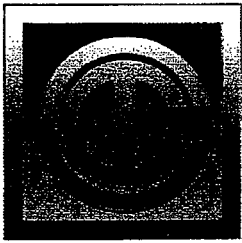


PE07-029

Attachment 23

Matters 13460, 13462, 13458, other



COOK-ILLINOIS CORPORATION

4845 West 167th Street, Suite 300
Oak Forest, Illinois 60452
Phone: 708-560-9840
Fax: 708-560-0661
www.cookillinois.com

VIA FEDERAL EXPRESS PRIORITY OVERNIGHT

28 February 2007

Mr. Ken Hedgecock
Thomas Built Buses, Inc.
1408 Courtesy Road
High Point, NC 27260

RE: Model FS-65 Recall - Electrical Boards

Dear Mr. Hedgecock:

Please be advised that I am general counsel for Cook-Illinois Corp., the parent company of Kickert School Bus Lines, Chicago School Transit, and Chicago School Transit, Inc. In 2006 and 2007, we have had nine (9) buses catch fire due to what we believe to be a design failure with the wiring harness that goes through the frame. All nine (9) buses were destroyed by a fire that started with the electrical boards in the side panels of the FS-65 models. We believe a design failure causes the wiring harness that goes through the frame to ground out which then causes the bus to catch fire. The following is the list of the buses that have been destroyed by an electrical fire:

Bus #	985
In-Service Date	7/23/04
Mileage	23650
VIN	4UZAAXCP75C [REDACTED]
Body	4740Z-0430583-111PS-25183
Failure Date	2/24/06

Bus #	994
In-Service Date	8/9/04
Mileage	30033
VIN	4UZAAXCPX5C [REDACTED]
Body	47398-0430404-111PS-25047
Failure Date	2/28/06

VIA FEDERAL EXPRESS OVERNIGHT

Thomas-Built Buses

28 February 2007

Page 2 of 4

Bus # 1000
In-Service Date 8/9/04
Mileage 27030
VIN 4UZAAXCP4C [REDACTED]
Body 45314-0347924-111PS-13179
Failure Date 3/16/06

Bus # 996
In-Service Date 8/10/04
Mileage 35934
VIN 4UZAAXCP15C [REDACTED]
Body 47396-0430396-111PS-25006
Failure Date 9/15/06

Bus # 986
In-Service Date 7/24/04
Mileage -
VIN 4UZAAXCP55C [REDACTED]
Body 4741-0430574-111PS-25189
Failure Date

Bus # 1015
In-Service Date 8/11/04
Mileage -
VIN 4UZAAXCT44C [REDACTED]
Body 47386-0349330-111PS-23744
Failure Date June 2006

Bus # 533
In-Service Date -
Mileage 94126
VIN 1T88L3B121 [REDACTED]
Body 91106-9959513-1108S-28403
Failure Date 3/28/06

Bus # 186
In-Service Date -
Mileage 138579
VIN 1T88L3B19W1 [REDACTED]
Body 66522-9841725-1108S
Failure Date 9/30/06

VIA FEDERAL EXPRESS OVERNIGHT

Thomas-Built Buses

28 February 2007

Page 3 of 4

Bus # 990
In-Service Date 7/29/2004
Mileage 54138
VIN 4UZAAXCP54C [REDACTED]
Body 45303 0347889 111PS
Failure Date 2/24/2004

As you can see from the list, most of the vehicles had low mileage, and had only been in service for approximately two (2) years. I understand that there was a recall regarding this electrical board, on a subsequent model, but we do not believe that the recall has gone back far enough.

Since the fires have occurred, we have been in constant contact with representatives of Thomas Bus. Our Fleet Manager, Roger Bannerman, has spoken with Chris Blaha, Phyllis Summey, Ricky Myers, Chad Harris, Bob Guzman, Greg Elmore, and Mitch Miller. We have been told to put circuit breakers into the electrical boards. This has been done. We have also been told that Thomas is producing a repair part, a cover to go over the boards to prevent moisture from seeping into the boards and short-circuiting, causing a fire. As of the date of this letter, we have not received the repair part.

We have had several incidents where there have been school children on the bus at the time the fires started. Just this past weekend, on February 24, 2007, one of our FS-65 models was transporting children to Springfield. It caught fire and the electrical system was completely destroyed. Fortunately, no one was injured. However, as you can see from the enclosed photos, the bus' electrical board was completely incinerated.

What Cook-Illinois Corp finds most disturbing is the lack of response from Thomas regarding this serious safety issue. Do we need to remind you that there are school children on these buses? Can you imagine the confusion and panic that can occur when these buses catch fire? There is smoke everywhere, and the material that burns gives off a foul and toxic-smelling odor. We have done everything possible to fix this problem, but Thomas is not giving us the resources to completely repair this defect. Your people are aware of the problem, and yet you do not seem to appreciate the gravity of this situation. We cannot allow you to continue to ignore the defect with the FS-65. This electrical problem has been a strain economically on Cook-Illinois Corporation. We have had to replace the buses destroyed by fire for a cost in excess of two hundred thousand dollars (\$200,000). This does not include the down time or spare parts and labor required to make up the difference for the units. The buses damaged by these electrical fires are not fit to transport children after damage has been repaired. The odor that remains inside the bus makes anyone inside of it nauseous. More important than any economic issue is the safety issue that is caused by this defect. We have an obligation to provide safe transportation to all of our customers and we take this obligation very seriously. We can not and will not continue to wait as Thomas attempts to address this problem.

VIA FEDERAL EXPRESS OVERNIGHT

Thomas-Built Buses

28 February 2007

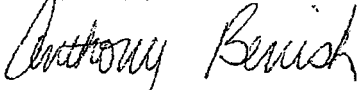
Page 4 of 4

We are demanding the following:

1. Thomas must buy back or replace the nine (9) buses that have been destroyed;
2. Thomas must immediately make available to Cook-Illinois Corporation the repair part to repair the approximately forty (40) FS-65 models we still have in our fleet;
3. Thomas must immediately reimburse Cook-Illinois Corporation for all repairs, labor, and down-time associated with the FS-65 models in question.

Your failure to immediately respond will force us to take further legal action. Upon receipt of this letter, contact myself or John Benish, Jr. immediately so that we can address these concerns.

Very truly yours,



Anthony Benish

AB/hd

Enclosures

cc: John O'Leary, Thomas Built Buses, Inc.
Mitch Miller, Thomas Built Buses, Inc.
Chris Blaha, Thomas Built Buses, Inc.
Tom Schaaf, Thomas Built Buses, Inc.
John Benish, Jr., President, Cook-Illinois Corp.

Brian Burton

From: Freiburger, Jim [Jim.Freiburger@ThomasBus.com]
Sent: Friday, March 09, 2007 5:48 AM
To: Brian Burton; probeinc@worldnet.att.net
Subject: Cook-Illinois Corp.

Brian/John,

The TBB personnel returned from their trip to Lynwood, IL and reported that only the FS65 units were there. All the PCB's exhibited water intrusion. All but two buses were back in service. They also met with Paul Boender (phone 708-758-4740) General Manager at Kickert bus service and John Benish (phone 708-560-9840) COO Cook-Illinois Corporation.

I will call and determine the status of the two reported MVP-EF's and if we need to review them where they are located.

Jim

Brian Burton

From: Hedgecock, Ken [Ken.Hedgecock@ThomasBus.com]
Sent: Wednesday, May 09, 2007 3:35 PM
To: Brian Burton
Subject: Fw: Bus 1000 electrical board failure

This is the information on the most recent incident with Cook-Illinois.

-----Original Message-----

From: John Benish
To: Tony Benish
To: Ken Hedgecock
Sent: May 9, 2007 6:02 PM
Subject: FW: Bus 1000 electrical board failure

-----Original Message-----

From: Roger Bannerman [mailto:rbannerman1@comcast.net]
Sent: Wednesday, May 09, 2007 1:58 PM
To: Mitch Miller
Cc: John Benish
Subject: Bus 1000 electrical board failure

Mitch we had another bus that the electrical board melted down. I am attaching some photos.

Kickert Bus 1000

4UZAAXCP40 [REDACTED]

45314-0347924-111PS-13179

You can ship the boards to:

Chicago Bus Sales
20613 South Torrence Av.
Lynwood, Illinois 60411

Please let me know when you plan to install them. Thanks

Roger Bannerman
Fleet Manager
Cook Illinois Corp.
Cell 773 908 2887
Fax 708 389 8311
rbannerman1@comcast.net

PROBE, INC.

7855 Gross Point Road - G5
Skokie, Illinois 60077

IRS NO. 36-3099325

Telephone: 847/674-9650

Facsimile: 847/674-9653

E-Mail: probeinc@worldnet.att.net

Mr. Brian Burton
Corporate Counsel
Freightliner LLC
PO Box 3849
Portland, Oregon 97208

COOK-ILLINOIS CORPORATION

(Kickert School Bus Line)

Lynwood, Illinois

(Fire in 2004 Freightliner Custom Chassis FS65
model K000042S/Thomas Built 69-passenger
school bus while the vehicle was being driven.)

VIN: 4UZAAXCP54C [REDACTED]

(Serial number [REDACTED])

Thomas Built body number 347889

Cook-Illinois Fleet number 990

Our Project No. 07-5742-FV

Date of Loss: February 25, 2007

This report contains photographs of PC boards from three other burned buses.

April 13, 2007

Distribution: Copies 1 & 2 – Mr. Brian Burton
(Copy 1 digital photographs on CD)

Copy 3 – Mr. Jim Freiburger
(Digital photographs on CD)

Copy 4 – File
(Digital photographs on CD)

Copy ____ of 4 copies

PROBE, INC.

7855 Gross Point Road - G5
Skokie, Illinois 60077
IRS NO. 36-3099325

Telephone: 847/674-9650
Facsimile: 847/674-9653
E-Mail: probeinc@worldnet.att.net

Mr. Brian Burton
Corporate Counsel
Freightliner LLC
PO Box 3849
Portland, Oregon 97208

RE: COOK-ILLINOIS CORPORATION
(Kickert School Bus Line)
Lynwood, Illinois

Dear Mr. Burton:

On Sunday, February 25, 2007 a fire occurred in a 2004 Freightliner Custom Chassis FS65 model K000042S/Thomas Built 69-passenger school bus owned by Cook-Illinois Corporation and operated by Kickert School Bus Line, Lynwood, Illinois while the vehicle was being driven along Interstate 57 near Clifton, Illinois. On March 2, 2007 Mr. Jim Freiburger of Thomas Built Buses requested, with your consent, that I investigate this occurrence and determine, if possible, the origin and cause of the fire. This report describes my observations and findings in as brief a manner as possible.

My field investigation was conducted on March 22, 2007 when the vehicle was examined in the garage at the body shop at the Cook-Illinois Corporation facility at 20575 Torrence Avenue, Lynwood, Illinois. Mr. Rich Tiemens, Shop Foreman at Kickert School Bus Service, and Mr. Roger Bannerman Fleet Manager for Cook-Illinois Corporation were present at various times in the course of the investigation. My investigative work consisted of examining and photographing the subject vehicle, examining electric circuitry and PC boards in

the control panel at the left side of the cab, obtaining information on circumstances surrounding the loss from Mr. Tiemens, and reviewing Thomas Built Buses Build Order, Warranty Repair, and Recall documents. To facilitate further understanding of this report, fifty-four photographs taken in the course of the investigation, are appended as an Exhibit, which consists of the photographs in digital JPEG format on a compact disc and a descriptive index accompanying the report text.

Figures 1-38 of the Exhibit depict the subject vehicle. Figures 39-54 depict PC boards from three other buses which sustained fire loss. Mr. Freiburger provided Build Orders for eight buses in the Kickert fleet that sustained fire losses. The PC boards in Figures 39-54 were from three of those buses, but the boards had already been removed from the buses and the boards could no longer be matched with their respective buses. Damaged PC boards from three of the other buses were removed and taken by Thomas Built personnel to High Point, North Carolina prior to my field investigation. I did full investigations on two of the buses – the subject bus in this report and another in a previously submitted report dated April 3, 2007 serial number M95538, body number 430396.

The subject vehicle was a 2004 Freightliner Custom Chassis FS65 model K000042S/Thomas Built 69-passenger school bus. The Vehicle Identification Number (VIN) was 4UZAAXCP54C [REDACTED] (serial number [REDACTED]). The Cook-

Illinois Corporation fleet number was 15182. The Kickert School Bus Line fleet number was 990. The Illinois license plate number was 47 631 SB with a December 2007 expiration sticker. The completed vehicle (bus) was manufactured at the High Point, North Carolina plant of Thomas Built Buses. The chassis was manufactured at the Gaffney, South Carolina plant of Freightliner Custom Chassis Corporation. Body start date was September 23, 2003; in-service date was August 6, 2004; registration date was July 22, 2005. The odometer reading at the pre-trip inspection on the date of the loss was 58,211 miles.

The vehicle was equipped with a steel body and frame, yellow and black exterior finish, Mercedes-Benz MBE900 4.3 liter 190hp diesel engine (serial number 0904283844), Allison 2000 automatic transmission (serial number 6310325853), setback front axle, 4X2 wheel/drive configuration, rear drive, hydraulic-activated disc brakes, fuel filler along the right side at the rear, 65-gallon fuel tank between the frame rails, battery box with three batteries below the left side of the coach, and a single horizontal exhaust terminating at the right rear.

According to information obtained from Mr. Tiemens, the shop foreman, the vehicle was being driven at the time the occurred. The fire occurred while the vehicle was being driven along Interstate 57 near the town of Clifton in Kankakee County, Illinois. There were students aboard, but the bus was safely evacuated

and no injuries were sustained by the driver or students. The fire occurred after a heavy rain storm. The PC boards in the control panel along the left side of the cab were original equipment, and there were no Thomas Built recalls pertaining to these PC boards.

On the exterior of the vehicle, there were moderate fire damages on and around the perimeter of the access door leading to the control panel along the left side of the cab. There were additional exterior heat and smoke damages along the upper left side of the cab. The remainder of the exterior, including the bodywork surrounding the engine compartment, the coach bodywork, the undercarriage, and wheels and tires was undamaged.

On the interior of the vehicle, fire damage occurred in the control panel along the left side of the cab. A V-shaped damage pattern extended upward and laterally from the upper center part of PC Board #1 (the rearmost of the two PC boards in the control panel). The fire inflicted heavy damage to the upper part of the PC Board #1, the rear part of PC Board #2 (the frontmost of the two PC boards in the control panel), the interior of the control panel, wiring in the control panel, switches on the control panel to the left of the driver's seat, and heat damage to the steel control panel. There also was smoke and heat damage in the left interior part of the cab. The forward part of the coach sustained moderate smoke damage. The remainder of the coach and engine compartment interiors were undamaged by the fire.

Examination and evaluation of the flame and heat damage patterns described above, both on the exterior and interior of the vehicle, led to the conclusion that the fire originated in the upper center part of PC Board #1 (the rearmost board) in the control panel along the left side of the cab. The fire origin area was in the vicinity of the LED light display on PC Board #1. The fire origin area is shown in Figures 27, 31-34, and 37 of the Exhibit.

The fire was caused by an internal malfunction, either an electric fault or short circuit, or overheating of circuitry in PC Board #1. Energy generated by the electric fault or short circuit, or by overheating of circuitry in PC Board #1 was sufficient to ignite nearby combustible materials, including the plastic PC board body and insulation on electric wires.

It appeared that water intrusion into the control panel along the left side of the cab was a contributing factor to the means of fire causation. The forward part of PC Board #2 (the frontmost board) was relatively undamaged by the fire, and when fuses and relays were removed from the board, it was noted that there was corrosion around the contacts for those components.

Other sources of natural and accidental activation energy and incendiarism were eliminated from consideration as causative agents for the fire. These included other parts of the electric distribution system and accessories, the batteries, fuel and fluid leakage, the brakes, friction, the exhaust system and

turbocharger, overheating of the engine and transmission, misuse of smoking materials, spontaneous ignition, vandalism, and an intentionally set fire.

In summary, my conclusions regarding this occurrence may be stated, within a reasonable degree of fire investigation certainty, as follows:

1. On Sunday, February 25, 2007 a fire occurred in a 2004 Freightliner Custom Chassis FS65 model K000042S/Thomas Built 69-passenger school bus owned by Cook-Illinois Corporation and operated by Kickert School Bus Line, Lynwood, Illinois while the vehicle was being driven along Interstate 57 near Clifton, Illinois.
 2. The fire originated in the upper center part of PC Board #1 (the rearmost board) in the control panel along the left side of the cab. The fire origin area was in the vicinity of the LED light display on PC Board #1. The fire origin area is shown in Figures 27, 31-34, and 37 of the Exhibit.
 3. The fire was caused by an internal malfunction, either an electric fault or short circuit, or overheating of circuitry in PC Board #1.
 4. It appeared that water intrusion into the control panel along the left side of the cab was a contributing factor to the means of fire causation.
 5. Other sources of natural and accidental activation energy and incendiarism were eliminated from consideration as causative agents for the fire.
 6. The components shown in Figures 39-54 from other buses in the Kickert fleet, showed evidence of water intrusion.
- No physical evidence was removed from the subject vehicle by me.

Should there be any questions regarding this investigation or the findings, or if I may be of further assistance, please feel free to contact us.

Respectfully submitted,

PROBE, INC.

John K. Maurus, CFI
Director of Fire and Explosion Analysis

EXHIBIT
PHOTOGRAPHS

The following photographs were taken by John K. Maurus of Probe, Inc.
on March 22, 2007 in the course of examination of the vehicle.

Figures 1 & 2 – Exterior views of vehicle with camera facing from left front oblique.

Figure 3 – Exterior view of vehicle with camera facing from right front oblique.

Figure 4 – Exterior view of vehicle with camera facing from right rear oblique.

Figure 5 – Exterior view of vehicle with camera facing from left rear oblique.

Figure 6 – View of manufacturer's identification label on headliner above left part of cab, showing VIN and body number.

Figure 7 – View of coach interior with camera facing from front.

Figure 8 – View of coach interior with camera facing from rear.

Figure 9 – View of battery box along lower left side of coach with camera facing from left.

Figure 10 – Exterior view of left side of cab with camera facing from left, showing heat damage around edges of access door to PC board panel. Please note that the damage is especially heavy at upper right in the photograph, adjacent to the fire origin location within the panel.

Figure 11 – View of heavy heat damage adjacent to fire origin location in PC board panel, above the upper edge of the door adjacent to PC Board #1 within the panel.

Figures 12 & 13 – Views of engine compartment with camera facing from left.

Figure 14 – View of upper left part of engine compartment with camera facing from front.

Figures 15 & 16 – Views of engine compartment with camera facing from right.

Figure 17 – View of upper right part of engine compartment with camera facing from front.

Figure 18 – View of right part of cab with camera facing forward.

Figure 19 – View of left part of cab with camera facing forward.

Figure 20 – View of driver's compartment in left front part of cab with camera facing from right.

Figure 21 – View of interior of control panel at left side of cab with camera facing from left, showing heat damage.

Figure 22 – View of interior surface of control panel at left side of cab, showing heat damage.

Figure 23 – View of electric wiring harnesses within control panel along left side of cab with camera facing from right.

Figure 24 – View of heavy heat damage adjacent to PC Board #1 in the control panel along the left side of the cab with camera facing from right. This damage was adjacent to the fire origin location.

Figure 25 – View of PC Board compartment and interior surface of access door with camera facing from left.

Figure 26 – View of interior surface of access door to PC board compartment with camera facing forward, showing heat damage adjacent to the fire origin location. The heat damage is shown at upper left in the photograph.

Figure 27 – View of PC Board compartment along the left side of the cab with camera facing from left, showing the general fire origin area on PC Board #1 (the rearmost board) shown at right in photograph.

Figure 28 – View of Board #2 (frontmost board) with camera facing from left.

Figure 29 – View of rear edge of PC Board #2, showing BATT terminal.

Figure 30 – View of lower part of PC Board compartment, showing the area below the PC Boards, with camera facing from left.

Figure 31 – View of Board #2 (rearmost board) with camera facing from left, showing the fire origin area.

Figures 32-34 – Close-up views of fire origin area at upper center part of PC Board #1 (rearmost board), where LED light display was located.

Figure 35 – View of forward edge of PC Board #1 (rearmost board), with camera facing from left, showing where the GND, IGN, and BATT terminals were located, from top to bottom, respectively. The centermost terminal (IGN) is still present and shown in this photograph.

Figure 36 – View of bottom edge of PC Board #1 (rearmost board).

Figure 37 – View of upper part of PC Board #1 (rearmost board), showing the fire origin location and the upward path of fire spread.

Figure 38 – View of inboard side of PC Board #1 (rearmost board).

Figures 39-54 are PC board from other vehicles in the Cook-Illinois fleet.

Figures 39-44 – Views of damaged PC Board #2.

Figures 45-50 – Views of damaged PC Board #1.

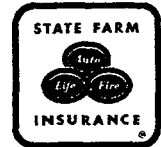
Figures 51-54 – Views of corrosion damage on relays.

PE07-029

Attachment 24

Matter # 13119

State Farm Insurance Companies®



Emeryville Operation Center
P.O. Box 6405
Rohnert Park, CA 94927-6405

10/30/2006

RECEIVED

NOV 03 2006

Freightliner LLC Corporate Headquarters
Attn: Consumer Affairs
4747 North Channel Ave.
Portland, OR 97217
503-745-8000

PRODUCT LITIGATION

CERTIFIED MAIL

Re: Claim Number: 55-J025-474
Date of Loss: 10-13-06
City/State of Loss: Lathrop, CA
Our Insured: Society for Christian Instruction
Vehicle: Thomas Type C Saf-T-Liner FS-65 School Bus
VIN #: 4UZAAXCS75C [REDACTED]
Mileage:

Dear Sirs,

This notice is to advise of a comprehensive fire loss that occurred as a result of an electrical failure to the control panel. Our preliminary investigation indicates that Freightliner LLC may be responsible for this loss. Please consider this as our notice of possible subrogation and our notice to you of the opportunity to schedule an inspection of vehicle.

The vehicle is being held at an offsite location in Fremont, CA and is available for your inspection by appointment only. There is no authorization to inspect this vehicle outside the presence of the State Farm representative. Any violation of this authorization is not permitted.

Any settlement by with State Farm policyholder with respect to this loss must not prejudice our rights, as subrogator, and shall not be released by the execution of a general release with such policyholder.

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.

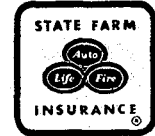
Your cooperation is appreciated. If you should have any questions, or would like to set up an appointment to inspect evidence/salvage, please feel free to contact me at 510-985-7035.

Sincerely,

Manny Bento / Vehicle Investigator
State Farm Mutual Automobile Insurance Company
1475 66th ST.
Emeryville, CA 94608-1004

**CC: Thomas Built Buses
Freightliner Custom Chassis Corporation Manufacturing Plant in Gaffney, SC.**

State Farm Insurance Companies



State Farm Insurance
Subrogation Services
PO Box 2371
Bloomington, IL 61702-2371

June 21, 2007

Certified Mail-Return Receipt Requested

FREIGHTLINER LLC
4747 North Channel Ave.
Portland, OR 97217

RECEIVED

JUN 21 2007

PRODUCT LITIGATION



RE: Claim Number: 55-J025-474
Date of Loss: October 13, 2006
Our Insured:
Vehicle: Thomas,
VIN: 4UZAAXCS75C [REDACTED]
Mileage:
Your File Number:
Insured's Deductible: \$100.00

Dear CLAIMS/LEGAL:

This notice is to advise of a loss that occurred to our insured's vehicle. The damage was caused by the overheating of the power distribution module.

Our investigation indicates that FREIGHTLINER LLC is responsible for this loss. By virtue of our payment, we are entitled to recover from the responsible party. Please consider this letter as our demand to FREIGHTLINER LLC for reimbursement of \$71,992.00.

Any settlement with State Farm's policyholder with respect to this loss must not prejudice our rights, as subrogor, and shall not be released by execution of a general release with such policyholder.

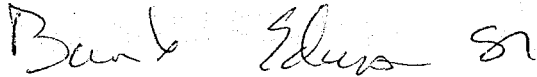
Your cooperation is appreciated. If you should have any questions, or would like to set up and appointment to inspect the evidence/salvage, please feel free to contact me at (877)457-8276 x51607.

In order to assist you in evaluating and processing the 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.

Page 2
June 21, 2007

However, you are neither authorized nor permitted to: (1) use the customer information we provide for any purpose other than to evaluate and process the subrogation claim, or (2) disclose or share the customer information we provide for any purpose other than to evaluate and process the subrogation claim.

Sincerely,



Barbara Edens
Claim Representative
(877)457-8276 x51607, Team 60

State Farm Mutual Automobile Insurance Company

Enclosure



RBZ0006Z
date: 06-21-07

page: 1

route to: Steve Lollar

STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY

AUTO PAYMENTS BY COL

claim number	55-J025-474	policy number	F700-097-55I
named insured	SOCIETY FOR CHRISTIAN INSTRUCT	date of loss	10-13-06

COL 311

C denotes consolidated payment		E denotes EFT payment					
P denotes previous data							
COL: 311	indemnity:	0.00	dir rcov:	0.00	expense:	1,791.40	
payment number	payee	amount	status	COL	pay cd	rsn	reporting party
112246453J	BID ENTERPRISES	157.00	PAID	311	8		Named Insu
112408810J	AD HOC FIRE INV	689.70	PAID	311	8		Named Insu
112407605J	AD HOC FIRE INV	944.70	PAID	311	8		Named Insu

COL 331

C denotes consolidated payment		E denotes EFT payment					
P denotes previous data							
COL: 331	indemnity:	71,892.00	dir rcov:	0.00	expense:	0.00	
payment number	payee	amount	status	COL	pay cd	rsn	reporting party
112248779J	SOCIETY FOR CHR	71,892.00	PAID	331	2		Named Insu



RBZ00032
date: 06-21-07
time: 10:37 AM

route to: Lollar, Steve

STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY

VEHICLE DAMAGE REPORT

claim number
55-J025-474

date of loss
10-13-06

 * Estimate Vehicle Info *
 *
 * Vehicle Owner: *
 * Vehicle Description: 05 40' THOMAS SCHOOL BUS *
 *

Date: 10/24/2006 11:44 AM
Estimate ID: 55-J025-47401
Estimate Version: 0
Committed
Profile ID: PCP-SO.S.CLARA & S.J

STATE FARM INSURANCE COMPANIES
2590 NO. FIRST ST. SAN JOSE, CA 95131
(408) 503-4600
Fax: (408) 503-4640

Damage Assessed By: JOE BLACK

Appraised For: Benjamin Read x5450
(866) 445-8099

Date of Loss: 10/13/2006
Deductible: 100.00
Claim Number: 55-J025-47401

Insured: S SOCIETY FOR CHRISTIAN INSTRUCTION
Address: 435 MAPLE AVE RIPON, CA 95366-2332
Telephone: Home Phone: (209) 599-2156

Mitchell Service: 911000

Description: 05 40' THOMAS SCHOOL BUS
VIN: 4UZAAXCS750
Mileage: 0
OEM/ALT: A

License: 5JNY949 CA

Search Code: B1GG

Line Entry	Labor	Line Item	Part Type/	Dollar	Labor
Item Number	Type	Description	Part Number	Amount	Units
1	900500 BDY*	ADD'L LABOR OP	EST. MEETS/EXCEEDS ADP EVAL.	Existing	INC *

* - Judgement Item

Prior Damage

TOTAL BURN=NO ODOM.

ESTIMATE RECALL NUMBER: 10/24/2006 11:44:39 55-J025-47401

Mitchell Data Version: OCT_06_A
UltraMate Version: 5.0.215

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Page 1 of 3

I. Labor Subtotals	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals	II. Part Replacement Summary	Amount
Labor Summary	0.0				0.00	Total Replacement Parts Amount	0.00
III. Additional Costs						IV. Adjustments	
					Amount	Amount	
Total Additional Costs					0.00	Insurance Deductible	100.00-
						Subtotal of Adjustments Exceeds Gross Total	
						Customer Responsibility	0.00
						I. Total Labor:	0.00
						II. Total Replacement Parts:	0.00
						III. Total Additional Costs:	0.00
						Gross Total:	0.00
						IV. Total Adjustments:	0.00
						Net Total:	0.00

Point(s) of Impact

16 NON-COLLISION (P)

Inspection Site: ADESA
 Inspection Date: 10/24/2006

ESTIMATE RECALL NUMBER: 10/24/2006 11:44:39 55-J025-47401

Mitchell Data Version: OCT_06_A
 UltraMate Version: 5.0.215

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For your protection California Law requires
the following to appear on this form:

Any person who knowingly presents a false or fraudulent claim
for payment of a loss is guilty of a crime and may be
subject to fines and confinement in state prison.

This is an estimate. Repair facilities must inspect the vehicle
to determine if any repairs not listed are required, and to
contact State Farm before making such repairs. Repairer also is
responsible for conducting any necessary inspection and safety
checks prior to and after completing repairs.

ESTIMATE RECALL NUMBER: 10/24/2006 11:44:39 55-J025-47401

Mitchell Data Version: OCT_06_A
UltraMate Version: 5.0.215

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To : ADESA Impact
Fremont - Yard 19
6700 Stevenson Blvd
Fremont, CA 94538

From : State Farm Mut Auto Ins
Insurance ID : 3914
Claim Handler :
BENJAMI READ
(916) 746-5000 ext. 5450

Date : 12/15/2006
Stock Number : FPE97
Claim Number : 55J025474

ACV : \$66500.0
VIN : 4UZAAXCS75C [REDACTED]

Repair Cost : Not Entered

Disposition :

Please process an application for a :

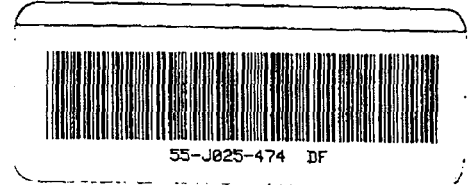
Non-Repairable Certificate

The following documents are attached :

Executed Title
VLF Refund Application
Keys
Other : Reg 262

Title Processing : Standard

Special Instructions : N/A



COPY

November 30, 2006

Roseville Operations Center
P.O. Box 22140
Bakersfield, CA 93311-9810
866 445 8099 Fax 888 663 1004

Attn: Tiger Shelton
Society For Christian Instruction
435 Maple Ave
Ripon, CA 95366-2332

RE: Our Insured:
Claim Number: 55-J025-474
Date of Loss: October 13, 2006

Dear Mr. Shelton:

The enclosed material from Audatex, an independent vehicle evaluation company, was used to establish the settlement amount of your 2005 40' Thomas Bus.

The settlement amount was established as follows:

Actual Cash Value/Base Price	\$66500.00
Plus: Sales Tax	+\$5320.00
Unused License Fees	+\$172.00
Total	<u>\$71992.00</u>
Less: Deductible	-\$100.00
Settlement Amount	<u>\$71892.00</u>

The DMV requires that all documents be unaltered and signed exactly as your name appears on the title and registration. Please sign these documents as RIPON CHRISTIAN SCHL.

We have enclosed the document(s) necessary to conclude the total loss settlement of your vehicle. Please complete each document listed below and return them to us in the envelope provided. If you are in possession of the keys to the vehicle and/or the original title, you will need to sign and return the Certificate of Title and keys to us. Upon receipt of the properly completed documents, we will forward a settlement draft in the amount of \$71892.00.

Vehicle/Vessel Transfer Form
Application for Vehicle License Fee Refund Form

HOME OFFICES: BLOOMINGTON, ILLINOIS 61710

COPY

Society For Christian Instruction
Page 2
November 30, 2006

Please contact us if you have any questions.

Sincerely,

Benjamin Read x5450
Claim Representative
(866) 445-8099

State Farm Mutual Automobile Insurance Company

DF

AD HOC Fire Investigations

Supplemental Fire Investigation Report

Prepared for: State Farm Insurance Company
Attention: Manny Bento
1475 66th St.
Emeryville, California 94608-1004

Claim Number: 55-J025-474

Insured: [REDACTED]

Site Address: Adessa Impact
6700 Stevenson Blvd.
Fremont, California 94538

Date of Loss: October 13, 2006
AD HOC #: J2506
Alarm Time: approx. 1630 Hours (4:30 p.m.)
Responding Fire Department: Unknown
Date of Investigation: November 10, 2006

Dear Mr. Bento;

At your request, I met with a private C/O vendor hired by Freightliner Custom Chassis Corporation, on Friday, November 10, 2006. We met at 0830 hours at Adessa Impact, 6700 Stevenson Blvd., Fremont, CA., the storage yard where the bus is located.

Investigator:

C&O Services Inc. Fire Cause Analysis
John J. Powell, CFI
2236 N.W. Nicolai
Portland, OR. 97210
503-296-2032
FAX 503-295-1221

Cause

Mr. Powell conducted his investigation and concluded the heat source at the point of fire origin, was a Power Distribution Module or PDM for short, located to the driver's left in a control console.

He went on to say Freightliner Custom Chassis Corporation has experienced problems in the past with the PDMs overheating. The trouble began when their Korean supplier of the circuit boards, arbitrarily began using less copper in the boards in violation of Freightliner Custom Chassis Corporation's technical specifications. When the problems began, a Freightliner electrical engineer, Kevin Hayes, conducted tests on the boards and discovered the amount of copper in the boards was below the amount required according to technical specifications submitted by Freightliner. Freightliner management immediately addressed the issue resulting in the National Highway Transportation Safety Administration recall notice, which is attached.

We disconnected the PDM remains from the bus and collected it as evidence. It will be retained by Ad Hoc Fire Investigations, pending further instructions.

At some point in the future, Mr. Powell said Freightliner would like the opportunity for their engineers to examine the PDM remains.

Evidence

1 Power Distribution Module

Submitted by,

Randy Edwards
Certified Fire Investigator
AD HOC Fire Investigations

Enclosures:
Photo Log
CD Containing Original Images
Freightliner Bus Recall List

10/26/06 14:20
Via: Edi

AUTOSOURCE VALUATION
AS Request: 18391131

Page 1
Version: 1

ADMINISTRATIVE DATA

2005 FREIGHTLINER FS65 CONVENTIONAL STD

Joe Black
State Farm Insurance
San Jose O/C Branch
2590 N. First St.
San Jose CA 95131

Claimant:
Insured: Society For Christian Constr
Claim: 55-J025-47401
Loss Date: 10/13/2006
Loss Type: Fire
Policy:
Other:

Estimator Name:
Claim Rep Name:
License Number:
License State: Ca
License Expiration: 1/07
Primary Impact: 16

VINSOURCE ANALYSIS

2005 FREIGHTLINER FS65 CONVENTIONAL STD

VIN: 4UZAAXCS75
History: No activity was reported

SPECIALTY VALUATION DATA

2005 FREIGHTLINER FS65 CONVENTIONAL STD

	CLIENT VEHICLE	COMPARABLE 1	ADJUSTMENTS 1
---VEHICLE DESCRIPTION---			
YEAR:	2005	2007	-28500.00
MAKE:	FREIGHTLINER	FREIGHTLINER	
MODEL:	FS65	C2	SEE COMMENTS
BODY STYLE:	CONVENTIONAL	CONVENTIONAL	
TRIM:	STD	STD	
BODY TYPE:	SCHOOL BUS	SCHOOL BUS	
ODOMETER:	NOT REPORTED	0	
ACTUAL:	No	YES	
-----ENGINE-----			
ENGINE MAKE:	MERCEDES	MERCEDES	
ENGINE SIZE:	MBE 900	MBE 900	
ENGINE HP:	175 HP	175 HP	
-----TRANSMISSION-----			
TRANSMISSION:	AUTOMATIC	AUTOMATIC	
TRANSMISSION:	ALLISON	ALLISON	
NUMBER OF GEARS:	5 SPD	5 SPD	
-----SPECIFICATIONS-----			

10/26/06 14:20
Via: Edi

AUTOSOURCE VALUATION
AS Request: 18391131

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Version: 1

SPECIALTY VALUATION DATA (continued)

2005 FREIGHTLINER FS65

	CLIENT VEHICLE	COMPARABLE 1	ADJUSTMENTS 1
GVW:	27,500 LBS	16,000 LBS	
WHEELBASE:	360"	STD	
SUSPENSION TYPE:	SPRING	SPRING	
NUMBER OF REAR AXLES:	1	1	
NUMBER OF DRIVE AXLES:	1	1	
REAR AXLE RATING:	17,750 LBS	13,000 LBS	
FRONT AXLE RATING:	10,000 LBS	8,000 LBS	
DUAL REAR WHEELS:	YES	YES	
-----CAB EQUIPMENT-----			
POWER STEERING:	YES	YES	
POWER WINDOWS:			
POWER LOCKS:			
CRUISE CONTROL:			
TILT/TELESCOPING WHEEL:			
AIR CONDITIONING:	YES	YES	
RADIO TYPE:			
CB RADIO:			
-MEDIUM & HEAVY TRUCKS--			
-----WITH BODY-----			
BRAKE TYPE:	AIR	AIR	
JAKE BRAKE:			
AIR RIDE SEATS:			
CUSTOM WHEELS:			
BODY YEAR:	2005	2007	SEE YEAR ADJUST
BODY TYPE:	SCHOOL BUS	SCHOOL BUS	
BODY MATERIAL:	STEEL	STEEL	
BODY MANUFACTURER:	THOMAS	THOMAS	
DECK MATERIAL:	STEEL	STEEL	
BUS TYPE:	SCHOOL BUS	SCHOOL BUS	
PASSENGER CAPACITY:	46	46	
WHEELCHAIR LIFT:			
# OF WHEELCHAIR:			
NUMBER OF FUEL TANKS:	1	1	
FUEL CAPACITY:	STD	STD	
-----CONDITION-----			
INTERIOR CONDITION:	AVERAGE	NEW	
EXTERIOR CONDITION:	AVERAGE	NEW	
MECHANICAL CONDITION:	AVERAGE	NEW	
ENGINE:			

10/26/06 14:20

AUTOSOURCE VALUATION

Page 3

Via: Edi

AS Request: 18391131

Version: 1

SPECIALTY VALUATION DATA (continued)

2005 FREIGHTLINER FS65

NUMBER OF DRIVE AXLES:	1	1	
REAR AXLE RATING:	17,750 LBS	13,000 LBS	
FRONT AXLE RATING:	10,000 LBS	8,000 LBS	
DUAL REAR WHEELS:	YES	YES	
-----CAB EQUIPMENT-----			
POWER STEERING:	YES	YES	
POWER WINDOWS:			
POWER LOCKS:			
CRUISE CONTROL:			
TILT/TELESCOPING WHEEL:			
AIR CONDITIONING:	YES	YES	
RADIO TYPE:			
CB RADIO:			
-MEDIUM & HEAVY TRUCKS--			
-----WITH BODY-----			
BRAKE TYPE:	AIR	AIR	
JAKE BRAKE:			
AIR RIDE SEATS:			
CUSTOM WHEELS:			
BODY YEAR:	2005	2007	SEE YEAR ADJUST
BODY TYPE:	SCHOOL BUS	SCHOOL BUS	
BODY MATERIAL:	STEEL	STEEL	
BODY MANUFACTURER:	THOMAS	THOMAS	
DECK MATERIAL:	STEEL	STEEL	
BUS TYPE:	SCHOOL BUS	SCHOOL BUS	
PASSENGER CAPACITY:	46	46	
WHEELCHAIR LIFT:			
# OF WHEELCHAIR:			
NUMBER OF FUEL TANKS:	1	1	
FUEL CAPACITY:	STD	STD	
-----CONDITION-----			
INTERIOR CONDITION:	AVERAGE	NEW	
EXTERIOR CONDITION:	AVERAGE	NEW	
MECHANICAL CONDITION:	AVERAGE	NEW	
ENGINE:			
TRANSMISSION:			
OTHER MECH. RECEIPTS:			
BODY CONDITION:	AVERAGE	NEW	

TIRE CONDITION:		
FRONT AXLE TIRES:	AVERAGE	NEW
REAR AXLE TIRES:	AVERAGE	NEW

TRANSMISSION:
OTHER MECH. RECEIPTS:

BODY CONDITION: AVERAGE NEW

TIRE CONDITION:
FRONT AXLE TIRES: AVERAGE NEW
REAR AXLE TIRES: AVERAGE NEW
REAR AXLE TIRES:

OTHER:

CASH PRICE: 95,000.00

Adjusted Market Value \$95,000.00
Vehicle Description: \$ -28,500.00

Total Adjusted Market Value \$66,500.00

	CLIENT VEHICLE	COMPARABLE 2	ADJUSTMENTS 2
---VEHICLE DESCRIPTION---			
YEAR:	2005	2007	-28500.00
MAKE:	FREIGHTLINER	FREIGHTLINER	
MODEL:	FS65	C2	SEE COMMENTNS
BODY STYLE:	CONVENTIONAL	CONVENTIONAL	
TRIM:	STD	STD	
BODY TYPE:	SCHOOL BUS	SCHOOL BUS	
ODOMETER:	NOT REPORTED	0	
ACTUAL:	No	YES	
-----ENGINE-----			
ENGINE MAKE:	MERCEDES	MERCEDES	
ENGINE SIZE:	MBE 900	MBE 900	
ENGINE HP:	175 HP	175 HP	
-----TRANSMISSION-----			
TRANSMISSION:	AUTOMATIC	AUTOMATIC	
TRANSMISSION:	ALLISON	ALLISON	
NUMBER OF GEARS:	5 SPD	5 SPD	
-----SPECIFICATIONS-----			
GVW:	27,500 LBS	16,000 LBS	
WHEELBASE:	360"	STD	
SUSPENSION TYPE:	SPRING	SPRING	
NUMBER OF REAR AXLES:	1	1	

10/26/06 14:20

AUTOSOURCE VALUATION

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Via: Edi

AS Request: 18391131

Version: 1

SPECIALTY VALUATION DATA (continued)

2005 FREIGHTLINER FS65

CLIENT VEHICLE COMPARABLE 2 ADJUSTMENTS 2

REAR AXLE TIRES:

OTHER:

CASH PRICE:

95,000.00

	=====
Adjusted Market Value	\$95,000.00
Vehicle Description:	\$ -28,500.00
	=====
Total Adjusted Market Value	\$66,500.00

Final Market Value Calculation:

Market Value Based on Comparable 1:	\$66,500.00
Market Value Based on Comparable 2:	\$66,500.00
Average Adjusted Market Value:	\$66,500.00
	=====
Adjusted Value	\$66,500.00

Title Fee: _____

Transfer Fee: _____

Deductible: - _____

Net Adjusted Value: _____

Salvage/Other: - _____

VALUATION NOTES

2005 FREIGHTLINER FS65 CONVENTIONAL STD

o No tax rate was found for the information provided. City, county and Zip Code are required to identify the tax rate.

RESEARCH AREA

It was necessary to expand the market area in order to obtain suitable verified comparables.

10/26/06 14:20

AUTOSOURCE VALUATION

Page 6

Via: Edi

AS Request: 18391131

Version: 1

VALUATION NOTES (continued)

2005 FREIGHTLINER FS65

CLIENT VEHICLE COMMENTS

No additional comments were reported.

COMPARABLE #1

ADDITIONAL INFORMATION:

Phone #: (559)266-0167

Source: Dealer

Name: California Bus Sales & Service

Verified: 10/26/06

Contact: John Stalter

City: Fresno, CA

COMMENTS: Need to call to order.

COMPARABLE #2

ADDITIONAL INFORMATION:

Phone #: (502)404-8700

Source: Dealer

Name: Buswest

Verified: 10/26/06

Contact: Joe Angeli

City: Louisville, KY

COMMENTS: Call to order bus.

10/26/06 14:20

Via: Edi

VALUATION NOTES (continued)

AUTOSOURCE VALUATION

AS Request: 18391131

Page 7

Version: 1

2005 FREIGHTLINER FS65

GENERAL NOTES

GENERAL NOTES

The market value of your vehicle was determined by comparing it to other

vehicles of similar make, model, equipment, mileage or hours and condition that have been offered for sale or sold. The sources for this comparison include dealers selling new and used vehicles, newspapers, traders and specialty journals. Two verified comparables have been used to determine the ACV of the loss unit. An adjustment of -10% was made for depreciation and

20% for the year difference as a new 2007 comparable was used for the ACV. We adjusted for the overall equipment differences. No additional adjustments were made as all were reported to be similar. This report is based on the information provided at the time and should any new relevant information become available, further review may be required of this report.

The reported chassis model of FS65 has been replaced in 2007 with the C2 chassis.

ABOUT YOUR VALUATION

2005 FREIGHTLINER FS65 CONVENTIONAL STD

This report contains proprietary information of Audatex and shall not be disclosed to any third party (other than the insured or claimant) without Audatex's prior written consent. If you are the insured or claimant and have questions regarding the description of your vehicle, please contact the insurance company that is handling your claim. Information within VINsource/NICB is provided solely to identify potential duplicative claims activity. User agrees to use such information solely for lawful purposes.

Tax rates contained herein are based on general sales tax data provided by Vertex Inc. Excise, use, registration, licensing and other taxes and fees that may be applicable are not included. Audatex makes no representations or warranties concerning the applicability or accuracy of such tax data.

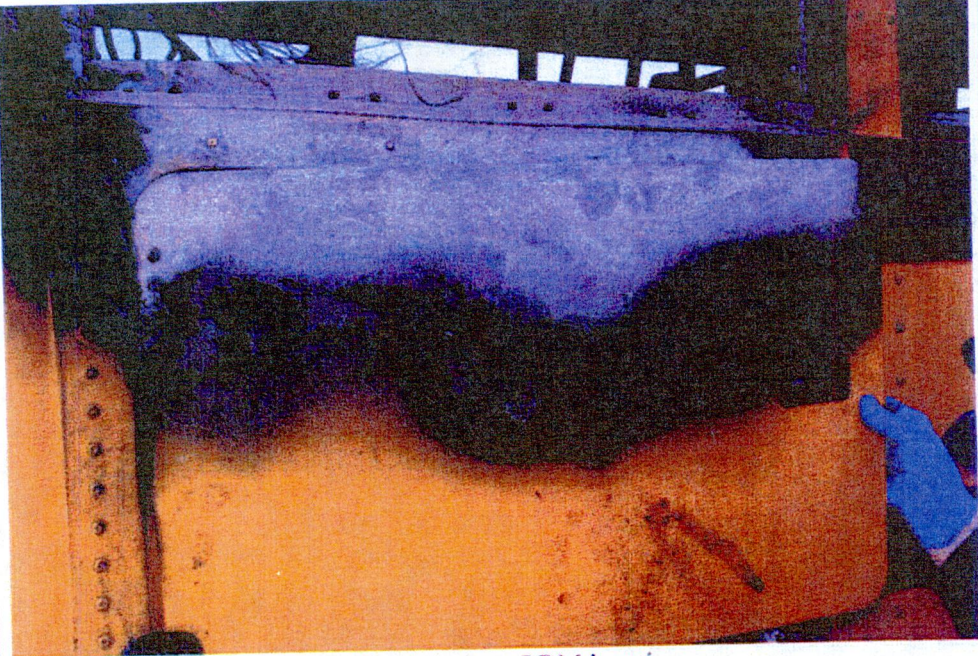
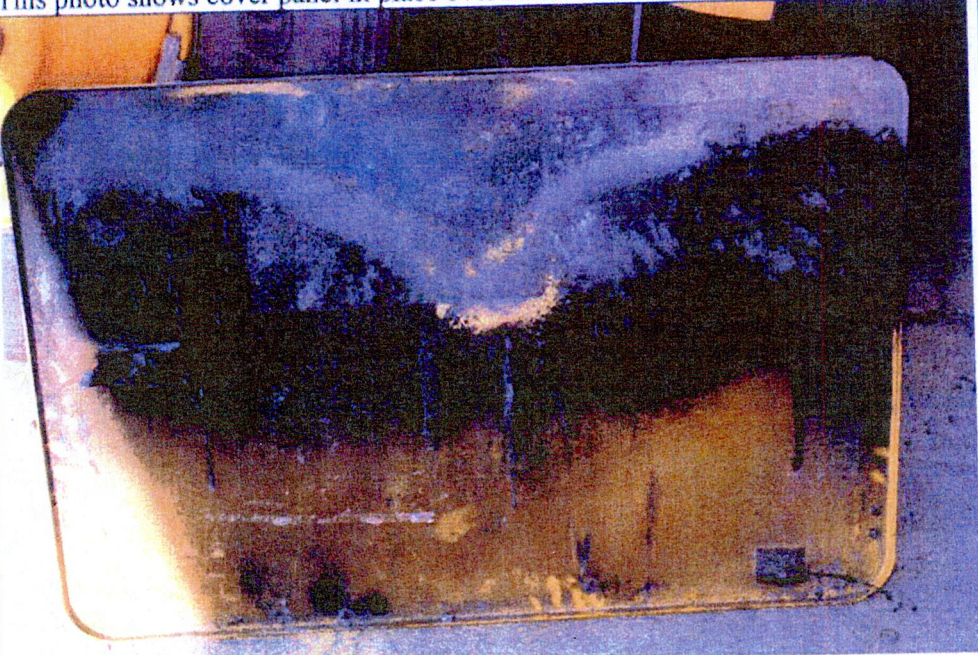
Report Generated by Audatex, a Solera Company

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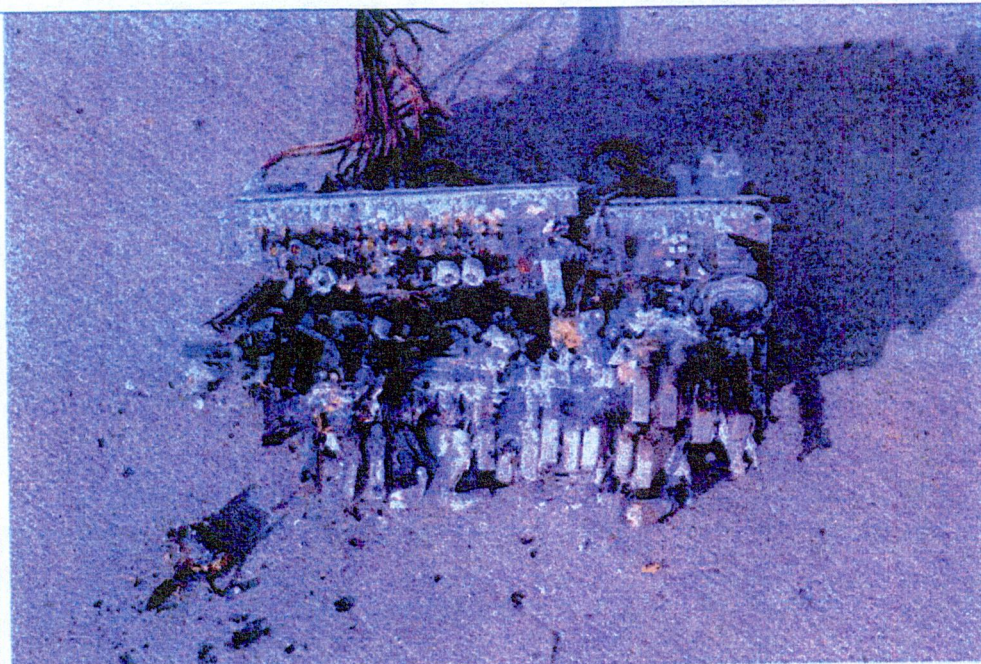


55-J025-474 CP

PHOTOGRAPH DESCRIPTION SHEET

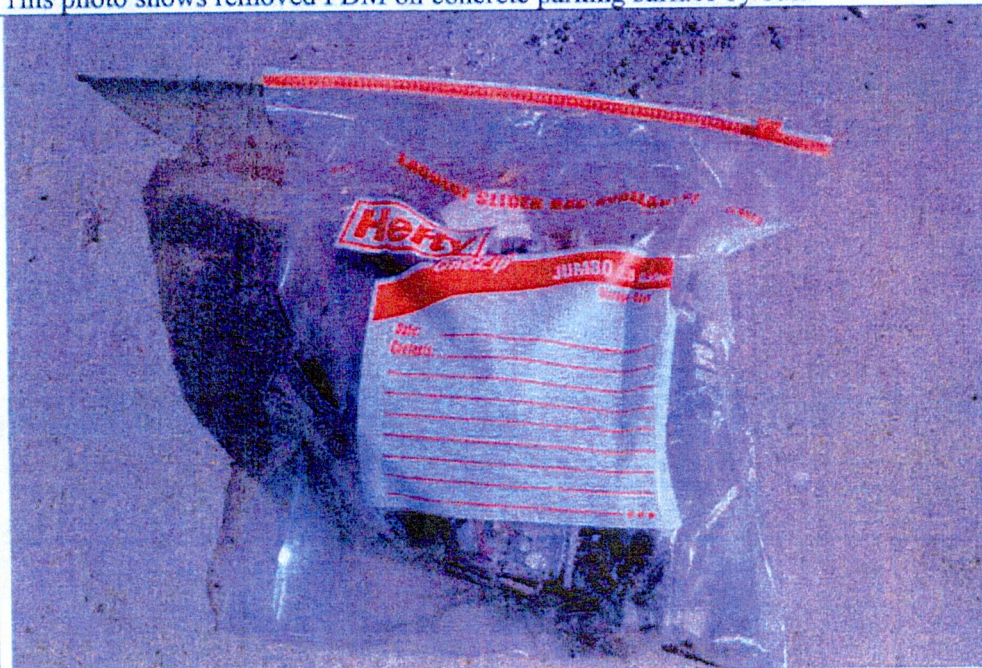
Photo No.	Description
1	 <p>This photo shows cover panel in place over PDM location.</p>
2	 <p>This photo shows inside of PDM cover panel.</p>

5



This photo shows removed PDM on concrete parking surface by bus.

6



This photo shows PDM in evidence bag.



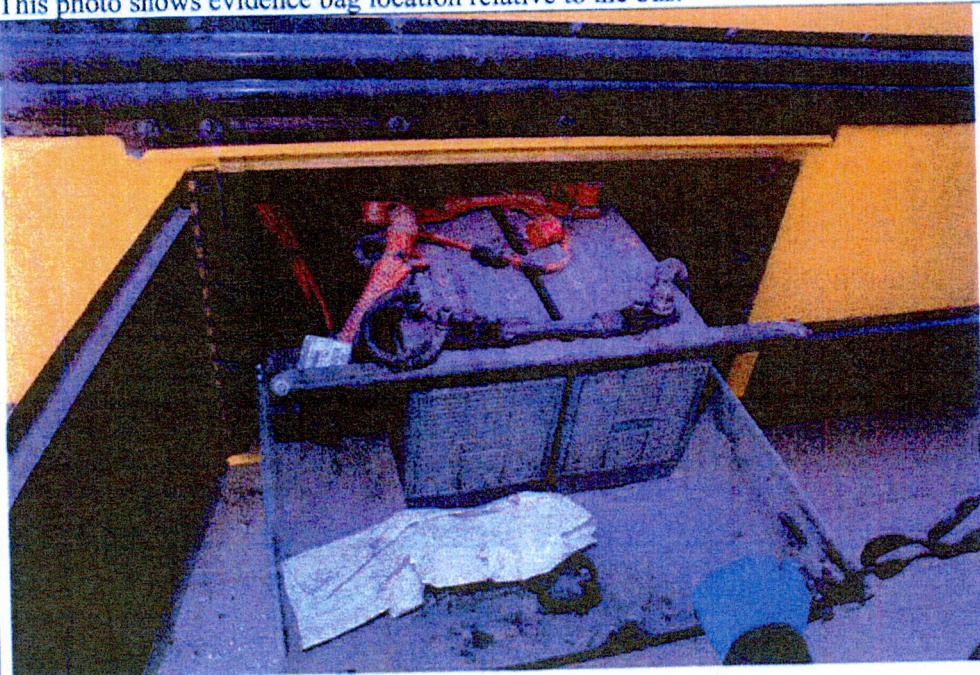
55-3825-474 CP

7



This photo shows evidence bag location relative to the bus.

8



This photo shows bus batteries, still connected.



55-3025-474 CP



oto
0.

Description



This photo shows cover panel in place over PDM location.

This photo shows the inside of the PDM cover panel.

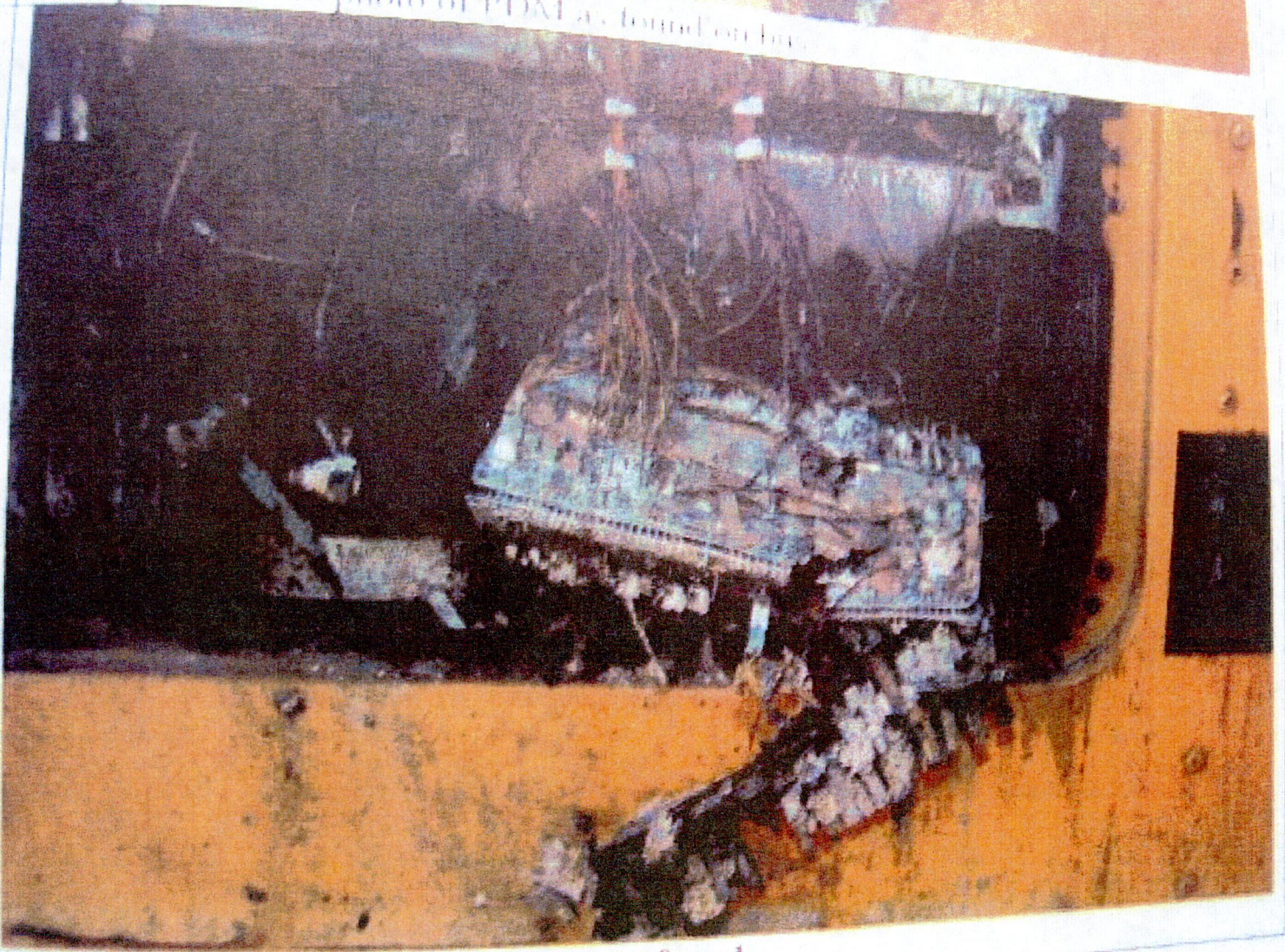


This photo shows inside of PDM cover panel.



This photo shows photo of PDM as found on bus.

This photo shows photo of PDM as found on the

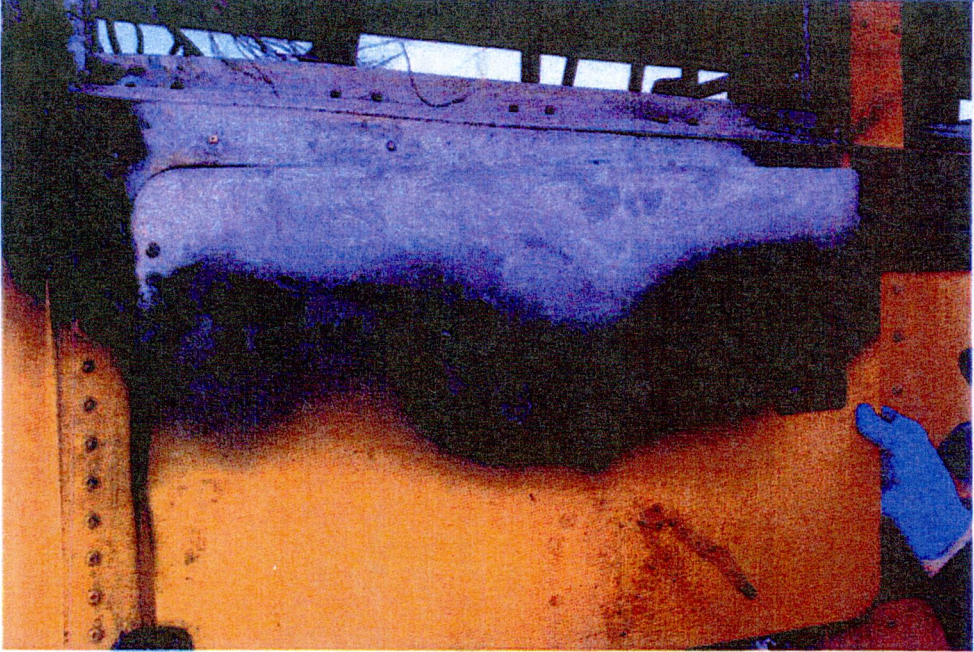
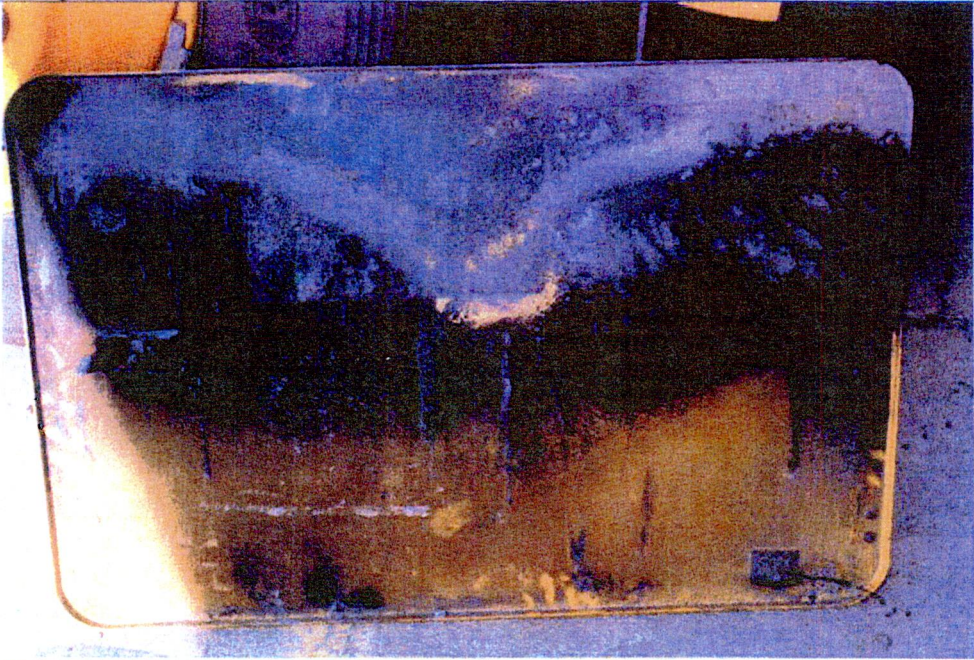


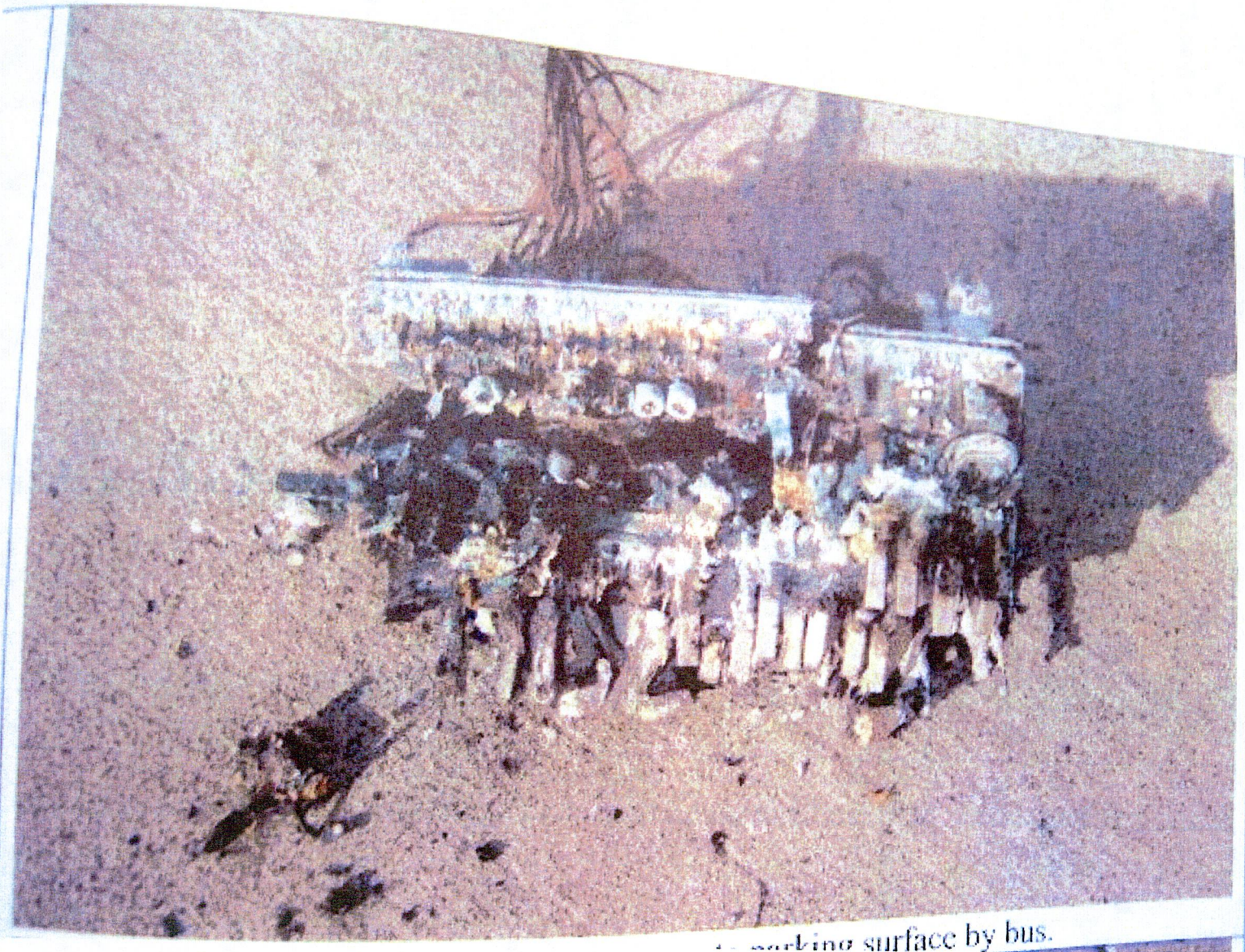
This photo shows close up of PDM as found.



55-J025-474 CP

PHOTOGRAPH DESCRIPTION SHEET

Photo No.	Description
1	 <p data-bbox="342 1125 1019 1157">This photo shows cover panel in place over PDM location.</p>
2	 <p data-bbox="342 1812 873 1841">This photo shows inside of PDM cover panel.</p>



... parking surface by bus.

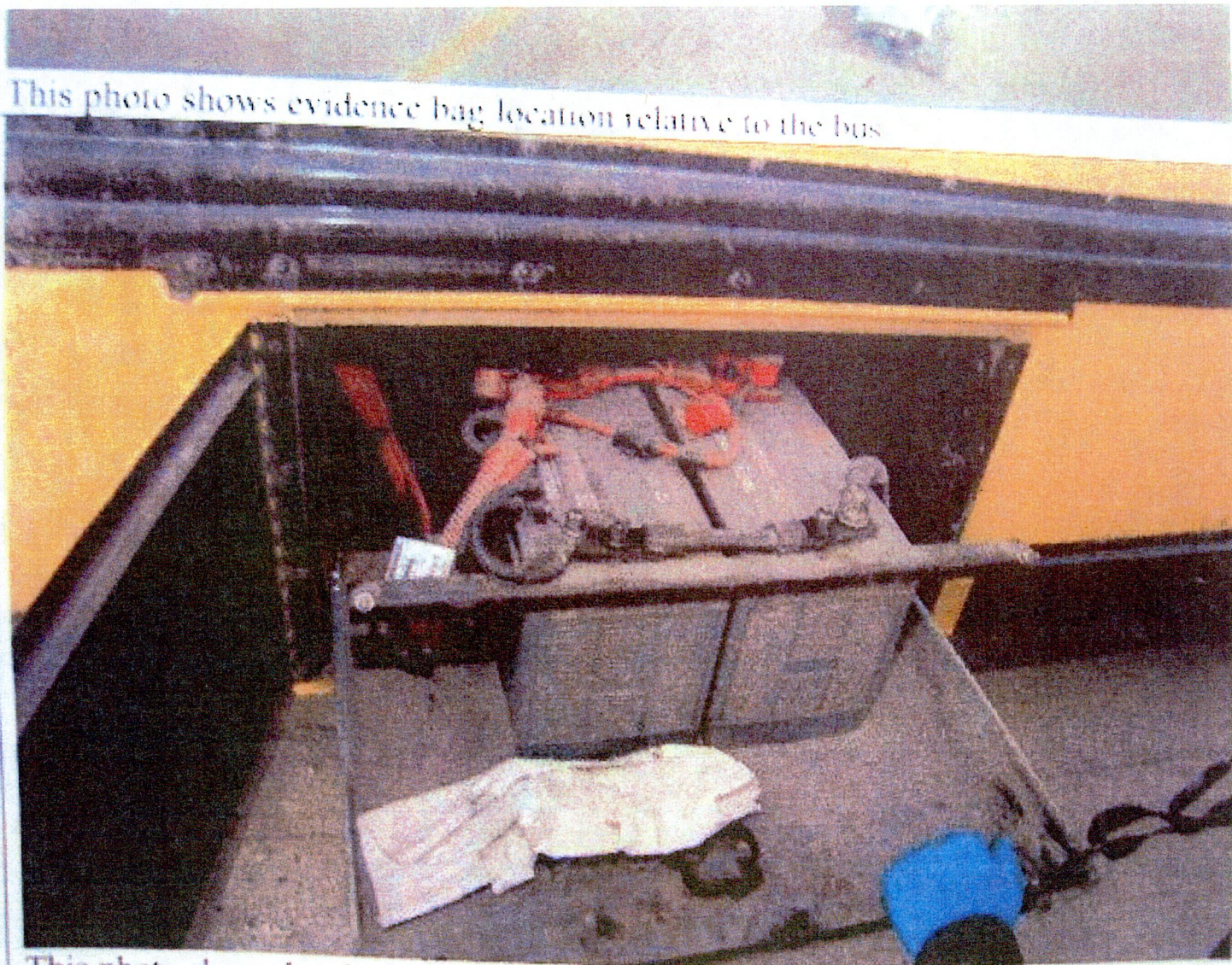
concrete parking surface by bus.



This photo shows PDM in evidence bag.



This photo shows evidence bag location relative to the bus





This photo shows bus batteries, still connected.



This photo shows close up of bus battery terminal connections.

PHOTOGRAPH DESCRIPTION SHEET

Photo No.	Description
1	 <p>This photo shows front of bus.</p>
2	 <p>This photo shows right side of bus.</p>



55-J025-474 1P

3



This photo shows rear of bus.

4

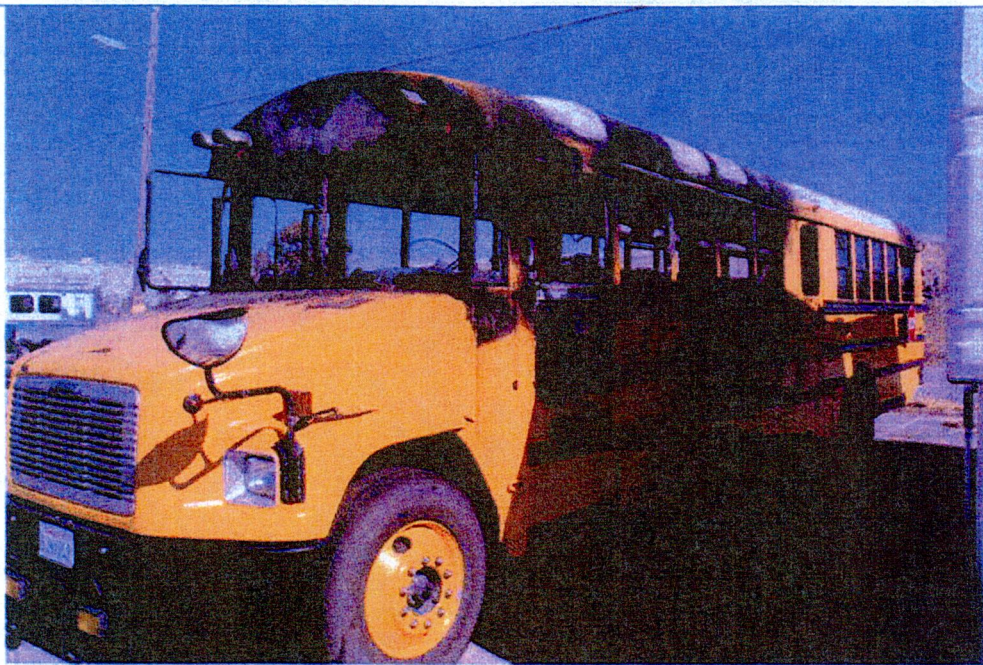


This photo shows left side of bus.



55-J025-474 IP

5



This photo shows damage at LF coach area.

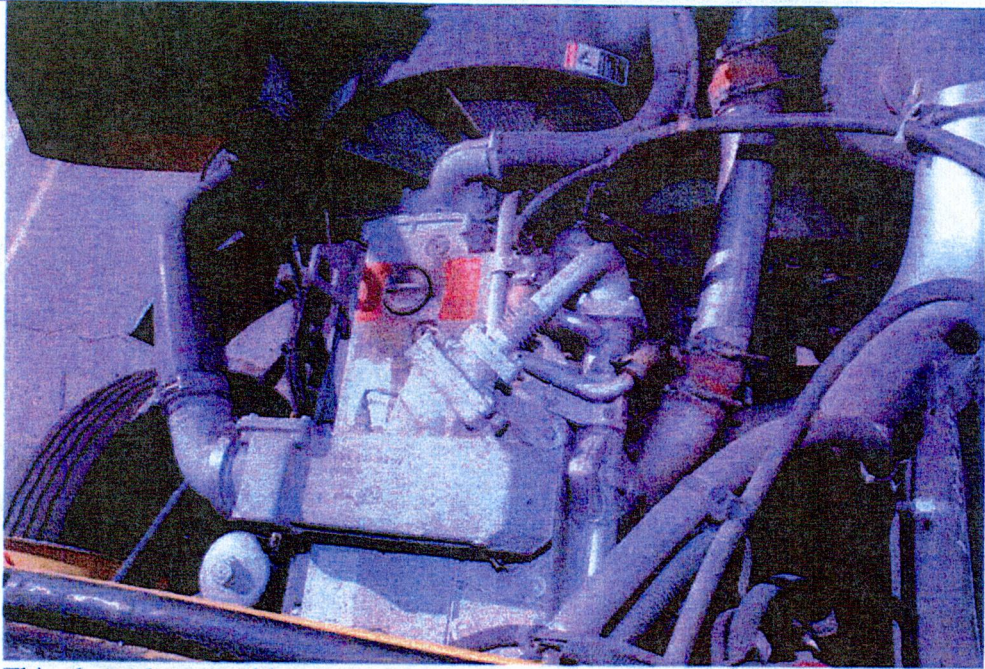
6



This photo shows burn damage to top of engine hood.

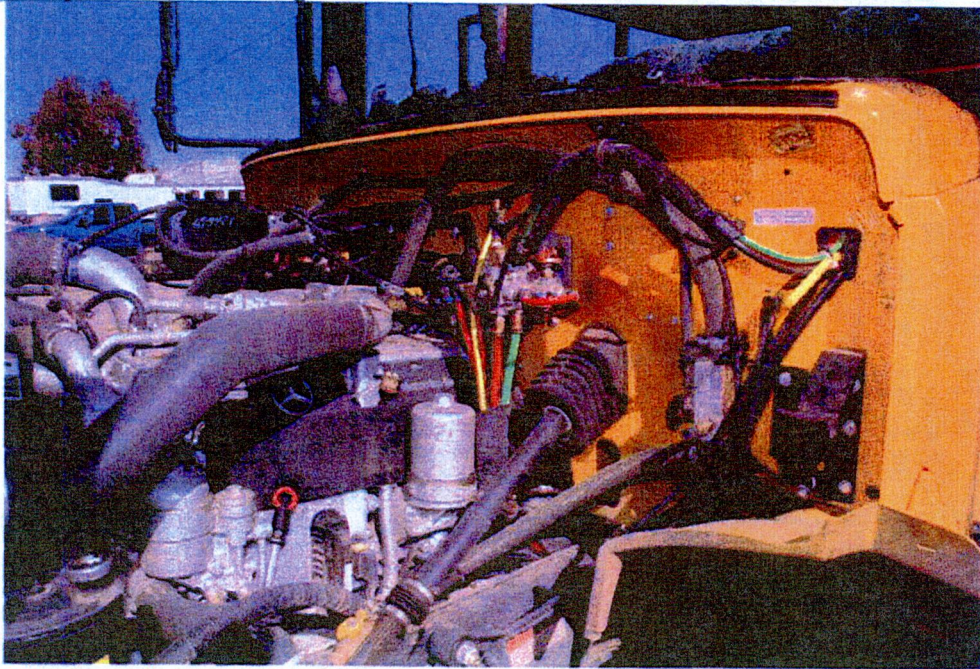


7



This photo shows looking down on motor.

8



This photo shows left side of motor and firewall, no damage.



55-J025-474 1P

9

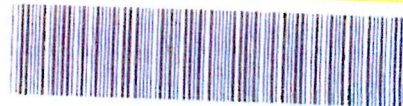


This photo shows interior view into bus from front double doors.

10



This photo shows glove box with exposed papers.



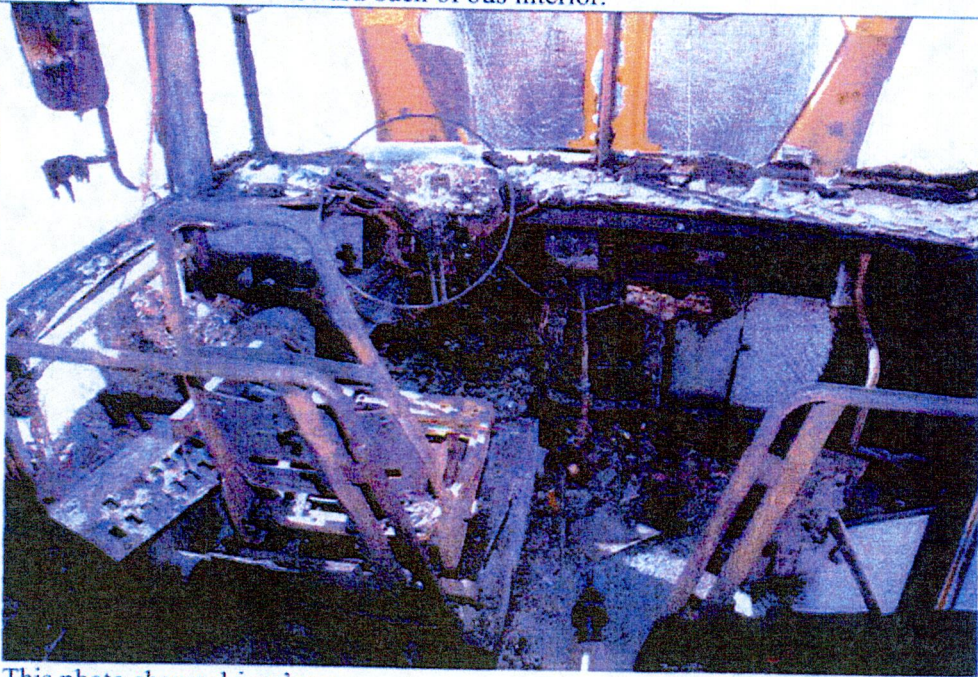
55-J025-474 1P

13

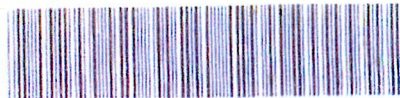


This photo shows view toward back of bus interior.

14

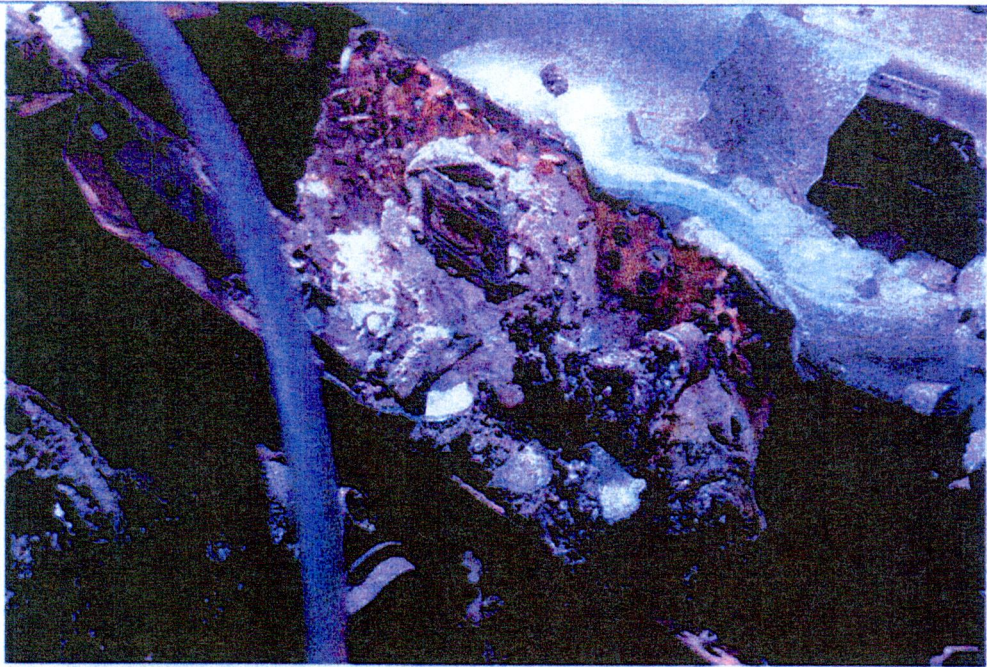


This photo shows driver's area.



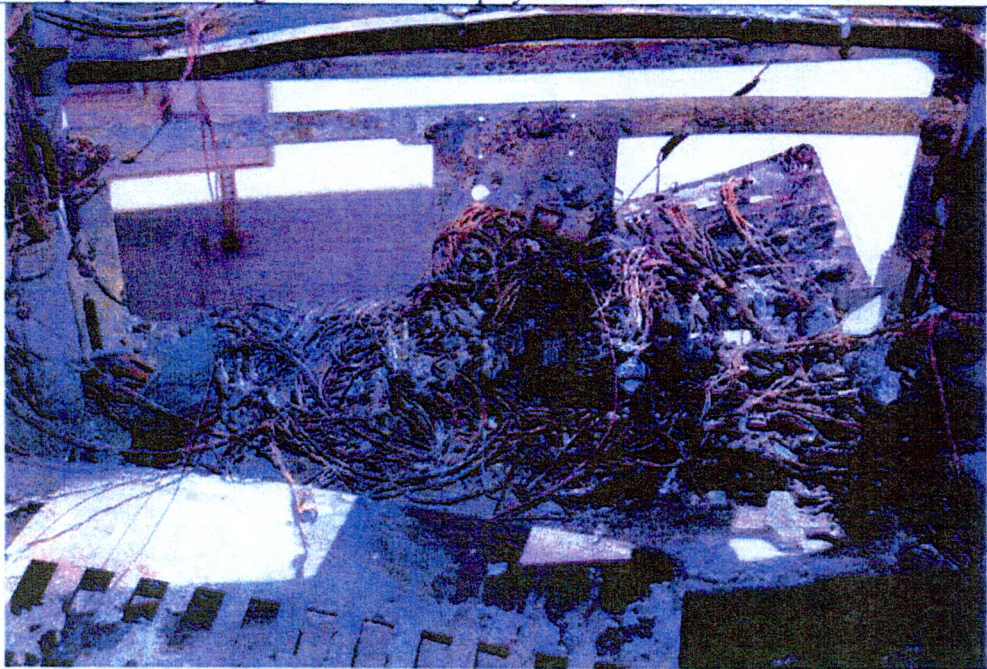
55-0825-474 IP

15



This photo shows engine instrument display remains.

16



This photo shows electrical control box remains to left of driver.



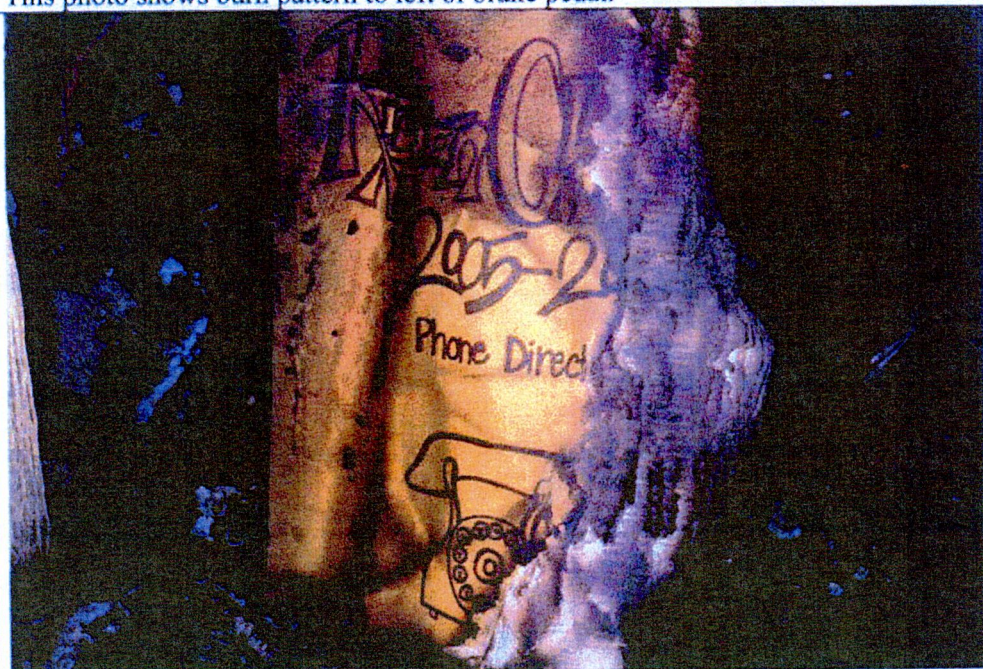
55-J025-474 IP

17



This photo shows burn pattern to left of brake pedal.

18



This photo shows papers removed from glove box, phone book.



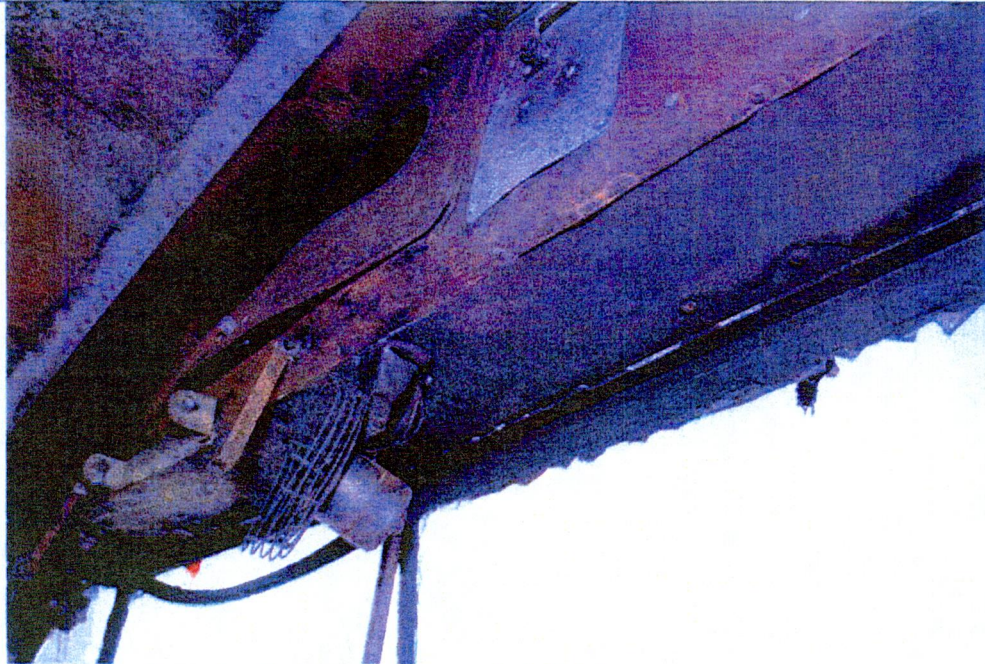
55-J825-474 IP

19



This photo shows names and numbers in book.

20



This photo shows inside damage above windshield.

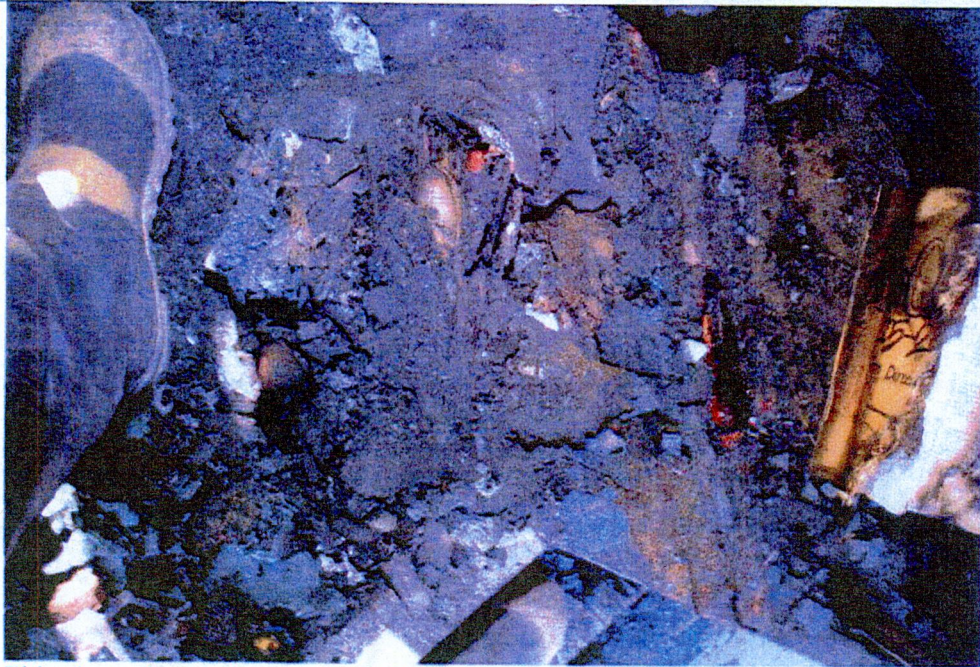


21



This photo shows debris on floor.

22



This photo shows close up of debris on floor.



55-J025-474 IP

23

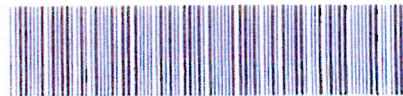


This photo shows plastic found on floor.

24

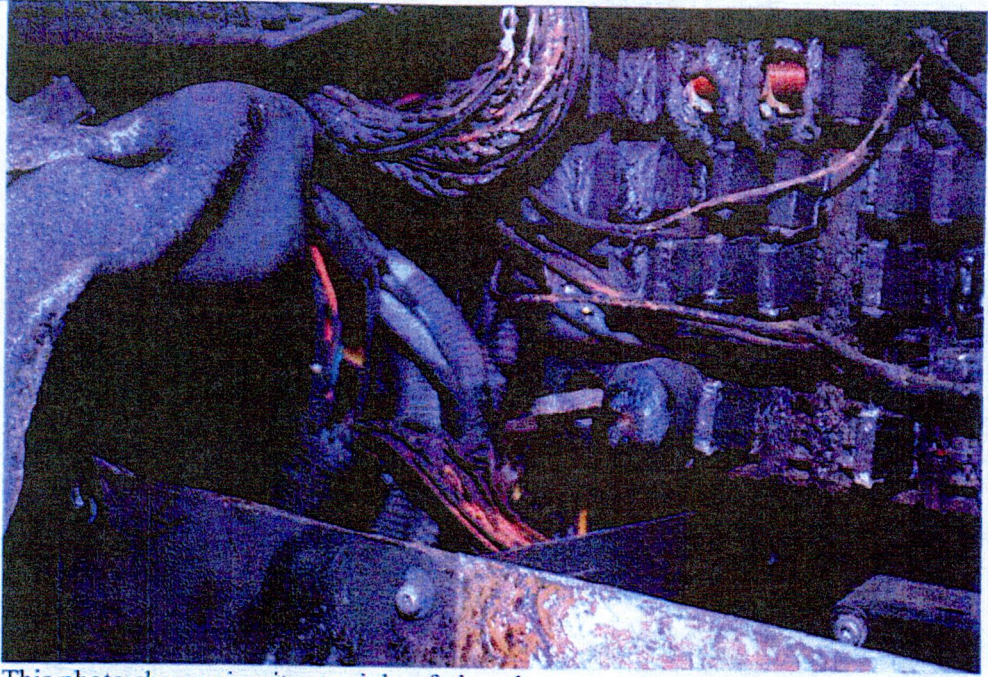


This photo shows area under dash protrusion.



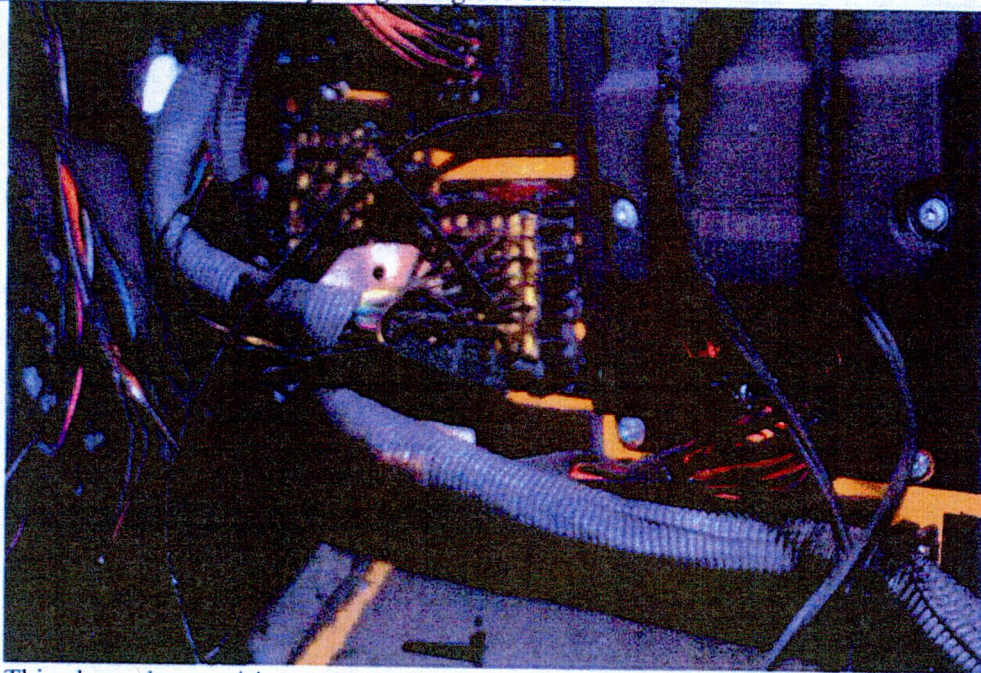
55-J025-474 IP

25



This photo shows circuitry to right of glove box.

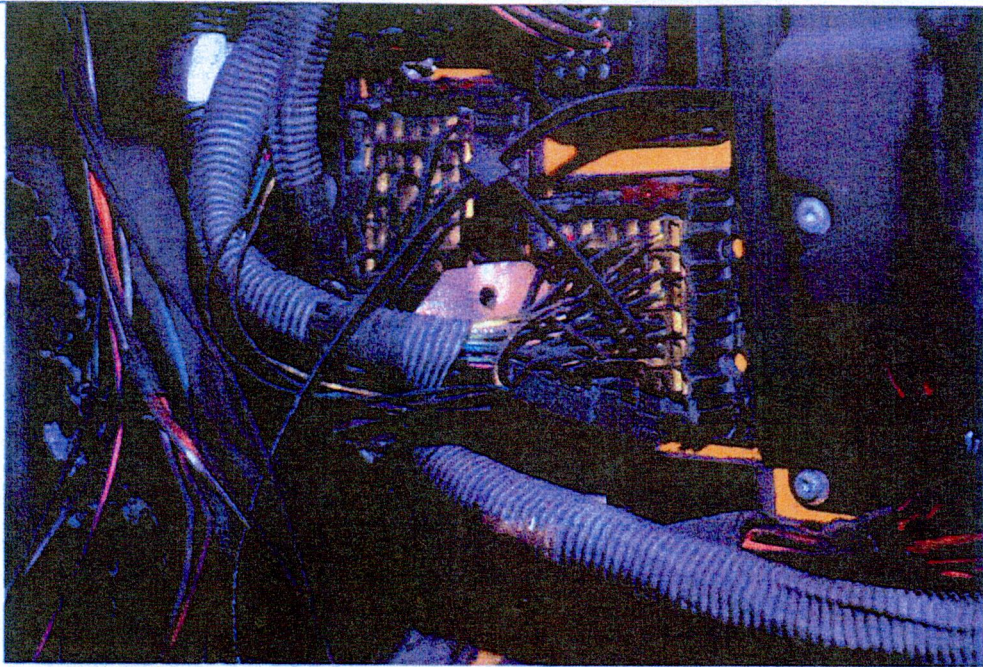
26



This photo shows wiring and harness to right of glove box.

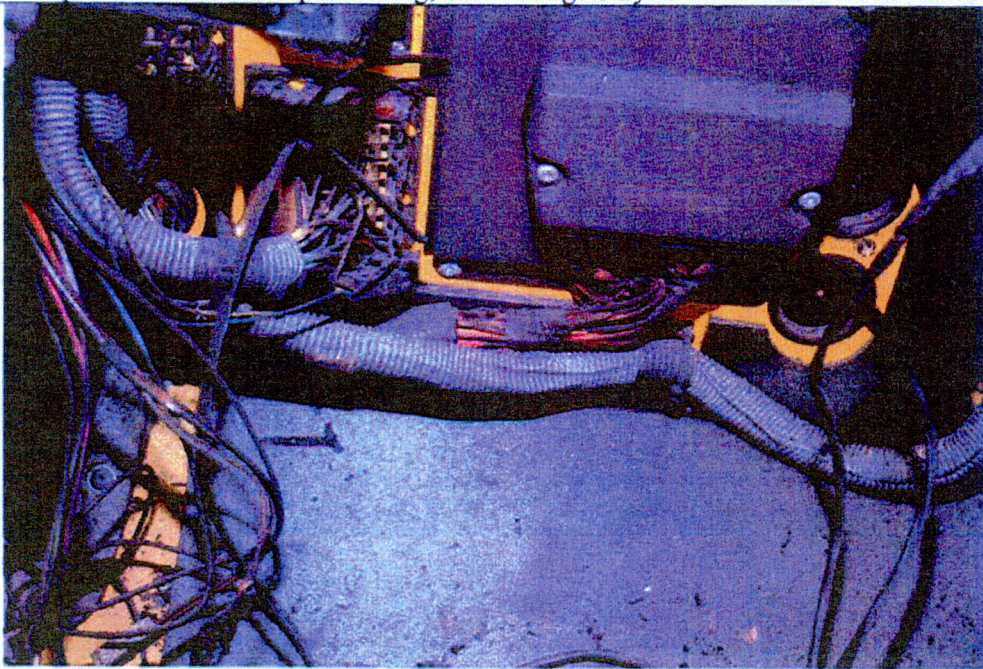


27



This photo shows close up of wiring, heat damage only.

28

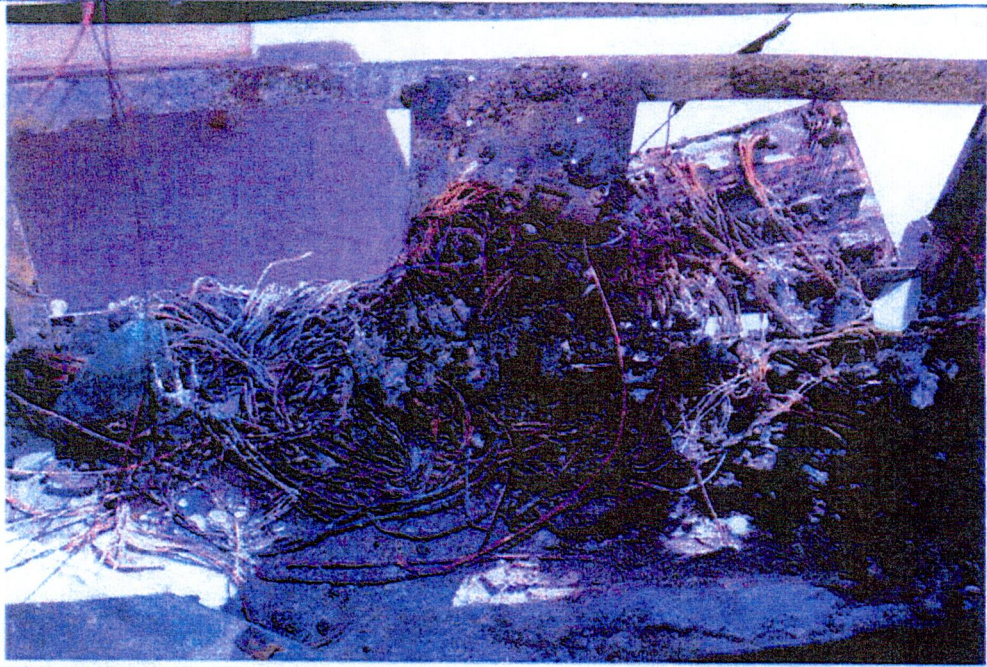


This photo shows bottom of dash right side wiring.



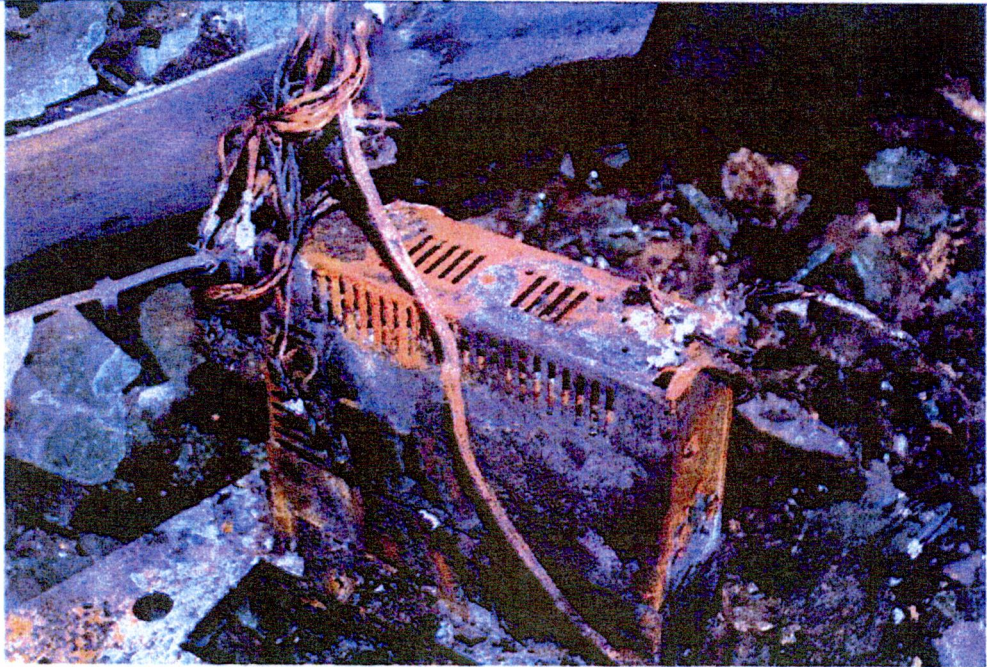
55-J825-474 IP

29



This photo shows fire damaged wiring to left of drivers seat.

30

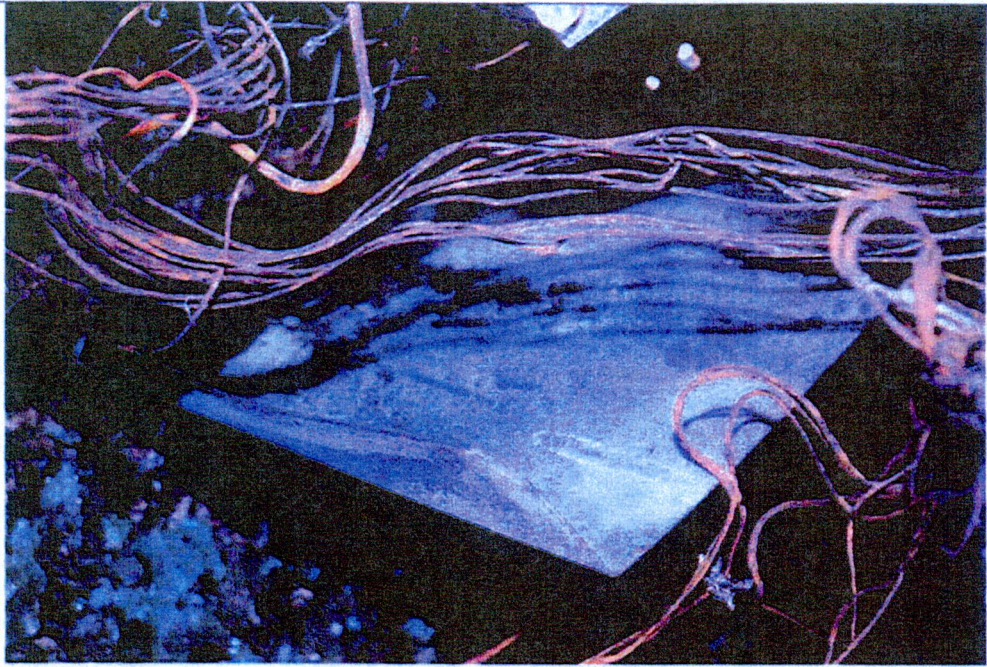


This photo shows electrical component found to left of drivers seat on floor.



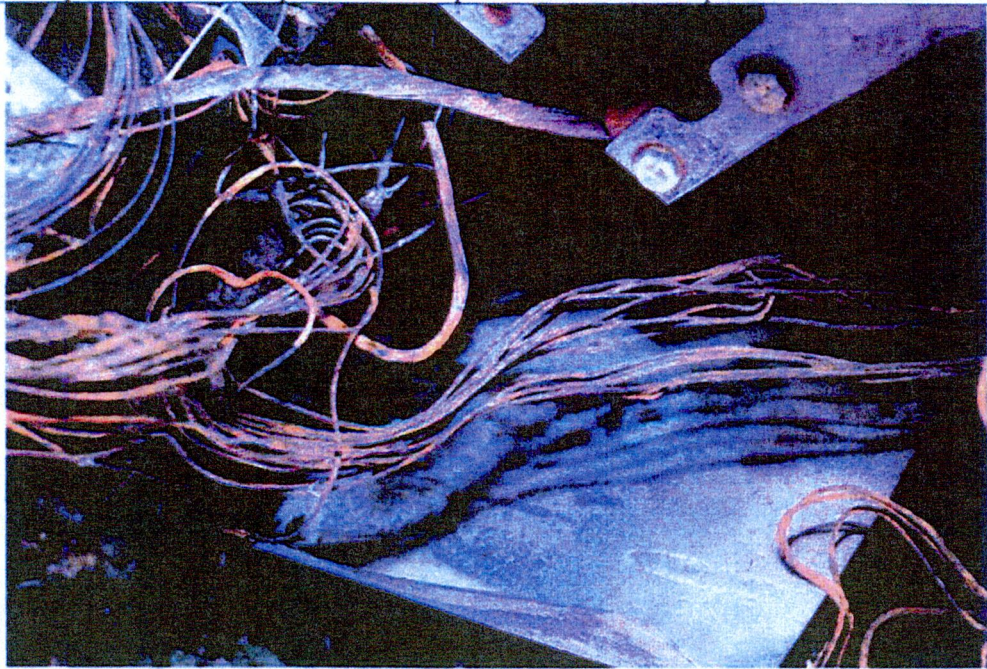
55-J025-474 1P

31

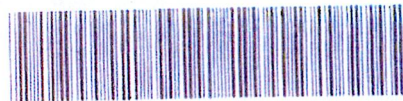


This photo shows burn pattern behind panel to left of brake pedal.

32



This photo shows close up of metal panel burn pattern.



55-J025-474 1P

35

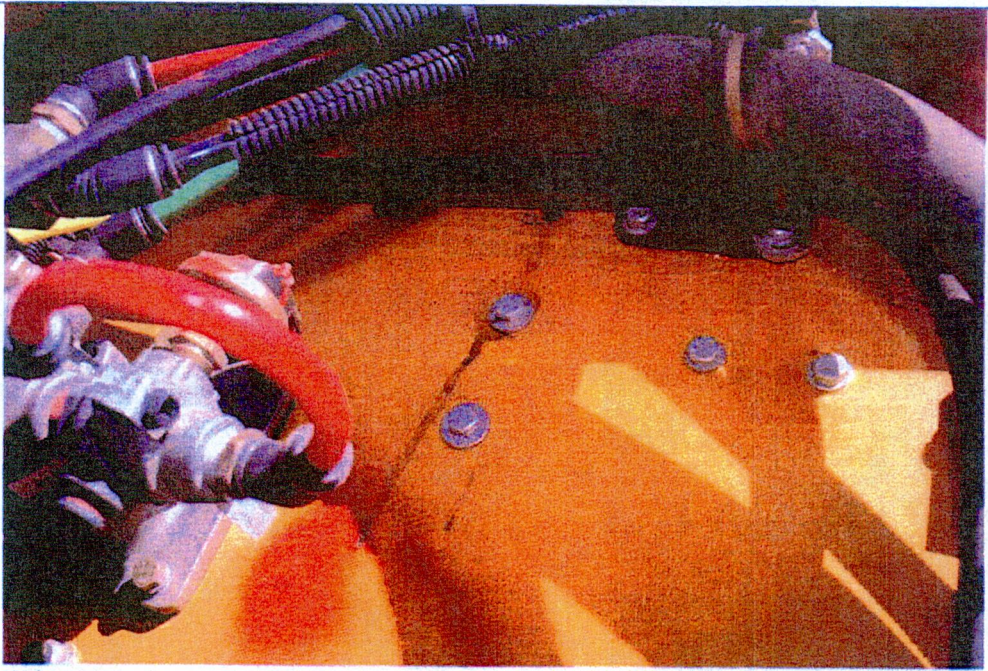


This photo shows close up of area under dash in front of driver.



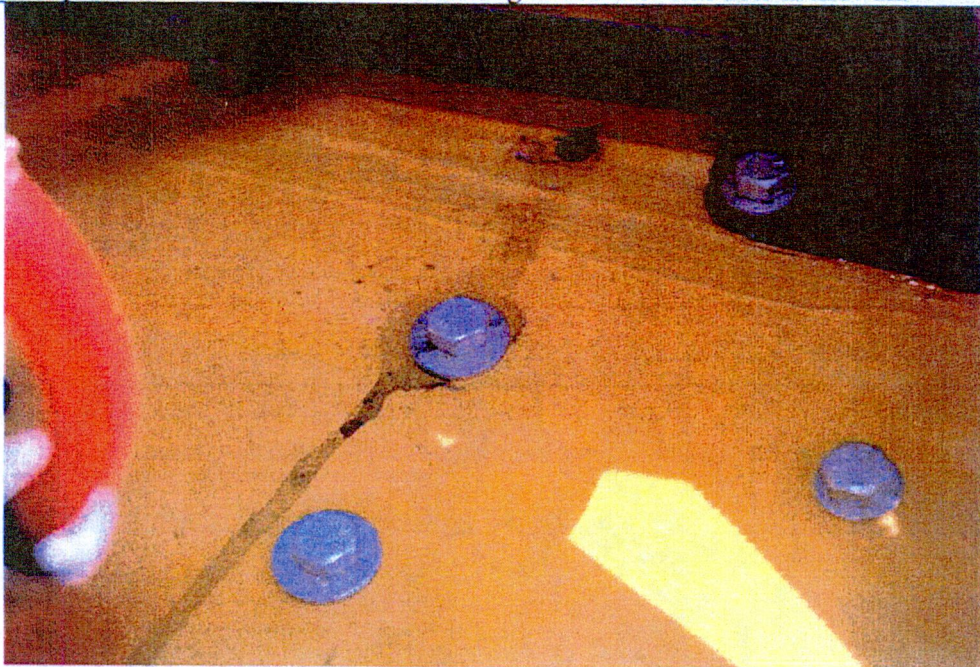
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36



This photo shows black smoke stain coming from motor side hole in firewall.

37

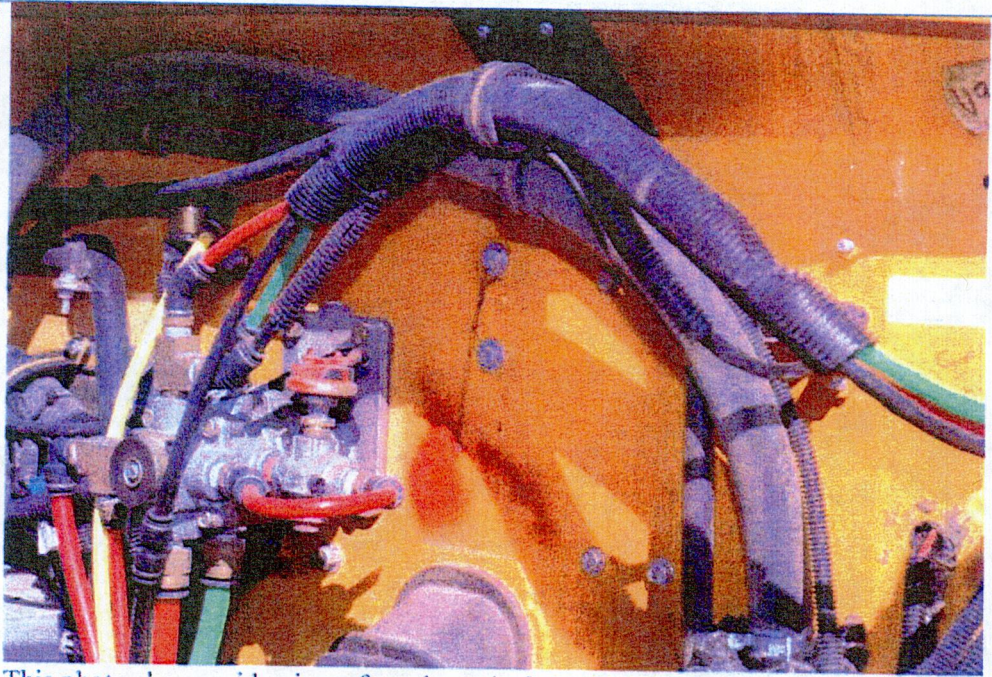


This photo shows hole in firewall above bolt head.



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38



This photo shows wide view of smoke stain from LF of engine area.

39

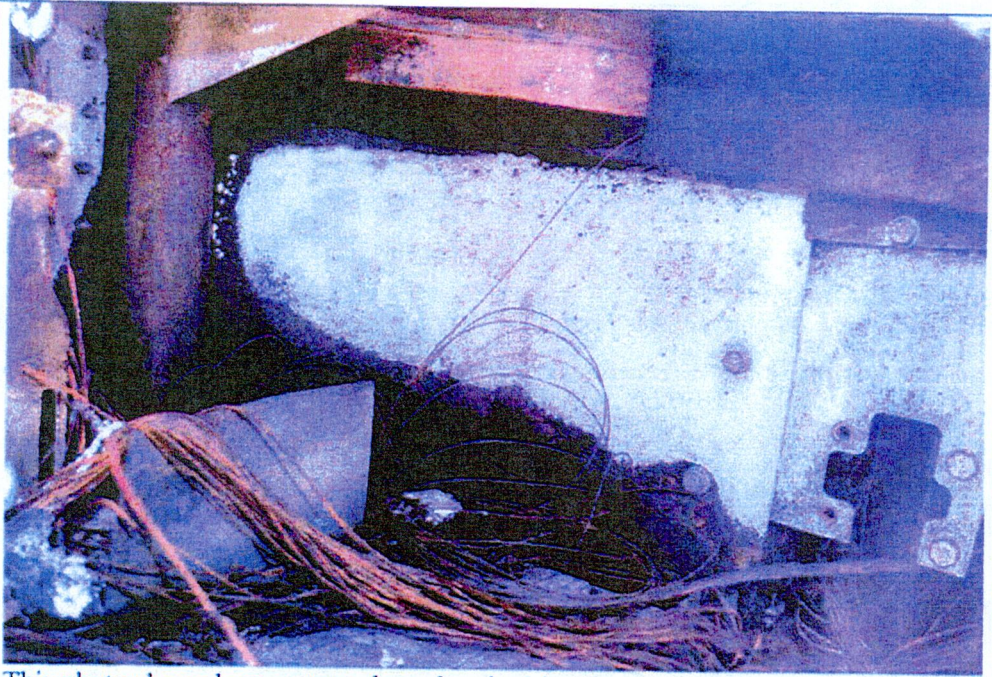


This photo shows holes in driver's side of bus due to broken windows.



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40



This photo shows burn pattern down low in driver's area.

41

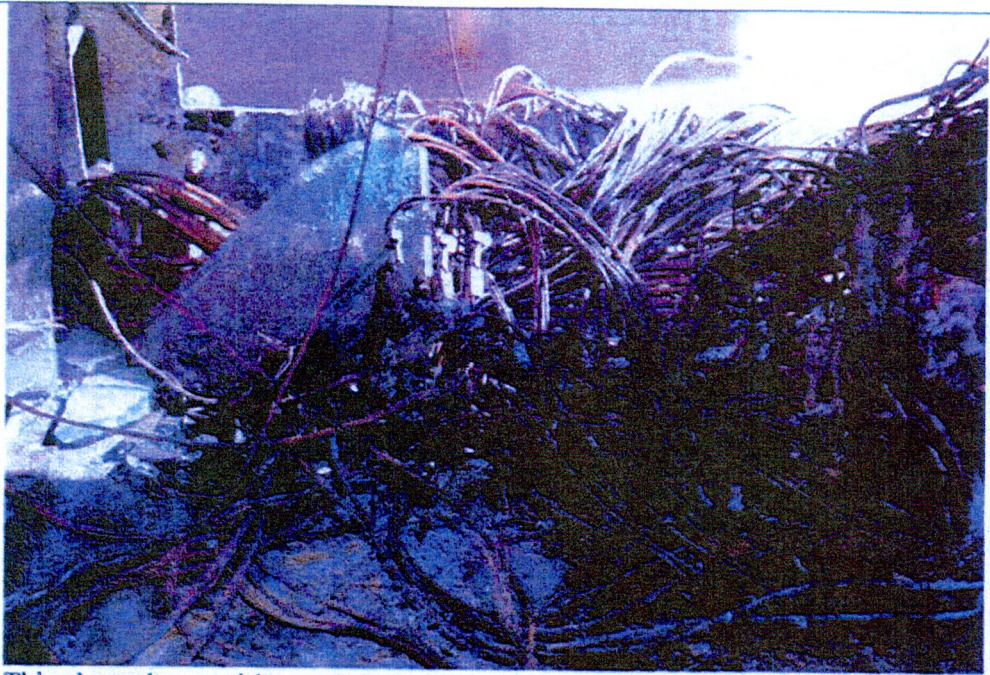


This photo shows close up of wiring remains in electrical control box on drv left.



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42



This photo shows wiring on left side remains.

43



This photo shows wiring remains on right side.



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44



This photo shows downward view between driver's seat and control box.

45

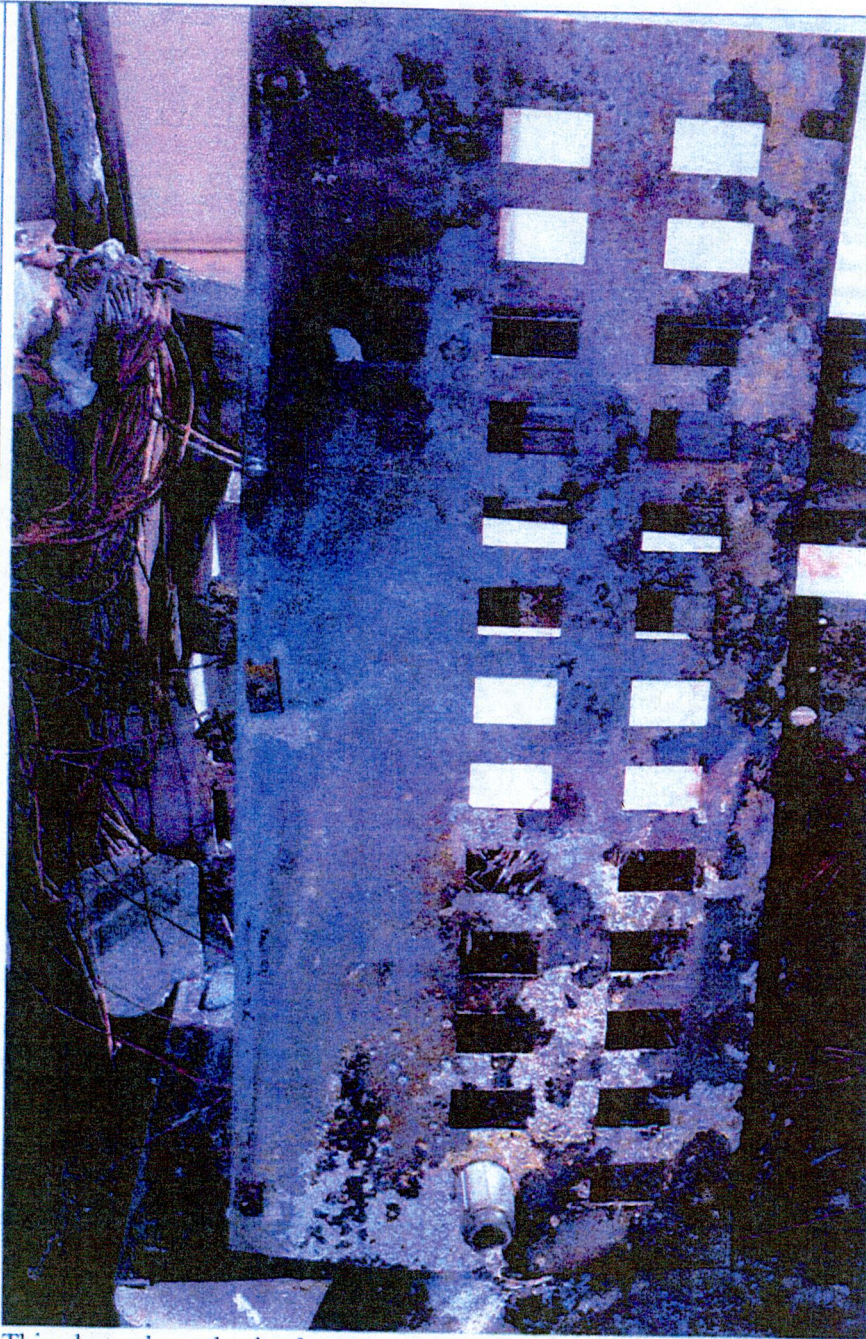


This photo shows front of metal cover plate from control box.



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46

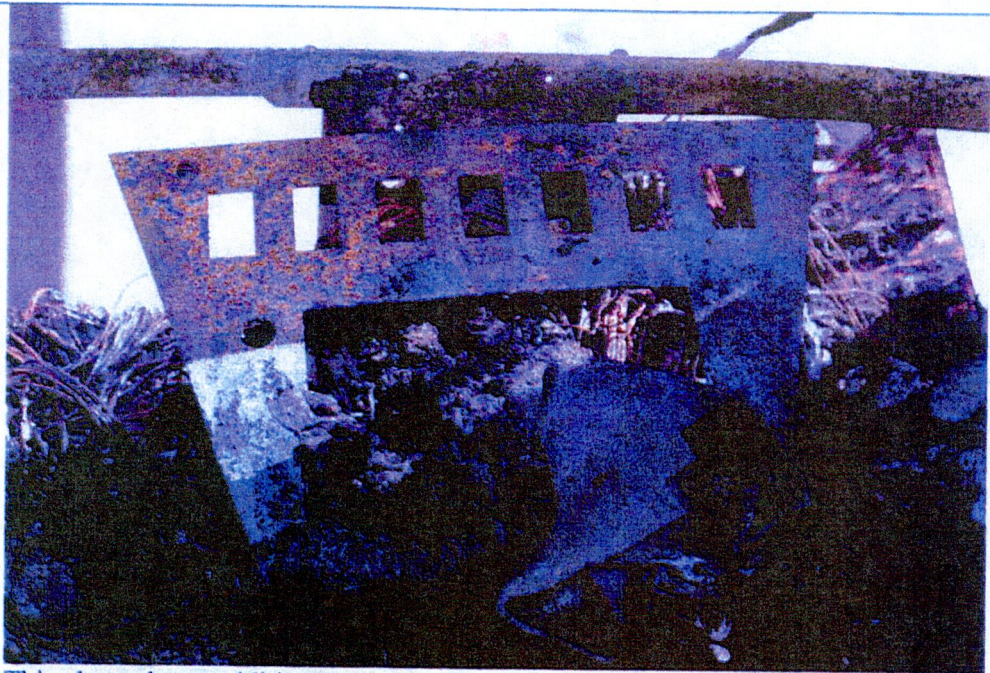


This photo shows back of metal control box cover plate.



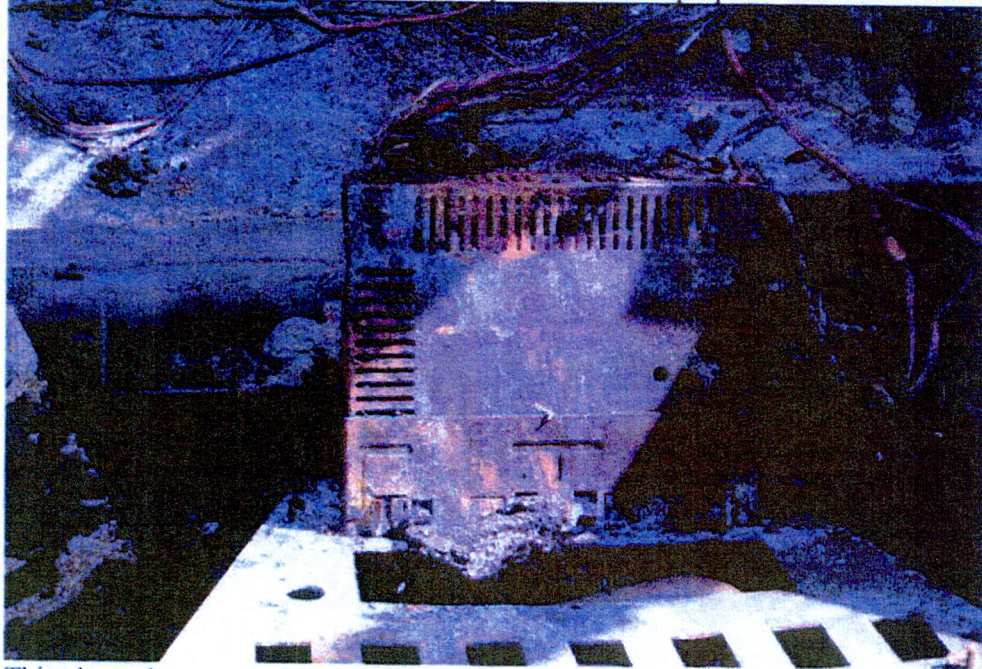
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47



This photo shows additional metal cover plate, unknown purpose.

48



This photo shows top of electrical component, unknown type.



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49



This photo shows connection to rear of component.

50

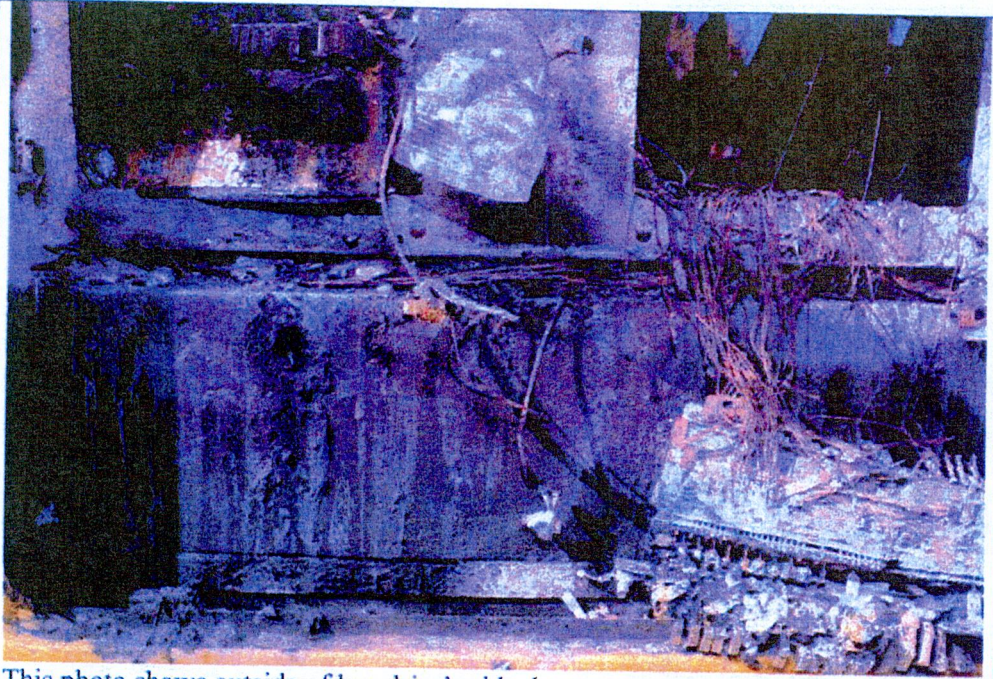


This photo shows circuit board hanging out broken window on driver's side.



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51

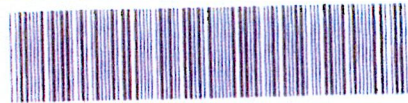


This photo shows outside of bus driver's side, button control box hanging.

52



This photo shows close up of circuit board in broken driver's window.



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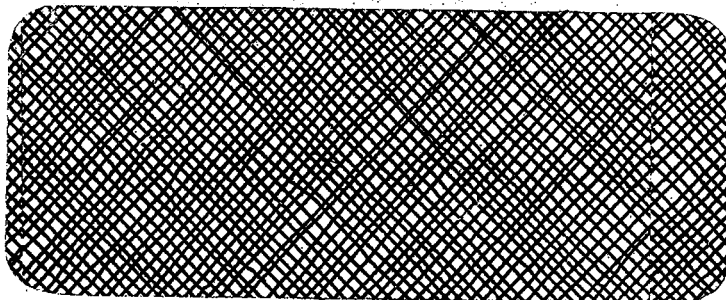
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