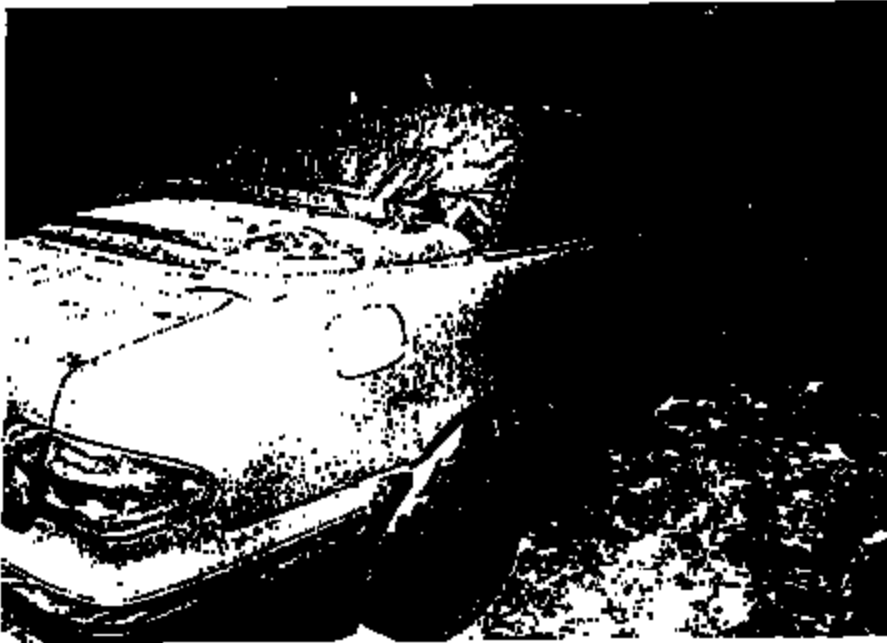


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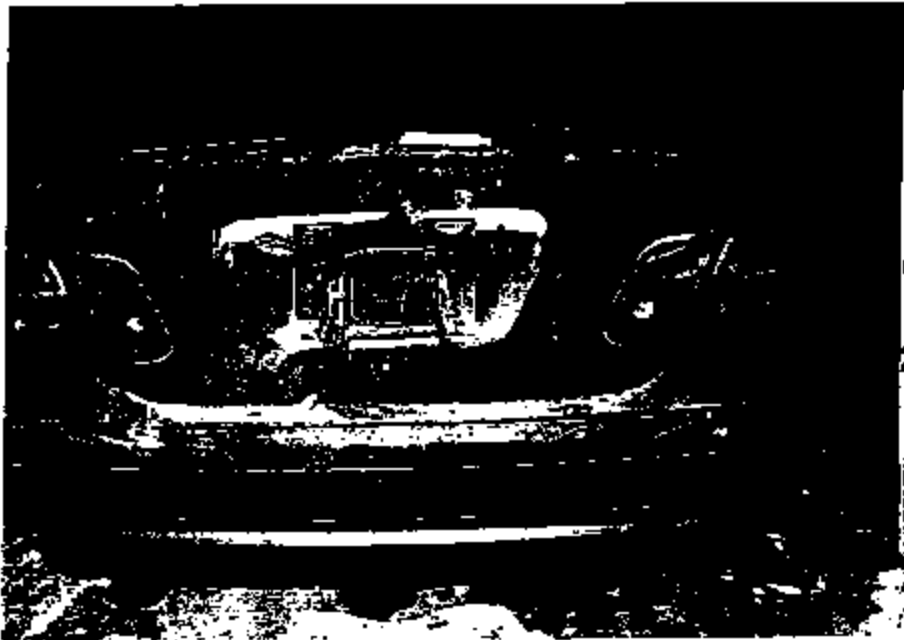
PHOTO SHEET

**EFI**  
Engineering and Film  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 45



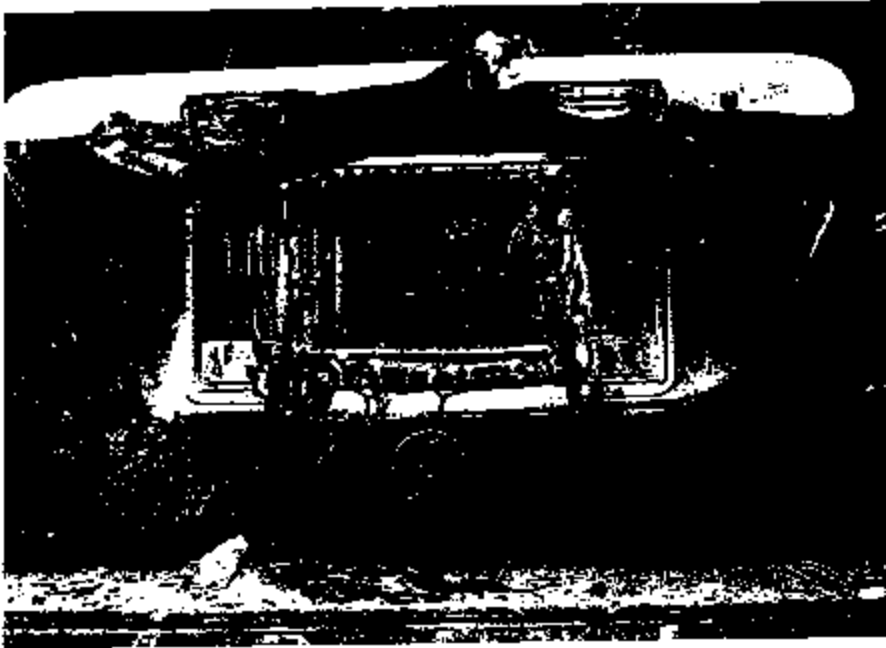
No. 46

PHOTO SHEET

EFI

Engineering and the  
Investigation

EPI No. BMS10-00615  
Insured



No. 47



No. 48



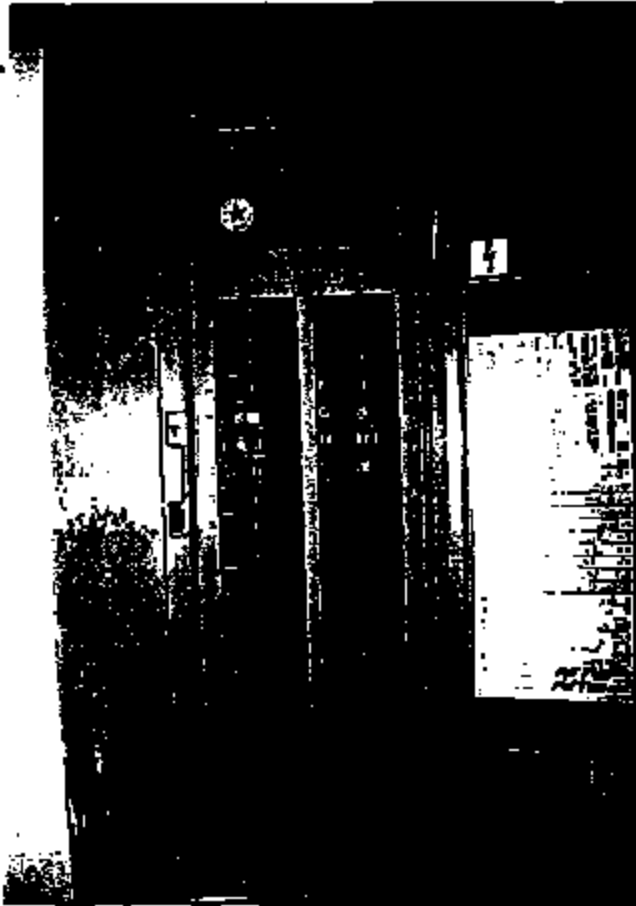
PHOTO SHEET

EF1

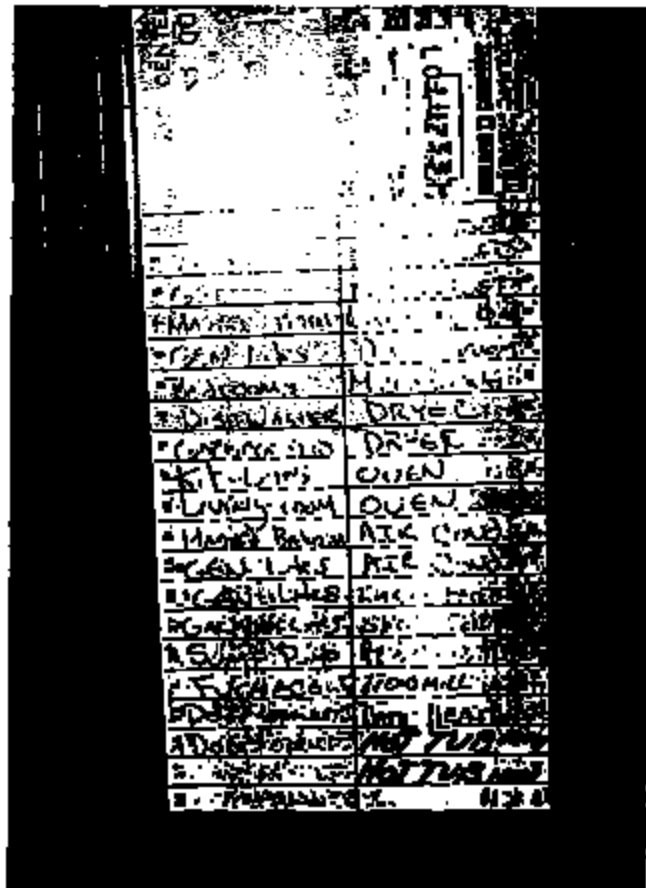
Explosives and Fire Investigation

ERI No. 94510-00515

Insured



No. 49



No. 50

ERI-005-1-C-4905

**Mequon Fire Department Report**

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 1 Basic
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Location Street Address	<input type="checkbox"/> Address is on the Wildland Fire Module	Census Tract:		
Number/Milepost	Prefix	Street or Highway	Street Type	Suffix
Apt./Suite/Room	Maquon City	WI State	Zip Code	
Cross street or directions				

Incident Type 111 Building fire Aid Given or Received None	Their FDID State  Their Incident Number	Dates & Times Alarm: 9/21/2000 13:31:00 Arrival: 9/21/2000 13:40:00 Controlled: 9/21/2000 13:52:00 Last Unit: 9/21/2000 15:31:00	Shifts & Alarms  Shift Alm. Dist.  Special Studies
---	---	--	--

<b>Actions Taken</b> 11 Extinguish Primary Action Taken (1) 12 Salvage & overhaul Additional Action Taken (2) 86 Investigate Additional Action Taken (3)	<b>Resources</b> <input type="checkbox"/> Apparatus or Personnel Form Used <table border="1"> <thead> <tr> <th></th> <th>Apparatus</th> <th>Personnel</th> </tr> </thead> <tbody> <tr> <td>Suppression:</td> <td>4</td> <td>19</td> </tr> <tr> <td>EMS:</td> <td>1</td> <td>3</td> </tr> <tr> <td>Other:</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <input type="checkbox"/> Resource counts include aid received		Apparatus	Personnel	Suppression:	4	19	EMS:	1	3	Other:	0	0
	Apparatus	Personnel											
Suppression:	4	19											
EMS:	1	3											
Other:	0	0											
<b>Estimated Dollar Losses &amp; Values</b> <b>LOSSES</b> Property: 25,000 <input type="checkbox"/> None Contents: 200,000 <input type="checkbox"/> <b>PRE-INCIDENT VALUE:</b> Property: 625,000 <input type="checkbox"/> Contents: 300,000 <input type="checkbox"/>													

<b>Casualties</b> <input type="checkbox"/> None <table border="1"> <thead> <tr> <th></th> <th>Deaths</th> <th>Injuries</th> </tr> </thead> <tbody> <tr> <td>Fire Service:</td> <td>0</td> <td>1</td> </tr> <tr> <td>Civilian:</td> <td>0</td> <td>0</td> </tr> </tbody> </table>		Deaths	Injuries	Fire Service:	0	1	Civilian:	0	0	<b>Hazardous Materials Released</b> N None
	Deaths	Injuries								
Fire Service:	0	1								
Civilian:	0	0								

<b>Detector</b> U Unknown	<b>Mixed Use Property</b>
------------------------------	---------------------------

<b>Property Use</b> 419 1 or 2 family dwelling
---

**Person/Entity Involved**

Business name: [REDACTED] Phone Number: [REDACTED]

Mr., Ms., Mrs. First Name MI Last Name Suffix

[REDACTED]

Number Prefix Street or Highway Trace Street Type Suffix

Post Office Box Apt./Suite/Room Mequon City  
WI [REDACTED] City  
State Zip Code

**Owner**

Business name: [REDACTED] Phone Number: [REDACTED]

Mr., Ms., Mrs. First Name MI Last Name Suffix

[REDACTED]

Number Prefix Street or Highway AVE Street Type Suffix

Post Office Box Apt./Suite/Room Mequon City  
WI [REDACTED] City  
State Zip Code

**Authorization**

Officer in charge:	163	Asst Chief Assignment	9/21/2000 Date	Signature:	AC James A. Rosenberg
Member making report:	163	Asst Chief Assignment	9/22/2000 Date	Signature:	AC James A. Rosenberg

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 1 Notes
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Notes Title: Structure Fire/ [REDACTED]

**INCIDENT SIZE-UP:** Upon my arrival I found heavy black smoke issuing from the partially opened east overhead garage door. A large sport utility vehicle parked in the garage was fully involved in flames. Flames had also burned through the upper portion of the southeast exterior service door. I entered the residence through the front door and observed a light smoke condition on the first floor. The interior service door was closed and was hot to the touch. No significant heat or smoke were encountered on the second floor. It was evident that the fire had not breached the separation between garage and living space in the residence.

**INITIAL ORDERS TO COMPANIES:** Quint 961 was directed to back into the driveway and personnel were ordered to advance a 1-3/4" preconnected hose line to attack the fire in the garage. Engine 963 was ordered to split the crew. The MPO laid a supply line to the fire hydrant while the fire fighters advanced a 1-3/4" preconnected hose line from 961 of the second floor bedroom in the northeast corner of the residence and enter the attic to check for possible extension. Engine 964 personnel were ordered to assist in checking the attic. The fire in the garage was knocked down by the hose line from 961. The fire was placed under control upon confirmation that the fire had not spread to the attic.

**OCCUPANT ACTIONS:** The occupant, [REDACTED] stated that she was in the Laundry Room when she heard a "pop" in the garage. Upon opening the interior service door [REDACTED] observed flames at the front of the sport utility vehicle parked in the garage. She pressed the door control button to open the east overhead door and closed the interior service door.

**SUBSEQUENT ACTIONS/INVESTIGATION:** Considerable overhaul activity was required to remove drywall from the garage. A portion of the roof above the east overhead door was stripped as was the soffit along the north exterior portion of the garage. An investigation of the fire was commenced by Capt. Dadisman and Lt. Schoessow. They were later joined by Patrol Officer Wagner. Photographs of the fire and subsequent investigation were taken by Patrol Officers Fisher and Wagner. The investigation focused on the sport utility vehicle, a 1998 Lincoln Navigator (VIN 5LMPU28LOW[REDACTED]). The details of the investigation to date are contained in Mequon Police Department Report #00-0959. The Property Claim Representative for Chubb Insurance, Mr. Ben Ho, stated that his company would retain the services of an contract investigator. The final determination of fire cause is held open pending further investigation.

**APPARATUS/EQUIPMENT/RESOURCES UTILIZED:**

Apparatus: 961/963/964/966  
Hose Used: 400' - 1-3/4" 200' - 4" / SCBA Used: 9 / Ladders Used: 1-16' roof, 1-14' extension, 1 - 10' folding  
Water Used: 450 gallons (for extinguishment and overhaul)  
Hours Pumped: 1.5

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 2 Fire
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**Property Details**

1 Est. number of residential units  Not Residential 0.000 Acres burned  None  Less than one acre

1 Number of buildings involved  Buildings not involved

**On-Site Materials or Products**  None

On-site material (1)	Storage use (1)
On-site material (2)	Storage use (2)
On-site material (3)	Storage use (3)

<b>Ignition</b>  47 Vehicle storage area; garage, carport Area of origin UU Undetermined Heat Source UU Undetermined Item first ignited <input type="checkbox"/> Confined to object of origin UU Undetermined Type of material first ignited	<b>Cause Of Ignition</b> <input type="checkbox"/> Exposure Report 5 Cause under investigation Cause
	<b>Factors Contributing To Ignition</b> <input type="checkbox"/> None UU Undetermined Factor contributing to ignition (1)  Factor contributing to ignition (2)

**Human Factors Contributing To Ignition**  None

<input type="checkbox"/> Asleep <input type="checkbox"/> Possibly impaired by alcohol or drugs <input type="checkbox"/> Unattended person <input type="checkbox"/> Possibly mentally disabled <input type="checkbox"/> Physically disabled <input type="checkbox"/> Multiple persons involved	<input type="checkbox"/> Age was a factor  Estimated age of person involved  Sex of person involved
--	---

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 2 Fire
--------------	-------------	----------------------------	--------------	----------------------------	---------------	-------------------

<b>Equipment Involved in Ignition</b> <input checked="" type="checkbox"/> None  NNN None Equipment code  Brand: Model: Serial #: Year: 0	<b>Equipment Power</b>  Equipment Power Source Code
	<b>Equipment Portability</b> <input type="checkbox"/> Portable <input type="checkbox"/> Stationary

<b>Fire Suppression Factors</b> <input checked="" type="checkbox"/> None  Fire suppression factor (1)  Fire suppression factor (2)  Fire suppression factor (3)
--

<b>Mobile Property Involved</b> <input type="checkbox"/> None <input type="checkbox"/> Not involved in ignition, but burned <input type="checkbox"/> Involved in ignition, but did not burn <input checked="" type="checkbox"/> Involved in ignition and burn  Navigator Mobile property model [REDACTED] License Plate Number	1998 Year WI State 5LMPU28LOW VIN Number	<b>Mobile Property Type &amp; Make</b>  10 Passenger road vehicle, other Mobile property type  LI Lincoln Mobile property make
---	---	--

<b>Local Use</b> <input type="checkbox"/> Pre-Fire Plan Available <input type="checkbox"/> Arson report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner report attached <input type="checkbox"/> Other reports attached
--

4505 FDID	WI State	9/21/2000 Incident Date	2 Station	2000327 Incident Number	0 Exposure	NFIRS - 3 Struct. Fire
--------------	-------------	----------------------------	--------------	----------------------------	---------------	---------------------------

<b>Structure Type</b> 1 Enclosed building Structure type code	<b>Building Status</b> 2 Occupied and operating Building status code
<b>Building Height</b> 2 Total stories at or above grade 1 Total stories below grade	<b>Main Floor Size</b> 0 Total square feet  75                      BY                      35 Length in feet                      Width in feet

<b>Fire Origin</b> 1 <input type="checkbox"/> Below grade Story of fire origin  <input checked="" type="checkbox"/> Confined to room of origin <input type="checkbox"/> Confined to floor of origin <input type="checkbox"/> Confined to building of origin <input type="checkbox"/> Beyond building of origin	<b>Number Of Stories Damaged By Flame</b> 1 # of stories w/minor damage 0 # of stories w/significant damage 0 # of stories w/heavy damage 0 # of stories w/extreme damage
---	---

<b>Material Contributing Most To Flame Spread</b> <input type="checkbox"/> No Flame Spread 00 Item First Ignited, Other Item contributing most to flame spread 41 Plastic Type of material contributing most to flame spread
---

<b>Presence of Detectors</b> <input type="checkbox"/> None Present <input checked="" type="checkbox"/> Present <input type="checkbox"/> Undetermined	<b>Detector Power Supply</b> U Undetermined Power supply code	<b>Detector Effectiveness</b>  Effectiveness code
<b>Detector Type</b> U Undetermined Detector type code	<b>Detector Operation</b> U Undetermined Operation code	<b>Detector Failure Reason</b>  Failure reason code

<b>Automatic Extinguishment System</b> <input checked="" type="checkbox"/> None Present <input type="checkbox"/> Present	<b>Automatic Extinguishment System Operation</b>  System operation code	<b>Automatic Extinguishment System Failure Reason</b>  Failure reason code
<b>Type of Automatic System</b>  Type automatic system code	<b>Number of Sprinkler Heads Operating:</b> 0	



**Mequon Police Department Report**

# Mequon Police Department Property Report

Complainant  Victim  Delendant

Last name		First	Middle	Comp. Number 00-0959
Street address				Res. Phone#
City MEQUON	State WI	ZIP	Alt. Phone# ( ) -	
Vehicle make/model/body color		Sex	Race	DOB
Occupation/School		Bus. Phone# ( ) -		
License# or Vin	Reporting Person			Res. Phone#
Identifying Characteristics/Other	Street address			Bus. Phone# ( ) -
Additional Info:	City MEQUON	State WI	ZIP	Alt. Phone# ( ) -
P.L.B.	Date/Time Occurred 09/21/00 01:31PM	<input type="radio"/> Between // :	Date/Time Reported 09/21/00 01:31PM	
Location of Incident	Incident FIRE INVESTIGATION			s.s./Ord# if applicable

Property, Documents and Vehicles

Type Property Taken or Damaged 2 vehicles	Method/Tools Fire	Total loss/Amount \$225,000.00
Point of Entry N/A	Trademarks/Additional info	
Vehicle Make/Model/Year/color See below	Documents - Type	Doc Color
License/State See below	Bank on Doc.	Payable To:
Vin#	Firm Name on Check	Signature on Face
Location Recovered	Reason not honored	

**Source:**

On September 21, 2000 at 1:31PM [redacted] contacted the Mequon Police Department via 911 reporting a vehicle on fire in her garage.

TTY?	Date and Time	Reporting Officer /Typist PO WEGNER	Shift Supervisor	Supervisor
<input type="checkbox"/> Sent	// :	Date Typed 09/21/2000	<i>[Signature]</i>	
<input type="checkbox"/> Cancel	// :			

**Mequon Police Department**

**Incident Number: 00-0959 Date: SEPTEMBER 21, 2000**

**Complainant:** [REDACTED]

**Incident Type: FIRE CALL**

**Officer: PO WEGNER /pkg.**

**PSNF00C8008LWVWP0**

---

**ADDITIONAL INFO:**

On September 21, 2000 at 2:00PM I was dispatched to [REDACTED] Trace for a fire investigation.

Upon my arrival I met with Lt. Schoessow and Captain Dadisman of the Mequon Fire Department as they were beginning to investigate the cause and origin of the fire.

The scene consisted of a two story residence with a three and a half car garage with two overhead garage doors on the north side of the residence.

I also noticed two vehicles parked in the garage which had sustained major fire damage.

The first vehicle, WI registration [REDACTED], lists on a 1998 Lincoln Navigator SUV, which was parked on the east side of the garage and sustained extensive fire damage. I also noticed a 2000 Mercedes, WI registration [REDACTED] which was parked on the far west side of the garage which also sustained moderate smoke and fire damage.

I began the primary investigation at the engine compartment of the Navigator due to it experiencing the most extensive damage. As I viewed the Navigator I noticed extensive damage to the top portion of the engine compartment near the main wiring harness and the battery. The dashboard and instrument panel of the Navigator were completely destroyed. I also noticed a cell phone which was wired up in the vehicle.

Directly above the Lincoln Navigator I noticed extensive charring on the rafter portion of the ceiling due to a cut out where the electrical outlets were installed. The charring was extensive directly above the engine compartment and the drywall had been charred and destroyed.

The lower portion of the vehicle seemed to have less extensive fire damage than the top portion of the Lincoln.

The air intake and manifold, and radiator of the vehicle were completely melted from the top portion down. I located several wiring harnesses in which the coating had been completely melted off and the

*FW*

**Mequon Police Department**

Incident Number: 00-0959 Date: SEPTEMBER 21, 2000

Complainant: [REDACTED]

Incident Type: FIRE CALL

Officer: PO WEGNER /pkg

FWP0003088LVWPD

harnesses were still intact.

A check of the garage presented no gasoline operated lawn equipment or snow removal equipment. The service entrance to the garage was closed and locked upon my investigation. The west overhead garage door was closed and the east overhead garage door was partially open upon Fire Department arrival.

I located no tobacco smoking paraphernalia nor fire place debris or wood in the garage. All breakers to the garage were checked and were tripped from the fire extension.

**INTERVIEW # 1 :**

[REDACTED], F/W, 10/20/45, [REDACTED] Mequon,  
This interview was conducted in person at the scene at approximately 2:40PM.

[REDACTED] stated on September 21, 2000 at approximately 1:30PM she heard a loud bang or explosion in the garage area. She stated she opened the door from the residence and noticed a large amount of smoke and a flame emitting from the Lincoln Navigator.

[REDACTED] stated her first instincts were to open the overhead garage door at which time she pushed the electric garage door opener and the door began to open. She stated she then closed the door, dialed 911 and ran from the house.

[REDACTED] stated the Lincoln Navigator has not been driven for three days, since September 18, 2000. She stated the cell phone in the vehicle was always left on and the keys were left in the vehicle.

[REDACTED] stated on September 21, 2000 she was in and out of the garage and returned home with the 2000 Mercedes at approximately 11:30AM. She stated everything appeared normal and she closed the overhead garage doors and no one else had access to the garage.

[REDACTED] stated her husband drove the vehicle on September 18, 2000, to on a golf outing and parked it in the garage when he returned home.

[REDACTED] also stated they did not have any gasoline motorized equipment due to having a lawn care company cut their grass and a plowing company removes the snow in the winter.

**Mequon Police Department**

**Incident Number: 00-0959 Date: SEPTEMBER 21, 2000**

**Complainant: [REDACTED]**

**Incident Type: FIRE CALL**

**Officer: PO WEGNER /pkg**

FORM DC 6800 (REV. 11/97)

---

[REDACTED] stated the home was insured by CHUD and the vehicles were insured by CNA.

Officer Fischer was the first officer on the scene and did take several photographs. See his supplemental report.

*per*

**Mequon Police Department**

**Incident Number: 00-0959 Date: 09/22/00**

**Complainant: [REDACTED]**

**Incident Type: FIRE INVESTIGATION**

**Officer: P.O. FISCHER #11 /mct**

**P-11P000000000000000000**

**ADDITIONAL INFO:**

On Thursday, 09/21/00, at 1:32PM, I was dispatched to [REDACTED] Trace, regarding a fire. Upon my arrival, I observed two female whites and two male whites standing in the street and waving me down. I also could observe thick black smoke coming from the garage area of the residence. I made contact with a female white subject, later identified as [REDACTED], F/W, 10/20/45, who stated she was the home owner and there was no one else in the residence. I did approach the 3-1/2 car attached garage located on the north side of the residence and observed that the west overhead door was closed and the east overhead door was open. Through the open door I could observe a Lincoln Navigator facing south in the garage, completely engulfed in smoke. The thick black smoke was covering the majority of the door opening and due to the smoke I could not see any flames. I did look underneath the vehicle and at that time observed some type of liquid, which appeared to be running towards the opening of the garage door. I did observe that this liquid underneath the engine compartment was on fire and was burning. I could also hear numerous pops coming from the area of the vehicle. Upon the arrival of Assistant Chief Rosenberg, the scene was turned over to the Mequon Fire Department.

I did make contact with [REDACTED] who advised that the vehicle had been parked in the same position in the garage for approximately the last three days. She stated that she was in the laundry room of the residence, which is located on the northeast corner next to the attached garage, at which time she heard what she thought was a gun shot. She stated that she went to the door leading to the garage and opened it, at which time she observed flame coming from the front grill of the vehicle towards the door which she had just opened. [REDACTED] stated that she then closed the door, grabbed the telephone and called 911. [REDACTED] stated that she did have furniture movers delivering some furniture to her residence. She stated that she ran out the front door and advised them that her husband's car had just exploded.

The furniture movers were identified as Wayne Rogers and Craig Krason, who are employed by T.H. Rogers, Inc., out of Elgin, IL, work phone 847-622-0190. Rogers advised that he had not seen or heard anything until [REDACTED] came out of the residence. Rogers stated that he did have a small fire extinguisher in his truck and was going to grab it, until he saw the amount of smoke coming from the garage. He stated he

PCV

**Mequon Police Department**

**Incident Number: 00-0959 Date: 09/22/00**

**Complainant:** [REDACTED]

**Incident Type: FIRE INVESTIGATION**

**Officer: P.O. FISCHER #11 /mct**

**P:\WP00C\088AF.VPD**

---

did not want to enter the garage because of the large amount of smoke.

After the arrival of the Mequon Fire Department, I did take photographs of the scene. I also observed a free lance photographer identified as Kevin Kroll, 8481 N. 52nd Street, Brown Deer, 414-354-7544, taking photographs. Kroll stated he was at Wendy's when he observed the fire and police squads in the area of Port and Mequon. Kroll stated that he then observed a large amount of smoke in the air and did respond to the scene. Upon the arrival of Officer Wegner, the investigation was turned over to him.

*Pow*

**Mequon Police Department**

**Incident Number: 00-0969    Date: SEPTEMBER 22, 2000**

**Complainant: [REDACTED]**

**Incident Type: FIRE INVESTIGATION**

**Officer: P.O. WEGNER #07 /AMG**

**F:\MPDOCF\0228\LN.WFD**

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**ADDITIONAL INFORMATION:**

On 09-22-00 at 4PM I was advised by Assistant Fire Chief Rosenberg that a Cause and Origin Fire Investigator from CHUD Insurance responded to [REDACTED] to investigate the cause of the fire. Fire Investigator Halvorson determined the cause and origin of the fire was possibly due to an electrical short in the Lincoln Navigator. The extensive fire damage to the upper portion of the engine supported his findings.





**TCN PHOTO SHEET**      FILE # MIL 15469 A      DATE 9-26-00      APRSR CR-MILW  
INS CO CNA INS      CLAIM # [REDACTED]  
#PHOTOS 2      INSURED [REDACTED]      LOSS DATE 9-21-00



**TCN PHOTO SHEET**  
INS CO CNA INS  
#PHOTOS 1

FILE # MIL 15469 A  
INSURED [REDACTED]

DATE

9-26-00

APRSR CR-MILW

CLAIM # [REDACTED]

LOSS DATE 9-21-00

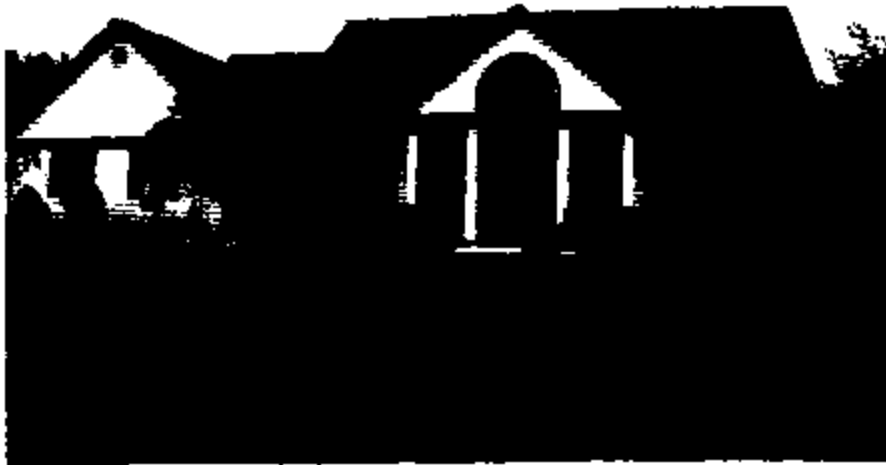
**Photos**

**E985-825-LC-5804**

# PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00615  
Insured [REDACTED]



No. 1



No. 2

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EP# No. 94510-00515

Insured



No. 3



No. 4

**PHOTO SHEET**

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515

Insured



No. 5



No. 6

PHOTO SHEET

EFI  
Fingerprint and  
Investigation

EFI No. 94510-00515  
Inventor



No. 7



No. 8

PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00515

Insured



No. 9



No. 10



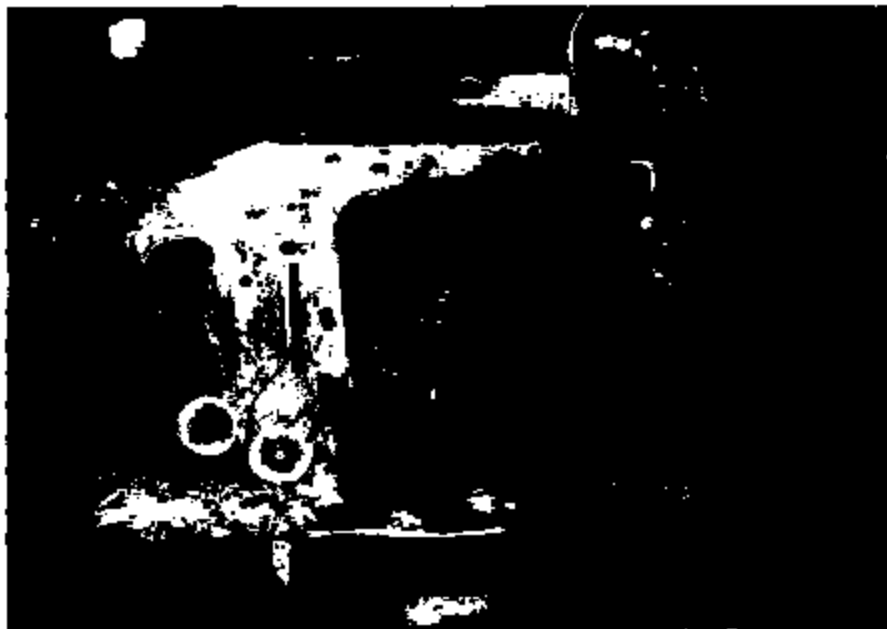
PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 11



No. 12

PHOTO SHEET

**EFI**  
Efficiency and How  
Investigators

EFI No. 94510-00516

Insured



No. 13



No. 14

PHOTO SHEET

EFI  
Explains and How  
to Use

EFI No. 94510-00515  
Insured



No. 15



No. 16

PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00516  
Insured [REDACTED]




No. 17



No. 16

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured 



No. 19



No. 20

PHOTO SHEET

**EFI**  
Evidentiary Film  
Incorporated

EFI No. 94510-00515  
Insured [REDACTED]



No. 21



No. 22

PHOTO SHEET

**EFI**  
Performance and Power  
Accreditation

EFI No. 94610-00515  
Insured [REDACTED]



No. 23



No. 24

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 94510-00515

Insured



No. 25



No. 16



PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 84510-00515

Model No. [REDACTED]



No. 27



No. 28

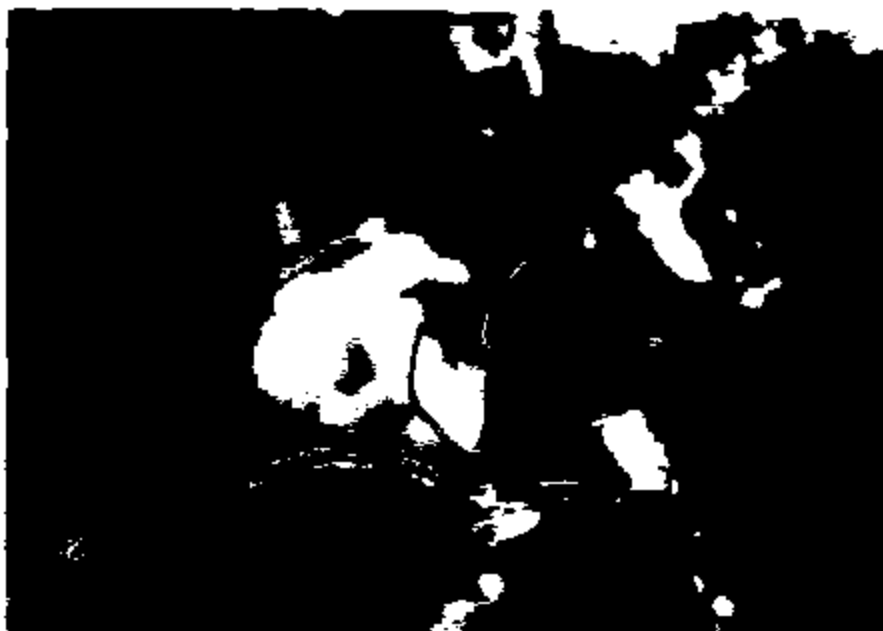
PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 29



No. 30

PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

ER No 84510-00515

Insured



No. 31



No. 32

PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 94510-00515  
Insured [REDACTED]



No. 33



No. 34

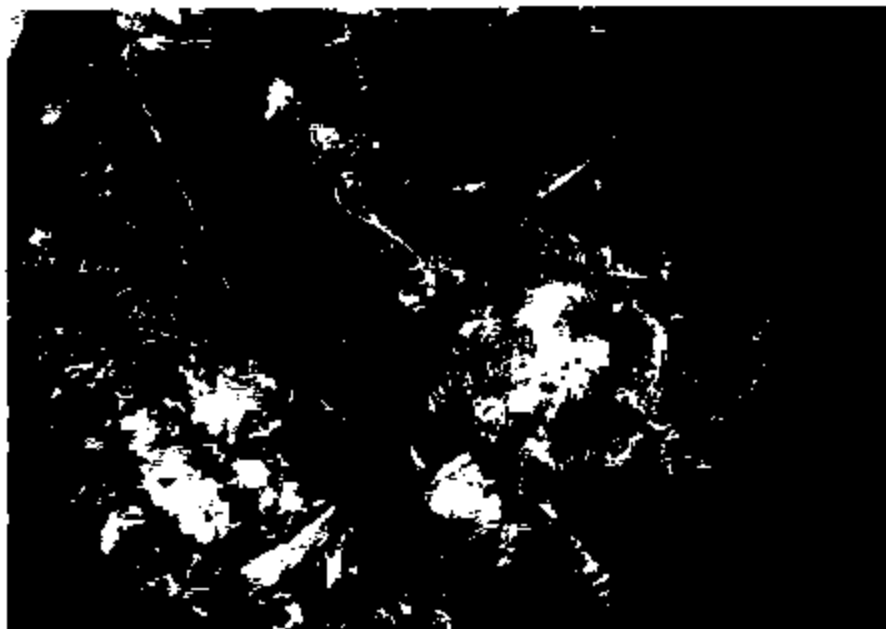
PHOTO SHEET

**EFI**  
Forensic and Tire  
Investigation

EFI No. 94510-00515  
Imaged [REDACTED]



No. 35



No. 36

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

EFI No. 84510-00515

Insured



No. 37



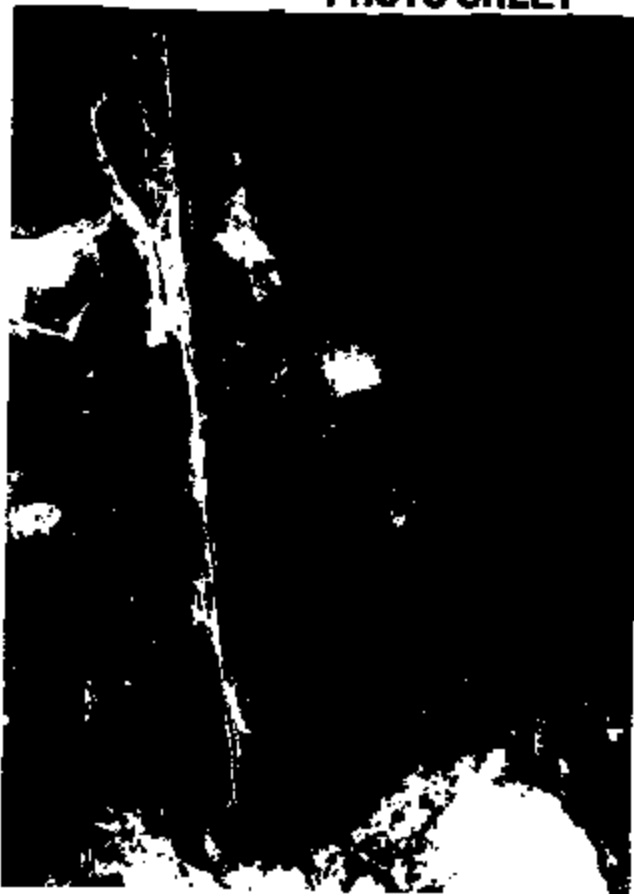
No. 38

PHOTO SHEET

EFI  
Engineering and Air  
Investigation

EH No. 94510-00515

Found



No. 39



No. 46

ENG-805-LC-5824

PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EFI No. 84510-00515

Instruc



No. 41



No. 42



PHOTO SHEET

EFI  
Engineering and Fire  
Investigation

EF No. 04510-00516

Insured



No. 43



No. 44

PHOTO SHEET

**EFI**  
Engineering and Fire  
Investigation

ER No. 94510-00516

Insured



No. 45

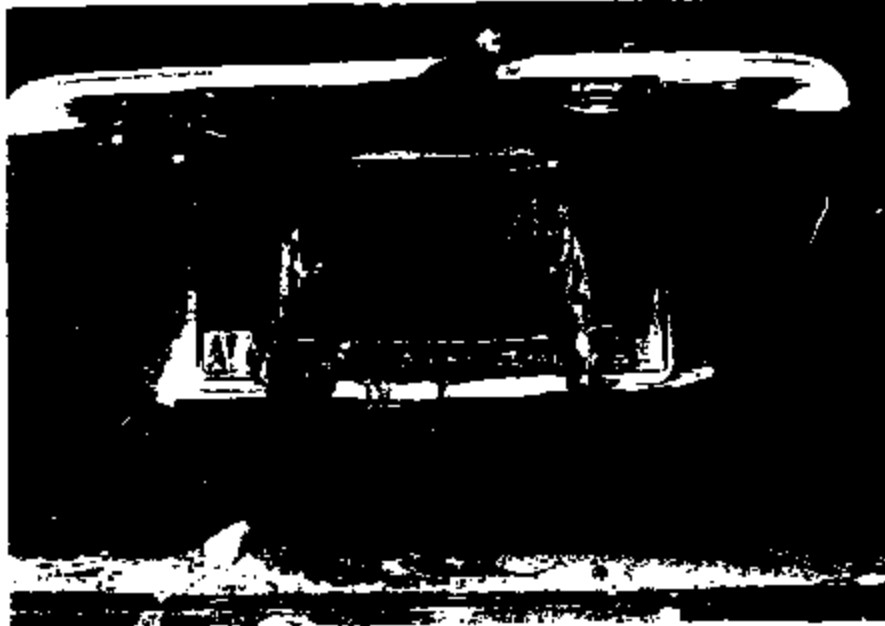


No. 46

PHOTO SHEET

**EFI**  
Engineering and Forensic  
Investigation

ER No. 94510-00515  
[redacted]



No. 47



No. 48

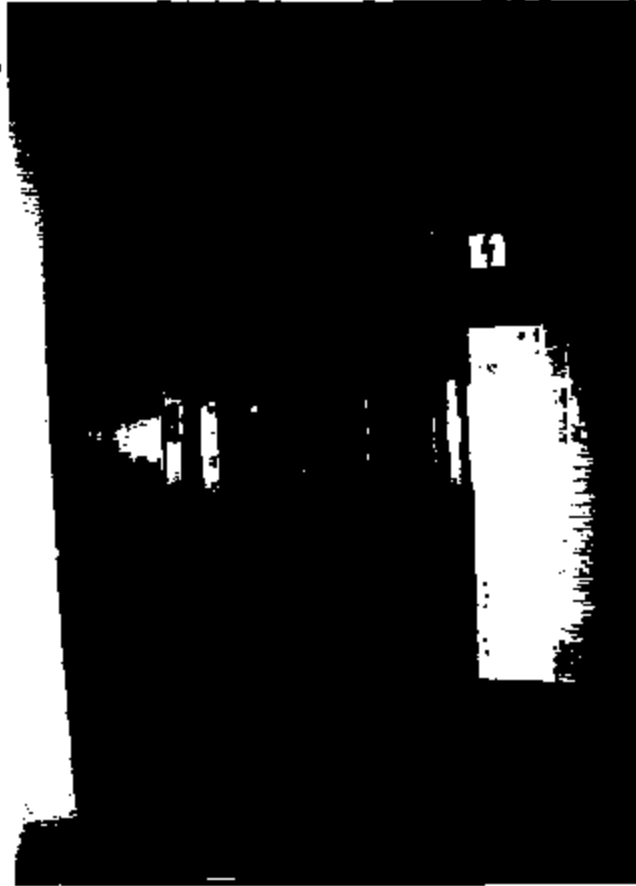
PHOTO SHEET

EFI

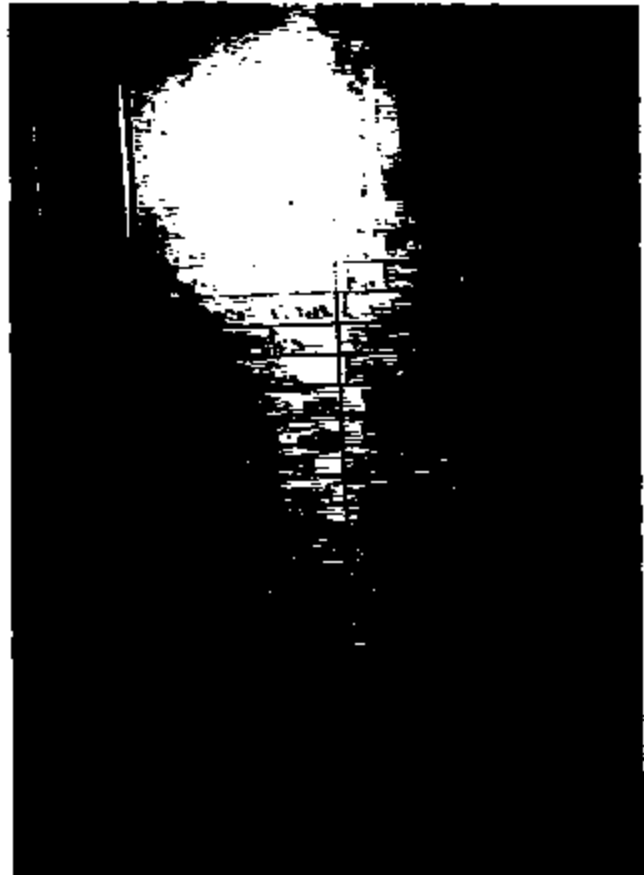
Engineering and the  
Environment

EPF No. 94510-00515

Issued



No. 49



No. 50

ENG-905-LC-5829

FELLOWS, PIPER & SCHMIDT

ATTORNEYS AND COUNSELORS

Donald H. Piper  
Richard E. Schmidt  
Terry J. Booth  
Robert E. Neville  
Joseph M. Wirth  
Steven T. Caya  
Allen M. Radkowski  
Ronald W. Harmeyer  
Amy E. Wochos  
Jeanette J. Dehring

Fifth Floor  
The Van Buren Building  
733 North Van Buren Street  
Milwaukee, Wisconsin 53202-4709

e-mail address: [rwh@fpelaw.com](mailto:rwh@fpelaw.com)

Telephone  
(414) 226-4000

Facsimile  
(414) 271-5198

Donald C. Fellows  
Of Counsel

OFFICE OF THE SECRETARY

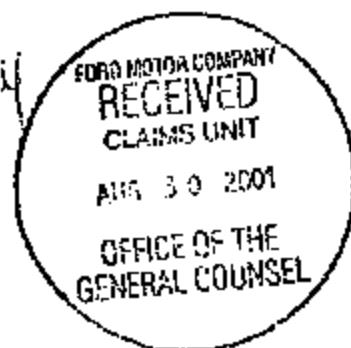
August 22, 2001

01 25 21 CM

VIA CERTIFIED MAIL;  
RETURN RECEIPT REQUESTED

Attn.: Product Claims Department  
FORD MOTOR COMPANY  
World Headquarters  
One American Road  
Dearborn, MI 48121-1899

*May be related to Lincolts #11*



Re: [REDACTED]

Location of Loss: [REDACTED]

Mequon, Wisconsin

Date of Loss:

9/21/00

Our File No.:

16887

To Whom It May Concern:

Please be advised that I have been retained by CNA Commercial Insurance to pursue its property claim arising out of a fire which occurred on September 21, 2000, at [REDACTED], Mequon, Wisconsin. Please note that the loss in question is the same loss about which Attorney John R. Schleiter wrote your department on September 22, 2000. However, Attorney Schleiter represents different clients, and we are asserting different claims.

Our investigation into the loss reveals that a fire originated in a 1998 Lincoln Navigator, and subsequently spread to a vehicle located next to it in the garage, and to the garage structure itself. At this time, CNA believes a product defect caused the fire to ignite, and, accordingly, is looking to Ford Motor Company to compensate it for the damages caused by the fire.

Upon receipt of this letter, I would ask that the appropriate representative of your department or your insurer contact me to discuss this matter further. Thank you for your attention to this matter.

Page 2  
Ford Motor Company  
August 22, 2001

Very truly yours,

FELLOWS, PIPER & SCHMIDT

  
RONALD W. HARMeyer

RWH/lmc/ford.ltr



DAAR, FISHER, KANARIS & VANEK, P.C.  
ATTORNEYS AT LAW

200 SOUTH WACKER DRIVE, SUITE 3350  
CHICAGO, ILLINOIS 60606

TELEPHONE 312.474.1400  
TELECOPIER 312.474.1410  
www.DFKV.COM

Writer's Direct Dial  
(312) 474-1434

E-Mail Address  
SCHILDERS@DFKV.COM

March 27, 2001

Ms. Shawn L. Norton  
FORD MOTOR COMPANY  
Parklane Towers West  
Suite 300  
Three Parklane Boulevard  
Dearborn, Michigan 48126-2568

Re: Chubb re: [REDACTED]  
L/L: [REDACTED]  
D/L: 9/21/00  
Our File: 00-1724

Dear Ms. Norton:

As you know, we represent Chubb Insurance Company and its insureds, the [REDACTED] regarding a fire which occurred on September 21, 2000 at the [REDACTED] residence.

In our December 22, 2000 correspondence we advised that we would be forwarding damage support documentation. To this end, please find excerpts from the adjuster's file.

Also included in the enclosed materials will be most of the information requested in your September 28, 2000 correspondence. We believe that the balance of the information requested is equally known by Ford's cause and origin investigator, Ms. Lisa Baker of Newell Investigative Services.

With regard to our investigation, as you know, Chubb has retained both a cause and origin investigator and an electrical engineer. We would be more than willing to share the reports of these individuals upon receipt of the report of Newell Investigative Services. In sum, both investigators conclude that the fire was caused by arcing in the positive battery cable located within the engine compartment. X-rays performed and reviewed of the positive battery cable confirm the arcing.



DAAR, FISHER, KANARIS & VANEK, P.C.  
ATTORNEYS AT LAW

Ms. Shawn L. Norton  
March 27, 2001  
Page 2

With regard to the service history for the involved vehicle. We believe, again, that your expert has information in this regard. The vehicle was serviced on July 6, 2000 by Heiser Ford Lincoln Mercury. Heiser Ford Lincoln Mercury retained a cause and origin investigator who examined the involved Lincoln Navigator at the same time as the inspection by your expert. Heiser's expert concluded that there was no physical evidence which indicated that any of the front brake work performed by Heiser on July 6, 2000 caused or contributed to the cause of the involved fire.

Chubb Insurance Company herein formally demands payment from Ford Motor Company in the amount of \$99,652.22 for the damages sustained to the building and certain personal property of the [REDACTED] as a result of the fire. Once you have had the opportunity to review the enclosed documentation, kindly give me a call to discuss this matter further. If we do not hear from you within the sixty days, we will commence recovery efforts through litigation.

Thank you for your attention and consideration.

Very truly yours,

DAAR, FISHER, KANARIS & VANEK, P.C.

  
John R. Schleiter

JRS/vr  
Enclosures  
E:\05-1726\LETTERS\NORTON.2

[REDACTED]

**TO:** File

**FROM:** Ben Ho, Property Claims Examiner/Milwaukee/Claims

**DATE:** December 18, 2000

**RE: INS:** [REDACTED]  
**DL:** September 21, 2000  
**POL:** 1119493101  
**TYPE OF LOSS:** Fire Damage  
**LOSS LOCATION:** Mequon, WI

JAN 18 2001

---

[REDACTED]

**EXHIBITS**

- 1) Final Loss Adjustment Worksheet
- 2) Contents list and e-mail from insured

**ASSIGNMENT**

Loss was assigned directly to Milwaukee outside adjuster, Ben Ho via agent, per phone call on September 21, 2000. Loss was called in to Eastern Service Center who immediately routed to Milwaukee office. Inspection was made immediately the same afternoon by Ben Ho who arrived at the loss with the fire department still at the scene.

**RESERVES/FEATURE STATUS**

At this time reserves have not been established, but a Boeckh estimate has been completed. Suggested reserve is as follows:

<b>Feature Number</b>	<b>Item</b>	<b>Reserve</b>	<b>Paid</b>
01	Building	\$45,000	\$43,528.07
02	Contents	53,000	\$52,932.99
03	Additional Living Expenses	5,000	\$2091.16
04	Debris Removal	5,000	\$600.00
	Total	\$108,000	\$99,152.22

**INSURED**

[REDACTED]  
 Mequon, WI  
 [REDACTED]

The original inception date of the policy is April 18, 1994. We have not identified any prior losses.

**INSURANCE**

**Policy # and Company:** [REDACTED] Pacific Indemnity Insurance Company

**Effective Dates:** 4-18-00 to 4-18-01

**Producing Branch:** Milwaukee

**Insured Location:** [REDACTED] Mequon, WI [REDACTED]

**Property Covered:** Building, Personal Property

**Valuation Basis:** Replacement Cost

**Limits of Liability:** Building - \$371,000; Contents - \$185,500

**Deductibles:** \$500

**Coinurance:** Not applicable.

**Form Numbers:** Masterpiece policy - Deluxe and Extended coverage.

We have reviewed system coverage and verified coverage to be in order for this loss.

**PARTIES OF INTEREST / ENCUMBRANCES**

None.

**RISK**

Risk is a two-story home with vinyl siding and cedar shake roof. Home was built in 1989

**CAUSE AND ORIGIN**

According to [REDACTED] she was doing laundry and she heard a "pop" sound, she then went to door leading to the garage and saw flames coming out of the 1998 Lincoln Navigator grille area. She immediately opened the garage door via electric opener, closed the access door ran out of the home and called 911 on her cell phone. Fire department and police arrived at scene approximately 10 minutes later. Loss occurred around 1:15pm. When I arrived at the scene approximately 3:30pm the fire department was still at the scene but the fire was distinguished. I met with Mr. James Rosenberg, assistant Chief for Mequon Fire Department. According to Mr. Rosenberg the fire started from the 1998 Lincoln Navigator. In speaking to [REDACTED] she informed us that the vehicle has not been used for approximately 3 days. It has been parked in the garage and not moved for that amount of time.

*redacted -  
attorney-client  
privilege*

**ADJUSTMENT**

At the time of my inspection [REDACTED] was concerned about the fire damages. He wanted an company to board up his home for safety reasons. I asked him if he knew of any emergency companies to do such work. He did not and asked if we would provide him with a name of a

company to board up his home. Because of the severity of the fire damage and being near the end of the day I suggested Paul Davis Systems. He asked if I would call them. I did so but informed [REDACTED] that Clubb has a policy not to recommend companies but will provide a name but it is his responsibility to hire this company. Any payments will be made to him not the contractor.

### *Building*

At this time the building suffered severe fire damage to the attached garage. Damages are also evident to the roof structure of the garage. The fire did not spread into the home but there was evidence of smoke smell in the entire home. The garage will have to be gutted in the inside and we have agreed to replace the cedar shake shingles on the roof area of the home. As far as the rest of the home goes it will be a situation where cleaning is necessary in the entire home. At the present time there is still a smoke smell in the home even after using Vaportek to try to get the smell out. We have made an agreement to paint the ceilings in the home to possibly put a paint smell in the home instead of the smoke smell. I have put together a preliminary Boeckh estimate for repairs to the garage and cleaning of the home. Preliminary estimate amounts to approximately \$35,000 with open items for electrical work, vaportek unit cost.

Agreed price has been agreed with Paul Davis Restoration in the amount of \$44,128.07 of that amount \$600 is for debris removal. Contractor agreed with Boeckh estimate of \$35,488.91. Supplemental work (per open items) amounted to \$8639.16 which included chandelier work, overhead door replacement, deck work per building inspector, popcorn finish in second floor, door and wall repairs from fireman, carpet cleaning, hardwood floor buffing, electrical work.

### *Contents*

As far as contents goes the damages are limited to the garage items. The home contents will be cleaned. As far as we know the insured had at least 2 sets of golf clubs in the vehicle which were totally burned. Rest of contents will be items such as lawn mowers, outside equipment, furniture etc. The insured showed me the remains of a motor bike that was in the garage, he mentioned that this was expensive. We have reached an agreed contents figure with Paul Davis Restoration in the amount of \$15,457.55. This figure includes items such as vaportek units to get smell out of home, dry cleaning of clothing, furniture cleaning and remove and reset of contents in home during cleaning. The insured has submitted in contents list on items in garage. List is specific and costs are not out of line. List amounted to \$37,475.44 which is in agreement.

### *Additional Living Expense*

Due to the heavy smoke smell in the home, the insured was not able to live in the home after the fire. They will be staying at the Marriott Residence Inn until the smoke smell is gone. ALE expenses amounted to \$2091.16

**SUBROGATION**

*redacted →  
attorney/client  
and  
work-product  
privileges*

**SALVAGE**

None at this time

**WHAT IS TO BE DONE**

- 1) Subrogation investigation, file to be sent to WCSC

**Ben Ho**  
**Property Claims Examiner**

Date	9/21/2000	Station	2000327	Exposure	0	NFIRS - 1 Basic
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Address is on the Wildland Fire Module

Census Tract: \_\_\_\_\_

Trace \_\_\_\_\_

Street Address: \_\_\_\_\_

Number/Milepost Prefix Street or Highway Street Type Suffix

Apt./Suite/Room Mequon WI State Zip Code

City

Cross street or directions

Incident Type 111 Building fire	Dates & Times	Shifts & Alarms
Aid Given or Received None	Alarm: 9/21/2000 13:31:00	Shift Alm. Dist.
Their FDID State	Arrival: 9/21/2000 13:40:00	Special Studies
Their Incident Number	Controlled: 9/21/2000 13:52:00	
	Last Unit: 9/21/2000 15:31:00	

<b>Actions Taken</b> 11 Extinguish Primary Action Taken (1) 12 Salvage & overhaul Additional Action Taken (2) 88 Investigate Additional Action Taken (3)	<b>Resources</b> <input type="checkbox"/> Apparatus or Personnel Form Used <table border="1"> <tr> <td></td> <td>Apparatus</td> <td>Personnel</td> </tr> <tr> <td>Suppression:</td> <td>4</td> <td>19</td> </tr> <tr> <td>EMS:</td> <td>1</td> <td>3</td> </tr> <tr> <td>Other:</td> <td>0</td> <td>0</td> </tr> </table> <input type="checkbox"/> Resource counts include aid received		Apparatus	Personnel	Suppression:	4	19	EMS:	1	3	Other:	0	0
	Apparatus	Personnel											
Suppression:	4	19											
EMS:	1	3											
Other:	0	0											
<b>Estimated Dollar Losses &amp; Values</b> <b>LOSSES</b> Property: 25,000 <input type="checkbox"/> None Contents: 200,000 <input type="checkbox"/> <b>PRE-INCIDENT VALUE:</b> Property: 825,000 <input type="checkbox"/> Contents: 300,000 <input type="checkbox"/>													

<b>Casualties</b> <input type="checkbox"/> None <table border="1"> <tr> <td></td> <td>Deaths</td> <td>Injuries</td> </tr> <tr> <td>Fire Service:</td> <td>0</td> <td>1</td> </tr> <tr> <td>Civilian:</td> <td>0</td> <td>0</td> </tr> </table>		Deaths	Injuries	Fire Service:	0	1	Civilian:	0	0	<b>Hazardous Materials Released</b> N None
	Deaths	Injuries								
Fire Service:	0	1								
Civilian:	0	0								

<b>Detector</b> U Unknown	<b>Mixed Use Property</b>
------------------------------	---------------------------

**Property Use**  
419 1 or 2 family dwelling

E885-888-LC-5839

**Person/Entity Involved**

Business name: [REDACTED] Phone Number: [REDACTED]

Mrs. [REDACTED]  
 Mr., Ms., Mrs. First Name MI Last Name Suffix

[REDACTED]  
 Number Prefix Street or Highway Trace Street Type Suffix

Post Office Box Apt./Suite/Room Mequon City  
 WI Zip Code State

**Owner**

Business name: [REDACTED] Phone Number: [REDACTED]

Mrs. [REDACTED]  
 Mr., Ms., Mrs. First Name MI Last Name Suffix

[REDACTED]  
 Number Prefix Street or Highway Trace Street Type Suffix

Post Office Box Apt./Suite/Room Mequon City  
 WI Zip Code State

**Authorization**

Officer in charge: 183 Signature: James A. Rosenberg  
 Asst Chief Assignment 9/21/2001 Date AC James A. Rosenberg

Member making report: 183 Signature: \_\_\_\_\_  
 Asst Chief Assignment 9/22/2001 Date AC James A. Rosenberg



4505 FDID	WI State	9/21/2000 Incident Date	Location	2000327 Incident Number	0 Exposure	NFIRS - 1 Notes
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Notes Title: Structure Fire [REDACTED]

**INCIDENT SIZE-UP:** Upon my arrival I found heavy black smoke issuing from the partially opened east overhead garage door. A large sport utility vehicle parked in the garage was fully involved in flames. Flames had also burned through the upper portion of the southeast exterior service door. I entered the residence through the front door and observed a light smoke condition on the first floor. The interior service door was closed and was hot to the touch. No significant heat or smoke were encountered on the second floor. It was evident that the fire had not breached the separation between garage and living space in the residence.

**INITIAL ORDERS TO COMPANIES:** Quint 961 was directed to back into the driveway and personnel were ordered to advance a 1-3/4" preconnected hose line to attack the fire in the garage. Engine 963 was ordered to split the crew. The MPO laid a supply line to the fire hydrant while the fire fighters advanced a 1-3/4" preconnected hose line from 961 of the second floor bedroom in the northeast corner of the residence and enter the attic to check for possible extension. Engine 964 personnel were ordered to assist in checking the attic. The fire in the garage was knocked down by the hose line from 961. The fire was placed under control upon confirmation that the fire had not spread to the attic.

**OCCUPANT ACTIONS:** The occupant [REDACTED] stated that she was in the Laundry Room when she heard a "pop" in the garage. Upon opening the interior service door, [REDACTED] observed flames at the front of the sport utility vehicle parked in the garage. She pressed the door control button to open the east overhead door and closed the interior service door.

**SUBSEQUENT ACTIONS/INVESTIGATION:** Considerable overhaul activity was required to remove drywall from the garage. A portion of the roof above the east overhead door was stripped as was the soffit along the north exterior portion of the garage. An investigation of the fire was commenced by Capt. Dadisman and Lt. Schoessow. They were later joined by Patrol Officer Wagner. Photographs of the fire and subsequent investigation were taken by Patrol Officers Fisher and Wagner. The investigation focused on the sport utility vehicle, a 1988 Lincoln Navigator (VIN 5LMPU28LOW[REDACTED]). The details of the investigation to date are contained in Mequon Police Department Report #00-0959. The Property Claim Representative for Chubb Insurance, Mr. Ben Ho, stated that his company would retain the services of an contract investigator. The final determination of fire cause is held open pending further investigation.

**APPARATUS/EQUIPMENT/RESOURCES UTILIZED:**

Apparatus: 961/963/964/966

Hose Used: 400' - 1-3/4" 200' - 4" / SCBA Used: 9 / Ladders Used: 1-16' roof, 1-14' extension, 1 - 10' folding.

Water Used: 450 gallons (for extinguishment and overhaul)

Hours Pumped: 1.5

4505 FDID	WI State	9/21/2000 Incident Date		2000327 Incident Number	C Exposure	NFRS - 2 Fire
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**Property Details**

1  
Est. number of residential units  Not Residential 0.000  None  
1  
Number of buildings involved  Buildings not involved Less than one acre

**On-Site Materials or Products**  None

On-site material (1) Storage use (1)  
On-site material (2) Storage use (2)  
On-site material (3) Storage use (3)

<b>Ignition</b> 47 Vehicle storage area; garage, carport Area of origin UU Undetermined Heat Source UU Undetermined Item first ignited <input type="checkbox"/> Confined to object of origin UU Undetermined Type of material first ignited	<b>Cause Of Ignition</b> <input type="checkbox"/> Exposure Report 5 Cause under investigation Cause
	<b>Factors Contributing To Ignition</b> <input type="checkbox"/> None UU Undetermined Factor contributing to ignition (1) Factor contributing to ignition (2)

<b>Human Factors Contributing To Ignition</b> <input checked="" type="checkbox"/> None <input type="checkbox"/> Asleep <input type="checkbox"/> Possibly impaired by alcohol or drugs <input type="checkbox"/> Unattended person <input type="checkbox"/> Possibly mentally disabled <input type="checkbox"/> Physically disabled <input type="checkbox"/> Multiple persons involved	<input type="checkbox"/> Age was a factor Estimated age of person involved Sex of person involved
---	---

<b>Equipment Involved in Ignition</b> <input checked="" type="checkbox"/> None NNN None Equipment code Brand: Model: Serial #: Year: 0	<b>Equipment Power</b> Equipment Power Source Code
	<b>Equipment Portability</b> <input type="checkbox"/> Portable <input type="checkbox"/> Stationary

**Fire Suppression Factors**  None

Fire suppression factor (1)

Fire suppression factor (2)

Fire suppression factor (3)

<b>Mobile Property Involved</b> <input type="checkbox"/> None <input type="checkbox"/> Not involved in ignition, but burned <input type="checkbox"/> Involved in ignition, but did not burn <input checked="" type="checkbox"/> Involved in ignition and burn Navigator 1998 Mobile property model Year License Plate Number WI 5LMPU28LOW State VIN Number	<b>Mobile Property Type &amp; Make</b> 10 Passenger road vehicle, other Mobile property type U Lincoln Mobile property make
---	---

**Local Use**

Pre-Fire Plan Available

Arson report attached

Police report attached

Coroner report attached

Other reports attached

4605 FDID	WI State	9/21/2000 Incident Date	) Station	2000327 Incident Number	C Exposure	NFIRS - 3 Struct. Fire
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<b>Structure Type</b> 1 Enclosed building Structure type code	<b>Building Status</b> 2 Occupied and operating Building status code
<b>Building Height</b> 2 Total stories at or above grade 1 Total stories below grade	<b>Main Floor Size</b> 0 Total square feet  75                      BY                      35 Length in feet                      Width in feet

<b>Fire Origin</b> 1 <input type="checkbox"/> Below grade Story of fire origin  <input checked="" type="checkbox"/> Confined to room of origin <input type="checkbox"/> Confined to floor of origin <input type="checkbox"/> Confined to building of origin <input type="checkbox"/> Beyond building of origin	<b>Number Of Stories Damaged By Flame</b> 1 # of stories w/minor damage 0 # of stories w/significant damage 0 # of stories w/heavy damage 0 # of stories w/extreme damage
---	---

<b>Material Contributing Most To Flame Spread</b> <input type="checkbox"/> No Flame Spread 00 Item First Ignited, Other Item contributing most to flame spread 41 Plastic Type of material contributing most to flame spread
---

<b>Presence of Detectors</b> <input type="checkbox"/> None Present <input checked="" type="checkbox"/> Present <input type="checkbox"/> Undetermined	<b>Detector Power Supply</b> U Undetermined Power supply code	<b>Detector Effectiveness</b>  Effectiveness code
<b>Detector Type</b> U Undetermined Detector type code	<b>Detector Operation</b> U Undetermined Operation code	<b>Detector Failure Reason</b>  Failure reason code

<b>Automatic Extinguishment System</b> <input checked="" type="checkbox"/> None Present <input type="checkbox"/> Present	<b>Automatic Extinguishment System Operation</b>  System operation code	<b>Automatic Extinguishment System Failure Reason</b>  Failure reason code
<b>Type of Automatic System</b>  Type automatic system code	<b>Number of Sprinkler Heads Operating:</b> 0	



**TROISI & MARKOWITZ**

ATTORNEYS AT LAW

54 SUNNYSIDE BOULEVARD • SUITE J

PLAINVIEW, NY 11803

(316) 576-2020

MICHAEL A. TROISI  
STUART D. MARKOWITZ

9/11/99  
- Richmond Hill, NY  
- 48 NAV.  
VIN 5LMPU28L4W  
371 543  
Nell

FACSIMILE  
(316) 576-2110  
E-mail: troisi@troisi.com

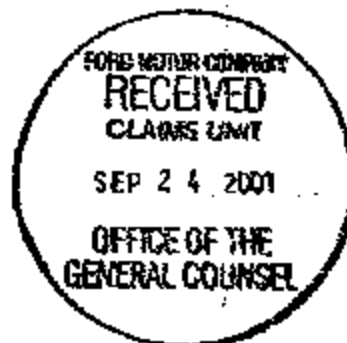
September 17, 2001

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

Attn: Shawn L. Norton  
Claims Analyst

Re: Allstate Insurance Company

Insured: [REDACTED]  
Claim No.: [REDACTED]  
Policy No.: [REDACTED]  
Location: [REDACTED]  
Richmond Hill, New York [REDACTED]  
D/L: 9/11/99



Dear Ms. Norton:

Please be advised that this office has now been retained to represent Allstate Insurance Company in a subrogation claim against Ford Motor Company for damages caused as a result of a car fire that occurred on September 11, 1999. The vehicle involved was a 1998 Lincoln Navigator, four door utility vehicle, VIN 5LMPU28L4W [REDACTED] license plate num [REDACTED] which was owned and driven by Allstate's insured, Ramdat Rammarine.

Allstate's investigation of this loss revealed that Allstate's insured, Ramdat Rammarine, parked his vehicle in his driveway on September 11, 1999. During the night his wife woke him to the smell of smoke. The insured searched the house and found that his 1998 Lincoln Navigator was on fire in his driveway. Allstate retained Lange

Ford Motor Company  
September 17, 2001  
Page 2

Technical Services, Ltd. in order to determine the cause and origin of this fire. A copy of the report from Lange Technical Services, Ltd., dated October 9, 1999, and color copies of photographs are attached hereto for your review.

As discussed in detail in the attached report, Carl J. Lange, P.E., examined this vehicle on October 7, 1999. Based upon his examination, and based upon his expertise, Mr. Lange concluded that the origin of the fire was on the right side of the engine compartment and originated at the fusible links and was caused by excessive heat generated by an electrical malfunction at or within the fusible links. Mr. Lange concluded that the cause and origin of this fire was the result of a manufacturing defect.

As a result of this manufacturing defect, Allstate paid the sum of \$37,542.75 to its insured. Allstate's subrogation claim against Ford Motor Company has now been assigned to this office.

Upon your receipt of this letter, please contact me so that we may attempt to resolve this matter amicably. Your failure to respond within ten (10) days will leave my client no alternative but to initiate the appropriate legal action to protect its interest.

Very truly yours,



STUART D. MARKOWITZ

SDM/pk

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

enc.

cc: Allstate Insurance Company

# LANGE TECHNICAL SERVICES, LTD.

Subro

One Ames Court, Suite 210 Plainview, New York 11803

Phone (516)576-3102 FAX (516)576-3105

## PRELIMINARY VEHICLE EVALUATION REPORT

To: Mr. Joe Lagravinese, Allstate Insurance Co.

Date: 10/09/99

Claim No: [REDACTED]

Insured: [REDACTED]

Vehicle: 1998 Lincoln Navigator

Mileage: Not available

Our File No: 9909-DK-526

Examined By: Mike Neumar

Date of Examination: 10/07/99

Examination requested: Fire cause and origin

The following are the preliminary findings and opinions of the vehicle in question. The opinions expressed are based on the conditions of the examination, information available at the time of examination and accuracy of reported statements. Additional information, laboratory analysis or further evaluation may change the preliminary opinions.

1. The above vehicle was examined at the Allstate total loss facility in Hicksville, New York to determine the cause and origin of the fire.
2. The above vehicle is a 4-door sport utility equipped with a V8 engine and an automatic transmission that is 4-wheel driven. It was reported that the vehicle was parked and unoccupied at the time of the fire.
3. Examination of the exterior of the vehicle revealed that the flame patterns were most intense at the right hood and cowl area. The right front fender and fender apron was also consumed in the fire.
4. Examination of the interior of the vehicle revealed no visible damage caused by the fire. Closer examination of the interior revealed several accessories including two t.v. monitors. Examination of the right side kick panel revealed that the harness for the t.v. equipment was attached with proper fixing. There were no indications of the fire originating in this area.
5. Examination of the engine compartment revealed that most of the damage was at the right rear area of the engine compartment.
6. The vehicle is equipped with a fuel injection system. Inspection of the fuel injectors and related fuel components revealed no signs that the fire originated in these areas.
7. Examination of the left side of the engine compartment revealed some damage to the power steering pump reservoir and wiper motor areas caused by the intense heat from the right side. Wiring and relays in this area failed to reveal any mechanical or electrical malfunction that would have caused or contributed to the above fire.
8. Examination of the battery and wiring going to the starter solenoid, alternator, relays and subpost revealed heavy amperage over heating causing the insulation to burn and ignite plastic materials.
9. As a result of the fire an ac line burned expelling lubricating oil that also burned and created a large secondary fire.

### Conclusions:

- The accessories installed in the vehicle were not involved in the fire.
- The origin of the fire was on the right side of the engine compartment and originated at the fusible links and was caused by excessive heat generated by an electrical malfunction at or within the fusible links. As such, this is considered the result of a manufacturing defect.

A FULL REPORT WILL BE PREPARED UPON YOUR REQUEST



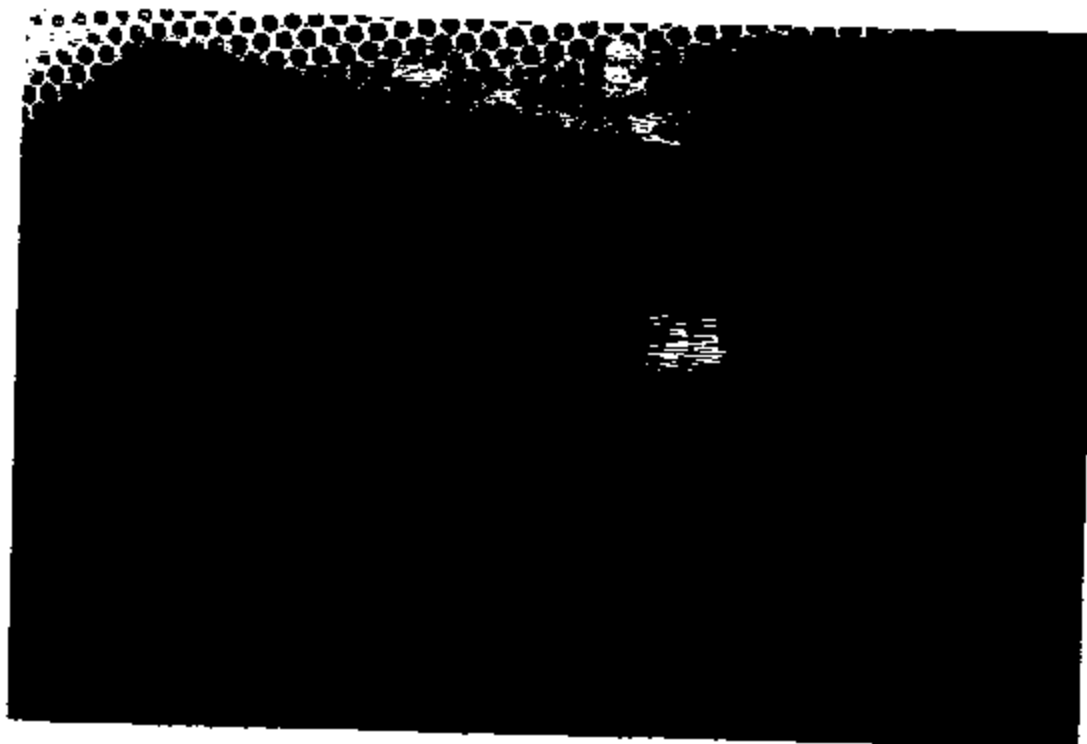


Photo No. 1:      **Vehicle identification**



Photo No. 2:      **Right front of vehicle as examined**



Photo No. 3:      Left front of vehicle as examined

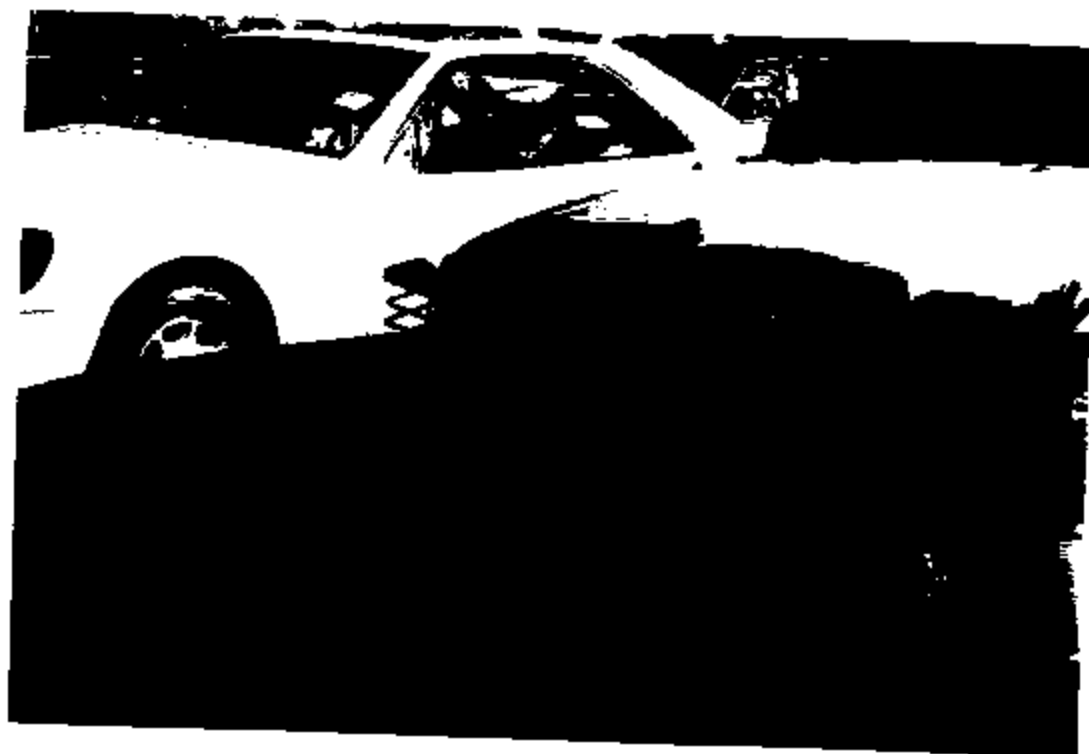


Photo No. 4:      Front of vehicle as examined



Photo No. 5:      Left rear of vehicle as examined

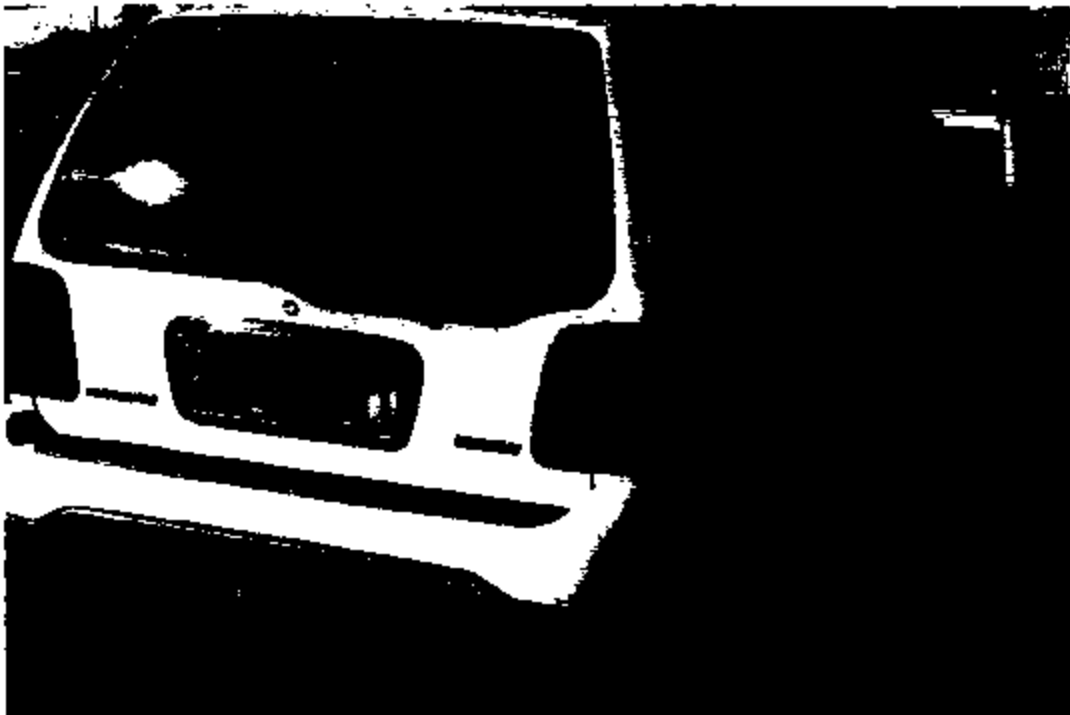
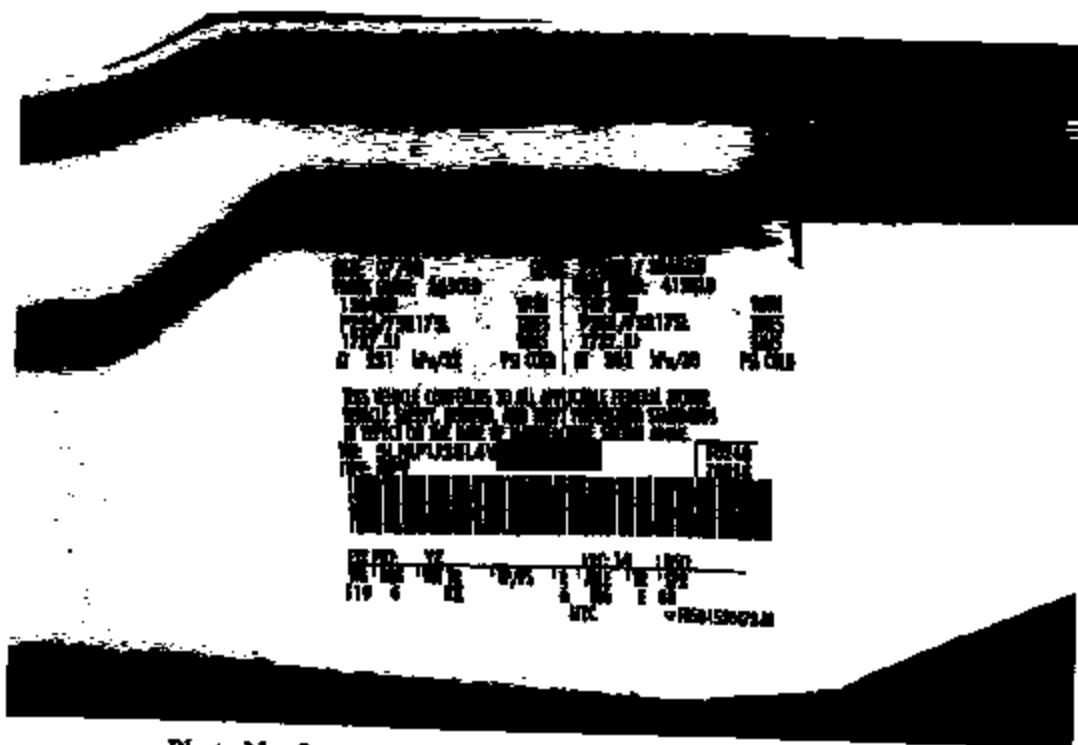


Photo No. 6:      Right rear of vehicle as examined



**Photo No. 7:** Burned right front tire and fender area



**Photo No. 8:** Vehicle identification sticker



Photo No. 9: New York State registration and inspection sticker



Photo No. 10: Left side of dash area

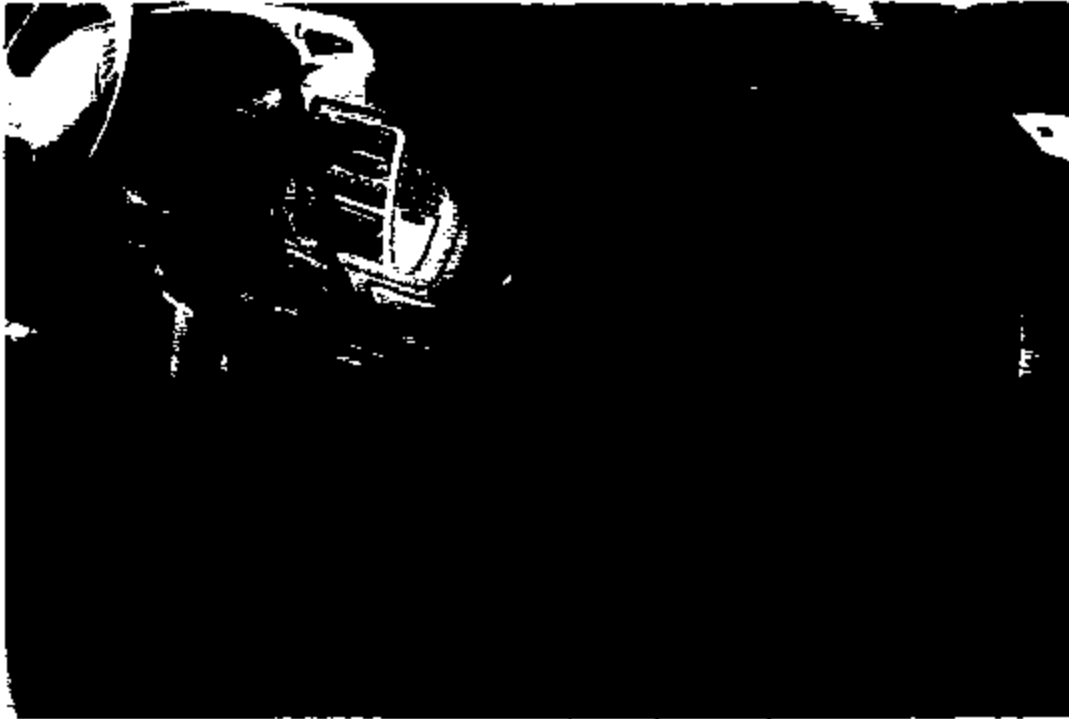


Photo No. 11: Right side of dash area



Photo No. 12: Console area



Photo No. 13: Fuse to accessory wiring



Photo No. 14: Engine and engine compartment area



Photo No. 15: Engine and engine compartment area



Photo No. 16: Battery as examined





Photo No. 17: Right side of engine compartment area



Photo No. 18: Heat damage to power steering pump and electrical relays on left side of engine compartment



Photo No. 19: Heat damage to wiper motor



Photo No. 20: Left side of engine compartment as examined



Photo No. 21: Radiator and radiator hose



Photo No. 22: Transmission dipstick in place; note arrow



Photo No. 23:      Arrows indicating burned air conditioning lines



Photo No. 24:      Origin of fire



Photo No. 25: Exemplar vehicle, same year, unburned



Photo No. 26: 1999 Model with a changed electrical system in the area of the celanoid and fusible links



Photo No. 27: Overheated ground wire as indicated by arrow



Photo No. 28: Shorted positive wire to ground, as indicated by arrow



[REDACTED]

PLAINTIFFS

-vs-

FORD MOTOR COMPANY, INC.

DEFENDANT

One American Rd.

Room 612

Dearborn, MI 48126-1899

Serve: CT Corporation Systems  
Kentucky Home Life Bldg.  
Room 1102  
Louisville, KY 40202

COMPLAINT

Plaintiffs, [REDACTED]

[REDACTED] for their Complaint against the Defendant, Ford Motor Company,

Inc., states as follows:

1. At all times material hereto, the Plaintiff, Kentucky Farm Bureau Insurance Company, was a company doing business in the Commonwealth of Kentucky, located at 9201 Bunsen Parkway, P.O. Box 20700, Louisville, Kentucky 40250-0070.

2. At all times material hereto, the Plaintiffs, [REDACTED] were residents of Graves County, Kentucky and reside at 60 Bendfield, Farmington, Kentucky [REDACTED]

3. The Defendant, Ford Motor Company, Inc. is a Michigan Corporation, with its principal address at One American Rd., Room 612, Dearborn, MI 48126-1899.



4. The Court has jurisdiction over Defendant, Ford Motor Company, Inc., pursuant to the provisions of KRS 454.210, the "Kentucky Long Arm Statute."

5. On or about December 18, 2001, a fire occurred in the Plaintiffs' [REDACTED] 1998 Lincoln Navigator causing severe damage thereto.

6. Such fire was directly and proximately caused by the failure/malfunction of systems or components within the Lincoln Navigator. These components, as manufactured by Defendant, Ford Motor Company, Inc., were in a defective and unreasonably dangerous condition.

7. As a direct and proximate result of the failure/malfunction of the defective and unreasonably dangerous product, Plaintiffs, [REDACTED] [REDACTED] sustained damage to their vehicle in the amount of \$ 28,636.36, plus a deductible of \$250.00 and \$360.00 for vehicle rental, for total damages of \$29,246.36.

8. The Plaintiffs, [REDACTED] submitted a claim for insurance coverage to Plaintiff, Kentucky Farm Bureau Insurance Company, for which Kentucky Farm Bureau Insurance Company paid Plaintiffs, [REDACTED] [REDACTED] in the amount of \$28,996.36, less their deductible of \$250.00, thereby indemnifying them for their loss.

9. Plaintiff assigned their rights to recover the above amount to Kentucky Farm Bureau Insurance Company pursuant to a subrogation assignment.

10. Kentucky Farm Bureau Insurance Company is subrogated to the rights of [REDACTED] to the extent that Kentucky Farm Bureau Insurance Company indemnified them. The Defendant, Ford Motor Company,

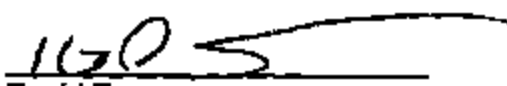
Inc., is therefore obligated to Kentucky Farm Bureau Insurance Company for the above amount.

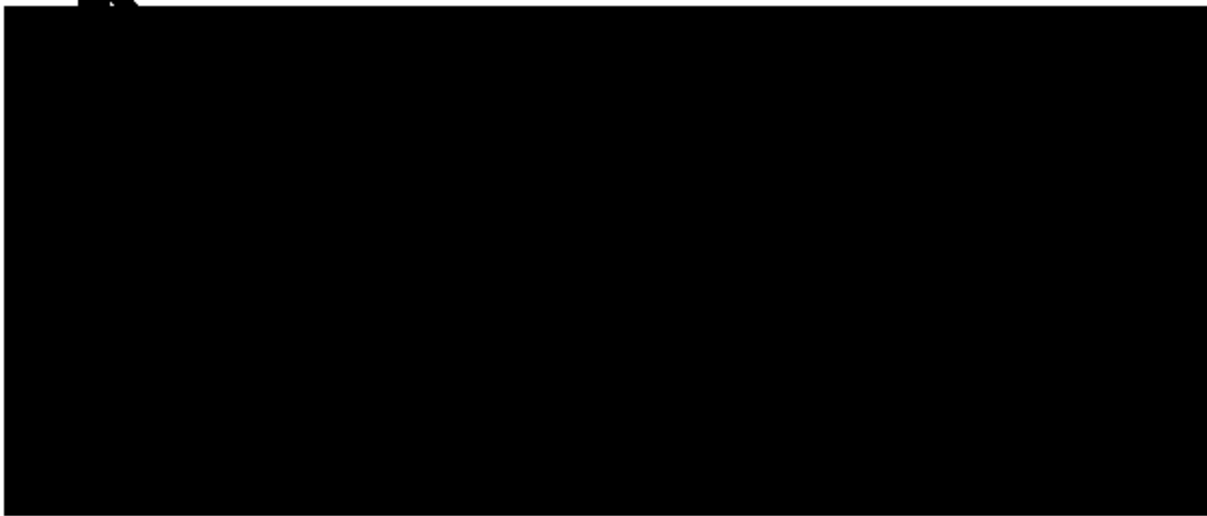
**WHEREFORE**, the Plaintiffs, Kentucky Farm Bureau Insurance Company and [REDACTED] demand as follows:

1. For judgment, against the Defendant, in the amount of \$29,246.36.
2. For a trial by jury, and;
4. For Plaintiffs' costs herein expended;
3. For any and all other relief to which they may appear entitled.

Respectfully Submitted:

**DAVID DEEP LAW OFFICES**

  
\_\_\_\_\_  
David Deep  
Kent Overstreet  
790 Bob Posey St.  
P.O. Box 50  
Henderson, KY 42418-0050  
Telephone: (270) 827-2522  
Fax: (270) 826-2870  
Counsel for Plaintiffs



STATE OF MICHIGAN  
IN THE 10<sup>th</sup> DISTRICT COURT



Plaintiffs,

vs.

Case No.

FORD MOTOR COMPANY

Defendant.

---

EDWARD L. JOHNSON P54646  
Attorneys for Plaintiffs  
1249 Washington Boulevard  
Suite 2900  
Detroit, Michigan 48226  
(313) 965-6277

---

COMPLAINT AND JURY DEMAND

NOW COME Plaintiffs [REDACTED] as Subrogee  
of [REDACTED] by and through its attorney, Edward L. Johnson, and for its Complaint  
against the Defendant Ford Motor Company, states as follows:

COUNT I

1. Plaintiffs is a foreign corporation conducting business in the City of Battle Creek,  
County of Calhoun, State of Michigan.
2. Defendant General Motors Corporation, is a foreign corporation, conducting  
business in the City of Battle Creek, County of Calhoun, State of Michigan.

3. Defendant manufactured, sold and/or supplied a 1996 Ford F-150 VIN (FTEF14N0T [REDACTED] to [REDACTED]

4. On April 22, 2003, Plaintiff's insured [REDACTED] 1996 F-150 was parked at [REDACTED] in the City of Battle Creek, when the subject vehicle was damaged.

5. Defendant being the manufacturer, and/or supplier of 1996 F-150, knew or should have known that property damages concerning the 1996 F-150 could occurred during operation. Notwithstanding said knowledge, Defendant failed to act as a reasonable manufacturer, and/or supplier of the 1996 F-150, and failed to take adequate precautions to guard against such foreseeable and unreasonable risks of damage.

6. Defendant was negligent and such negligence was a proximate cause of Plaintiff's damages, and consisted of, but were not limited to the following:

- A. Failure to properly and adequately manufacture, and sell the 1996 F-150 so as to protect against foreseeable and unreasonable risks of damage, such as occurred to Plaintiff.
- B. Failure to properly and adequately inspect and test its product to insure against foreseeable an unreasonable risks of harm by its users, specifically Plaintiff's insured [REDACTED]
- C. In manufacturing, and supplying a 1996 F-150 that was faulty.
- D. Failure to warn of the hazards of the 1996 F-150 contrary to ANSI Standard B71.3-1975.
- E. Failure to provide adequate warning in a manner sufficient to advise the operator of the dangers associated with the 1996 F-150 contrary to ANSI Standard B71.3-1975.
- F. In manufacturing, and supplying a 1996 F-150 that could fail, and

in failing to warn of this condition.

7. As a direct and proximate result of the negligence of the Defendant as aforesaid, Plaintiff in the amount of \$12,011.50 Dollars.

WHEREFORE, Plaintiffs demand Judgment against Defendant Ford Motor Company, in an amount of \$12,011.50 Dollars, plus costs, interest and attorney fees.

#### COUNT II

8. Plaintiffs reallege and incorporate by reference each and every allegation as contained in Count I as if set forth fully herein, and for Count II state as follows.

9. At the time the Defendant Ford Motor Company, manufactured and/or sold and supplied its 1996 F-150 as previously described, it warranted expressly and impliedly that said F-150 was safe and fit for the purposes and uses reasonably foreseeable and intended when it left Defendant's control, but contrary to said warranties, said F-150 was not reasonably fit for the purposes and uses reasonably foreseeable, but was defective in the following, but not limited to the following particulars:

- A. The Defendant failed to properly and adequately manufacture and sell the subject F-150 so as to protect against foreseeable and unreasonable risks of harm, such as occurred to Plaintiff.
- B. The Defendant failed to properly and adequately inspect and test its product to insure against foreseeable and unreasonable risks of harm by its users, specifically Plaintiff's insured Dean E. Alexander.
- C. Defendant knew and recognized that the 1996 F-150 could fail.
- D. In manufacturing, and supplying a vehicle which could fail during normal operation .

- E. The Defendant failed to warn of the hazards of the 1996 F-150, contrary to ANSI Standard B71.3-1975.
- F. The Defendant failed to provide adequate warning in a manner sufficient to advise the operator of the dangers associated with the the subject 1996 F-150, contrary to ANSI Standard B71.3-1975.

10. As a direct and proximate result of the above described breaches of implied and express warranties by the Defendant, said 1996 F-150 was defective and caused Plaintiff suffer damages in the amount of \$12,011.50 Dollars.

#### COUNT III

11. Plaintiffs reallege and incorporate by reference each and every allegation as contained in Count I, Count II as if set forth fully herein, and for Count III state as follows.

12. That prior to April 22, 2003, Plaintiffs insured purchased the subject vehicle from the Defendant.

13. The paperwork which was presented to Plaintiffs insured did not match the deal which was worked out with the salesperson.

14. Under the Michigan Consumer Protection Act, Defendant was in the process of conducting trade or commerce as that term is defined in MCLA 445.902(d).

15. Defendant violated the Consumer Protection Act by acting in an unfair, unconscionable and deceptive manner including, without limitation:

- a. Representing that vehicle had characteristics, uses, and benefits it the not have in violation of the prohibition in MCLA 445.903(l)(c);
- b. There were gross discrepancies between the oral presentations of the seller

and the written agreement covering the same transaction despite the prohibition in MCL 445.903(1)(y);

- c. Violating other provisions in the Michigan Consumer Protection Act including, without limitation, MCL 445.903(1)(d),(e),(n), (p),(x), and/or (bb).

16. Defendant also made certain representations as to the quality of the vehicle and the lack of need for repair.

17. Those representations were false and were made in violation of the Consumer Protection Act.

18. As a direct and proximate result of the Defendant's actions, Plaintiff and its insured has suffered and will continue to suffer damages in the amount of \$12,011.50 including, without limitation:

- a. Loss of expectancy;
- b. Incidental damages;
- c. Loss of enjoyment of vehicle;
- d. Attorney's fees;

WHEREFORE, Plaintiffs demand Judgment against Defendant Ford Motor Company in the amount of \$12,011.50 Dollars, plus costs, interest and attorney fees.

Respectfully submitted,

BY: 

Edward L. Johnson (P54646)  
Attorney for Plaintiff  
1249 Washington Boulevard  
Suite 2900  
Detroit, MI 48226  
(313) 965-6277



# State Farm Insurance Companies



12,011.50003

RECEIVED

JUN 13 2003

State Farm Insurance Company  
Subrogation  
PO Box 4078  
Kalamazoo, MI 49003-4078  
Toll free: 877-782-6424  
Fax: 888-845-8880

Ford Motor Co/Parklane Tower West  
3 Parklane Blvd, Ste 400  
Dearborn, MI 48126-2568

FORD MOTOR COMPANY  
RECEIVED

JUN 13 2003

OFFICE OF THE  
GENERAL COUNSEL

RE: Claim Number: [REDACTED]  
Our Insured: [REDACTED]  
Date of Loss: April 22, 2003  
Make, Model and Year of Vehicle: 1996 Ford Pick F150  
Serial Number or VIN: 1FTEF14NOT [REDACTED]

This State Farm insured vehicle was involved in a Comprehensive. We settled a claim with our insured in the amount of \$12,011.50, which includes our insured's deductible.

Our investigation revealed the cause of the loss was due to the factory wiring in area of the distribution center.

Enclosed is the documentation of State Farm's claim. The evidence is being held for your inspection. You may contact me at (877) 782-6424 to make arrangements to inspect the vehicle and/or part.

Please consider this letter as our demand to for reimbursement of \$12,011.50.

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

- 196 F150  
- VIN  
- 4/22/03  
- \$12,011.50

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710-0001

8885-885-LC-5278

Page 2  
12,011.50003

We are enclosing the necessary material to substantiate our subrogation claim in the amount of \$12,011.50.

Sincerely,



Thelma L. Willis x8534  
Claim Representative  
(877) 782-6424

State Farm Mutual Automobile Insurance Company

PS: Attached find color photo, copy of the investigation report and our payment record.





**Allstate**  
You're in good hands.

PHILADELPHIA WEST  
1700 ATWATER DRIVE, SUITE 220  
MALVERN PA 19355-4782

CONSUMER AFFAIRS  
SECTION



FORD MOTOR COMPANY ATTN: CONSUMER AFFAIRS DEPARTMENT  
16800 EXECUTIVE PLAZA DR  
RD #3NE-B  
DEARBORN MI 48126-4261

5 FEB 23 P2:34

RECEIVED  
FEB 25 2005

February 15, 2005

INSURED [REDACTED]  
DATE OF LOSS: September 22, 2004  
CLAIM NUMBER [REDACTED]  
Ford Recall #05S25

PHONE NUMBER: 888-233-2675  
FAX NUMBER: 610-251-3737  
OFFICE HOURS: Mon - Fri 8:00am - 5:30pm

Dear FORD MOTOR COMPANY ATTN: CONSUMER AFFAIRS DEPARTMENT,

Please be advised that our insured owned a 2001 Ford F-150 VIN #1FTZX172X1 [REDACTED] On September 22, 2004 the vehicle caught fire while unoccupied in a parking lot.

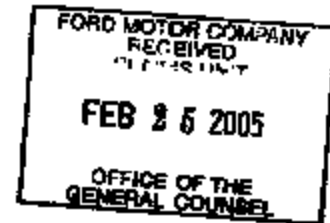
According to our investigator, the damage was related to a defect. There was a recall on this model for a cruise control switch which had the potential to short circuit and cause a fire under the hood. Enclosed please find a copy of the Vehicle Origin and Cause Examination conducted by Sterling Investigative Services.

If you would like to inspect the vehicle please contact Allstate by February 28, 2005.

Sincerely,

**BARBARA BROWN**

BARBARA BROWN  
610-251-3183  
Allstate Insurance Company



- 9/22/04  
- '01 F150  
- VIN  
- Expt  
- WSD - 7/28/01  
- GSA - No

GEN1001

6643049312 Q04

ENG-885-LC-5872

OCTOBER 7, 2004

TO: MARY LOU TAGUE, ALLSTATE INSURANCE  
FROM: STANLEY PALUSKI, STERLING INVESTIGATIVE SERVICES

STERLING CASE NO.: 04-842  
YOUR CLAIM NO.: [REDACTED]  
INSURED: [REDACTED]  
DATE OF LOSS: 09/22/04

VEHICULAR ORIGIN AND CAUSE EXAMINATION

TYPE OF LOSS: VEHICULAR FIRE  
VEHICLE: FORD  
YEAR: 2001  
MODEL: F150  
V.I.N. No.: 1FTZX172X1N [REDACTED]  
PLATE: NONE  
LOCATION: CO PART, PENNSBURG, PA  
EXAM DATE: SEPTEMBER 29, 2004  
ASSIGNMENT: CONDUCT AN ORIGIN AND CAUSE  
EXAMINATION OF THE ABOVE MENTIONED  
VEHICLE.

## IDENTIFICATION

Positive identification of this vehicle has been confirmed by VIN character. The VIN characters do conform to the physical and mechanical description of this year, make and model of vehicle.

## DMV INSPECTION STICKER

The state safety and emissions sticker was consumed during the fire event.

## LICENSE PLATES

None attached.

## VEHICLE DESCRIPTION

This is a two door, pick up truck vehicle design, three year old vehicle, white in color. The exterior was in good condition despite the fire related damage.

## EXTERIOR

No major collision damages were noted. No prior repaired or prior un-repaired damages were noted to the exterior body panels. The frontal region of the vehicle was damaged during the fire event.

## EXTERIOR BURN PATTERNS

The exterior burn patterns are noted to the hood panel, fender panels, front grille, front bumper and windshield area of the vehicle.

## OXIDATION

Oxidation in the form of rust, which is a result of direct flame impingement and conductive heat transfer is noted to the hood panel and fender panels of the vehicle. The engine compartment also exhibited oxidation to the metal components.

## HEAT RELEASE RATE

The heat release rate was intense within the engine compartment. The fire event entered the interior through the main wiring harness and air inlet duct consuming a minor portion of the interior organic based material.

## FIRE DEPARTMENT DAMAGES

The hood panel was damaged from forcibly opening the hood to extinguish the fire event.

## FIRE TRAVEL PATTERNS

The fire travel pattern is noted as a fire propagating from the left side region of the engine compartment. The fire event progressed throughout the engine compartment consuming all organic based material within its path. The fire event eventually entered the interior through the main wiring harness and air inlet duct located at the separation wall. The fire event progressed to the rear of the interior consuming a minor portion of the organic based material.

## INTERIOR

The vehicle is equipped with two front bucket seats. Visual examination of the interior revealed the seating surfaces exhibited minor heat related damages. The upper region of the dash was also noted consumed during the fire event. The lower lying areas were not completely consumed highly suggesting that the fire event traveled through the headliner of the vehicle.

## ENGINE COMPARTMENT

The vehicle is equipped with an 8-cylinder fuel injected gas powered engine. The transmission is of the automatic transmission design with four-wheel drive capabilities. An examination of the fluid displacement levels revealed all were within the manufactures recommendations with clean fluid.

## TIRES AND WHEELS

Examination of the road tires revealed they were Dunlop steel belted radial tires of size P225/70 R16. An examination of the available tread depths revealed an average tread depth of 10/32 of an inch. The road tires were mounted to the factory cast aluminum rims.

## ORIGIN AND CAUSE

The fire originated at the left side region of the engine compartment at the wiring harness area. An examination of the wire harness located at the left side area revealed it was completely consumed during the fire event. An examination of the wiring revealed severe arcing to wires, which were routed from the left to right side near the distribution center. Due to the extent of the fire related damages I could not effectively determine where the wire was connected. It is my opinion that the wires with arcing shorted, which resulted in the fire event, however due to the severity of the fire related damages the exact cause could not be determined. Overall the fire event is electrical in nature however the exact cause of the electrical failure could not be determined.

**EVIDENCE RETAINED**

None.

**PRODUCT RECALL**

A research of the National Highway and Traffic Safety Association data banks revealed no recalls pertaining to electrical fires within this area.

**CONCLUSION**

It is my expert opinion based within a reasonable degree of forensic probability, based on my training, education and experience that:

The fire originated at the left side region of the engine compartment in the wiring harness, which contains wires routed from the left side to the distribution center. The fire event was electrical in nature however due to the severity of the fire event I could not determine the exact cause of the electrical failure. All other potential causes such as incendiary have been ruled out. The burn patterns interpreted in the engine compartment as well as the arcing to the wires fully support the cause and origin of this fire.

  
\_\_\_\_\_  
**STANLEY PALUSKI**  
**AUTO & TECHNICAL FORENSIC DIVISION**

**ASE CERTIFIED TECHNICIAN**  
**REGISTERED BONDED LOCKSMITH**  
**FORENSIC LOCKSMITH**  
**ORIGIN AND CAUSE EXPERT**  
**AUTO THEFT EXPERT**

EXPERT RPT.





**S. N. BHATT, P.E.**  
**MEM ENGINEERING**  
4200 KINGS POINT ROAD, EXCELSIOR, MINNESOTA 55331  
Tel: (952) 472-5595  
Fax: (952) 472-6945

February 8, 2005

Mr. Mark Hagen  
Met Life Auto & Home  
P. O. Box 158  
Oregon, WI 53575

Re: [REDACTED]  
Fire: 12-8-2003  
Claim No. [REDACTED]  
MEM Proj. No. T039

Dear Mr. Hagen:

This report concerns the investigation of the cause of a fire that is reported to have occurred at the [REDACTED] residence, [REDACTED] Spring Valley, MN, on December 8, 2003.

Preliminary information regarding the fire was obtained from Mr. Jeff Washinger of ILS, Inc., who had conducted initial investigation(s) of the fire. The preliminary data indicated that the subject fire was initially detected by [REDACTED] at about 2300 hours, in a Ford F-150 pick-up that was parked in the garage. Initially, there was fire in the engine compartment, but not in the passenger compartment. Specifically, fire was observed coming from the front wheel well on the passenger side.

Prior to the fire, the vehicle had been driven into the garage and parked at about 2250 hours. No unusual signs were noticed at that time.

Service history of the vehicle indicates that body repairs were performed following a deer accident in December 2002. No engine damage was reported. Engine head gasket was replaced in 2002. In September 2003, the engine sensor was replaced. Seat belt system has been serviced under a recall. No prior problems were noticed on the day of the fire.

I inspected the subject Ford F-150 pick-up, VIN 2FTRX17W91C [REDACTED], at the scene of the fire on December 29, 2003 and viewed it again on November 10, 2004 in Rochester, MN, where it has been stored. The examinations were non-destructive and no disassembly was performed.

EXHIBIT RPT

Photo 1 shows a close-up of melting of copper wires due to electrical faulting found during the examinations. The electrical faulting was located near the starter relay mounted on the engine side of the firewall, on the passenger side, and appeared to involve the cable going to the relay input terminal. Photos 2 and 3 show progressively distant photos of this area. As shown in photo 4, there appeared to be another area of electrical faulting, observable through the right-front wheel well, where battery cable appeared to have faulted against the frame.

Based on the available data, it is my opinion that the occurrence of the fire in the parked vehicle that had not shown previous unusual symptoms was due to electrical faulting in the area of the starter relay input cable. The cable remains energized even in a parked vehicle, and has a high level of fault energy available to cause ignition of cable insulation and combustible accumulations.

Additional photos taken during the examinations are preserved in digital form. No further activities are planned in this investigation, unless specific instructions are received.

Yours truly,



S. N. Bhatt, P.E.

Encl. Photos 1-4



PHOTO-1

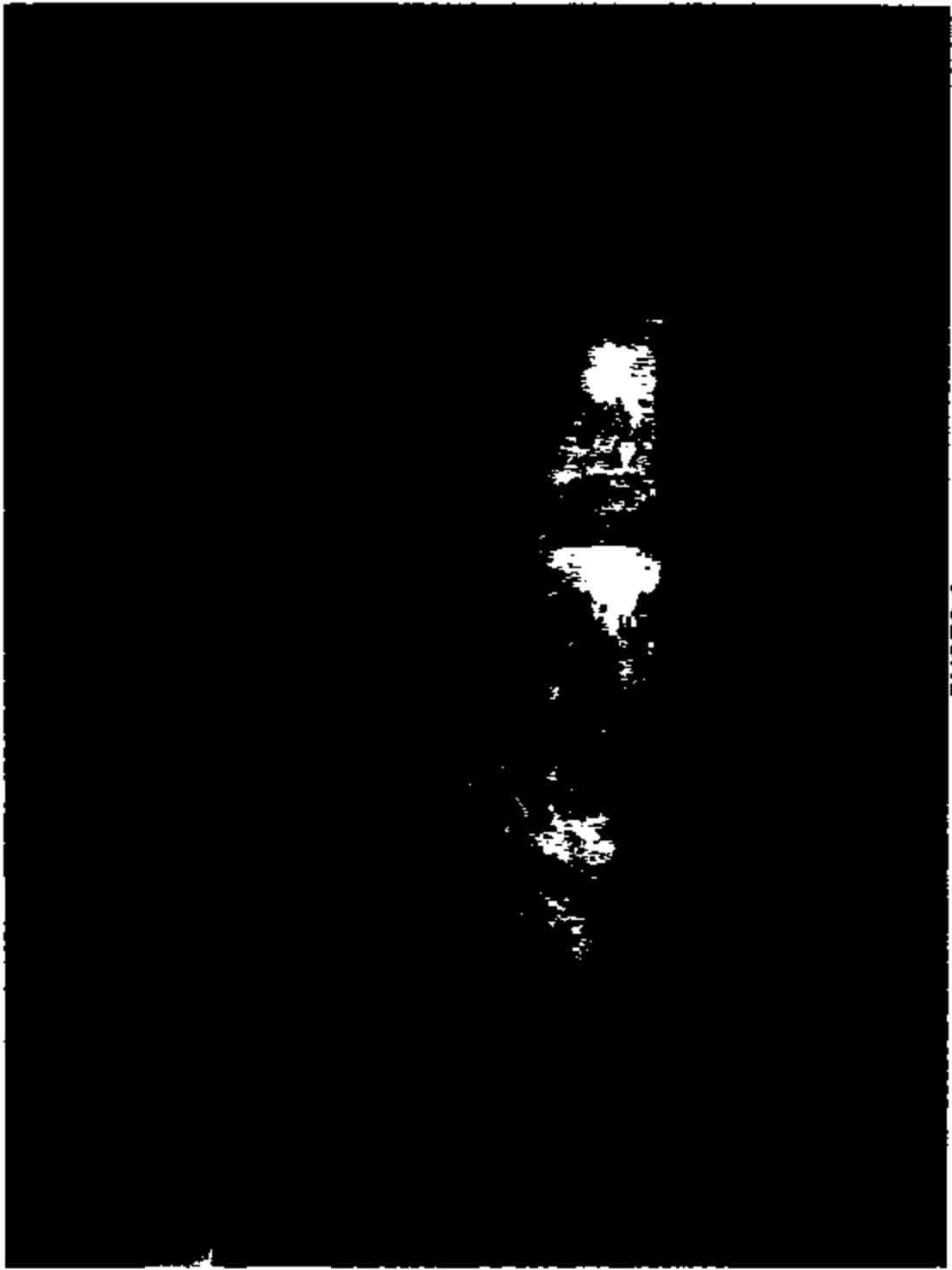


PHOTO-2



PHOTO-3



PHOTO-4

# **FACT DATA WORKBOOK.**



**[REDACTED] RESIDENCE  
SPRING VALLEY, MINNESOTA**

**prepared for:**

**MET LIFE, AUTO AND HOME**

**prepared by:**

**INVESTIGATIVE & LOSS CONTROL SERVICES, INC.  
PRIOR LAKE, MINNESOTA**



**RESIDENCE  
SPRING VALLEY, MINNESOTA**

**INDEX**

- I.                   **REQUEST FOR INVESTIGATION.**
- II.                  **PARTIES INVOLVED.**
- III.                **FIRE DEPARTMENT REPORT.**
- IV.                 **FACT DATA.**
- V.                  **WITNESS STATEMENTS.**
- VI.                 **DIAGRAMS.**
- VII.                **DOCUMENTS.**
- VIII.              **EVIDENCE COLLECTION LIST.**
- IX.                 **SITE INSPECTION SIGN-IN SHEET.**
- X.                  **PHOTOGRAPHS.**

# **FACT DATA WORKBOOK.**

## **REQUEST FOR INVESTIGATION.**

**prepared by:**

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

**EN85-885-LC-5885**

**I.L.C.**  
**REQUEST FOR INVESTIGATION**

**DATE:** DECEMBER 9, 2003 **TIME:** 10:00 A.M.

**REQUEST FROM:** MET LIFE, AUTO & HOME

**ADDRESS:** PO BOX 126, ONALASKA, WISCONSIN 54659

**TELEPHONE:**

**DATE OF LOSS:** DECEMBER 8, 2003 **TIME:** 11:00 P.M.

**LOCATION OF LOSS:** SPRING VALLEY, MINNESOTA

**NAME OF INSURED:** [REDACTED]

**ADDRESS:** [REDACTED] SPRING VALLEY, MINNESOTA [REDACTED]

**TELEPHONE:** [REDACTED]

**PERSON TO CONTACT:** [REDACTED]

**TELEPHONE:** [REDACTED]

**TYPE OF INVESTIGATION:** FIRE ORIGIN AND CAUSE

**INVESTIGATOR:** JEFFREY J. WASHINGTON, SR.

**DATE INVESTIGATION STARTED:** DECEMBER 11, 2003

**RESPONSIBLE ATTORNEY:** N/A

**ADJUSTER ASSIGNED:** SPENCER PUNK **PHONE:** (608) 792-3785

**LOCAL AUTHORITY:** SPRING VALLEY FIRE DEPARTMENT

**ADDRESS:** 120 WEST COURTLAND, SPRING VALLEY, MINNESOTA 55975

**EXPERTS INVOLVED:** SID BHATT, ENGINEER

**PHOTOGRAPHS:** I.L.C.: YES **OTHERS:** YES

**MEDIA COVERAGE:** YES

**EVIDENCE COLLECTED:** YES (SEE EVIDENCE COLLECTION LIST)

# **FACT DATA WORKBOOK.**

## **PARTIES INVOLVED.**

prepared by:

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

[REDACTED] RESIDENCE  
SPRING VALLEY, MINNESOTA

**PARTIES INVOLVED**

**INSURANCE COMPANY:**

Met Life, Auto & Home  
PO Box 126  
Onalaska, Wisconsin 54650

Spencer Funk, General Adjuster (608) 792-3785  
Mark Hagen, Recovery Specialist (608) 835-1913

**RESPONSIBLE INVESTIGATOR:**

Investigative & Loss Control Services, Inc. (952) 891-2192  
13909 Fawn Ridge Way  
Apple Valley, Minnesota 55124

Jeffrey J. Washinger, Sr., Investigator

**RESPONSIBLE ENGINEER:**

MEM Engineering (952) 472-5595  
4200 Kingspoint Road  
Excelsior, Minnesota 55331

Sid Bhatt, Engineer

**INSURED/LOSS SITE:**

[REDACTED]  
Spring Valley, Minnesota [REDACTED]

**AUTO DEALER:**

Rochester Ford (507) 288-7564  
4900 Highway 52 North  
Rochester, Minnesota 55901

**MAINTENANCE PROVIDER:**

Peterson Motors  
1100 North Broadway Street  
Spring Valley, MN 55975

(507) 346-7335

**INSURANCE FOR MAINTENANCE PROVIDER:**

Auto Owners Insurance Company  
P.O. Box 7159  
Rochester, MN 55903

(507) 288-6162

Greg Thompson, Claims Representative

**INVESTIGATOR FOR MAINTENANCE PROVIDER:**

E.F.L.  
7160 Shady Oak Road  
Eden Prairie, MN 55344

(763) 424-8918

Stephen Woodford, Investigator

**BODY WORK PROVIDER:**

Preston Service Plus  
608 Houston Street, NE  
Preston, MN 55965

(507) 765-3846

**INVESTIGATOR FOR FORD MOTOR COMPANY:**

Newell Investigative Services, Inc.  
P.O. Box 907068  
Gainesville, GA 30501

(770) 297-7138

Larry Helton, Investigator

**EVIDENCE LOCATION:**

Mooty Towing and Repair  
#17 11<sup>th</sup> Street, N.E.  
Rochester, MN 55906

(507) 289-2955

**LOCAL AUTHORITY:**

Spring Valley Fire Department  
120 West Courtland  
Spring Valley, MN 55975

(507) 346-02150

Chris Czapiewski, Fire Chief

**STATE FIRE MARSHAL:**

Minnesota Department of Public Safety  
State Fire Marshals Office  
444 Cedar Street  
St. Paul, MN 55101

Steve Wolf, Deputy State Fire Marshal

# **FACT DATA WORKBOOK.**

## **FIRE DEPARTMENT REPORT.**

**prepared by:**

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**



**I** Investigative/Loss Control Services  
**L** 6028 150th Street, S.E.  
**C** Prior Lake, Minnesota 55372  
952/447-1234  
Fax: 952/447-1233

December 18, 2003

Chief Chris Czapiewski  
Spring Valley Fire Department  
120 West Courtland  
Spring Valley, MN 55975

**COPY**

Re: Request for Fire Department Report  
[REDACTED] Residence  
Spring Valley, Minnesota  
D.O.L.: December 8, 2003

Dear Chief Czapiewski;

Please accept this communication as my formal request for copies of the Spring Valley Fire Department Response Report for the above referenced fire loss occurrence.

We are conducting an independent investigation into this fire on behalf of the property insurance carrier, Met Life, Auto and Home Insurance Company. The fire occurred at the [REDACTED] residence, [REDACTED] in Spring Valley. The date of fire occurrence was December 8, 2003 with the fire being reported at approximately 2300 hours.

I would request one copy of your response report for that incident. If you wish, you may fax the report to my attention at fax number (952) 432-8376. Thank you for your attention to this request. Please contact me if you have any questions.

Very truly yours;

Jeffrey J. Washinger, Sr.  
Investigator

ERSS-000-LC-5002

# **FACT DATA WORKBOOK.**

**FACT DATA.**

**prepared by:**

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

**ENR-885-LC-5003**

[REDACTED] RESIDENCE  
SPRING VALLEY, MINNESOTA

FACT DATA

A. DATE OF LOSS: December 8, 2003  
2300 hrs.

B. LOCATION OF LOSS: [REDACTED]  
Spring Valley, MN

C. NAME OF INSURED: [REDACTED]

D. LOCAL AUTHORITY: Spring Valley Fire Dept.  
Chief Chris Czapiewski

E. STATE AUTHORITY: State Fire Marshals Office  
Steve Wolf, D.S.F.M.

F. VEHICLE INVOLVED: 2001 Ford F-150 Pick-Up  
VIN #: 211RX17W91 [REDACTED]

G. VEHICLE PURCHASED FROM: Rochester Ford  
4900 Highway 52 North  
Rochester, MN 55901

H. PERIODIC MAINTENANCE: Preston Service Plus  
608 Houston Street, N.E.  
Preston, MN 55965

I. COLLISION REPAIR WORK: Peterson Motors  
1100 North Broadway St.  
Spring Valley, MN 55975

J. PRE-FIRE FACT DATA:

- All periodic maintenance recommended for vehicle followed by owner.
- No problems encountered with electrical system of vehicle.
- Engine sensor replaced in September of 2003.
- Recall for seatbelt problem taken care of by dealer.
- Accident involving deer occurred in December, 2002. Body repairs made by local Body Shop. No engine damage reported as a result of this collision.
- Vehicle operated on day of fire occurrence. Travel to and from place of employment. No problems encountered.

\*  
\*  
\*  
\*

[REDACTED] RESIDENCE  
SPRING VALLEY, MINNESOTA

FACT DATA: (cont.)

J. PRE-FIRE FACT DATA: (cont.)

- Vehicle returned to residence at approximately 2250 hours on December 8, 2003.
- Vehicle pulled into eastern-most bay of double car garage common to west side of structure.
- Vehicle turned off after parking in bay. No vehicle located in western-most bay.
- Interior garage lights turned off.
- Both garage doors closed.
- Exterior coach lights are turned off.
- No appliances plugged into outlets common to garage.
- No unusual smells of smoke or visible smoke observed in garage at time of return.
- No hot odors from vehicle observed at time of return to garage.
- Richard Barth enters structure through east side personnel entry door leading from garage.

K. FIRE DISCOVERY FACT DATA:

- At 2300 hours on December 8, 2003, [REDACTED] hears a "popping" sound coming from garage area. No smoke noticeable in dwelling at this time.
- Travels to west side entry door leading into northeast corner of garage and opens this door.
- Observes fire consuming engine hood of Ford F-150 pick-up. Fire also observed coming from passengers side front wheel well.
- Observes no fire in passengers compartment of vehicle. All fire is observed burning in the engine compartment.
- Advised Wife [REDACTED] to call the fire department. Retrieved a fire extinguisher from laundry room and attempted to enter garage from west side personnel door.
- Was unable to gain entry to garage due to heavy heat. Reached through door and attempted to activate automatic garage door opener. West side door went up. East side door did not go up. Unsure if he completely pushed east side door opener mechanism.
- Traveled through house to the south side main entry door and proceeded to the exterior south wall of the west side garage.
- Observed west side garage door open and east side garage door closed.
- Attempted entry through open west side garage door, but encountered heavy black smoke from interior.
- Observed fire still burning in engine compartment of Ford F-150 Pick-Up. No visible fire occurring anywhere else in garage area.

[REDACTED] RESIDENCE  
SPRING VALLEY, MINNESOTA

FACT DATA: (cont.)

K. FIRE DISCOVERY FACT DATA: (cont.)

- Was unable to get close enough to vehicle to use extinguisher.
- Exited structure and was greeted by County Sheriff who arrived on the scene and prevented him from attempting further entry.
- [REDACTED] enters vehicle parked in west-side driveway and removes vehicle from premises.
- As [REDACTED] is removing her vehicle from driveway [REDACTED] observes west side overhead door close by itself. Then observes east-side overhead door open completely by itself and then close ½ way.
- Observes fire beginning to spread on garage roof. Siding on the southwest corner of structure beginning to melt. Soffits common to south side of structure beginning to fall off.
- Observes roof collapse over garage 10 minutes later.

L. FIRE DEPARTMENT OBSERVATIONS:

- Spring Valley Fire Department Dispatched at approximately 2300 hours. Unit arrival under the command of Fire Chief Chris Czapiewski.
- Heavy fire involvement through west side garage area.
- Roof collapse over garage area already occurring.
- Fire Burning through north side garage roof with horizontal fire spread to the east.
- Involvement beginning to take place on west side of north side roof deck common to the dwelling.
- Initial attack through open garage doors on south side of garage. Secondary lines to north exterior of structure.
- Entry into structure through south side main entry door. Advance to interior northwest corner of dwelling.
- All fire common to structure located above ceiling level and spreading through the north interior attic space.
- Attack crews overhaul ceiling spaces in laundry, kitchen and dinette. Fire Discovered burning in attic space common to north interior portion of dwelling.
- Exterior and interior attacks utilized to extinguish fire in interior attic space.

[REDACTED] RESIDENCE  
SPRING VALLEY, MINNESOTA

FACT DATA: (cont.)

M. SITE EXAMINATION FACT DATA:

- Heavy collapse of entire garage roof assembly.
- Outward collapse of south, west and north walls of garage.
- Heavy consumption of roof deck structural elements common to northeast interior corner of garage.
- Heavy consumption of northeast corner wall construction elements.
- Remains of sheetrock common to east garage wall develop pattern extending from front passengers side of vehicle.
- Examination of upper portions of collapsed wall sections illustrate heavier flame impingement damage to upper sill plates. Lower wall sections illustrate lesser direct flame impingement damage.
- Fire travel to east through common wall between garage and dwelling. Fire travel through north end of common wall into joined west side attic space.
- Examination of interior attic space common to laundry room establishes fire travel moving eastward from the garage area.
- Heavy consumption and collapse of north side roof deck over kitchen, laundry and dining room area.
- Lesser amounts of fire damage to east side of attic space common to dwelling.
- No low level fire damage to rooms located on main floor of dwelling.
- No fire damage extension in basement level of structure.
- Complete consumption of engine compartment hood for vehicle.
- Melt down of lighter weight metals and plastics common to engine compartment.
- Outward fire travel from engine compartment through fire wall and into center portions of interior passengers compartment dash board area.
- Heat patterns established on upper portions of rear fire wall common to engine compartment.
- Heavy consumption of aluminum radiator components.
- Heavy consumption of insulation jackets common to wiring harnesses and bundles.
- Downward melting of upper portions of battery.
- Complete consumption of radiator hoses and engine drive belts.

**RESIDENCE  
SPRING VALLEY, MINNESOTA**

**FACT DATA: (cont.)**

**N. INVESTIGATION STATUS:**

- Investigation is continuing. File status is open.
- Notified parties inspection of site scheduled for December 29, 2003.
- Vehicle removal on that date.
- Vehicle and associated evidence storage at Mooty Towing and Repair in Rochester, Minnesota.
- Ongoing examination of evidence to be scheduled at a later date.

# **FACT DATA WORKBOOK.**

## **WITNESS STATEMENTS.**

prepared by:

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

EA85-685-LC-5000



[REDACTED] RESIDENCE  
SPRING VALLEY, MINNESOTA

WITNESS STATEMENT

This is Jeff Washinger, Fire Investigator for Met Life, Auto & Home. Today's date is December 11, 2003. It is approximately 1:15 p.m. We are going to be speaking with [REDACTED] [REDACTED] are the owners of the single-family dwelling located at [REDACTED] in Spring Valley, Minnesota. A fire occurred here on December 8, 2003 at approximately 11:00 p.m. We are taking [REDACTED] statement as part of a fire origin and cause investigation into that incident.

JW: [REDACTED] pronounce your name and spell your last name for me please.

RB: [REDACTED]

JW: [REDACTED] the correct address for the house is what?

RB: [REDACTED]

JW: In Spring Valley, Minnesota?

RB: Yes.

JW: What is the zip code?

RB: [REDACTED]

JW: Did you have a telephone at the house?

RB: Yes.

JW: What was the phone number at the house?

RB: [REDACTED]

JW: Richard, are you aware I am tape recording the conversation?

RB: Yes.

JW: Same for y [REDACTED]

KB: Yes.

JW: And I'm doing that with your permission?

RB: Yes.

JW: The house is relatively new correct?

RB: Two years old.

JW: This was a modular home?

RB: Yes from Winona Homes.

JW: When did you establish residence in the house?

RB: April a year and a half ago.

JW: April of 2001?

RB: Yes.

JW: Aside from you and [REDACTED] does anybody else live in the house?

RB: No.

JW: [REDACTED] are you employed?

RB: Yes.

JW: Who do you work for?

RB: Stewartville Care Center; I'm an LPN.

JW: [REDACTED] how about you?

KB: I'm an RN.

JW: Same place?

KB: No.

JW: Where do you work?

KB: Spring Valley Care Center.

JW: When you bought the house, mortgage on the house?

RB: Yes.

JW: Who was that through?  
RB: Penn Federal.  
JW: What was the purchase price of the house?  
RB: \$67,000 just for the house.  
JW: Was there a lot expense?  
RB: Lot and basement.  
JW: How much were they?  
RB: About \$60,000.  
JW: So total your loan amount was about \$127,000.  
RB: Yeah, \$133,000 I think.  
JW: That was the amount of the mortgage, \$133,000?  
RB: Yes.  
JW: What were your monthly payments?  
RB: Right now its \$9...  
KB: For the first year it was \$1098.  
RB: Yeah, but now we refinanced it and they are \$954.  
JW: You refinanced when?  
RB: Six months ago.  
JW: June/July of this year?  
RB: Yes.  
JW: All payments up to date when the fire occurred?  
RB: Yes.

JW: I want to talk about the day of the fire and your observations and then we'll get some more details on the vehicle itself. You returned home from work the night of the fire. You got home at what time?

RB: About 10:50 p.m.

JW: Was [REDACTED] already home?

RB: Yes, she was off that night.

JW: You parked your truck in the east side of the garage?

RB: Correct.

JW: And went in the house?

RB: Yes.

JW: Ten minutes later roughly?

RB: Right, we heard a popping sound.

JW: Just tell me what you did next?

RB: I went out through the kitchen to the back door.

JW: This is the door that goes into the garage?

RB: Goes into the garage. I opened the door.

JW: Tell me what you saw?

RB: Saw the hood of the truck on fire. Fire coming out from underneath and around the wheel-well.

JW: Fire was burning the hood of the truck and coming out from the wheel-well?

RB: Right.

JW: Was there any fire in the passenger's cab at that time?

RB: No.

JW: Had the fire got to the ceiling at all yet?

RB: No.

JW: All contained in the engine?

RB: Right there.

JW: What did you do next?

RB: Shut the door and told [REDACTED] to call 911. I grabbed the fire extinguisher and tried to go back through the door to the garage.

JW: You couldn't get through there?

RB: It was too hot. I reached to open the overhead doors.

JW: That was for both of the doors?

RB: Yes.

JW: Did both of those doors open?

RB: The west door did; the east door did not.

JW: So the west door went up; your east door where your truck is parked did not go up?

RB: Did not right away. I grabbed my coat, went out the front door and I had [REDACTED] she opened up the patio doors and then followed me out.

JW: In the meantime [REDACTED] you used the phone to call 911?

KB: Yes.

JW: Did you get through? Did the phone work ok?

KB: Yes.

JW: When you get outside Richard just take me through that.

RB: I went to the garage and tried to get in. Smoke was rolling out. I was unable to get in there.

JW: Let me stop you. When you get out is the east side door still down?

RB: It is still down yes.

JW: The west side door is open?

RB: Open yes.

JW: You tried to go through the west door?

RB: West door. Smoke was just pouring out.

JW: Heavy smoke?

RB: Yes.

JW: Black?

RB: Black.

JW: Could you see any fire from the west door?

RB: Yes, coming from underneath from the engine area.

JW: Still up in the engine compartment?

RB: Yes.

JW: Cab not burning yet that you could tell?

RB: Just on the hood.

JW: So you weren't able to get in and use your extinguisher?

RB: No, and that's when the Deputy Sheriff pulled up. [REDACTED] then moved her car away from the garage.

JW: [REDACTED] was that parked exterior to the garage? It wasn't parked in the garage correct?

KB: It was on the driveway about 2 to 2½' from the west door.

RB: She backed out and then the west door went down and the east door went up and back down about halfway.

JW: So that was as [REDACTED] was backing her car out?

RB: Yes.

JW: The west door came down?

RB: Came down.

JW: By itself?

RB: By itself.

KB: I have that control in my car and I didn't push it.

JW: And the east door went the whole way up and then halfway down?

RB: Yes, halfway down and stopped.

JW: I'm assuming you just waited for the fire department to get there?

RB: Right.

JW: As you are waiting for the fire department, can you tell me about how this fire progressed?

RB: It went up through the roof.

JW: You're talking about the garage roof right?

RB: Garage. The siding started melting in the front and the soffits were falling off. Shortly thereafter it went up through the roof of the garage. About ten minutes later, it collapsed straight down.

JW: So within about 10 minutes of it breaching the roof that roof collapsed?

RB: Yes.

JW: Could you ever see fire burning through the roof of the house?

RB: Later yes.

JW: That's all I wanted to establish. That was later.

RB: Yes, probably 10 or 15 minutes later.

KB: The fire department was there dousing it with water.

JW: Let's talk about the truck a little bit. This is a 2001 Ford F-150?

RB: Correct.

JW: Where did you buy it from?

RB: Rochester Ford.

JW: It was new when you bought it?

RB: Yes, 72 miles on it.

JW: When did you buy it?

RB: June of 2001.

JW: Since the time that you bought the truck have you had any problems with the vehicle?

RB: I had a sensor go bad on it about six months ago. It was replaced by the Ford dealership here in town. I had a recall on seatbelts.

JW: That was taken care of?

RB: That was taken care of. Had some body work done on it due to a deer.

JW: Let's talk about that. When did you hit the deer?

RB: Four or five months ago. It was this late summer.

JW: So we're looking at August or September?

RB: Yes.

JW: What kind of damage was done to your vehicle when you hit the deer?

RB: Front driver's side light was knocked out; front quarter panel, front driver's side door and rear quarter panel were dented and repaired by Preston Service Plus; it's a body shop.

JW: Was there any damage done to the engine or the components thereof?

RB: No.

JW: Were you able to drive the vehicle after you hit the deer?

RB: Yes.

JW: Any other problems with the vehicle?

RB: No.



JW: You've been pretty religious about the periodic maintenance on it?

RB: Yes, oil changed every three months. That was done by the dealer here in town.

JW: Who is that?

RB: Peterson Motors.

JW: Aside from just the oil changes and stuff like that did Peterson do any other work to it?

RB: They changed the sensor, rotated the tires and they had to change a head gasket. That was leaking.

JW: The head gasket was leaking?

RB: Yeah, they replaced it.

JW: How long ago was that?

RB: This spring.

JW: Spring of 2003?

RB: Yes.

JW: When you returned from work on the evening of the fire Rich, both garage doors were down after you entered?

RB: Yes.

JW: Were any of the interior lights on in the garage?

RB: No.

JW: Is there anything plugged into any of the outlets in the garage?

RB: The garage door opener.

JW: That's the one on the ceiling?

RB: On the ceiling and that light stays about two minutes.

JW: But as far as the wall outlets, there isn't anything plugged into the wall outlets?

RB: No.

JW: Were any of the coach lights on?

RB: No.

JW: You had some Christmas decorations that were up on the main part of the house correct?

RB: Christmas lights along the gutters.

JW: But nothing on the garage?

RB: No, and they were unplugged.

JW: Where do you normally plug those in?

RB: By the front door; the exterior outlet.

JW: Is there any ceiling in the garage?

RB: No.

JW: You were telling me about the insulation of a firewall between the house and the garage attic space?

RB: Right.

JW: You put that in yourself?

RB: My father-in-law and I did yes.

JW: What did that consist of?

RB: Sheetrock.

JW: Size 5/8"?

RB: Yes.

JW: Two sheets, one sheet?

RB: One sheet thick.

JW: So the entire west exterior wall of the house was all 5/8" sheetrock, floor the whole way up to the roof peak?

RB: Yes.

JW: From that wall out into the garage was all open?

RB: Right.

JW: Had you been having any problems at all with the electrical circuits common to the garage area?

RB: No.

JW: Any problems at all with the overhead garage door openers?

RB: No.

JW: Were there any flammable liquids stored in the garage?

RB: Can of gas, Coleman fuel, for the stove.

JW: That was in the camper topper?

RB: Yes.

JW: No gasoline?

RB: No gasoline. No mowers.

JW: The rear door, the north side door, was that locked and secured?

RB: Yes.

JW: Is kept locked?

RB: Yes.

JW: [REDACTED] I think that's all the questions we have for you right now. Once again you are aware we tape-recorded the conversation?

RB: Yes.

JW: That was ok with you?

RB: Yes.

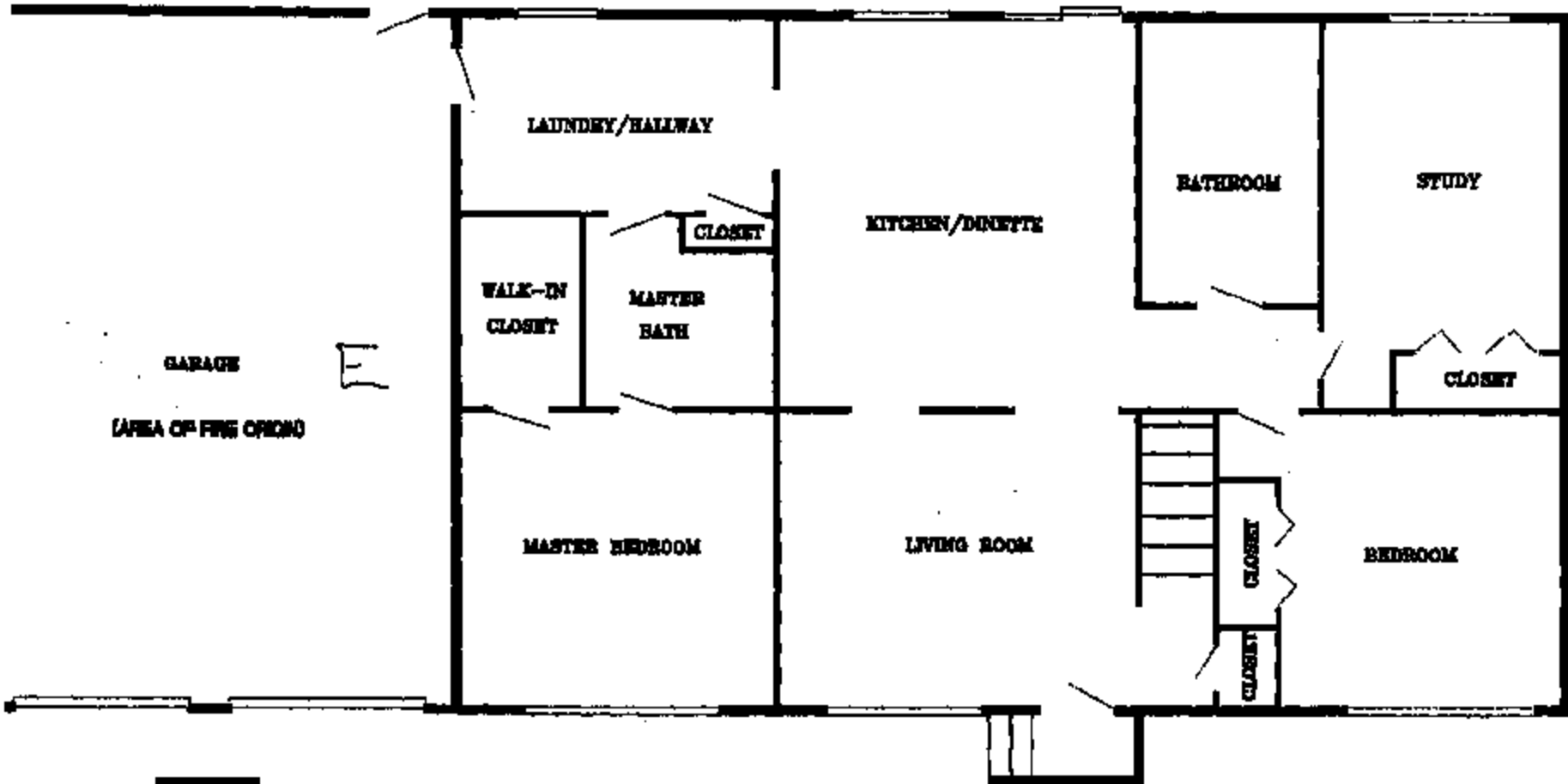
JW: All done thank you.

# **FACT DATA WORKBOOK.**

## **DIAGRAMS.**

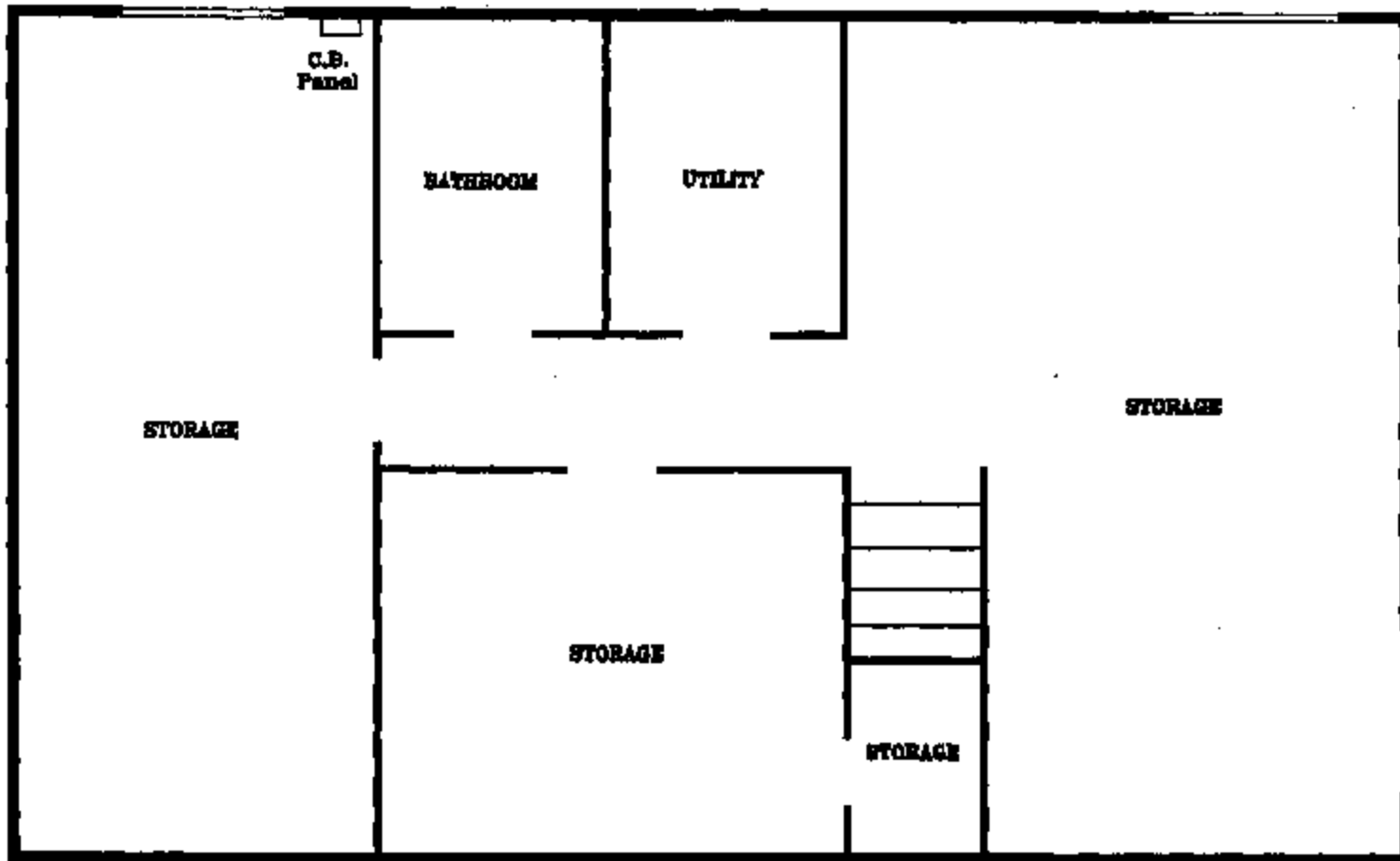
prepared by:

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**



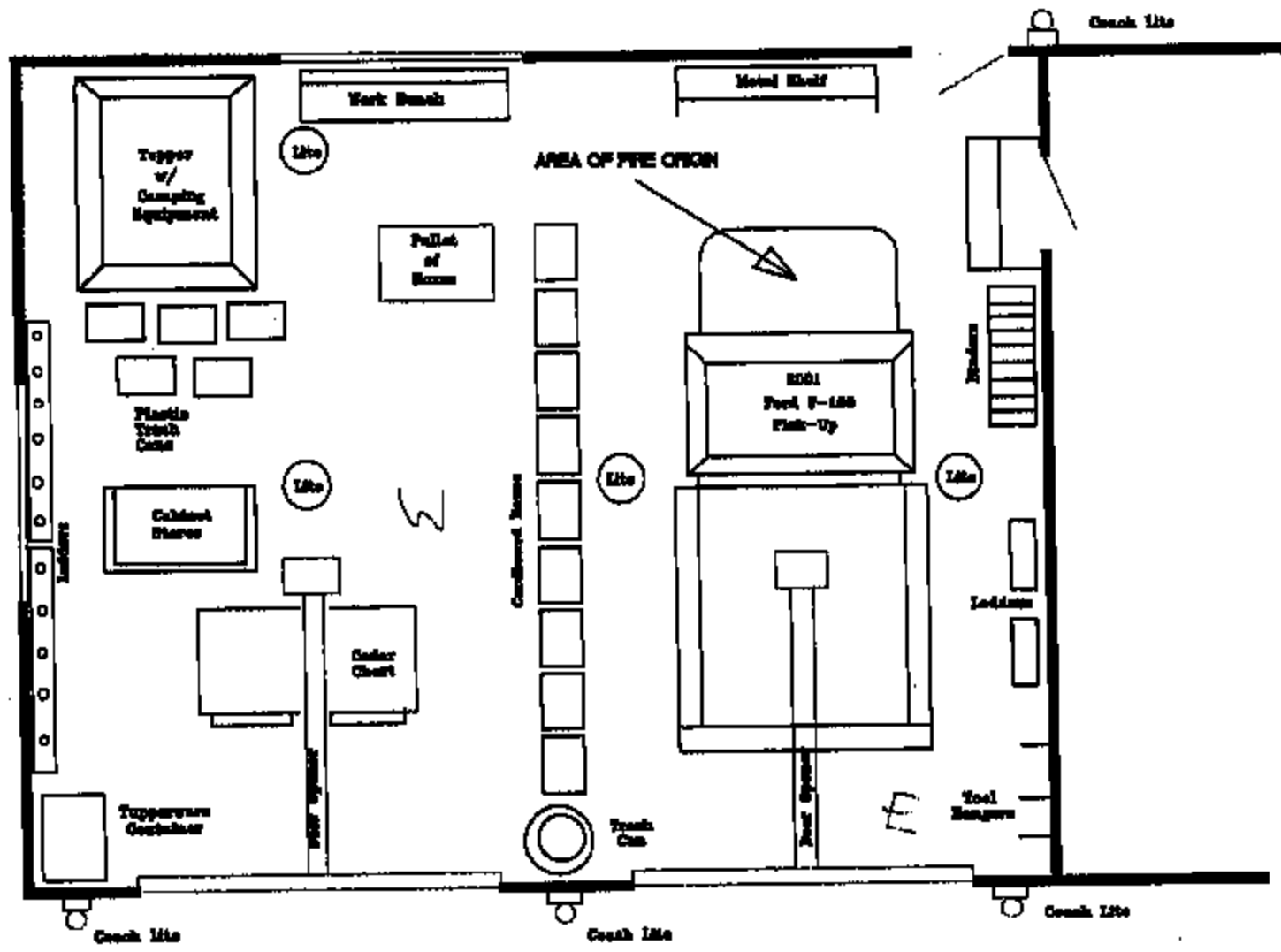
**RESIDENCE**  
**SPRING VALLEY, MINNESOTA**  
**UPPER FLOOR LAYOUT**

ENR-885-LC-5112



**RESIDENCE**  
**SPRING VALLEY, MINNESOTA**  
**BASMENT LEVEL LAYOUT**

6115-37-020-040



**RESIDENCE**  
**SPRING VALLEY, MINNESOTA**  
**GARAGE LAYOUT**

92002-8025-10-21114

# **FACT DATA WORKBOOK.**

**DOCUMENTS.**

**prepared by**

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

**ENR-805-LC-5115**



# **FACT DATA WORKBOOK.**

## **EVIDENCE COLLECTION LIST.**

prepared by:

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

ENG-805-LC-5118

**RESIDENCE  
SPRING VALLEY, MINNESOTA**

**EVIDENCE COLLECTION LIST.**

<b><u>ITEM #:</u></b>	<b><u>DATE:</u></b>	<b><u>LOCATION:</u></b>	<b><u>ITEM:</u></b>
<b>B-001</b>	<b>12/29/03</b>	<b>EAST BAY, WEST SIDE GARAGE.</b>	<b>FORD F-150 PICK-UP TRUCK.</b>
<b>B-002</b>	<b>12/29/03</b>	<b>SOUTH INTERIOR FLOOR, EAST SIDE BAY, WEST SIDE GARAGE.</b>	<b>ENGINE &amp; FLOOR DEBRIS.</b>
<b>B-003</b>	<b>12/29/03</b>	<b>NORTH INTERIOR FLOOR, EAST SIDE BAY, WEST SIDE GARAGE.</b>	<b>ENGINE &amp; FLOOR DEBRIS.</b>

# **FACT DATA WORKBOOK.**

## **SITE INSPECTION SIGN-IN SHEET**

**prepared by:**

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

**EROS-003-LC-5116**

RESIDENCE INSPECTION  
 SITE INSPECTION SIGN-IN SHEET  
 DECEMBER 29, 2003

NAME	COMPANY ADDRESS	REPRESENT	PHONE	FAX	TIME IN	TIME OUT
JEFF WASHBURN	13909 Fountain Ln. Apple Valley, MN 55124	MET LIFE	952 - 891 - 242	952 - 432 - 8374	-	-
STEVE WOODFORD	7160 SHADY OAK RD EDEN PRAIRIE 56344	<del>REPRESENT</del> PETERSON MOTORS	763 - 424 - 8914	SAME		
S-N-Bhatt	4200 Kings Pk Rd Excelsior MN 55331	MET LIFE	952 - 472 - 5595	952 - 477 - 6945		
Larry Halter	4700 E Woods Mill Greenville Ga.	Ford	770 277 2158	770 297 7173		
Greg Thompson	PO Box 7159 7159 Rochester MN 55903	Auto Owners	507 - 288 - 6660	507 - 288 - 5571		

# **FACT DATA WORKBOOK.**

## **PHOTOGRAPHS.**

prepared by

**Investigative & Loss Control Services, Inc.  
Prior Lake, Minnesota**

ES05-085-LC-5120

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Photograph #1- Series identification documenting the loss site as [REDACTED] in Spring Valley, Minnesota.



Photograph #2- Overview of conditions exhibited on the southwest corner of the structure. View is looking north.

2005-005-LC-0121

Photos

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INVESTIGATION PHOTOGRAPHS**



**Photograph #3- Overview of the south exterior wall of the dwelling unit looking north.**



**Photograph #4- View taken from the southeast exterior corner looking northwest.**

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INVESTIGATION PHOTOGRAPHS**



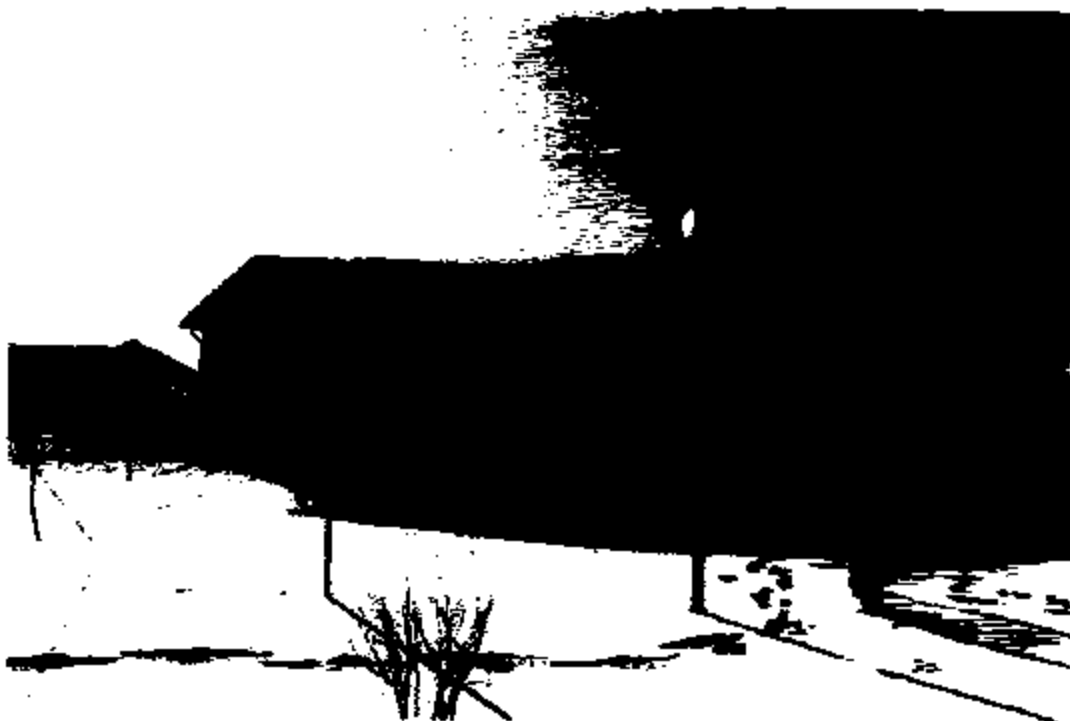
**Photograph #5- Documents conditions on the east exterior wall of the structure looking west.**



**Photograph #6- View taken from the northeast exterior corner looking southwest.**



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Photograph #7- Overview of conditions exhibited on the north exterior wall of the dwelling looking south.



Photograph #8- View taken from the northwest exterior corner looking southeast.

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**Photograph #9- View looking east along the north exterior wall of the west side garage area.**



**Photograph #10- View looking south along the west exterior wall of the garage.**

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**Photograph #11- Overview of conditions exhibited on the west exterior wall of the structure looking east.**

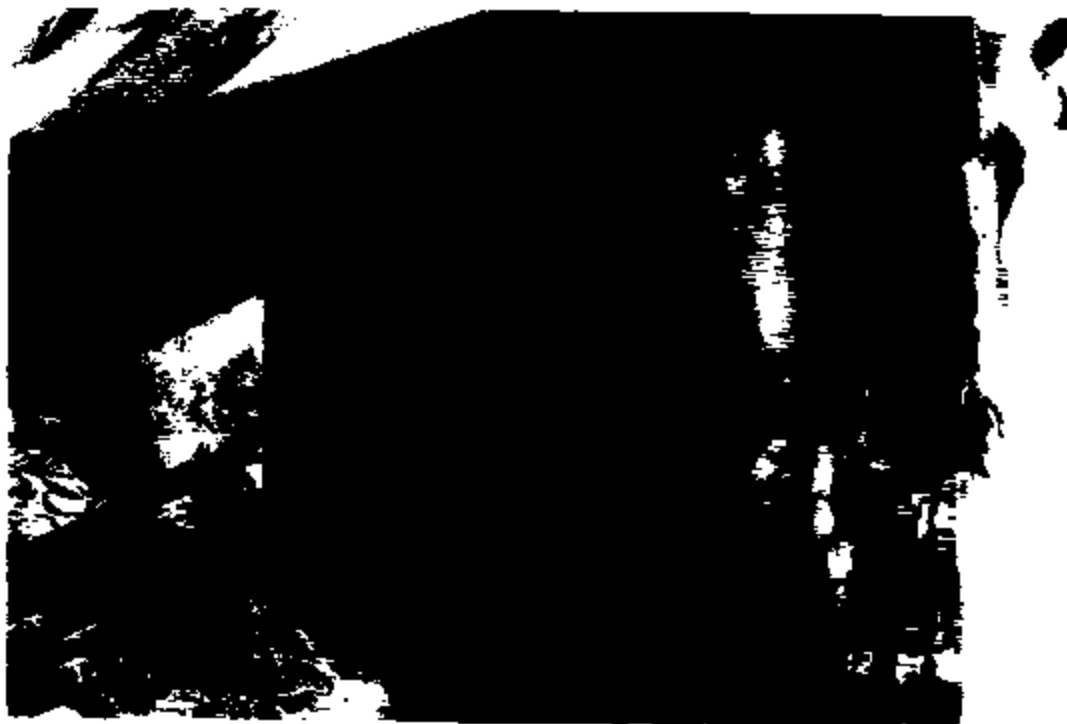


**Photograph #12- View taken from the southwest exterior corner looking northeast.**

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INVESTIGATION PHOTOGRAPHS



Photograph #15- Shows the remains of the roof deck as it collapsed onto the rear bed of the Ford Pickup.



Photograph #16- Depicts conditions along the separation wall between the garage and the dwelling unit. This view shows the remains of sheetrock along the center and southern portions of the east interior wall.

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**Photograph #13- View taken from the southwest corner looking east along the south exterior wall.**



**Photograph #14- Documents collapse along the south exterior wall of the garage area looking north.**

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**Photograph #17- Depicts the position of the Ford F-150 Truck in the east side garage bay area. View is looking south.**



**Photograph #18- Additional overview of the east garage wall taken from the north entryway door looking south.**

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**Photograph #19- Overview of the common attic space located above the garage and the west side of the dwelling unit.**

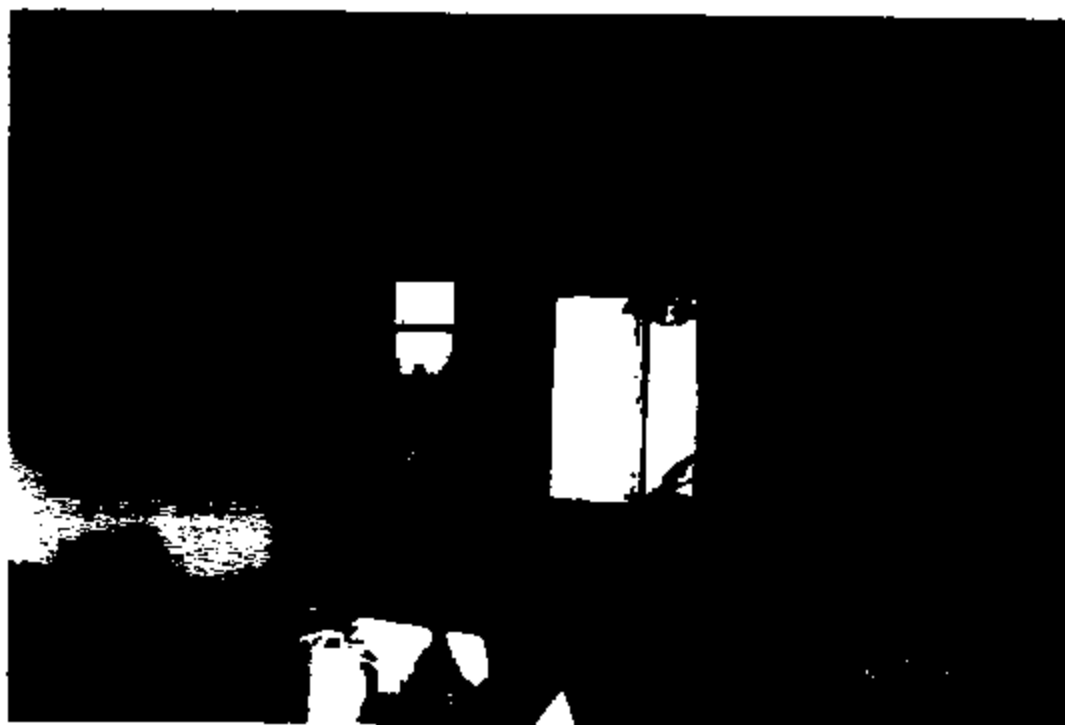


**Photograph #20- Continued documentation of heavy fire damage occurring to the fire separation wall between the dwelling and the garage.**

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**Photograph #21- View looking west from the south side main entryway door through the living room area.**



**Photograph #22- View looking north from the south side entryway door showing the entry leading into the kitchen.**



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**Photograph #23- Overview of conditions in the master bedroom area common to the southwest corner of the first floor.**



**Photograph #24- Shows the north separation wall for the master bedroom identifying the entryway doors for the walk-in closet and master bathroom.**

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**Photograph #25- Depicts fire damage occurring above the ceiling for the west side master bathroom area.**



**Photograph #26- View looking east through the center and eastern interior portions of the south side living room.**

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**Photograph #27- View looking east through the center and eastern portions of the kitchen and dining room area.**



**Photograph #28- Documents heavy damage above the ceiling level common to the dining room area.**

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INVESTIGATION PHOTOGRAPHS**

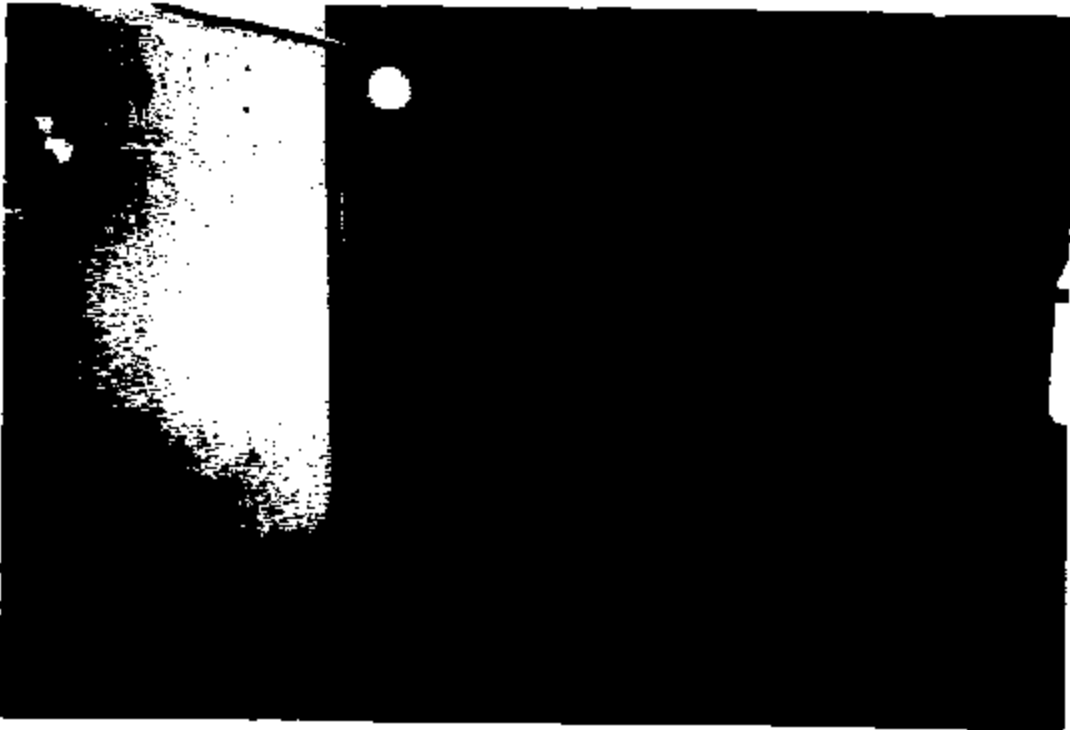


**Photograph #29- Overview of conditions exhibited in the southeast corner bedroom area.**

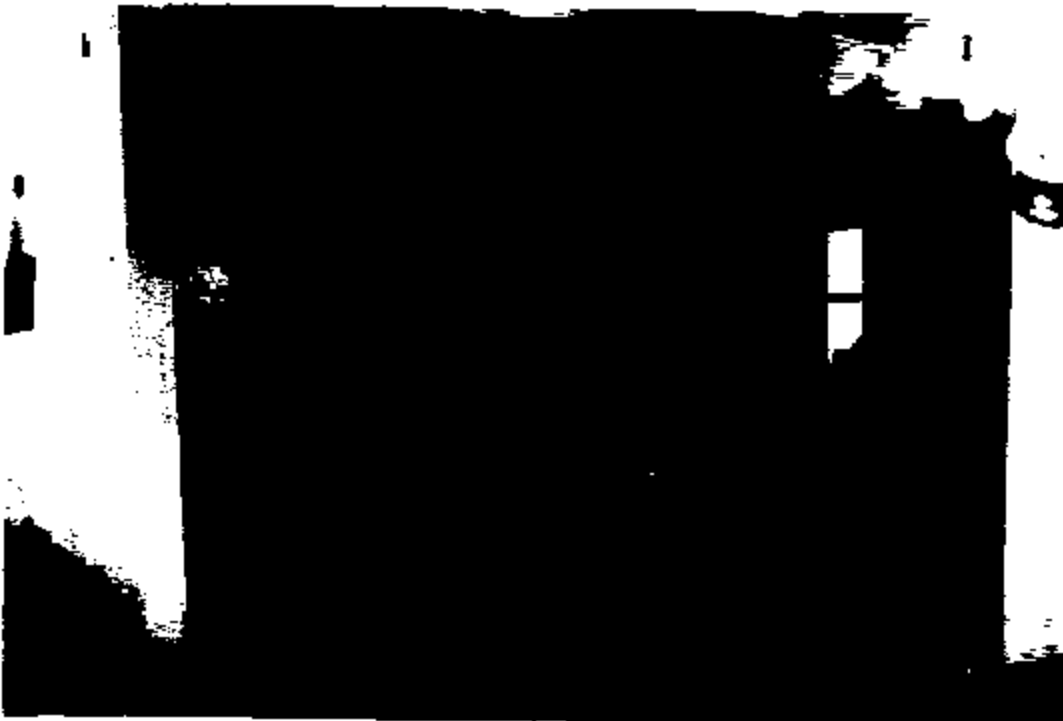


**Photograph #30- Overview of conditions exhibited within the northeast corner bedroom area.**

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Photograph #31- View looking north into the second bathroom area common to the east side first floor level.



Photograph #32- View looking west from the east side hallway through the dinette and kitchen area.

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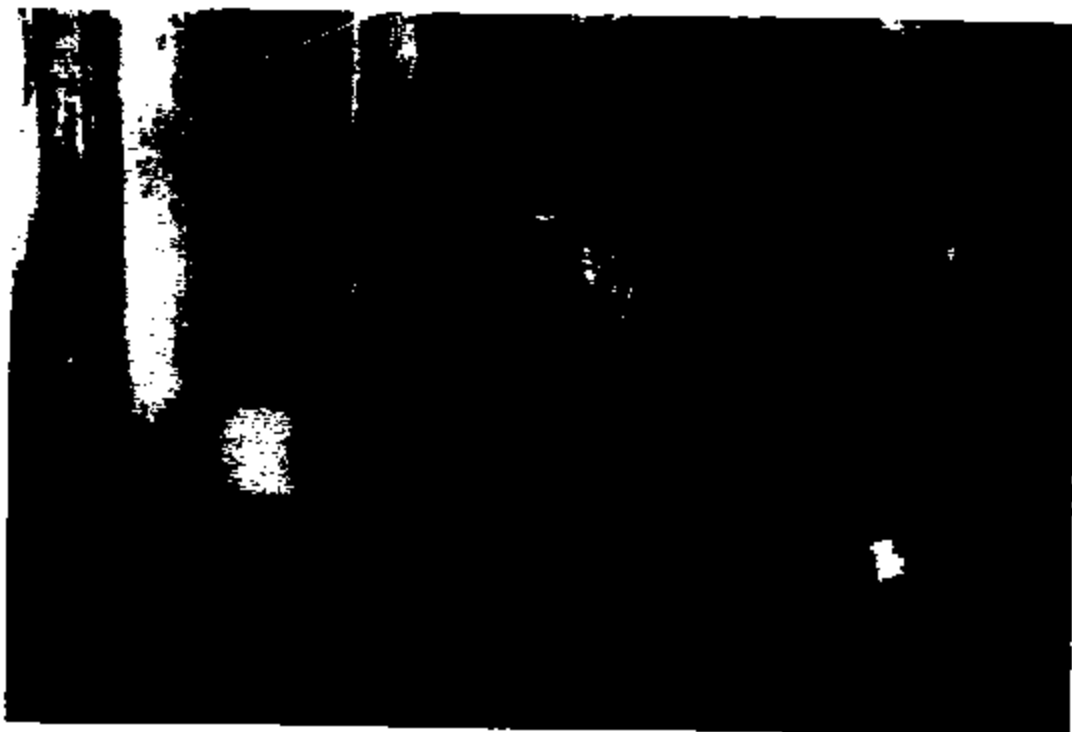


**Photograph #33- Continued documentation of fire flow within the attic space located above the ceiling for the kitchen and dinette.**



**Photograph #34- Overview of conditions along the west interior wall of the kitchen showing the entryway door providing access to the mudroom area.**

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Photograph #35- View looking west through the mudroom area showing the entryway for the master bathroom.



Photograph #36- Documents conditions above the ceiling common to the northwest corner mudroom area.

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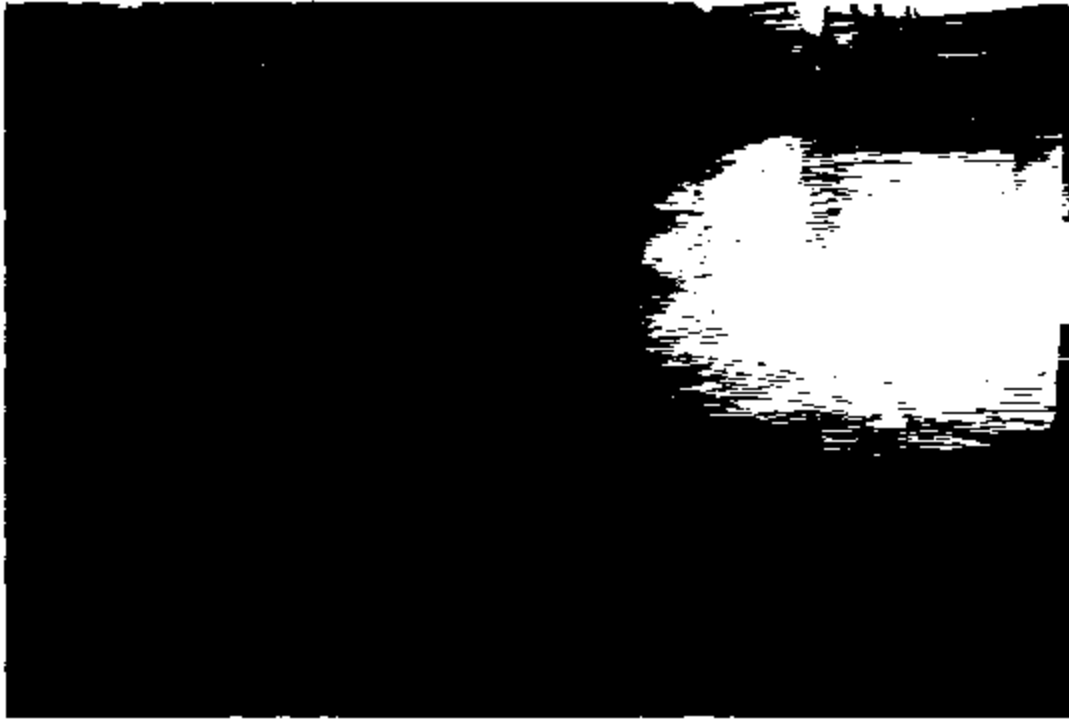
**Photograph #37- Shows the interior stairwell providing access to from the south side main entryway door to the basement.**



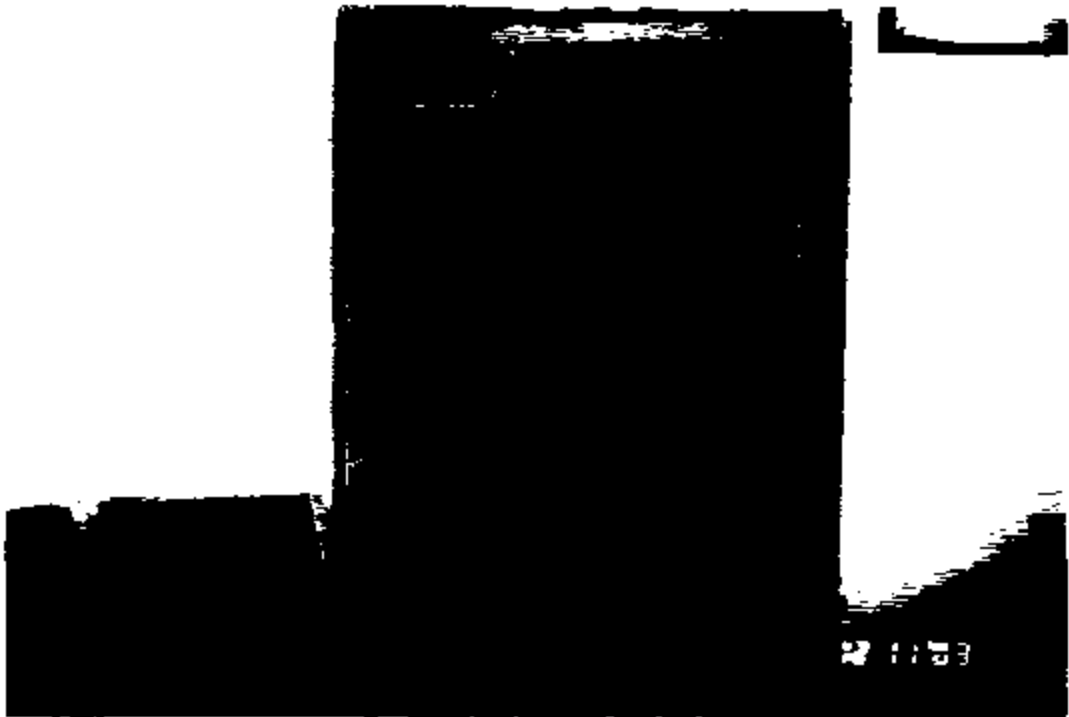
**Photograph #38- Overview of the north interior portion of the basement area.**



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INVESTIGATION PHOTOGRAPHS**



**Photograph #39- View looking west towards the hallway for the basement.**



**Photograph #40- Additional view looking west down the hallway for the basement.**

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INVESTIGATION PHOTOGRAPHS**

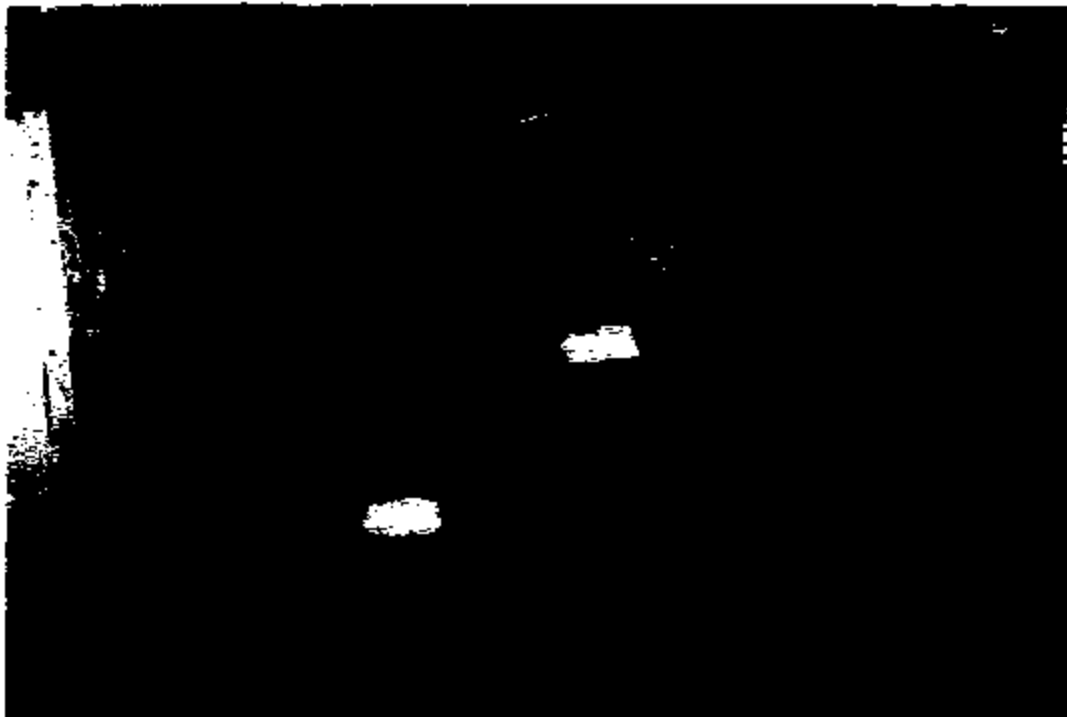


**Photograph #41 - View looking north through the open doorway into the basement level utility room.**



**Photograph #42 - Depicts conditions around the location for the gas-fired furnace.**

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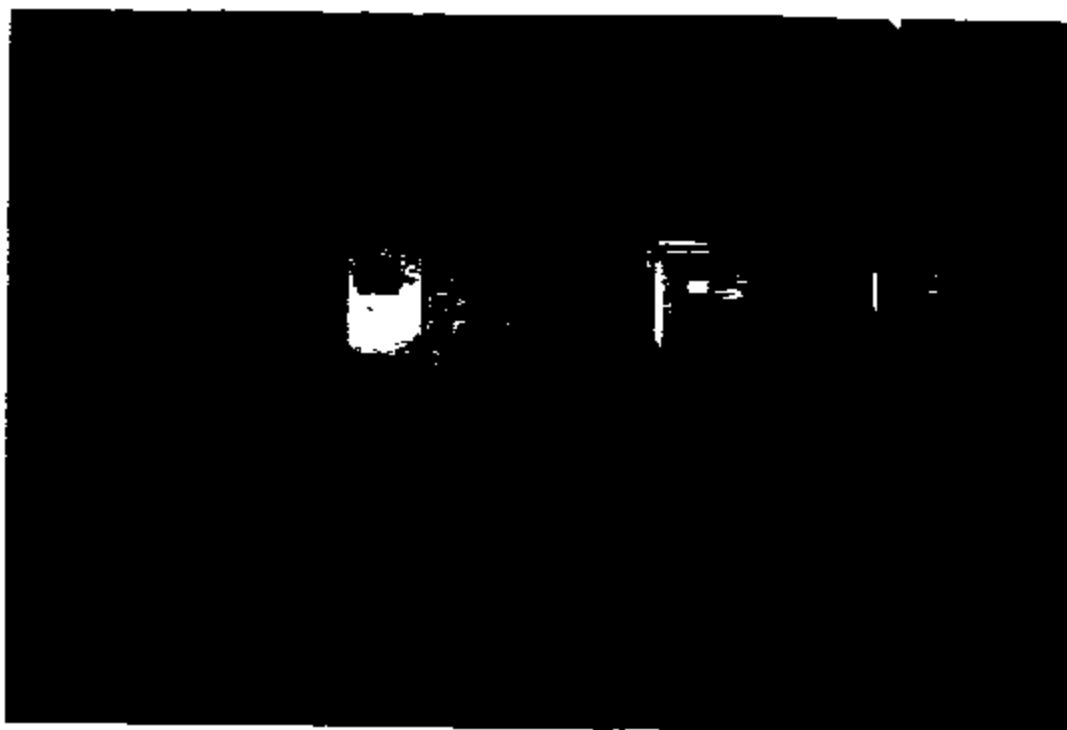


Photograph #43- Overview of conditions within the west side storage room area, south interior.



Photograph #44- View looking north through the center and northern interior portions of the west side storage room.

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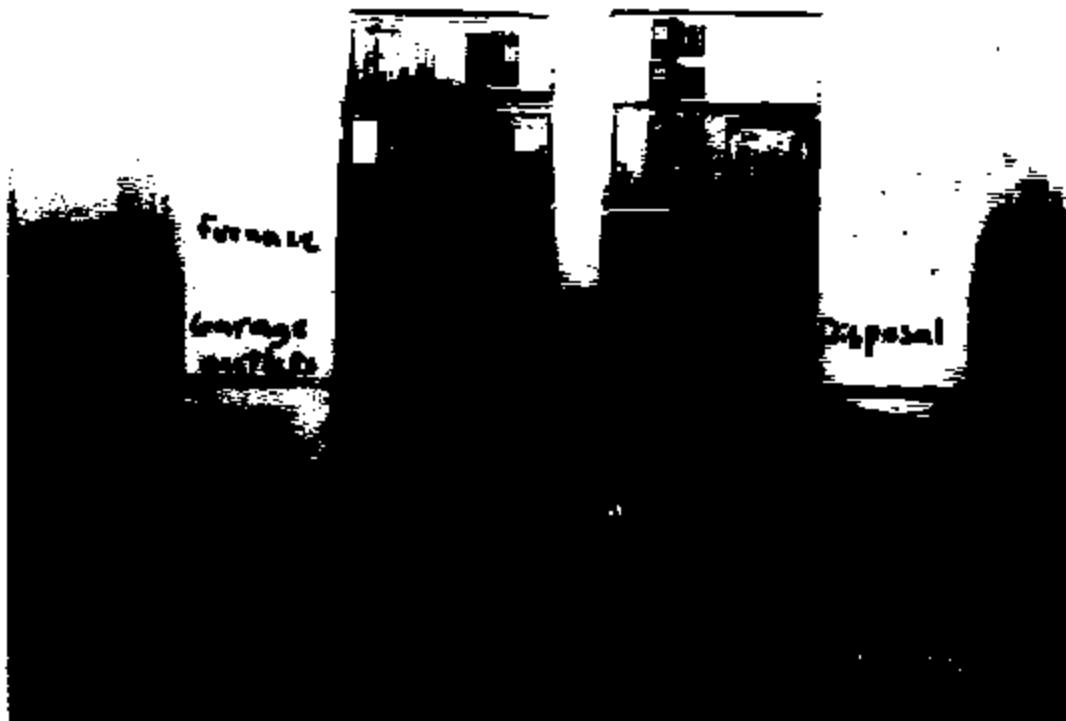


Photograph #45- Documents the position of the circuit breaker panel in the northeast corner of the west side basement level storage room.



Photograph #46- Overview of the position of the breakers in the center and upper portions of the panel.

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Photograph #47- Documents the position of the breakers in the center and lower portions of the panel. Note the garage outlets and garage lights breaker is in the tripped position.



Photograph #48- Overview of conditions exhibited on the south header for the west side garage.

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Photograph #49- Overview of the surfaces of the west side garage wall.



Photograph #50- Continued documentation of the west side garage wall showing the conditions on the upper surfaces.

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Photograph #51- Additional view looking north along the sections of the collapsed west wall.



Photograph #52- View looking south from the north exterior of the structure towards the garage.

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**Photograph #53- Documents heavy heat and fire travel proceeding vertically up the exposed vinyl siding to the east of the door providing access to the garage.**



**Photograph #54- Overview of conditions on the front portion of the Ford F-150 Pickup.**



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**Photograph #55- View looking south along the passenger's side of the pickup.**

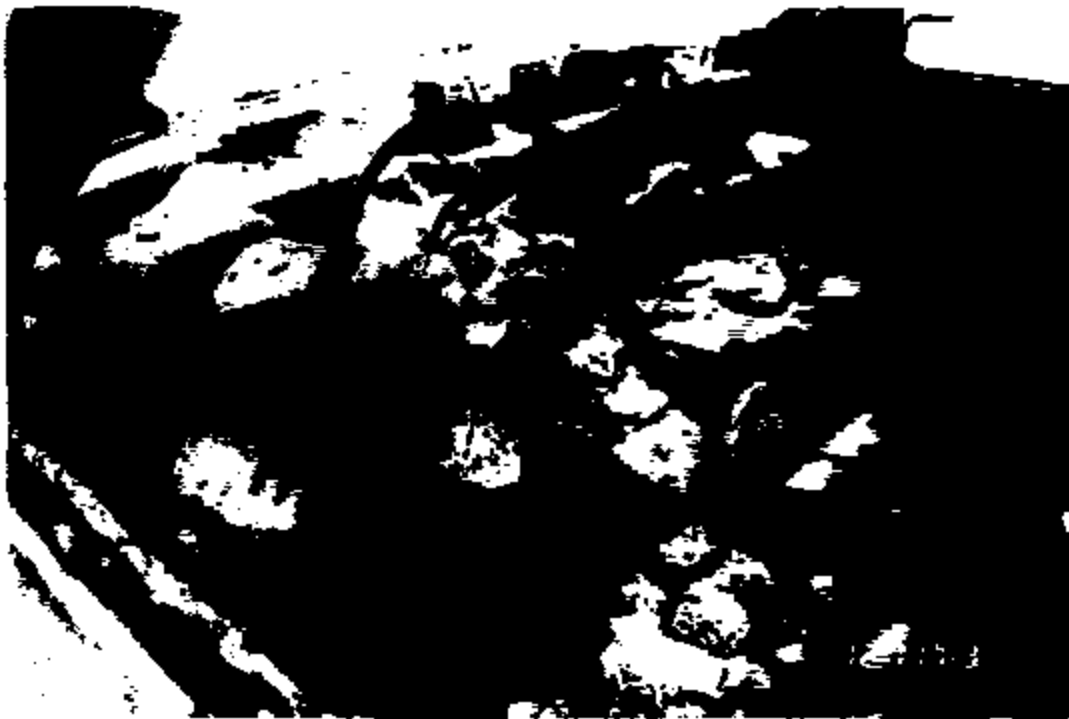


**Photograph #56- Depicts conditions on the driver's side front quarter panel.**

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**Photograph #57- View looking south along the driver's side exterior of the pickup.**



**Photograph #58- View taken through the driver's side window documenting conditions in the passenger's compartment.**

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**Photograph #59- Overview of the driver's and passenger's seat common to the passenger's compartment.**



**Photograph #60- Shows the interior headliner for the passenger's compartment.**

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**Photograph #61- Overview of the passenger's compartment taken from the passenger's side windshield area.**



**Photograph #62- Depicts conditions on the dashboard area of the passenger's compartment taking from the passenger's side window.**

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INVESTIGATION PHOTOGRAPHS



Photograph #63- Beginning documentation of the engine compartment of the vehicle. This view is taken from the passenger's side of the engine compartment looking towards the driver's side.



Photograph #64- Overview of conditions in the passenger's side of the engine compartment.

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**Photograph #65- Overview of the center top portion of the engine compartment.**



**Photograph #66- Shows the driver's side and center portion of the engine compartment.**

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Photograph #67- View looking through the engine compartment from the driver's side front quarter panel.



Photograph #68- Closer detail of the center portion of the engine compartment.

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**Photograph #69- Overview of conditions on the driver's side of the engine compartment.**



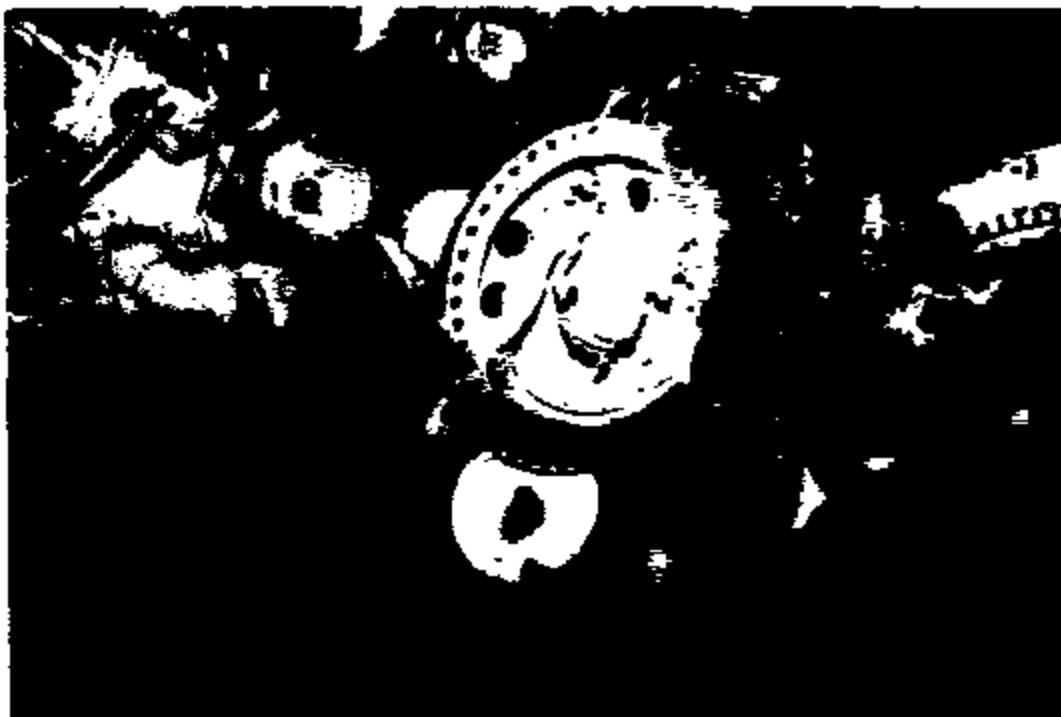
**Photograph #70- Overview of the front interior portion of the engine compartment.**



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**Photograph #71- Additional view of the front portion of the engine compartment.**



**Photograph #72- View of the front of the engine taken looking through the front grill work.**

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**Photograph #73- Shows the remains of the aluminum radiator common to the driver's side of the front of the engine compartment.**



**Photograph #74- Shows the center and passenger's side top surfaces at the rear of the engine compartment.**

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**Photograph #75- Shows the center and driver's side top portions at the rear of the engine compartment.**



**Photograph #76 - Shows the top center portion of the engine noting heavy damage to the center rear of the engine compartment.**

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Photograph #77 - Closer detail of the passengers side rear of the top of the engine compartment.



Photograph #78 - Documents vertical fire travel patterns on the rear top surfaces of the fire wall extending from the passengers side rear of the top of the engine.

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Photograph #79 -- Additional view of fire travel patterns on the top surfaces of the rear fire wall and engine hood frame.

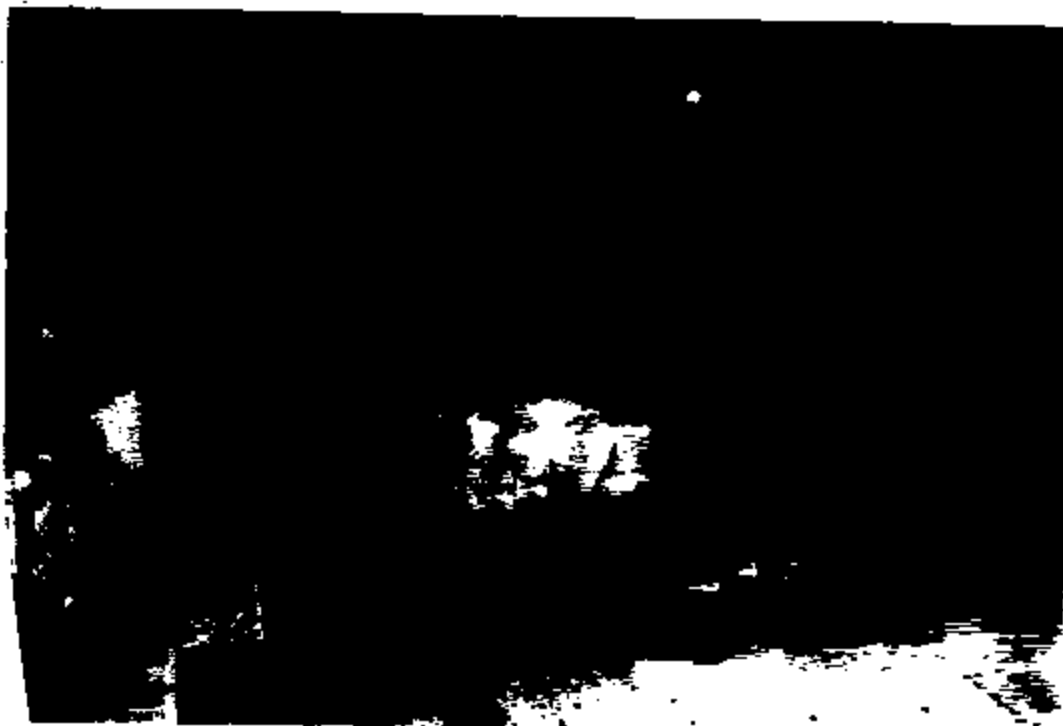


Photograph #80 - Documents loading of the vehicle at the loss site for transportation to Rochester.

**INVESTIGATIVE & LOSS CONTROL SERVICES, INC.  
INVESTIGATION PHOTOGRAPHS**



**Photograph #81 - Documents offloading of the vehicle at the storage facility in Rochester, Minnesota.**



**Photograph #82 - Shows the vehicle in the storage garage along with evidence bags #2 and #3.**

Fresquet Field Claim Office  
P.O. Box 441-702L  
Fresquet, Illinois 61021-0441  
800-361-0011

Fax: 815-316-8123  
815-304-5033

MetLife Auto & Home

December 11, 2003

DEC 12 2003

**Notice of Claim**

*New  
For  
Shawn*

**Warning! Your access to evidence may be limited unless you respond immediately!**

Location of Loss: [REDACTED] Spring Valley, MN [REDACTED]  
Peril: Fire  
Date of Loss: 12/8/03  
Our Insured: [REDACTED]  
Our Claim#: [REDACTED]  
Your Product: 2001 Ford F150; VIN# 2FTRX17W91 [REDACTED]

Ford Motor Co. Office of General Counsel  
Attn: Shawn Norton  
(313) 845-4089

Dear Shawn:

You are hereby put on notice that the above identified insurance carrier, on its own behalf and that of its insured, may bring a claim against your company for property damage arising out of a fire that occurred at the address listed above.

Our preliminary investigation indicates that your company, either alone or in conjunction with others, may be responsible for the loss inasmuch as the available evidence and preliminary investigation points to this fire originating in the engine compartment of this vehicle and spreading to the home.

Serviced by MetLife Auto & Home, a brand of Metropolitan Property and Casualty Insurance Company and its Affiliates, Member, AIG

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PAGE 01

ENR3-885-10-5182

Freeport Field Claim Office  
P.O. Box 441-700L  
Freeport, Illinois 61009-0441  
810-864-4011

Fax: 810-810-0021  
810-808-6031

MetLife Auto & Home

You are hereby given the opportunity to have a representative of your company examine the fire scene before restoration is begun or the scene is otherwise substantially altered. Due to our insured's need to restore the fire scene, as well as the health and safety concerns in regard to leaving the scene in its present state, there is only a very limited period of time that the fire scene can be left undisturbed for your examination. Accordingly, questions regarding this notice, this claim, or directions to the fire scene should be directed to the undersigned at (608) 835-1913.

In addition to service via the US Postal Service, this Notice is also being sent via facsimile and/or e-mail to provide digital proof of service. You are strongly encouraged to acknowledge receipt of the Notice by return phone call as soon as possible if you wish to preserve your access to the fire scene or other evidence. However, your failure to acknowledge receipt of this Notice will not delay the time scheduled for restoration, cleanup or any other material changes in the fire scene.

Sincerely,



Mark D. Hagen  
Recovery Analyst

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PAGE.02

ENR5-009-LC-0183





State Farm Insurance CONSUMER AFFAIRS  
CONSUMER AFFAIRS



5 FEB -2 P1:21

P.O. Box 9513  
Winter Haven, FL 33883-9513  
(800) 301-7350

RECEIVED

FEB 03 2005

January 24, 2005

Ford Motor Company, Attn: Consumer Affairs  
PO BOX 6248  
MD-3NE-B  
Dearborn, Michigan 48126

RE: Claim Number : [REDACTED]  
Date of Loss : July 13, 2004  
Our Insured : [REDACTED]  
Your Reference: 1997 Ford F-150, VIN #1FTDP1768VM [REDACTED]

Dear Sir/Madam:

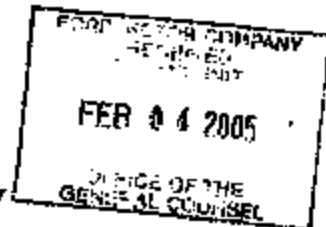
The identified vehicle is insured by State Farm Mutual Automobile Insurance Company. This vehicle experienced a fire loss.

State Farm would like to give you the opportunity to inspect the vehicle and put you on notice of our potential subrogation claim. Our subrogation department will be following up with you to handle this claim. Thank you for your assistance in this matter.

Sincerely,

*Joe Chang*  
Joe Chang X8677  
Claim Representative  
(800) 301-7350

State Farm Mutual Automobile Insurance Company



## All Action Details for Issue

Print

VIN: 1FTDF1788V [REDACTED] Year: 1997 Model: F-SERIES Case: 1407431984  
 Name: [REDACTED] Owner Status: Subsequent WSD: 1998-03-21  
 Symptom Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD Primary Phone: [REDACTED]  
 Reason Desc: LEGAL - ACCIDENT / FIRE Secondary Phone:  
 Issue Type: 07 LEGAL Issue Status: CLOSED

Action: ADVISE CUST INFORMATION WILL BE SENT TO CONSUMER AFFAIRS  
 Dealer: 04809 BARTOW FORD CO Origin Desc: US CONCERN CASE BASE  
 Odometer: 69000 MI Comms Type: PHONE  
 Analyst Name: WORRELL CARSON Analyst: CWORREL1  
 Action Date: 07/16/2004 Action Time: 11.18.02.512 Action Data: Yes

Comments CUSTOMER SAID: CUST SAYS THAT THE VEH'S ABS LIGHT CAME ON EARLIER AND HE TOOK TO AN INDEPENDENT AND THEY FOUND A BLOWN FUSE BUT WENT THROUGH THE WIRING AND COULD NOT FIND THE CAUSE OF THE BLOWN FUSE. CUST SAYS THAT THE VEH GAUGHT ON FIRE WHILE THEY WERE SLEEPING. CUST SAYS THAT THE FIRE LOOKS LIKE IT STARTED BY THE FUSE BOX UNDER THE HOOD. CUST SAYS THAT NO ONE WAS INJURED. CUST SAYS THAT THE VEH HAS BEEN TOTALLED. NOW CRIC ADVISED: - I WILL FORWARD THIS INFORMATION TO OUR CONSUMER AFFAIRS GROUP. SOMEBODY FROM CONSUMER AFFAIRS WILL CONTACT YOU IN 2 BUSINESS DAYS. PLEASE NOTIFY YOUR INSURANCE CARRIER AND REPORT THIS INCIDENT. ADVISED CUST OF ABOVE

<u>Data Element Name</u>	<u>Data Value</u>
FIRE/ACCIDENT	F

Action: FINAL CASE DISPOSITION  
 Dealer: 04809 BARTOW FORD CO Origin Desc: CONSUMER AFFAIRS - LITIGATION PREVENTION  
 Odometer: 69000 MI Comms Type: OTHER  
 Analyst Name: CASSANDRA JONES Analyst: CJONES  
 Action Date: 07/20/2004 Action Time: 14.54.29.382 Action Data: No

Comments LPA SPOKE TO CUSTOMER. THERE ARE NO RECALLS RELATED TO CONCERN. LPA ADVISED OF SUBROGATION. STATE FARM IS HANDLING CLAIM. CUSTOMER WOULD LIKE TO PURCHASE ANOTHER VEHICLE. LPA ADVISED TO SPEAK TO MANAGEMENT AT THE DLR TO DISCUSS POSSIBLE INCENTIVES. LETTER OF CLOSING SENT TO CUSTOMER. "NFA"

2/16/2005





**AMERICAN FAMILY INSURANCE GROUP**

6000 AMERICAN PKWY • MADISON WI 53783-0001 • PHONE: (608) 249-2111

June 11, 2003

*New*

CERTIFIED MAIL - Return Receipt Requested

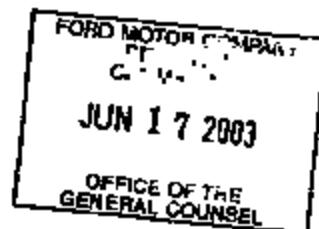
Ford Motor Company  
Attn: Shawn Norton, Claims Analyst  
Park Lane Towers West  
Suite 300  
Three Park Lane Blvd.  
Dearborn, MI 48128-2568

RECEIVED JUN 17 2003

RE: Claim Number:  
Policyholder Name:  
Policyholder Address:



Gladstone, MO



Dear Mr. Norton:

Please be advised that the above named policyholder suffered a fire damage loss to the 1995 Ford F150 pickup on June 10, 2003. The VIN for this vehicle is 1FTEF15N9SL [REDACTED]. This vehicle fire also caused damage to the home located at the address above.

We are hereby giving you the opportunity to view the fire damage scene prior to its renovation, removal of evidence and any destructive testing that may be done. We will only be able to hold the scene until June 20, 2003. Please contact me upon receipt of this letter to let me know if you expect to view the scene. If we fail to hear from you by the prescribed date, we reserve the right to take possession of the property and conduct any testing we deem necessary.

If you have any questions, please feel free to contact me at 1-573-365-9660 to make arrangements for inspection. Thank you for your attention to this matter.

Sincerely,

*David LePage car*

David LePage  
Investigator  
Special Investigations Unit

DL:car

cc: Suzanne Spear  
Property Claim Examiner

*- '95 F150  
- 6/10/03  
- VIN*



**AMERICAN FAMILY INSURANCE GROUP**

6301 JAMES A REED ROAD • KANSAS CITY MO 64133-4775 • PHONE: (816) 356-2108

September 12, 2003

SHAWN NORTON  
FORD MOTOR COMPANY  
PARKLANE TOWERS WEST  
SUITE 300  
THREE PARKLANE BOULEVARD  
DEARBORN, MICHIGAN 48128-2668

RECEIVED OCT - 6 2003

RE: Our Claim Number: [REDACTED]  
Our Policy Number: [REDACTED]  
Our Insured: [REDACTED]  
Date of Loss: June 10, 2003

Dear Mr. Norton:

We are writing you regarding a loss that occurred on June 10, 2003.

The following is a response to your questions listed in the correspondence of June 20, 2003. I've answered the questions as numbered to avoid any confusion.

2. The insured arrived home from work at approximately 8:30 p.m. He parked his truck in the driveway directly in front of the garage door, just as he did every night. At approximately 11:00 p.m. he heard a loud bang and ran outside to discover his truck was in flames. The front of the house was also on fire in the area closest to the truck.

3. A copy of the fire report is enclosed.

6. The mileage at the time of the incident was 79,800.

7. Photos are enclosed for your review.

10. The alleged defect is an electrical short in the wiper feed harness.

11. The expert's evaluation is enclosed.

14. A copy of the total loss settlement for the vehicle should have been sent to you from our subrogation department. A copy of the repair estimate for the home is enclosed. Please note that the contents claim as well as the claim for additional living expenses remain open.

15. History of service of vehicle -- not available -- destroyed in the fire. Per the insured, he had routine maintenance, oil changes, etc.

16. The only modifications made to this vehicle were the addition of running boards.

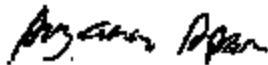
Gladstone, MO

22. The keys were not in the ignition at the time of the incident.

25. The vehicle was purchased as a used vehicle on September 14, 1998 from an individual - [REDACTED] Leawood, KS [REDACTED]. The approximate mileage at the time of purchase was 37,000.

I hope this provides you with the information you were requesting. Please note that we will forward the total amount of the claim when it is settled. If you have any questions, I can be reached at (913) 393-1675. Thank you for your cooperation.

Sincerely,



Suzanne Spear  
Property Claim Examiner  
American Family Mutual Insurance Company

**tfs** Technical Forensic Services

**TFS Case #1860**

**Claim #** [REDACTED]

EMG-085-LC-0150

TFS Case #1860  
Claim # [REDACTED]

*7/2/10*



**tfs**

**Technical Forensic Services L.L.C.**

11809 NE 115th Street  
Liberty, MO 64088  
Office 816-781-5302  
Fax (816)-782-4057

**Evidence Storage/Disposal Case # 1860**

**Attn: Dave LaPage @ 573-365-8921**

**American Family Insurance Claim # [REDACTED]**

**Insured: [REDACTED]**

**1998 Ford F-150**

**VIN #1FTTEF15N8S [REDACTED]**



**EVIDENCE: Wiring harness**

**\*STORE - UNLESS NOTIFIED BY THIS FORM, TFS will store the case evidence one year for the included \$40 fee.  
Storage begins: 7/11/03 \*Storage renewal at 1-year intervals.**

**DISPOSE - My company has no further need of the evidence TFS is storing. It may be disposed of according to TFS policy.**

**IF DISPOSAL IS REQUESTED, subtract the storage fee from the invoice total. Complete this form and FAX to the above number. (No FAX cover sheet necessary)**

**\* UNLESS NOTIFIED BY THIS FORM, TFS will continue storage at the small item rate of \$40.00 per year.**

\_\_\_\_\_  
Company Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**CONFIDENTIALITY NOTICE**

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EX-65-605-1C-9179

**tfs**

**Technical Forensic Services LLC**

11009 NE 115th Street  
Liberty, MO 64068  
Office - 816-781-6302  
Fax - 816-782-4057

TFS Case #1860

7/11/03

Claim # [REDACTED]

American Family Insurance  
218 Thrush Rd.  
Lake Ozark, MO. 65049

DOL 6-10-03

VIN #1FTEF15N8SL [REDACTED]

1995 Ford F-150

Insured: [REDACTED]

Attn: Dave LaPage

**COMPONENT FAILURE/FIRE ANALYSIS**  
\*\*\*\*\* SUMMARY OF FINDINGS \*\*\*\*\*

After examination of the vehicle we find that: 1. The fire was accidental in nature. 2. The fire began in the engine compartment near the left front inner fender and spread to the plastic combustibles on the engine side of the firewall/bulkhead. The fire then progressed into the passenger compartment through the windshield and bulkhead openings. 3. The fire began as a result of an electrical short/overheat in the windshield wiper feed wiring harness. 4. No evidence of after-market accessories or wiring was installed on the vehicle.

\*\*\*\*\*

The inspection was conducted at the fire scene/owner's residence.

Burn damage patterns indicated that the fire started in the vehicle engine compartment. The fire then progressed into the passenger compartment through the windshield and bulkhead openings.



ENG-003-LC-8171

TFS Case #1860  
Claim # [REDACTED]



Technical Forensic Services

1900 NE 110th Street  
Liberty, MO 64068  
Office - 816-781-5302  
Fax - 816-782-4057

Attn: Dave LaPage @ 573-365-8921

RAPID RESPONSE REPORT

TFS Case #1050  
Claim # [REDACTED]

7/11/03

American Family Insurance  
210 Thrush Rd.  
Lake Ozark, MO. 65049

DOL 8-10-03  
1995 Ford F-150  
VIN # 1FTRF15D10G [REDACTED]  
Insured: [REDACTED]

We have completed the component failure fire examination on the 1995 Ford F-150 begun on 7-2-03. This is our Rapid Response Report sent to your company.

After examination of the vehicle we find that: 1. The fire was accidental in nature. 2. The fire began in the engine compartment near the left front inner fender and spread to the plastic combustibles on the engine side of the firewall/bulkhead. The fire then progressed into the passenger compartment through the windshield and bulkhead openings. 3. The fire began as a result of an electrical short/circuit in the windshield wiper feed wiring harness. 4. No evidence of after-market accessories or wiring was installed on the vehicle.

This is a preliminary report - the final report will be forthcoming within 10 working days.

Michael E. Harrold  
Master Forensic Examiner

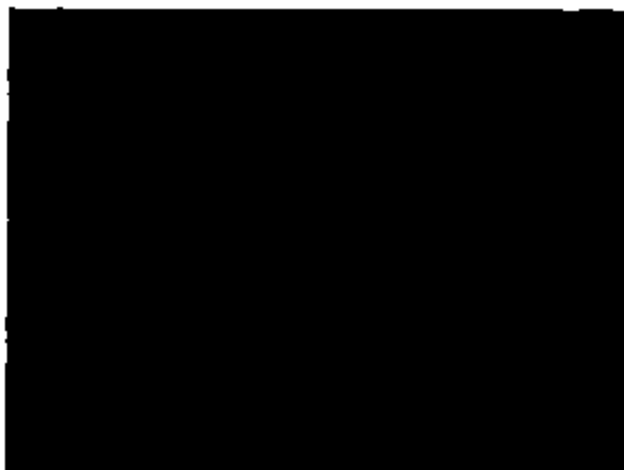
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EM03-008-1C-9172

expert Rep.

The inspection revealed that area of origin was at the left inner fender. No pre-fire electrical shorting of the engine wire harness was found. However, one hardened/fused wire was found behind the left headlamp on the engine side of the core support. The wire was broken off at the turn where the harness turns to cross the core support.



The inspection revealed That the wire was a power distribution circuit. One of the branches of the feed wire was to the wiper motor harness. The harness crosses over the bulkhead-mounting flange of the brake booster. This area had been heavily burned. Some of the wiring was arced/rusted to the flange. The fragile wiring was left un-disturbed. The evidence in this case is consistent with fire beginning as a result of an electrical short/overheat in the windshield wiper feed wiring harness.

**MICHAEL E. HEARROLD, MFE**  
Master Forensic Examiner  
Society of Automotive Forensic Examiners  
Founding Member, Board Member

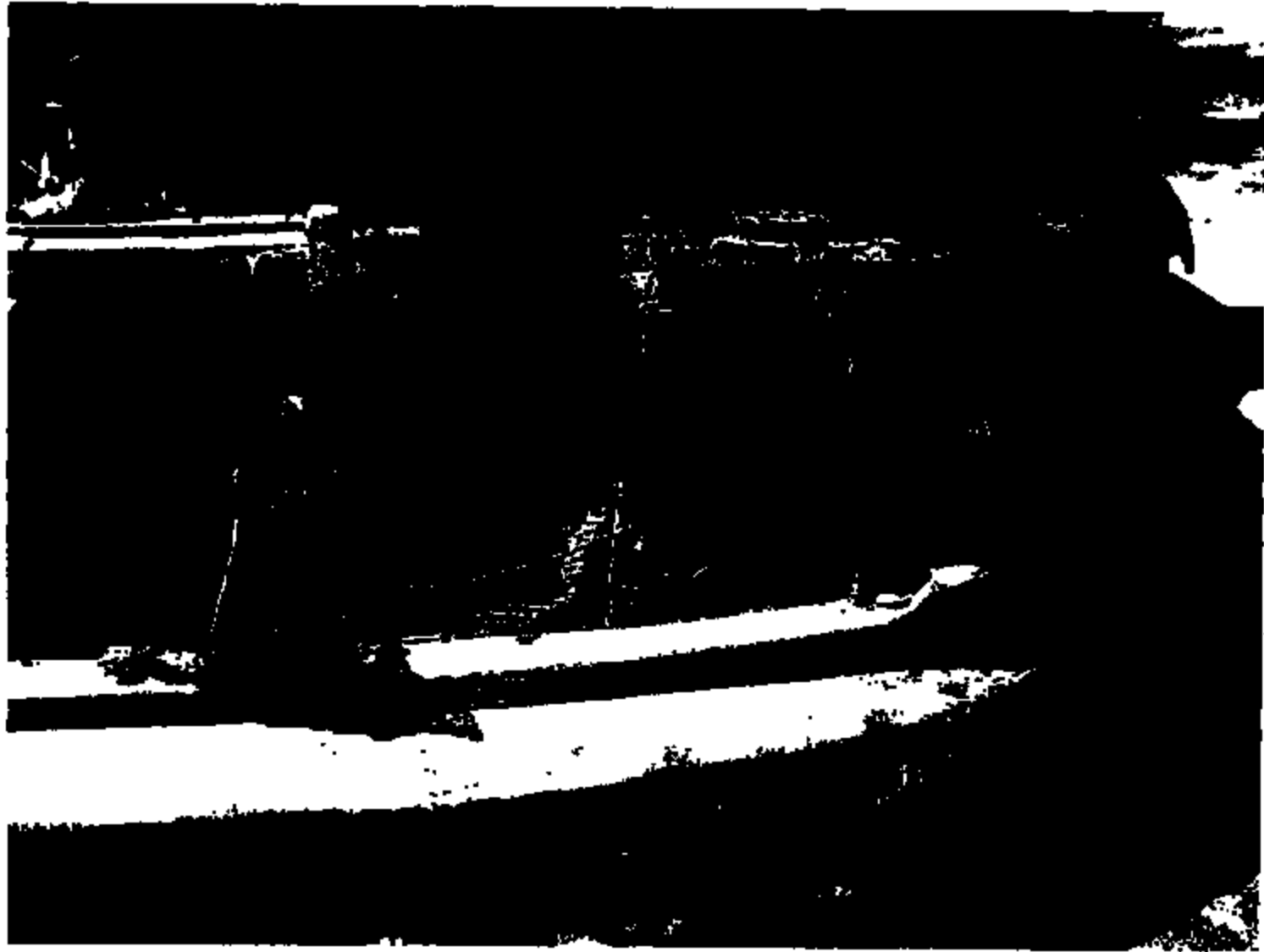
ENCS-085-1C-5173

TFS Case #1800  
Claim #081-433048

TF9 Case # 1860

Claim # [REDACTED]

Area of origin



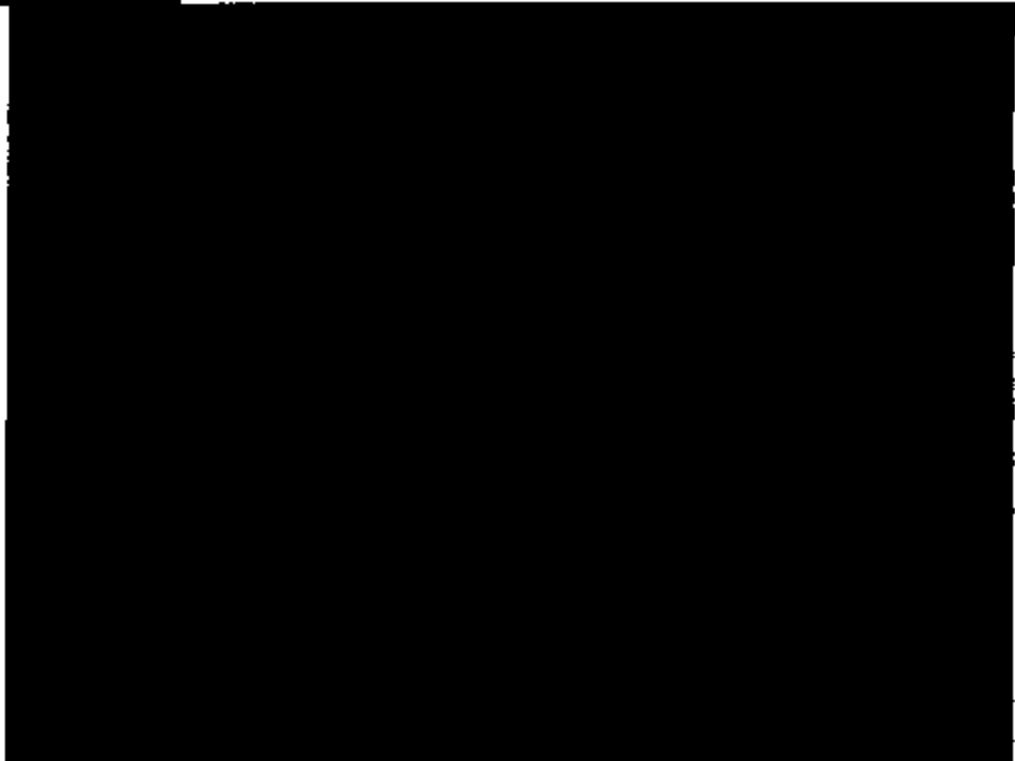
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DNB-005-LL-9174

TFS Case #1555  
Claim #

Hardened feed wire



Wiper harness burned above brake booster



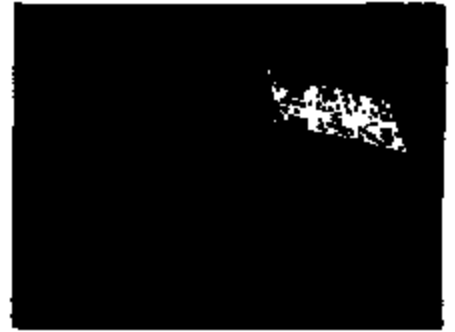
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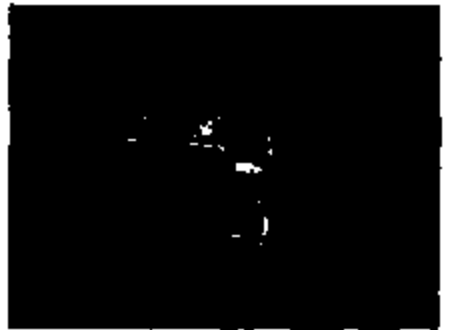
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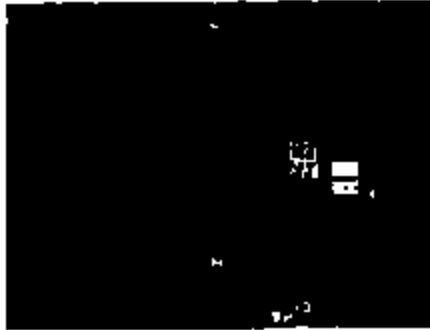
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Page 2



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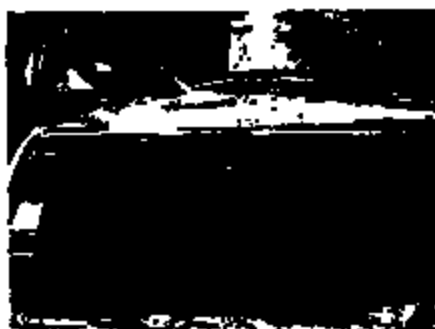
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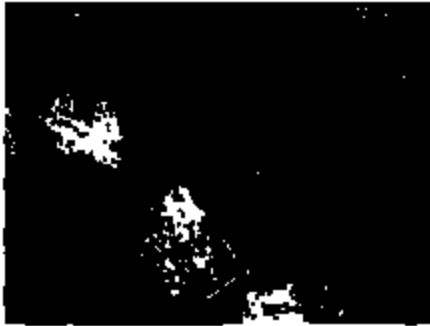
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7/2/03



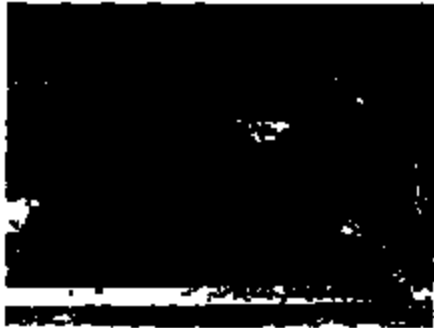
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Page 8



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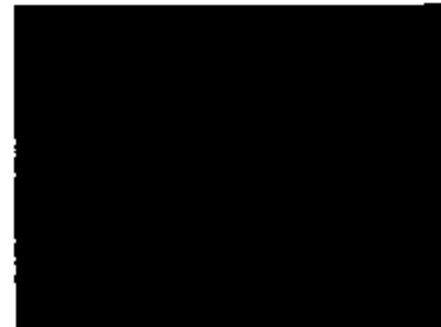
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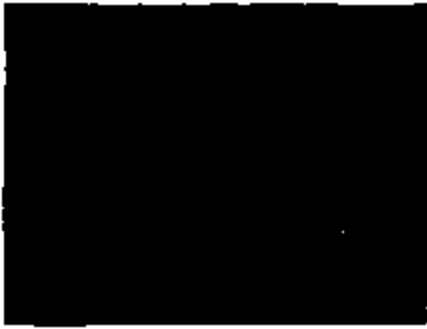
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Page 7



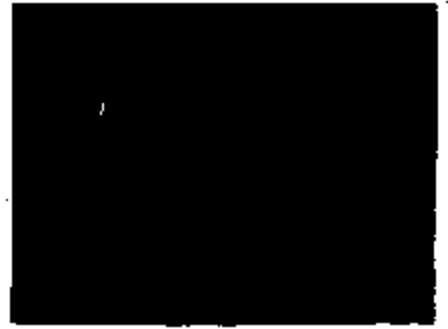
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03 JUN 21 AM 03



Claim Number	Policy Number	Type of Loss	Debit/CR
[REDACTED]	[REDACTED]	Fire	\$ 500.00
<b>Insured:</b> [REDACTED]			
<b>Property:</b> [REDACTED] GLDSTONE, MO [REDACTED]			
<b>Claim Rep.:</b> Suzanne Spear <b>Title:</b> Property Claim Examiner		<b>Business:</b> (913) 393-1675	
<b>Business:</b> P.O. Box 3736 Olathe, KS 66063			
<b>Estimator:</b> Suzanne Spear <b>Title:</b> Property Claim Examiner		<b>Business:</b> (913) 393-1675	
<b>Business:</b> P.O. Box 3736 Olathe, KS 66063			
<b>Date of Loss:</b> 06/10/03 <b>Date Inspected:</b> 06/11/03		<b>Date Received:</b> 06/11/03 <b>Date Entered:</b> 06/12/03	
<b>Price List:</b> KSKC293B Restoration/Service/Remodel with Service Charges Factored In <b>Estimate:</b> [REDACTED]			



Room: Southeast Bedroom

LxWxH 13'0" x 10'6" x 8'0"

Subroom 1: Offset

LxWxH 3'0" x 2'4" x 8'0"

Subroom 2: Closet

LxWxH 3'0" x 2'0" x 8'0"

Subroom 3: Closet 2

LxWxH 3'0" x 2'0" x 8'0"

DESCRIPTION	QTY	UNIT PRICE	TOTAL
R&R 1/2" drywall - hung, taped, floated, ready for paint	776.83 SF@	1.41=	1,095.33
R&R Acoustic ceiling (popcorn) texture	155.50 SF@	0.85=	132.18
R&R Recessed light fixture	1.00 EA@	83.11=	83.11
Seal stud wall for odor control	621.33 SF@	0.41=	254.75
R&R Heat/AC register	2.00 EA@	18.34=	36.68
R&R Cold air return cover	1.00 EA@	25.09=	25.09
R&R Batx insulation - 4" - R13	310.67 SF@	0.72=	223.68
R&R 110 volt copper wiring run, box and plug or switch	4.00 EA@	34.25=	137.00
R&R Smoke detector	1.00 EA@	35.32=	35.32
R&R Joist - floor or ceiling - 2x6 - w/blocking - 16" oc	155.50 SF@	1.51=	234.81
R&R Baseboard - 3 1/4" stain grade	77.67 LF@	2.28=	177.08
R&R Base shoe - stain grade	77.67 LF@	0.95=	73.78
Stain & finish baseboard	77.67 LF@	0.75=	58.25
Stain & finish base shoe	77.67 LF@	0.61=	47.38
R&R Wood window - double hung, 10 - 15 sf, High grade	2.00 EA@	378.97=	757.94
Seal/prime the walls and ceiling - one coat	776.83 SF@	0.35=	271.89
Paint the walls - one coat	621.33 SF@	0.37=	229.89
R&R Interior door - birch - stain grade jamb & casing	3.00 EA@	157.72=	473.16
Stain & finish door slab only (per side)	6.00 EA@	27.94=	167.64
Stain & finish wood window (per side)	2.00 EA@	29.30=	58.60
Stain & finish door/window trim & jamb (per side)	8.00 EA@	19.56=	156.48
R&R Door lockset - interior	3.00 EA@	36.86=	110.58
R&R Closet shelf and rod package	6.00 LP@	19.16=	114.96
Paint - closet package (shelf, jamb & casing)	6.00 EA@	25.59=	153.54
R&R Oak flooring - clear grade - no finish	155.50 SF@	9.26=	1,439.94
Sand, stain, and finish wood floor	155.50 SF@	3.03=	471.17
Additional costs of finish (per coat)	155.50 SF@	0.69=	107.30
R&R Window blind - horizontal or vertical	2.00 EA@	74.53=	149.06
R&R Window drapery - hardware	2.00 EA@	72.23=	144.46





Room: Middle bedroom

LxWxH 11'0" x 10'1" x 8'0"

Subroom 1: Closet 1

LxWxH 3'0" x 2'0" x 8'0"

Subroom 2: Closet 2

LxWxH 3'0" x 2'0" x 8'0"

DESCRIPTION	QTY	UNIT COST	TOTAL
R&R 1/2" drywall - hung, taped, floated, ready for paint	620.25 SF@	1.41=	874.56
R&R Acoustic ceiling (popcorn) texture	122.92 SF@	0.85=	104.48
R&R Recessed light fixture	1.00 EA@	83.11=	83.11
Seal stud wall for odor control	497.33 SF@	0.41=	203.91
R&R Heat/AC register	2.00 EA@	18.34=	36.68
R&R Cold air return cover	1.00 EA@	25.09=	25.09
R&R Batt insulation - 4" - R13	248.67 SF@	0.72=	179.04
R&R 110 volt copper wiring run, box and plug or switch	3.00 EA@	34.25=	102.75
R&R Smoke detector	1.00 EA@	35.32=	35.32
R&R Joint - floor or ceiling - 2x6 - w/blocking - 16" oc	122.92 SF@	1.51=	185.60
R&R Baseboard - 3 1/4" stain grade	62.17 LF@	2.28=	141.74
R&R Base shoe - stain grade	62.17 LF@	0.95=	59.06
Stain & finish baseboard	62.17 LF@	0.75=	46.63
Stain & finish base shoe	62.17 LF@	0.61=	37.92
R&R Wood window - double hung, 10 - 15 sf, High grade	1.00 EA@	378.97=	378.97
Seal/prime the walls and ceiling - one coat	620.25 SF@	0.35=	217.09
Paint the walls - one coat	497.33 SF@	0.37=	184.01
R&R Interior door - birch - stain grade jamb & casing	3.00 EA@	157.72=	473.16
Stain & finish door slab only (per side)	6.00 EA@	27.94=	167.64
Stain & finish wood window (per side)	2.00 EA@	29.30=	58.60
Stain & finish door/window trim & jamb (per side)	8.00 EA@	19.56=	156.48
R&R Door lockset - interior	3.00 EA@	36.86=	110.58
R&R Closet shelf and rod package	6.00 LF@	19.16=	114.96
Paint - closet package (shelf, jamb & casing)	6.00 EA@	25.59=	153.54
R&R Oak flooring - clear grade - no finish	10.00 SF@	9.26=	92.60
Sand, stain, and finish wood floor	122.92 SF@	3.03=	372.44
Additional costs of finish (per coat)	122.92 SF@	0.69=	84.81
R&R Window blind - horizontal or vertical	1.00 EA@	74.53=	74.53
R&R Window drapery - hardware	1.00 EA@	72.23=	72.23

Room: Master Bedroom

LxWxH 14'6" x 13'3" x 8'0"

Subroom 1: Closet 1

LxWxH 7'0" x 2'0" x 8'0"

**Subroom 2: Closet 2**
**LxWxH 2'8" x 2'0" x 8'0"**

DESCRIPTION	QTY	UNIT COST	TOTAL
R&R Acoustic ceiling (popcorn) texture	211.46 SF@	0.85=	179.74
Seal/prime the ceiling - one coat	211.46 SF@	0.35=	74.01
R&R Ceiling fan & light	1.00 EA@	217.43=	217.43
Drywall patch, ready for paint	6.00 EA@	79.67=	478.02
Note: The above line item is to cut out wall areas showing smoke & to patch the ceiling due to attic work.			
R&R Heat/AC register	2.00 EA@	18.34=	36.68
R&R Cold air return cover	1.00 EA@	25.09=	25.09
Seal then paint the walls (2 coats)	662.67 SF@	0.55=	364.47
R&R Smoke detector	1.00 EA@	35.32=	35.32
R&R 110 volt copper wiring run, box and plug or switch	2.00 EA@	34.25=	68.50
Paint baseboard - two coats	82.83 LF@	0.70=	57.98
Seal & paint base shoe	82.83 LF@	0.41=	33.96
Detach & Reset Interior door - birch - slab only	5.00 EA@	9.20=	46.00
Paint door slab only - 2 coats (per side)	8.00 EA@	15.06=	120.48
Clean the walls and ceiling	874.13 SF@	0.19=	166.08
R&R Oak flooring - clear grade - no finish	52.86 SF@	9.26=	489.48
The floor joists are being replaced and break in master bedroom closets, therefore this hardwood needs to be replaced			
Sand, stain, and finish wood floor	211.46 SF@	3.03=	640.72
Additional coats of finish (per coat)	211.46 SF@	0.69=	145.91
Note: Holes will be cut in walls to check for smoke. The scope of work may increase depending on findings.			
R&R Window blind - horizontal or vertical	2.00 EA@	74.53=	149.06
Detach & Reset Window drapery - hardware	2.00 EA@	19.17=	38.34

**Room: Master Bath**
**LxWxH 5'8" x 4'6" x 8'0"**
**Subroom 1: Offset ( shower )**
**LxWxH 4'0" x 2'5" x 8'0"**

DESCRIPTION	QTY	UNIT COST	TOTAL
Clean the walls and ceiling - Heavy	300.50 SF@	0.22=	66.11
Seal then paint the ceiling (2 coats)	35.17 SF@	0.55=	19.34

**Room: Hallway**
**LxWxH 9'6" x 3'2" x 8'0"**



**Subroom 1: Offset**

**LxWxH 3'0" x 3'0" x 8'0"**

**Missing Wall:** 1 - 3'0" X 8'0"

**Opens into 0**

**Goes to Floor/Ceiling**

**Subroom 2: Stairs up**

**LxWxH 6'0" x 3'0" x 8'0"**

**Missing Wall:** 1 - 3'0" X 8'0"

**Opens into 0**

**Goes to Floor/Ceiling**

**Subroom 3: Stairs down**

**LxWxH 6'0" x 3'0" x 8'0"**

**Missing Wall:** 1 - 3'0" X 8'0"

**Opens into 0**

**Goes to Floor/Ceiling**

**Subroom 4: Closet**

**LxWxH 2'0" x 1'0" x 8'0"**

DESCRIPTION	UNIT	UNIT PRICE	TOTAL
Drywall patch, ready for paint	4.00 EA@	79.67=	318.68
R&R Acoustic ceiling (popcorn) texture	77.08 SF@	0.85=	65.52
Seal/prime the ceiling - one coat	77.08 SF@	0.35=	26.98
Seal then paint the walls (2 coats)	490.67 SF@	0.55=	269.87
R&R Smoke detector	1.00 EA@	35.32=	35.32
R&R 110 volt copper wiring run, box and plug or switch	2.00 EA@	34.25=	68.50
R&R Baseboard - 3 1/4" stain grade	61.33 LF@	2.28=	139.84
Stain & finish baseboard	61.33 LF@	0.75=	46.00
R&R Base shoe - stain grade	61.33 LF@	0.95=	58.27
Stain & finish base shoe	61.33 LF@	0.61=	37.41
R&R Oak flooring - clear grade - no finish	77.08 SF@	9.26=	713.79
Sand, stain, and finish wood floor	77.08 SF@	3.03=	233.56
Additional coats of finish (per coat)	77.08 SF@	0.69=	53.19
R&R Attic fan - whole house - installed	1.00 EA@	508.28=	508.28
Detach & Reset Door chime	1.00 EA@	58.17=	58.17
Thermostat - Detach & reset	1.00 EA@	25.05=	25.05
R&R Light fixture	1.00 EA@	42.39=	42.39
Clean the walls and ceiling	567.75 SF@	0.19=	107.87
Detach & Reset Interior door - birch - slab only	2.00 EA@	9.20=	18.40
Sand & finish steps (natural finish)	36.00 LF@	8.84=	318.24
Clean the walls and ceiling	567.75 SF@	0.19=	107.87

**Room: Third Floor Bedroom**

**LxWxH 14'2" x 11'5" x 8'0"**

**Subroom 1: Offset**

**LxWxH 8'0" x 1'0" x 8'0"**

**Missing Wall:** 1 - 8'0" X 8'0"

**Opens into 0**

**Goes to Floor/Ceiling**

**Subroom 2: Closet**

**LxWxH 8'0" x 2'0" x 8'0"**



DESCRIPTION	QTY	UNIT COST	TOTAL
Drywall patch, ready for paint	4.00 EA@	79.67=	318.68
Texture drywall - smooth / skim coat	185.74 SF@	0.72=	133.73
Paneling - Minimum charge	1.00 EA@	130.00=	130.00
Seal then paint the walls (2 coats)	585.33 SF@	0.55=	321.93
Detach & Reset Ceiling fan & light	1.00 EA@	92.06=	92.06
Clean ceiling fan and light	1.00 EA@	12.61=	12.61
R&R Acoustic ceiling (popcorn) texture	185.74 SF@	0.85=	157.87
Seal/prime the ceiling - one coat	185.74 SF@	0.35=	65.81
Mask and prep for paint	73.17 LF@	0.64=	46.83
Clean more than the walls and ceiling	956.81 SF@	0.19=	181.79

**Room: HALL BATH**
**LxWxH 10'2" x 5'0" x 8'0"**
**Subroom 1: Offset**
**LxWxH 2'0" x 2'0" x 8'0"**
**Subroom 2: Closet**
**LxWxH 2'0" x 2'0" x 8'0"**

DESCRIPTION	QTY	UNIT COST	TOTAL
R&R Acoustic ceiling (popcorn) texture	58.83 SF@	0.85=	50.00
Seal/prime the ceiling - one coat	58.83 SF@	0.35=	20.59
R&R Bathroom ventilation fan w/light	1.00 EA@	85.84=	85.84
Detach & Reset Recessed light fixture	2.00 EA@	59.59=	119.18
Seal then paint the walls (2 coats)	370.67 SF@	0.55=	203.87
R&R Wallpaper border	46.33 LF@	2.42=	112.13
R&R Tile tub surround - 60 to 75 SF	1.00 EA@	928.35=	928.35
Drywall patch, ready for paint	1.00 EA@	79.67=	79.67
Tub/shower faucet - Detach & reset	1.00 EA@	85.52=	85.52
Clean the walls and ceiling	429.50 SF@	0.19=	81.61

**Room: Entry/Foyer**
**LxWxH 5'11" x 2'11" x 8'0"**
**Subroom 1: Offset**
**LxWxH 7'0" x 3'5" x 8'0"**
**Miscing Wall: 1 - 3'5" X 8'0"**
**Opens into 0**
 **Goes to Floor/Ceiling**




DESCRIPTION	QNTY	UNIT COST	TOTAL
Clean the ceiling	41.17 SF@	0.19=	7.82
R&R Wallpaper - High grade	253.33 SF@	1.94=	491.46
Prep wall for wallpaper	253.33 SF@	0.30=	76.00

Room: Living Room

LxWxH 16'8" x 11'5" x 8'0"

Subroom 1: Offset

LxWxH 10'0" x 1'0" x 7'0"

Misting Walk:

1 - 10'0" X 7'0"

Opens into 0

Goes to Floor/Ceiling

DESCRIPTION	QNTY	UNIT COST	TOTAL
Clean the walls and ceiling	663.61 SF@	0.19=	126.09

Room: Dining Room

LxWxH 11'5" x 8'7" x 8'0"

DESCRIPTION	QNTY	UNIT COST	TOTAL
Clean the walls and ceiling	417.99 SF@	0.19=	79.42

Room: Kitchen

LxWxH 12'5" x 12'0" x 8'0"

Subroom 1: Offset

LxWxH 7'0" x 1'0" x 8'0"

Misting Walk:

1 - 7'0" X 8'0"

Opens into 0

Goes to Floor/Ceiling

DESCRIPTION	QNTY	UNIT COST	TOTAL
Clean the walls and ceiling	562.67 SF@	0.19=	106.91



Room: Family Room

LxWxH 17'7" x 11'5" x 8'0"

DESCRIPTION	QNTY	UNIT COST	TOTAL
Clean the walls and ceiling	664.74 SF@	0.19=	126.30

Room: Garage

LxWxH 24'2" x 24'2" x 8'0"

DESCRIPTION	QNTY	UNIT COST	TOTAL
R&R Joist - floor or ceiling - 2x10 - w/blocking - 16" oc	467.22 SF@	3.00=	1,401.67
R&R Batt insulation - 6" - R19	584.03 SF@	0.81=	473.06
R&R 5/8" drywall - hung, taped, floated, ready for paint	1,357.36 SF@	1.59=	2,158.21
R&R Overhead door & hardware - 8'x 7'- Premium grade	2.00 EA@	741.29=	1,482.58
Add for decorative window - overhead door - per window	4.00 EA@	45.00=	180.00
R&R Overhead (garage) door opener	2.00 EA@	299.91=	599.82
R&R 110 volt copper wiring run, box and plug or switch	7.00 EA@	34.25=	239.75
R&R Jamh and trim for overhead door unit	42.00 LF@	4.90=	205.80
R&R Pegboard	128.00 SF@	1.59=	203.52
Cleaning Technician - per hour	24.00 HR@	19.89=	477.36
Seal then paint the walls (2 coats)	773.33 SF@	0.55=	425.33
R&R Porcelain light fixture	2.00 EA@	20.89=	41.78
Seal floor or ceiling joist system	116.81 SF@	0.50=	58.40

Room: Basement

LxWxH 31'0" x 23'0" x 8'0"

DESCRIPTION	QNTY	UNIT COST	TOTAL
Clean the walls and ceiling	1,577.00 SF@	0.19=	299.63

Room: Attic

LxWxH 35'0" x 29'0" x 8'0"

Subroom 1: Offset

LxWxH 34'0" x 30'0" x 8'0"





DESCRIPTION	QTY	UNIT COST	TOTAL
Seal attic framing for odor control	3,266.40 SF@	0.53=	1,731.19
Remove Blown-in insulation - Machine removal	1,628.00 SF@	1.19=	1,937.32
R&R Blown-in insulation - 10" depth - R30	1,628.00 SF@	1.13=	1,839.64
R&R Batt insulation - 12" - R38	1,628.00 SF@	1.42=	2,311.76
2 layers of batt insulation was installed over the top of the original blown insulation by the insured.			
R&R Porcelain light fixture	1.00 EA@	20.89=	20.89
R&R Hip or roof intersection 6/12 slope (hip/valley length)	54.00 LF@	51.37=	2,773.98
R&R Rafters - 2x6 - stick frame roof (using rafter length)	769.92 LF@	2.28=	1,755.42

**Room: Roof**

DESCRIPTION	QTY	UNIT COST	TOTAL
R&R Sheathing - plywood - 1/2" CDX	1,288.00 SF@	1.05=	1,352.40
Remove 3 tab - 25 yr. - comp. shingle roofing - w/out felt	21.00 SQ@	32.45=	681.45
3 tab - 25 yr. - (hvy.wf) comp. shingle rfg. - w/out felt	24.00 SQ@	95.50=	2,292.00
Ridge cap - composition shingles	132.00 LF@	1.53=	201.96
Roofing felt - 30 lb.	24.00 SQ@	17.16=	411.84
Step flashing	36.00 LF@	4.36=	156.96
R&R Flashing - pipe jack	2.00 EA@	18.44=	36.88
R&R Roof vent - turbine type	2.00 EA@	58.63=	117.26
R&R Roof vent - turtle type	3.00 EA@	32.04=	96.12
R&R Valley metal	40.00 LF@	2.73=	109.20

**Room: Front Elevation**

DESCRIPTION	QTY	UNIT COST	TOTAL
R&R Gutter / downspout - galvanized - soldered	73.00 LF@	4.06=	296.38
R&R Soffit - box framing - 2' overhang	57.00 LF@	3.81=	217.17
R&R Soffit & fascia - wood - 2' overhang	57.00 LF@	6.23=	355.11
R&R Fascia - metal, 6"	91.00 LF@	2.72=	247.52
R&R Siding - cedar shingle	350.00 SF@	3.20=	1,120.00
Prime & paint exterior soffit - wood	182.00 SF@	1.08=	196.56
R&R Sheathing - plywood - 1/2" CDX	300.00 SF@	1.05=	315.00
Exterior - seal or prime then paint with two finish coats	450.00 SF@	0.84=	378.00
Seal & paint single garage door opening & trim	2.00 EA@	48.17=	96.34

**CONTINUED - Front Elevation**

DESCRIPTION	QTY	UNIT COST	TOTAL
Paint/finish overhead door - 2 coats (per side)	2.00 EA@	59.07=	118.14
Soda blasting	1,000.00 SF@	1.26=	1,260.00
R&R Storm window - aluminum, 12 - 24 sf	2.00 EA@	149.00=	298.00
Mason - Brick / Sains - per hour	8.00 HR@	31.85=	254.80
Brick veneer - Detach & reset	40.00 SF@	26.71=	1,068.40
<p>The brick veneer on the front of garage needs to come off to complete framing repairs. A portion of the brick was damaged by the fire and can't be reused. Due to age of brick, matching is a problem. This line item is to clean and reuse as much of the brick as possible and to source out used brick to blend in with the existing.</p>			

**Room: East Elevation**

DESCRIPTION	QTY	UNIT COST	TOTAL
R&R Gutter / downspout - galvanized - soldered	71.00 LF@	4.06=	288.26
R&R Soffit - box framing - 2' overhang	35.00 LF@	3.81=	133.35
R&R Soffit & fascia - wood - 2' overhang	35.00 LF@	6.23=	218.05
R&R Siding - cedar shingle	14.00 SF@	3.20=	44.80
Prime & paint exterior soffit - wood	70.00 SF@	1.08=	75.60
Exterior - seal or prime then paint with two finish coats	630.00 SF@	0.84=	529.20
R&R Storm window - aluminum, 12 - 24 sf	1.00 EA@	149.00=	149.00

**Room: Rear Elevation**

DESCRIPTION	QTY	UNIT COST	TOTAL
R&R Gutter / downspout - galvanized - soldered	83.00 LF@	4.06=	336.98
Prime & paint exterior fascia - wood, 4" - 6" wide	63.00 LF@	0.83=	52.29
Prime & paint exterior soffit - wood	184.00 SF@	1.08=	198.72
Exterior - paint one coat	544.00 SF@	0.42=	228.48



**Room: West Elevation**

DESCRIPTION	QTY	UNIT PRICE	TOTAL
R&R Gutter / downspout - galvanized - soldered	10.00 LF@	4.06=	40.60
Prime & paint exterior fascia - wood, 4" - 6" wide	34.00 LF@	0.83=	28.22
Prime & paint exterior soffit - wood	34.00 SF@	1.08=	36.72
Exterior - paint one coat	322.00 SF@	0.42=	135.24

**Room: Miscellaneous**

DESCRIPTION	QTY	UNIT PRICE	TOTAL
Electrician - per hour	22.00 HR@	45.99=	1,011.78
Carpenter - General Primer - per hour - Replace tie-in; shoring & bracing	24.00 HR@	37.72=	905.28
R&R Central air conditioning system - 4 ton Note: Freon line in the garage is burned, which indicates that the condenser unit is contaminated.	1.00 EA@	2308.54=	2,308.54
Furnace - check, heavy clean, replace filters and service	1.00 EA@	118.11=	118.11
Dumpster load - Approx. 40 yards, 6 tons of debris	3.00 EA@	456.95=	1,370.85
Cleaning Technician - per hour	40.00 HR@	19.89=	795.60
Clean ductwork - Interior (PER REGISTER)	28.00 EA@	19.41=	543.48
Clean and deodorize building - Ozone treatment	30,000.00 CF@	0.03=	900.00
Taxes, insurance, permits & fees (Bid Item)	1.00 EA@	350.00=	350.00

**Grand Total Areas:**

9,086.00 SF Walls	4,874.91 SF Ceiling	13,960.91 SF Walls & Ceiling
4,874.91 SF Floor	541.66 SY Flooring	1,136.00 LF Floor Perimeter
2,836.67 SF Long Wall	1,995.67 SF Short Wall	1,136.00 LF Ceil. Perimeter
0.00 Floor Area	0.00 Total Area	0.00 Interior Wall Area
0.00 Exterior Wall Area	0.00 Exterior Perimeter of Walls	
0.00 Surface Area	0.00 Number of Squares	0.00 Total Perimeter Length
0.00 Total Ridge Length	0.00 Total Hip Length	0.00 Area of Face 1

Summary for Life				
Line Item Total				66,489.52
Material Sales Tax	@	7.300%	20,856.70	1,522.54
Subtotal				68,012.06
Overhead	@	10.00%	68,012.06	6,801.21
Profit	@	10.00%	68,012.06	6,801.21
Replacement Cost Value				81,614.48
Less Depreciation				(7,882.95)
Accrued Cash Value				73,731.53
Less Deductible				(500.00)
Net Claim				73,231.53
Total Recoverable Depreciation				7,882.95
Net Claim if Depreciation is Recovered				81,114.48

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Suzanne Spear  
Property Claims Examiner

**A**  03487  000  06  2003  572  03-00184  000

**B** Location:  Street address,  Date,  In,  Road,  Address to,  Direction

**C** Incident Type:  131 Passenger vehicle fire

**D** Aid Given:  1 Manual received,  2 Antacid aid given,  3 Manual aid given,  4 Antacid aid given,  5 Other aid given,  6 None

**E** Date & Times:  Alarm,  Arrival,  Controlled,  Last Unit,  Cleared

**F** Action Taken:  11 Fire extinguish,  12 Ladders & overhaul

**G** Resources:  Apparatus,  Personnel,  Equipment,  Other

**H** Estimated Dollar Losses & Values: Property \$, Contents \$

**I** Casualties:  Deaths,  Injuries

**J** Property Use:  131 Church,  161 Restaurant,  162 Bar/Club,  213 Elementary school,  218 High school,  241 College,  311 Care facility,  331 Hospital

**K** Structures:  341 Clinic,  342 Doctor/dentist office,  361 Prison,  418 1-or 2-family dwelling,  429 Multi-family dwelling,  439 Boarding/boarding house,  449 Commercial hotel or motel,  459 Residential, board and care,  464 Dormitory/barreths,  518 Food and beverage sales,  536 Vacant lot,  538 Graded/care for plot of land,  541 Parks, river, stream,  561 Railroad right of way,  566 Other street,  567 Highway/divided highway,  568 Residential street/driveway

**L** Mixed Use Property:  10 Assembly use,  20 Education use,  30 Medical use,  40 Residential use,  50 Non-residential,  60 Office use,  70 Industrial use,  80 Military use,  90 Farm use,  00 Other mixed use

**M** Vehicle parking area:  985

*Handwritten signatures and notes in the bottom left corner of the form.*

**K1 Person(s) Involved**

Local Office: \_\_\_\_\_

Business name (if applicable): \_\_\_\_\_

Phone Code: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Mr., Ms., Mrs. First Name: \_\_\_\_\_ Initials: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

Post Office Box: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Check this box if any address involved in this report is different from the address on file.

Home phone involved? Check this box and attach Supplemental Forms (SERIES-15) as necessary.

**K2 Owner**

Local Office: \_\_\_\_\_

Business name (if applicable): \_\_\_\_\_

Phone Code: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Mr., Ms., Mrs. First Name: \_\_\_\_\_ Initials: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

Post Office Box: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Check this box if any address involved in this report is different from the address on file.

**L Remarks**

Local Office: \_\_\_\_\_

On 08-10-83 at 2336 hours Fire Bureau personnel responded to a report of a vehicle fire in the driveway of [redacted] and advised that the home at that location was also involved. Upon arrival Ladder 1 went to the scene and deployed pre-connect hose lines. Engine 1 made the hydrant and a supply line to Ladder 1. Rescue 1 and Engine 1 personnel were then assigned to fire attack. One crew was assigned to extinguish the truck fire, which was nearly fully involved. The second crew was assigned to enter the structure and extinguish fire in a bedroom above the garage. At the time of the attack the vehicle was involved and the garage area and the exterior and interior structure above the garage were also involved. EO also observed a small amount of flames coming from the eaves just above the involved bedroom, indicating fire may have entered into the attic area. A gas powered fan was also deployed at the front door of the structure as the exposures report for more details on the structure fire. The vehicle fire was extinguished within approx. five minutes of arrival. Fire fighting activities in the structure continued. EO estimated the vehicle to be a total loss, with an approximate value of \$10,000.00. Upon speaking with the homeowner he stated that he had parked the vehicle in the driveway approx. three hours earlier. Both he and his wife were awake and watching television when they smelled smoke (they had the windows in the house open). The resident went to the front door and observed flames coming from the engine compartment of his vehicle. He then attempted to fight the fire with a garden hose after calling for assistance. EO examined the vehicle which had major damage. It appeared that the ignition took place in the engine compartment, however no cause could be determined due to the damage. The damage to the passenger compartment of the vehicle. The owner stated that the vehicle had been running without problems and he had no idea as to the cause of the ignition. When the vehicle was parked it was pulled nose in to within approx. two feet of the East garage

**L Author: \_\_\_\_\_**

Signature: Marrali, Anthony C Initials: BC Title: IC Date: 08/16/83 Time: 2003

Signature: Marrali, Anthony C Initials: BC Title: IC Date: 08/16/83 Time: 2003

0240	MO	PM	DD	YYYY	STZ	03-0010	000	Complete Narrative
	Month			1963	Zone	Incident Number	Sequence	

**Narrative**

On 06-10-63 at 2336 hours Fire Bureau personnel responded to a report of a vehicle fire in the driveway of [redacted] Prior to our arrival patrol personnel arrived on the scene and advised the home at that location was also involved. Upon arrival Ladder 1 went to the scene and employed pre-connect hose lines. Engine 1 made the hydrant and a supply line was laid to Ladder 1. Rescue 1 and Engine 1 personnel were then assigned to fire attack. One crew was assigned to extinguish the truck fire, which was nearly fully involved. The second crew was assigned to enter the structure and extinguish fire in a bedroom above the garage. At the time of the attack the vehicle was involved and the garage area and the exterior and interior structure above the garage were also involved. RO also observed a small amount of flame coming from the eaves just above the involved bedroom, indicating fire may have entered into the attic area. A gas powered fan was also deployed at the front door of the structure. See the separate report for more details on the structure fire.

The vehicle fire was extinguished within approx. five minutes of arrival. Fire fighting activities in the structure continued. RO estimated the vehicle to be a total loss, with an approximate value of \$10,000.00. Upon speaking with the homeowner he stated that he had parked the vehicle in the driveway approx. three hours earlier. Both he and his wife were awake and watching television when they smelled smoke (they had the windows in the home open). The resident went to the front door and observed flames coming from the engine compartment of his vehicle. He then attempted to fight the fire with a garden hose after calling for assistance.

RO examined the vehicle which had major damage. It appeared that the ignition took place in the engine compartment, however no cause could be determined due to the damage. The damage continued into the passenger compartment of the vehicle. The owner stated that the vehicle had been running without problems and he had no idea as to the cause of the ignition. When the vehicle was parked it was pulled nose in to within approx. two feet of the East garage door.

0240 Date	06 Month	06 Incident No.	2003 Year	872 Station	03-00104 Incident Number	000 Reporter #	<input type="checkbox"/> Police <input type="checkbox"/> Fire <input type="checkbox"/> Other	NFIR-2 File
<b>B Property Details</b>  B1 <input type="checkbox"/> <u>001</u> <input type="checkbox"/> Not Residential Fact: Number of residential living units in building of origin whether or not all units involved B2 <input type="checkbox"/> <u>001</u> <input type="checkbox"/> Buildings not involved Max: Buildings involved B3 <input type="checkbox"/> <u>001</u> <input checked="" type="checkbox"/> Home Area: (sq ft) (circled) <input type="checkbox"/> Less than one acre				<b>C On-Site Materials</b> <input checked="" type="checkbox"/> None <b>or Products</b> Enter up to three codes. Check one or more boxes for each code entered. 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 5 <input type="checkbox"/> Bulk storage or warehousing 6 <input type="checkbox"/> Processing or manufacturing 7 <input type="checkbox"/> Packaged goods for sale 8 <input type="checkbox"/> Repair or service 9 <input type="checkbox"/> Bulk storage or warehousing 10 <input type="checkbox"/> Processing or manufacturing 11 <input type="checkbox"/> Packaged goods for sale 12 <input type="checkbox"/> Repair or service				
<b>D Ignition</b>  D1 <input checked="" type="checkbox"/> <u>03</u> Engine area, running Area or item: D2 <input type="checkbox"/> <u>00</u> Determined Date: D3 <input type="checkbox"/> <u>00</u> Determined Date: D4 <input type="checkbox"/> <u>00</u> Determined Type of fire: (circle)				<b>E Cause of Ignition</b> <input type="checkbox"/> Check box if this is an apparent possibility to occur 1 <input type="checkbox"/> Intentional 2 <input type="checkbox"/> Unintentional 3 <input type="checkbox"/> Failure of equipment or heat source 4 <input type="checkbox"/> Act of nature 5 <input type="checkbox"/> Cause under investigation 6 <input checked="" type="checkbox"/> Cause undetermined after investigation <b>E1 Factors Contributing to Ignition</b> <input type="checkbox"/> <u>00</u> Undetermined Factor contributing to ignition (1) (2)				
<b>F1 Equipment Involved in Ignition</b> <input type="checkbox"/> None Equipment was not involved. Skip to F2 Equipment: Brand: Model: SERIAL #: Year:				<b>F2 Equipment Power</b> Equipment Power source: <b>F3 Equipment Portability</b> 1 <input type="checkbox"/> Portable 2 <input type="checkbox"/> Stationary Portable equipment normally can be moved by one person, is designed to be used in multiple locations, and requires no tools to install.				
<b>H1 Mobile Property Involved</b> 1 <input type="checkbox"/> Not involved in ignition, but burned 2 <input type="checkbox"/> Involved in ignition, but did not burn 3 <input checked="" type="checkbox"/> Involved in ignition and burned (circle)				<b>H2 Mobile Property Type &amp; Make</b> (circle) <u>00</u> Passenger road vehicle Mobile property type: (circle) <u>FO</u> Ford Mobile property make: (circle) <u>1994</u> Year: (circle) <u>00</u> State:				
<b>G Fire Suppression Factors</b> Enter up to three codes. <input checked="" type="checkbox"/> None (circle) <u>00</u> <u>00</u> Fire suppression factor (1) (2) (3)				<b>I Local Use</b> <input type="checkbox"/> Fire-Alarm System Available Some of the information presented in this report may be based upon reports from other agencies <input type="checkbox"/> Agency reports attached <input type="checkbox"/> Police reports attached <input type="checkbox"/> Other reports attached				
(circle) <u>00</u> Address:				(circle) <u>00</u> State:				

NFIR-2 Revision 01/18/93

A		MO DD YYY				STZ		03-00104		000		Delete		APPENDIX - 9	
APPARATUS		Date and Times				Sent		Number		Use		Actions Taken			
Resource		Check if sent or plain text				[X]		of #		Check ONE box for each apparatus or resource for use at the incident.					
		Month Day Year Hour Min						People							
1	ID	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> Suppression		73			
	Type	Arrival	<input type="checkbox"/>	6	10	2003	23:40	<input checked="" type="checkbox"/>	2	<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>	6	11	2003	01:21			<input type="checkbox"/> Other					
2	ID	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> Suppression		10			
	Type	Arrival	<input type="checkbox"/>	6	10	2003	23:40	<input checked="" type="checkbox"/>	1	<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>	6	11	2003	01:21			<input type="checkbox"/> Other					
3	ID	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> Suppression		73			
	Type	Arrival	<input type="checkbox"/>	6	10	2003	23:40	<input checked="" type="checkbox"/>	2	<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>	6	11	2003	01:21			<input type="checkbox"/> Other					
4	ID	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> Suppression		11	12		
	Type	Arrival	<input type="checkbox"/>	6	10	2003	23:40	<input checked="" type="checkbox"/>	3	<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>	6	11	2003	01:21			<input type="checkbox"/> Other					
5	ID	Dispatch	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Suppression					
	Type	Arrival	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Other					
6	ID	Dispatch	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Suppression					
	Type	Arrival	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Other					
7	ID	Dispatch	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Suppression					
	Type	Arrival	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Other					
8	ID	Dispatch	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Suppression					
	Type	Arrival	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Other					
9	ID	Dispatch	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Suppression					
	Type	Arrival	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> EMS					
		Clear	<input type="checkbox"/>					<input type="checkbox"/>		<input type="checkbox"/> Other					

- Type of Resource
- 01 Engine
  - 02 Truck
  - 03 Quin
  - 04 Tanker
  - 05 Squad
  - 06 AFR (Aerial Fire Fighting)
  - 07 Ground Support
  - 08 Heavy Equipment
  - 09 Donor
  - 10 Vehicle
  - 11 Tanker
  - 12 Heavy
  - 13 Aircraft
  - 14 Helicopter
  - 15 Helicopter
  - 16 Helicopter
  - 17 Helicopter
  - 18 Helicopter
  - 19 Helicopter
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  - 34 Helicopter
  - 35 Helicopter
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  - 37 Helicopter
  - 38 Helicopter
  - 39 Helicopter
  - 40 Helicopter

- Status of Resources
- 01 Suppression
  - 02 EMS
  - 03 Search and Rescue
  - 04 Support
  - 05 Medical & Rescue
  - 06 Marine Equipment
  - 07 Fire boat with pump
  - 08 Boat, no pump
  - 09 Marine apparatus, other
  - 10 Support Equipment
  - 11 Breaching apparatus support
  - 12 Light and air unit
  - 13 Support apparatus, other
  - 14 Medical & Rescue
  - 15 Rescue unit
  - 16 Urban Search & rescue unit
  - 17 High angle rescue unit
  - 18 H&R unit
  - 19 H&R unit
  - 20 Medical and rescue unit, other

More Apparatus? Use Additional Sheets

- Other
- 01 Mobile command post
  - 02 Chief officer car
  - 03 Hazmat unit
  - 04 Type 1 hand crew
  - 05 Type 2 hand crew
  - 06 Privately owned vehicle
  - 07 Other apparatus/resource
  - 08 EMS
  - 09 Undetermined

NRX-9 Revision 11/17/00

A		MO	DD	YY	STATION	INCIDENT NUMBER	REPORTER	<input type="checkbox"/> Inmate <input type="checkbox"/> Charge WFOES - 10 Personnel	
024		06	10	2003	872	01-0014	009		
B Apparatus		Date and Times			Sent	Number of People	Use	Actions Taken	
Use notes 16: ID # [ ] Type [ ]		Check it over at start time Month Day Year Hours/mins			<input checked="" type="checkbox"/>		Check the box for each response to indicate the main use of the incident. <input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	List up to 4 actions for each apparatus and each personnel. [ 7 ] [ ] [ ] [ ]	
1		Dispatch	<input checked="" type="checkbox"/>	06/10/2003	23:36	Sent	<input checked="" type="checkbox"/>	[ 2 ]	
		Arrival	<input type="checkbox"/>	06/10/2003	23:49				
		Clear	<input type="checkbox"/>	06/11/2003	01:21				
Personnel ID	Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken		
14621	Brake, Michael	FF/P	<input checked="" type="checkbox"/>	11	12				
15065	McGee, David	FF/P	<input checked="" type="checkbox"/>	11	12				
2		Dispatch	<input checked="" type="checkbox"/>	06/10/2003	23:36	Sent	<input checked="" type="checkbox"/>	[ 10 ] [ ]	
		Arrival	<input type="checkbox"/>	06/10/2003	23:40				
		Clear	<input type="checkbox"/>	06/11/2003	01:21				
Personnel ID	Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken		
3035	McCall, Anthony	BC	<input checked="" type="checkbox"/>	10					
3		Dispatch	<input checked="" type="checkbox"/>	06/10/2003	23:36	Sent	<input checked="" type="checkbox"/>	[ 7 ] [ ]	
		Arrival	<input type="checkbox"/>	06/10/2003	23:40				
		Clear	<input type="checkbox"/>	06/11/2003	01:21				
Personnel ID	Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken		
12195	Clino, Dave	PT/FF	<input checked="" type="checkbox"/>	11	12				
14662	Friday, Brent	FF/P	<input checked="" type="checkbox"/>	11	12				



<b>A</b>	240 <small>WFO</small>	NO <small>State #</small>	6 <small>Incident Date #</small>	2003 <small>Year</small>	072 <small>Section</small>	03-0010 <small>Incident Number #</small>	000 <small>Supervisor #</small>	<input type="checkbox"/> Select <input type="checkbox"/> Change	NFIRS - 10 Personnel	
<b>B Apparatus Resource</b>	<b>Unit #</b>	<b>Date and Times</b> <small>Check if same as alarm date</small>				<b>Sent</b>	<b>Number of People</b>	<b>Use</b> <small>Check OFF box for each response to indicate use only use at the incident.</small>	<b>Actions Taken</b> <small>List up to 4 actions for each apparatus and each personnel.</small>	
		Month Day Year Hours/Min Dispatch <input checked="" type="checkbox"/> 6   10   2003   23:36 Arrival <input type="checkbox"/> 6   10   2003   23:40 Clear <input type="checkbox"/> 6   11   2003   01:23				Sent <input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	11	12
<b>Personnel ID</b>	<b>Name</b>	<b>Rank or Grade</b>	<b>Attend</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>			
13708	Dagherty, Sean	FFP	<input checked="" type="checkbox"/>	11						
14926	Diggs, Kristy	EMT	<input checked="" type="checkbox"/>	11	12					
15149	Blake, Jenny...	PT/FF	<input checked="" type="checkbox"/>	11	12					
<b>Personnel ID</b>	<b>Name</b>	<b>Rank or Grade</b>	<b>Attend</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>			
2			<input checked="" type="checkbox"/>							
				<b>Sent</b>			<input type="checkbox"/> Suppression			
				<input type="checkbox"/>			<input type="checkbox"/> EMS			
				<input type="checkbox"/>			<input type="checkbox"/> Other			
<b>Personnel ID</b>	<b>Name</b>	<b>Rank or Grade</b>	<b>Attend</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>			
			<input type="checkbox"/>							
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			<input type="checkbox"/>							
<b>Personnel ID</b>	<b>Name</b>	<b>Rank or Grade</b>	<b>Attend</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>	<b>Action Taken</b>			
3			<input checked="" type="checkbox"/>							
				<b>Sent</b>			<input type="checkbox"/> Suppression			
				<input type="checkbox"/>			<input type="checkbox"/> EMS			
				<input type="checkbox"/>			<input type="checkbox"/> Other			

A 101 07  
FDI

MM YY YY  
[10] [06] [2003] [072] [03-00104] [001]  
Section Incident Number Response

Check box to indicate class of address for only contents as provided on the related file  
Change to Section 2 - Adaptive Logistics Service/MSA/MSA/MSA. The only MS Mailed item.

C Inc  
[111]  
D 1  
2  
3  
4  
5  
6

Street Type  
[Gladstone] [NC] [ ]  
Apt./Suite/Box city State Zip Code  
Cross street or direction, as applicable

H1 Date & Times  
Check boxes if...  
Alarm \* [06] [10] [2003] [23:16:00]  
Arrival \* [06] [10] [2003] [21:40:00]  
Controlled [06] [10] [2003] [23:55:00]  
Last Unit [06] [11] [2003] [01:21:00]

G1 Resources \*  
Apparatus Personnel  
Suppression [0004] [0008]  
G2 Estimated Dollar Losses & Values  
Property \$ [ ] [050] [000]  
Contents \$ [ ] [020] [000]  
Property \$ [ ] [180] [000]  
Contents \$ [ ] [050] [000]

F Act  
[11]  
[12]  
[66]

Complete  
[ ] Fire  
[ ] Wild  
[ ] Auto

H3 Hazardous Materials Release  
1 [ ] None  
2 [ ] Natural Gas  
3 [ ] Compressed gases  
4 [ ] Flammable liquids  
5 [ ] Corrosives  
6 [ ] Oxidizers  
7 [ ] Toxic  
8 [ ] Other

J Pro  
131  
141  
182  
213  
215  
241  
311  
331  
124  
655  
669  
807  
919  
921

H4 Structures  
341 [ ] Clinic, clinic type infirmary  
342 [ ] Sewer/denitrification office  
361 [ ] Prison or jail, not juvenile  
419 [ ] 1-or 1-family dwelling  
425 [ ] Multi-family dwelling  
439 [ ] Nursing/boarding house  
449 [ ] Commercial hotel or motel  
459 [ ] Residential, board and care  
464 [ ] Dormitory/barracks  
519 [ ] Food and beverage sales  
539 [ ] Household goods, sales, repairs  
579 [ ] Motor vehicle/boat sales/repair  
571 [ ] Gas or service station  
599 [ ] Business office  
619 [ ] Electric generating plant  
629 [ ] Laboratory/science lab  
700 [ ] Manufacturing plant  
819 [ ] Livestock/poultry storage (barn)  
882 [ ] Non-residential parking garage  
891 [ ] Warehouse  
901 [ ] Construction site  
904 [ ] Industrial plant yard  
936 [ ] Vacant lot  
938 [ ] Graded/care for plot of land  
946 [ ] Lake, river, stream  
951 [ ] Railroad right of way  
960 [ ] Other street  
961 [ ] Highway/divided highway  
962 [ ] Residential street/driveway  
Property Use [963]  
Vehicle parking area  
MSA-1 Revision 11/11/99

K1

Party Involved

Business Name (If Applicable) \_\_\_\_\_ Area Code \_\_\_\_\_ Phone Number \_\_\_\_\_

Mr./Ms./Mrs. First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Address \_\_\_\_\_

Room \_\_\_\_\_ Street or Highway \_\_\_\_\_ District \_\_\_\_\_

Post Office Box \_\_\_\_\_ Apt./Suite/Room \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

Check page for duplicate listing.

M

Involved? Check this box and attach Supplemental Forms (SF202-18) as necessary

K2 Own

Local by

Business Involved?  (Check this box and attach Supplemental Forms (SF202-18) as necessary)

Business Name (If Applicable) \_\_\_\_\_ Area Code \_\_\_\_\_ Phone Number \_\_\_\_\_

Mr./Ms./Mrs. First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Address \_\_\_\_\_

Room \_\_\_\_\_ Street or Highway \_\_\_\_\_ District \_\_\_\_\_

Post Office Box \_\_\_\_\_ Apt./Suite/Room \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

Check page for duplicate listing.

L Rev

On 06 a str arriv Crews the ga above could the v any i entry was f ventil The in area was u garag garag flame \$50,0 \$20,0 of the the be The c exami repor

2336 hours Fire Bureau personnel responded to a report of a vehicle fire with involved at [redacted] See the initial report for apparatus assignments upon

ned to extinguish the structure fire, which was burning heavily at and above of the structure. Flames had also made the upstairs of the structure just n, and it appeared that the attic had also been breached by the fire. Fire men in a bedroom directly above the garage. An attack crew that was fighting fire was also assigned to extinguish flames on the outside of the structure and portion of the garage that was burning. A second crew was assigned to make front door and make the bedroom above the garage and extinguish any fire that powered fan was also place at the front door for positive pressure garage area and outside structure of the home were quickly extinguished. crew made the bedroom and extinguished flames near the ceiling. The ceiling filled and fire in the attic was extinguished. Approx. 500 gallons of water extinguish both the vehicle and structure fire. There was heavy damage to the outer structure of the home near the garage. Damage to the bedroom above the ate. There was minor smoke damage to the remainder of the structure, as most he outside of the structure. RO estimated the damage to the structure to be mate to contents, mainly in the garage and bedroom, was placed at contents estimate includes possible damage to a boat that was stored inside he to debris and darkness it was extremely difficult to judge any damage to

g inspector, Alan Napoli, was contacted and responded to the scene. After structure he declared it not to be habitable. Seen the initial vehicle fire further information.

J Aut

Signature	Marrali, Anthony C	BC	IC	06	16	2003
Position or rank				Month	Day	Year
Signature	Marrali, Anthony C	BC	IC	06	16	2003
Position or rank				Month	Day	Year

Check the 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

adverse

department

42407 06/10/2003 03-6018-114

NO 6	2003	572	03-00104	081
State	Incident No.	Station	Incident number	Report #

Complete Narrative

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2336 hours Fire Bureau personnel responded to a report of a vehicle fire with involved at [redacted]. See the initial report for apparatus assignments upon arrival. Crews assigned to extinguish the structure fire, which was burning heavily at and above the doors of the structure. Flames had also made the upstairs of the structure just above the garage, and it appeared that the attic had also been breached by the fire. Fire was seen in a bedroom directly above the garage. An attack crew that was fighting the fire was also assigned to extinguish flames on the outside of the structure and the front door of the garage that was burning. A second crew was assigned to make entry through the front door and make the bedroom above the garage and extinguish any fire that was present. A powered fan was also placed at the front door for positive pressure ventilation. The interior and outside structure of the home were quickly extinguished. The interior bedroom and extinguished flames near the ceiling. The ceiling area was also pulled down in the attic was extinguished. Approx. 500 gallons of water was used to extinguish the vehicle and structure fire. There was heavy damage to the garage and the front of the home near the garage. Damage to the bedroom above the garage was minimal. There was minor smoke damage to the remainder of the structure, as most flames were confined to the garage and bedroom. SO estimated the damage to the structure to be \$50,000.00. The estimated damage to contents, mainly in the garage and bedroom, was placed at \$20,000.00. This estimate includes possible damage to a boat that was stored inside of the garage. Due to the smoke and darkness it was extremely difficult to judge any damage to the boat. The fire investigator, Alan Napoli, was contacted and responded to the scene. After examining the structure he declared it not to be habitable. See the initial vehicle fire report for further information.

NA 10 78	NFPA 1033 05 2003 072 03-99104 001 Year Incident No. Station Incident Number # Apparatus #	Delete <input type="checkbox"/> Change <input type="checkbox"/> No Activity	NFIRS-2 Page
B Pr B1 B2 B3	tails <input type="checkbox"/> Not Residential other of residential living units in origin whether or not all units involved <input type="checkbox"/> Buildings not involved buildings involved <input checked="" type="checkbox"/> None <input type="checkbox"/> Less than one acre	C On-site Materials <input checked="" type="checkbox"/> Some Describe if there are any significant supplies of commercial, industrial, military or agricultural products or materials on the property. Whether or not they became involved Enter up to three codes. Check one or more boxes for each code entered. 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service 1 <input type="checkbox"/> Bulk storage or warehousing 2 <input type="checkbox"/> Processing or manufacturing 3 <input type="checkbox"/> Packaged goods for sale 4 <input type="checkbox"/> Repair or service	
D Ign D1 D2 D3 D4	Cause of Ignition <input checked="" type="checkbox"/> Check box if code is an accurate report. Help in section 11 1 <input type="checkbox"/> Detention 2 <input type="checkbox"/> Intentional 3 <input type="checkbox"/> Failure of equipment or heat system 4 <input type="checkbox"/> Hot oil spillage 5 <input type="checkbox"/> Cause under investigation 6 <input type="checkbox"/> Cause undetermined after investigation	Factors Contributing To Ignition 7 <input type="checkbox"/> Human Factors Contributing To Ignition Check all applicable boxes 1 <input type="checkbox"/> Smoking <input type="checkbox"/> None 2 <input type="checkbox"/> Possibly impaired by alcohol or drugs 3 <input type="checkbox"/> Unattended person 4 <input type="checkbox"/> Possibly mental disabled 5 <input type="checkbox"/> Physically disabled 6 <input type="checkbox"/> Multiple persons involved 7 <input type="checkbox"/> Age was a factor Registered age of person involved _____ 1 <input type="checkbox"/> Male 2 <input type="checkbox"/> Female	
E1 E2 E3 E4	Involved In Ignition <input type="checkbox"/> No <input type="checkbox"/> Yes Brand _____ Model _____ Serial # _____ Year _____	F1 Equipment Power _____ Equipment Power Source F2 Equipment Portability 1 <input type="checkbox"/> Portable 2 <input type="checkbox"/> Stationary Portable equipment normally can be moved by one person, is designed to be used in multiple locations, and requires no tools to install.	G Fire Suppression Factors Enter up to three codes. <input type="checkbox"/> None Fire suppression factor 1) _____ Fire suppression factor 2) _____ Fire suppression factor 3) _____
H1 1 2 3 hml 1994	H2 Mobile Property Type & Make H1 <input type="checkbox"/> Passenger car mobile property type H2 <input type="checkbox"/> Ford mobile property make	Local Use <input type="checkbox"/> Fire-Fire Plan Available None of the information presented in this report may be based upon reports from other agencies <input type="checkbox"/> Aerial report attached <input type="checkbox"/> Police report attached <input type="checkbox"/> Coroner report attached <input type="checkbox"/> Other reports attached	
NFIRS-2 Revision 01/19/99			

Location :

Report Desc :

02487 06/10/2003 01-8816410

<p><b>I1 Building Type *</b></p> <p>1 <input checked="" type="checkbox"/> Residential building or structure complete</p> <p>2 <input type="checkbox"/> Industrial building or structure</p> <p>3 <input type="checkbox"/> Office building or structure</p> <p>4 <input type="checkbox"/> Commercial building or structure</p> <p>5 <input type="checkbox"/> Public building or structure</p> <p>6 <input type="checkbox"/> Other building or structure (specify)</p> <p>7 <input type="checkbox"/> Other building or structure (specify)</p> <p>8 <input type="checkbox"/> Other building or structure (specify)</p> <p>9 <input type="checkbox"/> Other building or structure (specify)</p>	<p><b>I2 Building Status *</b></p> <p>1 <input type="checkbox"/> Under construction</p> <p>2 <input checked="" type="checkbox"/> Occupied &amp; operating</p> <p>3 <input type="checkbox"/> Idle, not routinely used</p> <p>4 <input type="checkbox"/> Under major renovation</p> <p>5 <input type="checkbox"/> Vacant and secured</p> <p>6 <input type="checkbox"/> Vacant and unsecured</p> <p>7 <input type="checkbox"/> Being demolished</p> <p>8 <input type="checkbox"/> Other</p> <p>9 <input type="checkbox"/> Undetermined</p>	<p><b>I3 Building Height</b></p> <p>Measure the 0000 on part of the highest story</p> <p><u>007</u></p> <p>0000 number of stories or its above grade</p> <p><u>001</u></p> <p>Total number of stories below grade</p>	<p><b>I4 Main Floor Size*</b></p> <p>SPFR-3 Structure Fire</p> <p><u>001</u> , <u>000</u></p> <p>Total square feet</p> <p>OR</p> <p><u>000</u> BY <u>000</u></p> <p>Length in feet Width in feet</p>
<p><b>J1 Origin *</b></p> <p><input checked="" type="checkbox"/> Below Grade</p> <p><input type="checkbox"/> Above Grade</p> <p><b>J2 Origin Location *</b></p> <p>1 <input type="checkbox"/> Corridor</p> <p>2 <input type="checkbox"/> Office</p> <p>3 <input type="checkbox"/> Stair</p> <p>4 <input checked="" type="checkbox"/> Other</p> <p>5 <input type="checkbox"/> Other</p>	<p><b>J3 Number of Stories Damaged by Flames</b></p> <p>Count the 0000 at part of the highest story</p> <p><u>001</u> Number of stories of upper damage (5 to 20% flame damage)</p> <p><u>001</u> Number of stories of adjacent damage (1% to 4% flame damage)</p> <p><u>001</u> Number of stories of lower damage (0% to 20% flame damage)</p> <p><u>001</u> Number of stories of adjacent damage (0% to 20% flame damage)</p>	<p><b>K Material Contributing Most To Flame Spread</b></p> <p><input type="checkbox"/> Check if no items present OR none or material items ignored OR apply to destination</p> <p>Skip To Section L</p> <p><b>K1</b> <u>00</u> Structural component or item contributing most to flame spread</p> <p><b>K2</b> <u>00</u> Sawn wood, including type of material contributing most to flame spread</p> <p>Required only if item contributing code is 00</p>	
<p><b>L1 Detector Type *</b></p> <p>1 <input checked="" type="checkbox"/> Smoke</p> <p>2 <input type="checkbox"/> Heat</p> <p>3 <input type="checkbox"/> Other</p> <p>4 <input type="checkbox"/> Other</p> <p>5 <input type="checkbox"/> Other</p> <p>6 <input type="checkbox"/> Other</p> <p>7 <input type="checkbox"/> Other</p> <p>8 <input type="checkbox"/> Other</p> <p>9 <input type="checkbox"/> Other</p>	<p><b>L3 Detector Power Supply</b></p> <p>1 <input type="checkbox"/> Battery only</p> <p>2 <input type="checkbox"/> Hardwire only</p> <p>3 <input type="checkbox"/> Plug in</p> <p>4 <input type="checkbox"/> Hardwire with battery</p> <p>5 <input type="checkbox"/> Plug in with battery</p> <p>6 <input type="checkbox"/> Mechanical</p> <p>7 <input type="checkbox"/> Multiple detectors &amp; power supplies</p> <p>8 <input type="checkbox"/> Other</p> <p>9 <input checked="" type="checkbox"/> Undetermined</p> <p><b>L4 Detector Operation</b></p> <p>1 <input type="checkbox"/> Fire too small to activate</p> <p>2 <input checked="" type="checkbox"/> Operated (Complete Section L5)</p> <p>3 <input type="checkbox"/> Failed to operate (Complete Section L5)</p> <p>4 <input type="checkbox"/> Undetermined</p>	<p><b>L5 Detector Effectiveness</b></p> <p>Required if detector operated</p> <p>1 <input checked="" type="checkbox"/> Alerted Occupants, occupants responded</p> <p>2 <input type="checkbox"/> Occupants failed to respond</p> <p>3 <input type="checkbox"/> There were no occupants</p> <p>4 <input type="checkbox"/> Failed to alert occupants</p> <p>5 <input type="checkbox"/> Undetermined</p> <p><b>L6 Detector Failure Reason</b></p> <p>Required if detector failed to operate</p> <p>1 <input type="checkbox"/> Power failure, shutoff or disconnect</p> <p>2 <input type="checkbox"/> Improper installation or placement</p> <p>3 <input type="checkbox"/> Defective</p> <p>4 <input type="checkbox"/> Lack of maintenance, includes cleaning</p> <p>5 <input type="checkbox"/> Battery missing or disconnected</p> <p>6 <input type="checkbox"/> Battery discharged or dead</p> <p>7 <input type="checkbox"/> Other</p> <p>8 <input type="checkbox"/> Undetermined</p>	
<p><b>M1 Preset Manual Fire Alarm System *</b></p> <p>1 <input type="checkbox"/> Complete code of Section N</p> <p><b>M2 Fire Alarm System *</b></p> <p>1 <input type="checkbox"/> Manual</p> <p>2 <input type="checkbox"/> Manual</p> <p>3 <input type="checkbox"/> Manual</p> <p>4 <input type="checkbox"/> Manual</p> <p>5 <input type="checkbox"/> Manual</p> <p>6 <input type="checkbox"/> Manual</p> <p>7 <input type="checkbox"/> Manual</p> <p>8 <input type="checkbox"/> Manual</p> <p>9 <input type="checkbox"/> Manual</p>	<p><b>M3 Automatic Extinguishment System Operation</b></p> <p>Required if this was within designed range</p> <p>1 <input type="checkbox"/> Operated &amp; effective (0% to 20%)</p> <p>2 <input type="checkbox"/> Operated &amp; not effective (20% to 40%)</p> <p>3 <input type="checkbox"/> Fire too small to activate</p> <p>4 <input type="checkbox"/> Failed to operate (40% to 60%)</p> <p>5 <input type="checkbox"/> Other</p> <p>6 <input type="checkbox"/> Undetermined</p> <p><b>M4 Number of Sprinkler Heads Operating</b></p> <p>Required if system operated</p> <p><u>000</u> Number of sprinkler heads operating</p>	<p><b>M5 Automatic Extinguishment System Failure Reason</b></p> <p>Required if system failed</p> <p>1 <input type="checkbox"/> System shut off</p> <p>2 <input type="checkbox"/> Not enough agents discharged</p> <p>3 <input type="checkbox"/> Agents discharged but did not reach fire</p> <p>4 <input type="checkbox"/> Wrong type of system</p> <p>5 <input type="checkbox"/> Fire not in area protected</p> <p>6 <input type="checkbox"/> System component damaged</p> <p>7 <input type="checkbox"/> Lack of maintenance</p> <p>8 <input type="checkbox"/> Manual intervention</p> <p>9 <input type="checkbox"/> Other</p> <p>10 <input type="checkbox"/> Undetermined</p> <p>SPFR-3 Revision 01/19/99</p>	

B App R	Date and Times				Sent <input checked="" type="checkbox"/>	Number of * People	Type <small>Check one box for each apparatus to indicate its role at the incident.</small>	Actions Taken	
	Month	Day	Year	Hour				Min	
1	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	73	
	Arrival	<input type="checkbox"/>	6	10	2003	23:40			
	Clear	<input type="checkbox"/>	6	11	2003	01:21			
2	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	10	
	Arrival	<input type="checkbox"/>	6	10	2003	23:40			
	Clear	<input type="checkbox"/>	6	11	2003	01:21			
3	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	73	
	Arrival	<input type="checkbox"/>	6	10	2003	23:40			
	Clear	<input type="checkbox"/>	6	11	2003	01:21			
4	Dispatch	<input checked="" type="checkbox"/>	6	10	2003	23:36	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	11	12
	Arrival	<input type="checkbox"/>	6	10	2003	23:40			
	Clear	<input type="checkbox"/>	6	11	2003	01:21			
5	Dispatch	<input type="checkbox"/>					<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		
	Arrival	<input type="checkbox"/>							
	Clear	<input type="checkbox"/>							
6	Dispatch	<input type="checkbox"/>					<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		
	Arrival	<input type="checkbox"/>							
	Clear	<input type="checkbox"/>							
7	Dispatch	<input type="checkbox"/>					<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		
	Arrival	<input type="checkbox"/>							
	Clear	<input type="checkbox"/>							
8	Dispatch	<input type="checkbox"/>					<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		
	Arrival	<input type="checkbox"/>							
	Clear	<input type="checkbox"/>							
9	Dispatch	<input type="checkbox"/>					<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other		
	Arrival	<input type="checkbox"/>							
	Clear	<input type="checkbox"/>							

Type of	Resources
Ground	<b>Marine Equipment</b> 01 Fire boat with pump 02 Boat, no pump 03 Marine apparatus, other <b>Support Equipment</b> 01 Sweeping apparatus support 02 Lights and air unit 03 Support apparatus, other <b>Medical &amp; Rescue</b> 71 Rescue unit 72 Urban Search & rescue unit 73 High angle rescue unit 74 EMS unit 75 AEM unit 76 Medical and rescue unit, other
11 Eng	
12 Trk	
13 Qui	
14 Tab	
15 Bru	
16 Alf	
17 Gro	
Heavy	
21 Des	
22 Tra	
24 Tar	
26 Mar	
Air	
41 Air	
42 Hel	
43 Hel	
46 Air	

**More Apparatus  
Was Additional  
Units**

**Other**

- 31 Mobile command post
- 32 Chief officer car
- 33 Hazmat unit
- 34 Type 1 hand crew
- 35 Type 2 hand crew
- 36 Privately owned vehicle
- 08 Other apparatus/resources
- UN None
- UN Undersized

<b>A</b>		MM DD YYYY <input type="checkbox"/> 6 <input type="checkbox"/> 10 <input type="checkbox"/> 2003	STZ	03-0016 3	001	<input type="checkbox"/> Action <input type="checkbox"/> Change MYRS - 10 Personnel	
<b>B</b>	Date and Times Check if used to alarm clear	Month Day Year 6 10 2003	Rank or Grade FF/P	Sent <input checked="" type="checkbox"/>	Number of People 2	Use Check ONE box for each assignment by location (in unit use of the building). <input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	Actions Taken List up to 4 actions by each apparatus and each personnel. 73
	Dispatch <input checked="" type="checkbox"/> 6 10 2003 23:38 Arrival <input type="checkbox"/> 6 10 2003 23:40 Clear <input type="checkbox"/> 6 11 2003 01:21			Sent <input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	73
	Name Michael David	Rank or Grade FF/P FF/P	Attend <input checked="" type="checkbox"/>	Action Taken 11 11	Action Taken 12 12	Action Taken	Action Taken
	14621 13065						
	<b>2</b>	Dispatch <input checked="" type="checkbox"/> 6 10 2003 23:38 Arrival <input type="checkbox"/> 6 10 2003 23:40 Clear <input type="checkbox"/> 6 11 2003 01:21		Sent <input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	10
	Name Anthony	Rank or Grade EC	Attend <input checked="" type="checkbox"/>	Action Taken 10	Action Taken	Action Taken	Action Taken
	5835						
	<b>3</b>	Dispatch <input checked="" type="checkbox"/> 6 10 2003 23:38 Arrival <input type="checkbox"/> 6 10 2003 23:40 Clear <input type="checkbox"/> 6 11 2003 01:21		Sent <input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	73
	Name Dave Brent	Rank or Grade FF/FF FF/P	Attend <input checked="" type="checkbox"/>	Action Taken 11 11	Action Taken 12 12	Action Taken	Action Taken
	12195 14662						



A 02  
WD

MM DD YYYY  
6 1 2003

ST2  
Station

02-00104  
Incident Number

001  
Reports

Delete  
 Change

OFFER - 12  
Personal

B Apparatus  
Re: ID  
Type

Date and Times	Sent	Number of People	Use	Actions Taken
Check if sent as class item Month Day Year Hours/Min	<input checked="" type="checkbox"/>		Check use box for each apparatus to indicate its use at the incident.	Use up to 4 actions for each apparatus and each personnel.
Dispatch <input checked="" type="checkbox"/> 6 10 2003 23:36	Sent <input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	11 12
Arrival <input type="checkbox"/> 6 10 2003 23:40	<input type="checkbox"/>			
Exit <input type="checkbox"/> 6 11 2003 01:21	<input type="checkbox"/>			

Per  
3706  
4920  
5149

Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken
erty, Sean	FFP	<input checked="" type="checkbox"/>	11			
ay, Kristy	EMT	<input checked="" type="checkbox"/>	11	12		
ay, Jenny	PT/ST	<input checked="" type="checkbox"/>	11	12		

3 ID  
Type

Dispatch	Sent	Use	Actions Taken
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	

Per

Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken
		<input type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				

3 ID  
Type

Dispatch	Sent	Use	Actions Taken
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	

Per

Name	Rank or Grade	Attend	Action Taken	Action Taken	Action Taken	Action Taken
		<input checked="" type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				
		<input type="checkbox"/>				