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INFORMATION REDACTED PURSUANT TO THE FREEDOM
OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)



INFORMATION Redacted PURSUANT TO THE FREEDOM
OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

RQ09-002 0001LC

NO. _____

NATIONWIDE MUTUAL INSURANCE
COMPANY as Subrogee of

██████████

VS.

SONIC FINANCIAL CORPORATION,
INDIVIDUALLY AND D/B/A
LONE STAR FORD

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§
§

IN THE DISTRICT COURT OF

HARRIS COUNTY, TEXAS

____ JUDICIAL DISTRICT

PLAINTIFF'S ORIGINAL PETITION

TO THE HONORABLE JUDGE OF SAID COURT:

COMES NOW, NATIONWIDE MUTUAL INSURANCE COMPANY as Subrogee of

██████████

hereinafter referred to as Plaintiff, complaining of and against SONIC

FINANCIAL CORPORATION, INDIVIDUALLY AND D/B/A LONE STAR FORD ("SONIC"),

hereinafter referred to as Defendant, and would show unto the Court as follows:

I.

Defendant, SONIC FINANCIAL CORPORATION, INDIVIDUALLY AND D/B/A LONE STAR FORD, is a corporation doing business in the State of Texas and can be served by serving its registered agent: GLENN H. JOHNSON, 2200 POST OAK BOULEVARD, SUITE 707, HOUSTON, HARRIS COUNTY, TEXAS 77056.

II.

Plaintiff alleges that this case should be governed by Rule 190.3 (Level 2).

III.

The Court has jurisdiction over Defendant, SONIC, because it is a corporation doing business in the State of Texas with its principal place of business in the State of Texas.

This Court has jurisdiction over the controversy because the damages are within the

jurisdictional limits of this Court.

Venue is proper in Harris County, Texas because all or substantial parts of the events or omissions giving rise to the causes of action occurred in Harris County, Texas.

IV.

Plaintiff's insured purchased a vehicle from the Defendant in this state. For a period of time, the vehicle functioned as it was intended to. A recall then occurred and Plaintiff's insured took the vehicle to the Defendant to be repaired. The Defendant was negligent in those repairs, and because of that, on February 24, 2008, the vehicle was consumed by fire.

V.

On February 24, 2008, Plaintiff's insured was using the vehicle in a manner intended by the manufacturer and dealer in that they were using it for transportation. They were using it in precisely the manner in which people are intended to use their vehicles. It was not being misused or abused.

The vehicle was defective and unsafe for its intended purpose at the time it left the control of the Defendant when the repairs were done and returned to Plaintiff's insured. The vehicle was unreasonably dangerous as was proven by the fire. These defects were the producing cause of Plaintiff's insured's injuries and damages.

VI.

The Defendant was negligent in one or more of the following particulars and such negligence was the proximate cause of Plaintiff's insured's damages:

1. In failing to properly repair the vehicle when it was delivered for the recall;
2. In failing to notify Plaintiff's insured of the defective condition of the vehicle vehicle when Defendant knew or should have known of such conditions;
3. In failing to timely remedy the defective condition;

4. In failing to remedy the defective condition when the vehicle was presented to an authorized dealer for service;
5. In failing to timely or properly notify Plaintiff's insured to return the vehicle for proper service at an authorized dealer;
6. In failing to advise Plaintiff's insured that it was defective and was in need of correction; and
7. In other respects as may be shown at trial.

VII.

The Defendant expressly and impliedly warranted to Plaintiff's insured that the vehicle was of merchantable quality and was safe and fit for the purposes intended when used under ordinary circumstances and in an ordinary manner. Plaintiff would show that Defendant breached the implied warranty of merchantability by furnishing a vehicle that, because of the lack of something necessary for their adequacy, was not fit for the ordinary purpose for which such goods are used, which was the producing cause of the fire which destroyed Plaintiff's insured's property.

Plaintiff would further show that the Defendant breached the implied warranty of fitness for particular purpose, by furnishing or selecting vehicle components which were not suitable for a particular purpose while the Defendant had knowledge of the purpose and that the Plaintiff's insured would be relying upon the Defendant's expertise, skill or judgment to furnish or select suitable vehicle components which was the producing cause of the fire and Plaintiff's damages.

Plaintiff would further show that the Defendant engaged in a conduct knowingly, and that the Defendant were actually aware of at the time of the conduct described above, of the falsity, deception or unfairness of the conduct in question and actual awareness of the conduct constituting a failure to comply with the warranties mentioned above.

Plaintiff would further show that the Defendant engaged in an unconscionable action or force of action that was a producing cause of the damages. The conduct described above, either independently or in combination, constitutes an unconscionable action or course of action that, and to the Plaintiff's insured's detriment, took advantage of the lack of knowledge, ability, expense or capacity of the Plaintiff's insured to a grossly unfair degree, which was a producing cause of the incident and Plaintiff's damages alleged herein.

VIII.

Plaintiff insured the vehicle on February 24, 2008, when it was severely damaged due to the negligence and other wrongful acts on the part of the Defendant. Immediately before said fire, the property was in a first-class condition. Immediately following the fire, the property had a reasonable market value in and around Harris County, Texas of \$9,255.63 less than its value immediately preceding said fire. Alternatively, Plaintiff would show that the cost to repair said property to its former condition was \$9,255.63. Plaintiff would further show that such costs were reasonable and necessary in and around Harris County, Texas and did not enhance the value of the property beyond its reasonable market value prior to the fire.

X.

Plaintiff insured the property as described above. Under the terms of that policy, Plaintiff paid on behalf of its insured, \$9,255.63. Plaintiff is subrogated against Defendant and Plaintiff sues for the total amount of \$9,255.63.

WHEREFORE, PREMISES CONSIDERED, Plaintiff prays that Defendant be cited in terms of law to appear and answer herein, and that upon trial hereof, Plaintiff have judgment against Defendant for the damages mentioned above, plus costs of court, plus pre- and post-judgment interest and for such other relief to which Plaintiff may show itself to be justly entitled.

Respectfully submitted,

CULP & LITTLE

RUSSELL G. LITTLE

State Bar No. 12426200

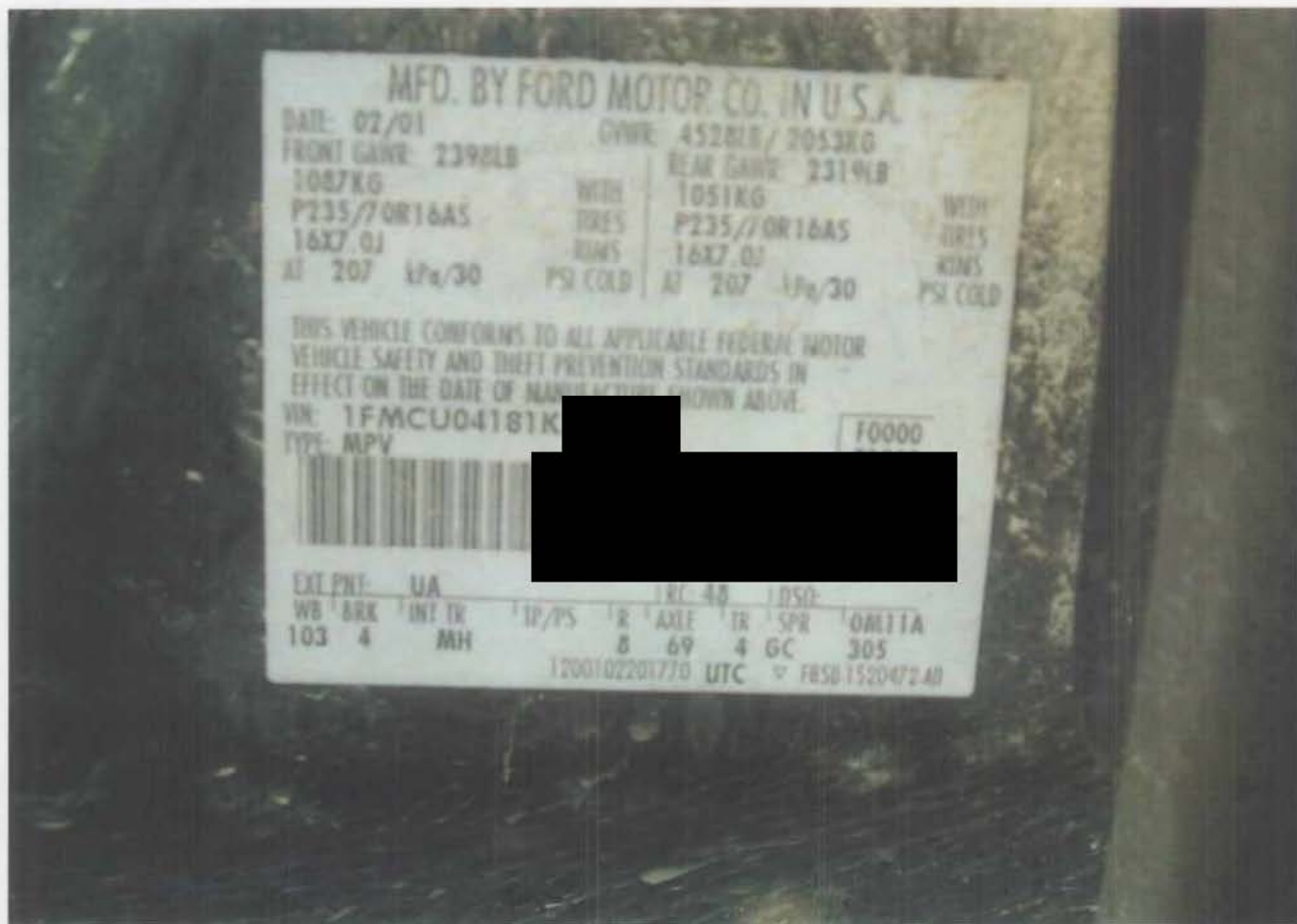
12345 Jones Road, Suite 190

Houston, Texas 77070

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Facsimile: (713) 599-1007

ATTORNEY FOR PLAINTIFF







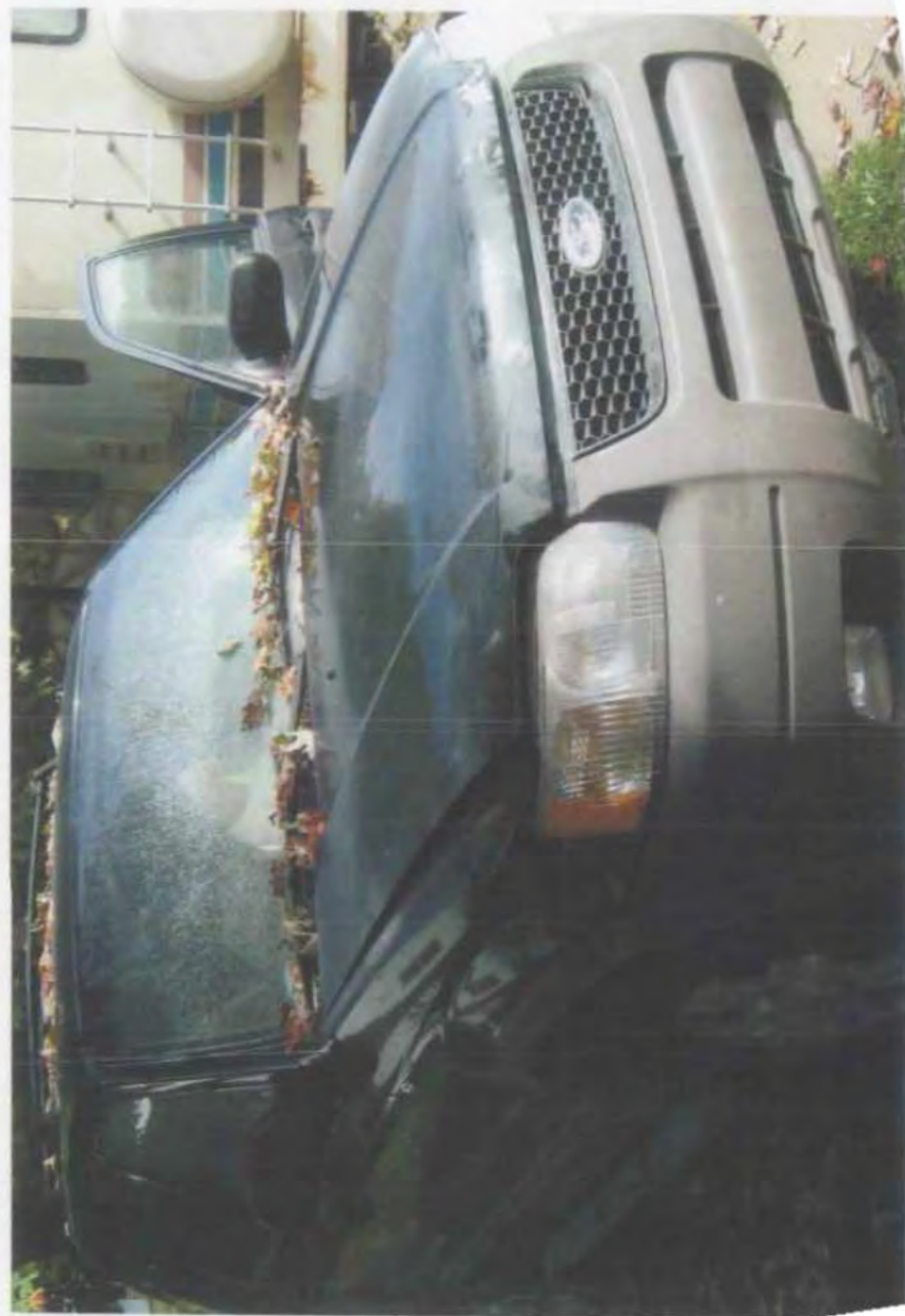














Figure 1



Figure 2



Figure 3



Figure 4

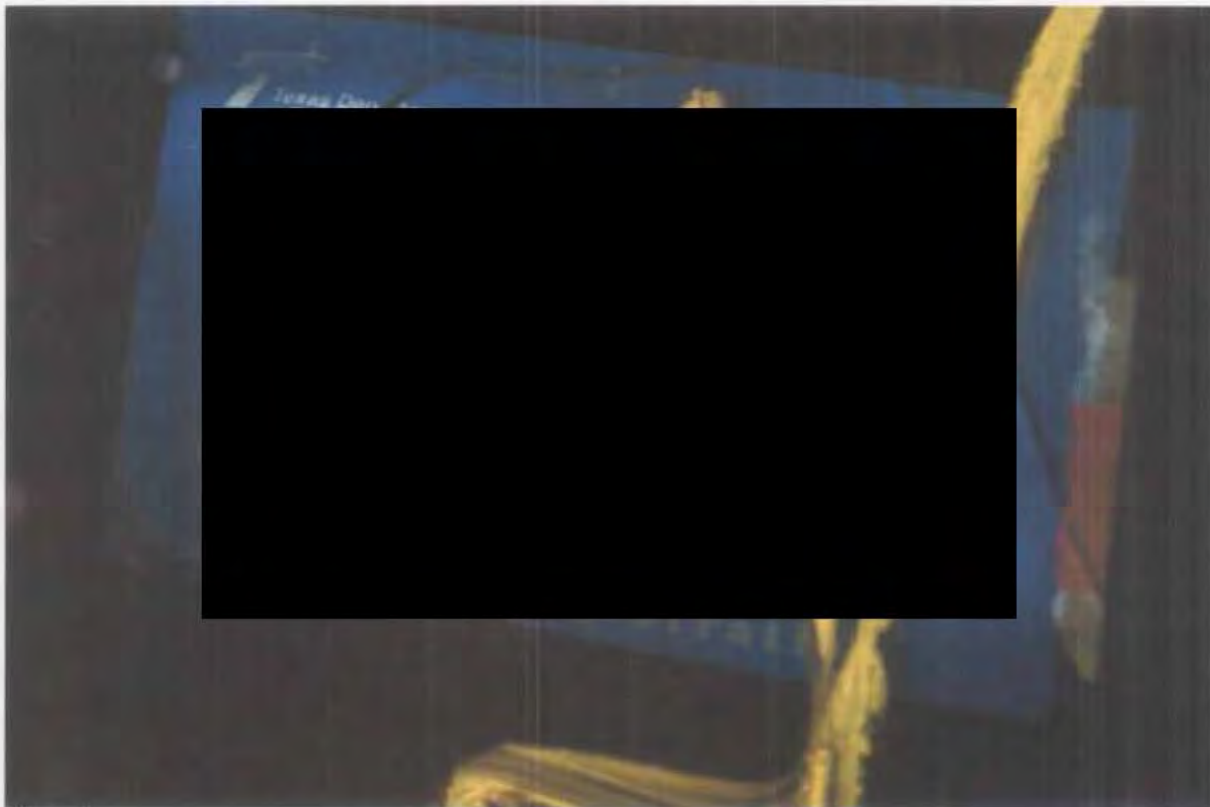


Figure 5



Figure 6

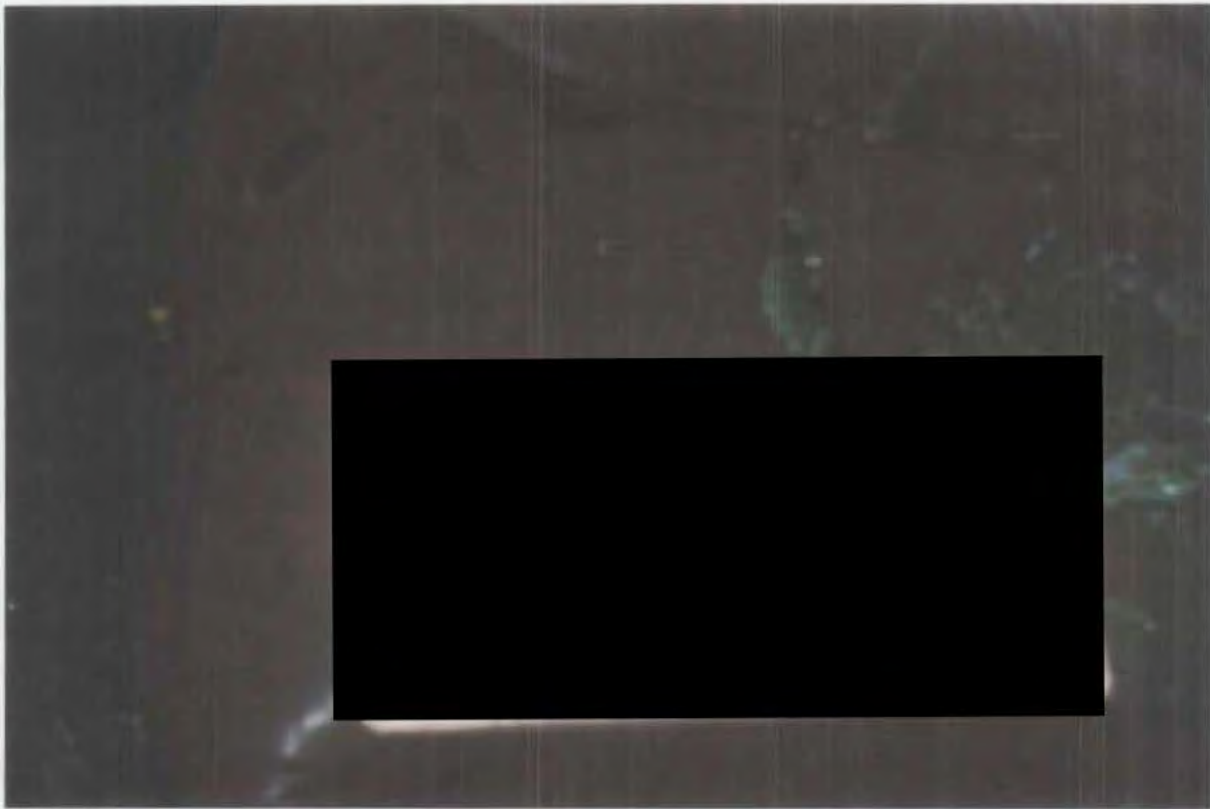


Figure 7



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



Figure 14



Figure 15



Figure 16



Figure 17



Figure 18



Figure 19



Figure 20



Figure 21



Figure 22



Figure 23



Figure 24



Figure 25



Figure 26



Figure 27



Figure 28



Figure 29



Figure 30



Figure 31



Figure 32



Figure 33



Figure 34



Figure 35



Figure 36



Figure 37



Figure 38



Figure 39



Figure 40



Figure 41



Figure 42



Figure 43



Figure 44



Figure 45



Figure 46



Figure 47



Figure 48



Figure 49



Figure 50



Figure 51



Figure 52



Figure 53



Figure 54



Figure 55



Figure 56



Figure 57



Figure 58



Figure 59



Figure 60



Figure 61



Figure 62



Figure 63



Figure 64



Figure 65



Figure 66



Figure 67



Figure 68



Figure 69



Figure 70



Figure 71



Figure 72



Figure 73



Figure 74



Figure 75



Figure 76



Figure 77



Figure 78



Figure 79



Figure 80



Figure 81



Figure 82



Figure 83

Forensic Analysts, Inc.



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PRELIMINARY REPORT OF FINDINGS

Prepared for:
NATIONWIDE INSURANCE COMPANY
11000 CORPORATE CENTER DRIVE
HOUSTON, TEXAS 77041

ATTN: MS. ANDREA MANDUBOURG

INSURED:



CLAIM NO:



Jeffrey R. Abrams, BSChE, CFI, CFEl, ASE, CVFI
President

March 21, 2008

FAI File No. 5002

RQ09-002 0058LC

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I. INTRODUCTION

Reportedly, on February 24, 2008, a vehicle fire occurred, involving a 2002 Ford Escape vehicle. On March 7, 2008, Forensic Analysts, Inc. was retained by Ms. Andrea Mandubourg of Nationwide Insurance Company, to inspect the vehicle, and determine the origin and cause of the vehicle fire.

On March 10, 2008, Mr. Jeffrey Abrams, BSChE, CFI, CFEI, ASE, CVFI of Forensic Analysts, Inc., inspected and photographed the Ford Escape vehicle at Insurance Auto Auction, 2535 West Mount Houston Road in Houston, Texas.

Samples of the engine oil and automatic transmission fluid were taken, should an analysis be desired to determine the pre-claim condition of the engine and the transmission. These samples will be stored at the office of Forensic Analysts, Inc., pending further instructions from Nationwide Insurance Company.

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

II. CONCLUSION

Forensic Analysts, Inc. inspected and photographed the Ford Escape vehicle, and reviewed file information.

In conclusion, based on our observations and the findings as noted in this report, it is our opinion that this 2004 Ford Escape vehicle fire originated in the engine compartment, and was lowest and most intense in the upper levels of the left-rear corner of the engine compartment at, and immediately surrounding, the partially consumed brake master cylinder. This fire is described as a single source area fire origination, lessening in intensity as we migrated away from the left-rear corner of the engine compartment, in all directions. It distinctively lessened in intensity away from the upper levels of the left-rear corner of the engine compartment, toward even the left-front corner engine compartment situated battery. This battery was burned, but was not substantially consumed at the time of our inspection. The power distribution center, immediately to the left of the battery in the left-front corner of the engine compartment, was also primarily intact at the time of our inspection. There was a tremendous amount of unconsumed plastic composite material surrounding it.

The fire dramatically lessened in intensity as we migrated from the upper levels of the left-rear corner of the engine compartment across the top of the engine, as evidenced by the intact plastic composite containers in the right third of the engine compartment. A special note must be made relating to the significant amount of unconsumed combustible materials in front of, below, and to the right side of the primarily consumed brake master cylinder. There were rubber hoses, heater hoses, upper and lower radiator

hoses, as well as hoses that were routed into the bulkhead behind the engine, which were still intact and attached at the time of our inspection, and unconsumed as a result to exposure to this fire. This dramatic lessening of the fire intensification away from the upper levels to the left-rear corner of the engine compartment is testament to the fact that this was a single source area fire origination.

Please note that at the time of our inspection, the brake master cylinder fluid reservoir was burned to the point of consumption. At the time of our inspection, eighty percent (80%) of the brake master cylinder was burned to the point of consumption and/or separation. These were some of the few components that were burned to the point of consumption. Even the aluminum alloy ABS (Anti-Lock Brake System) brake controller immediately below the brake master cylinder was completely intact at the time of our inspection. This, again, corroborates a belief of a very upper-level left-rear engine compartment fire. The fire did migrate from the engine compartment, through the bulkhead access holes, into the interior, consuming the left third of the top face of the vehicle dash. The reason the fire migrated into the left-side two-thirds of the top face of the vehicle dash was due to the relatively large bulkhead access holes, immediately beneath the brake power booster in the left-rear corner of the engine compartment.

So, there was a natural migration of the fire through the bulkhead access holes into the left side of the vehicle dash prior to the fire being extinguished by the fire department. This fire was just communicated to the interior of the vehicle. The only significant area of fire intensification was that area immediately neighboring the bulkhead access holes. The burn was primarily upper level, even in the vehicle dash, only having been intense at, and immediately above, the bulkhead access holes. More specifically, the vehicle

dash was the only area within the interior of the vehicle that experienced any substantial burn intensification at all. The entire front face of the vehicle dash was relatively uncompromised as a result of exposure to fire or heat. In fact, both passenger-side and driver-side airbag assemblies did not even deploy as a result of exposure to this fire. Even the flooring material beneath the right third and left third of the vehicle dash was intact and attached and relatively uncompromised. There was some fire fall-down beneath the steering column, but for the most part, there was no substantial burn intensification beneath even the left third of the vehicle dash at the time of our inspection. The fire did not even communicate heat damage to the interior seats or any of the interior door panels.

The lack of low-level burn, the lack of burn intensification beneath the vehicle interior, even the lack of burn intensification at, and immediately surrounding, any of the tire wheel assemblies, with the exception of the burned to the point of deflation left-front tire wheel assembly, is testament to the fact that this vehicle was not burning as it was being driven. This fire occurred while the vehicle was stationary. According to the information known to us at this time, the vehicle was off for thirty-to-sixty (30-60) minutes, prior to the vehicle catching on fire. This is consistent with an electrical fire. As the brake master cylinder was burned to the point of near total consumption, (approximately eighty percent (80%) of the master cylinder was not available for our inspection), and all combustible materials in the upper levels of the left-rear corner of the engine compartment were burned to the point of consumption and/or separation, a specific cause of the vehicle fire could not be definitively determined at the time of our inspection.

A research of recall information revealed a recall relating to electrical improprieties at the ABS (Anti-Lock Brake System) brake controller. This recall NHTSA Campaign ID NO. 07V156000 indicated:

"On certain sport utility vehicles equipped with anti-lock brakes (ABS), the ABS module connector may have missing or dislodged wire seals. This condition could allow contamination to enter the module connector, creating a potential for an electrical short.

An electrical short might cause an ABS malfunction that would illuminate the ABS warning light, and in some cases, the module may overheat resulting in burning odor, smoke, and/or fire. This condition could occur either when the vehicle ignition switch is in the off position or while the vehicle is being operated."

This ABS brake controller is immediately below the area of most intense burn. Therefore, Ford Motor Corporation should be placed on notice relating to the onset of the fire, and be given an opportunity to inspect the vehicle.

We did take engine oil and automatic transmission fluid samples. Both fluid samples were heavily oxidized, but showed no evidence of any contaminants or mechanical improprieties to lead us to believe that there was any relationship between the engine or transmission, and the onset of this relatively well-contained engine compartment fire. These fluid samples will, therefore, be stored at the office of Forensic Analysts, Inc., pending further instruction from Nationwide Insurance Company.

III. DISCUSSION

According to the information known to us at this time, the son of the insured was driving the vehicle. He parked the vehicle in a parking lot at around twelve-thirty (12:30). Thirty-to-sixty (30-60) minutes later, the vehicle caught on fire. The vehicle fire was extinguished by the fire department.

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

FORD VEHICLE IDENTIFICATION

The vehicle was identified as a green, four-door, 2002 Ford Escape XLT vehicle, bearing Texas license plate number, [REDACTED], and vehicle identification number **1FMYU031X2K**[REDACTED]. The vehicle was manufactured in November of 2001. The Texas Department of Public Safety inspection sticker number was burned to the point of near total consumption. However, the vehicle registration sticker number [REDACTED] expires in November of 2008. At the time of our inspection, the odometer could not be read as the odometer was primarily consumed at the time of our inspection. The vehicle was equipped with an automatic transmission.

FORD VEHICLE INSPECTION

Our inspection of the **Ford Escape vehicle exterior**, relating to **pre-existing body damage**, revealed no indication of any substantial body damage at all. The film thickness on the exterior body panels was uniform. There was no evidence of any substantial body filler relating to any

substantial previous repairs having been performed to the exterior of the vehicle. For the most part, all exterior body panels appeared to be in reasonable condition at the time of our inspection. They contained normal door dings and scratch and scuff marks. There was no evidence of any substantial compromise to relate to (what appears to be) a relative well-contained engine compartment fire.

Our inspection of the **Ford Escape vehicle exterior**, which relates to **forced entry** into a locked vehicle without the use of the proper door key, revealed no indication of any traditional forced entry into a locked vehicle without the use of the proper door key. Now please note that the right-front, left-front, and left-rear glass were shattered, possibly by the fire department, to gain access into a vehicle without utilizing the proper door key. This needs to be clarified with conversations with the insured or conversations relating to the fire department personnel. We are presuming that the fire department gained forced-entry into this vehicle, and shattered the window glass to allow for entry, relating to fire extinguishment efforts. There was no evidence of forced compromise surrounding either right-front or left-front door lock/handle assembly to indicate forced entry into a locked vehicle without the use of the proper door key. Of course, this was not a vehicle theft claim, but it is important to eliminate all incendiary actions relating to a vehicle fire. At the time of our inspection, we identified no indication of traditional methods of forced entry into a locked vehicle without the use of the proper door key. We also did not observe any components having been removed from the vehicle, to relate to a vehicle theft claim.

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

1. The rear bumper cover and both right-rear and left-rear brake lamp/turn signal assemblies were intact, attached, and uncompromised as a result of exposure to fire or, heat.
2. The tailgate on this vehicle, as well as both the right-rear and left-rear quarter panels, were also intact, attached, and completely uncompromised as a result of exposure to fire or heat.
3. Both right-rear and left-rear tire and wheel assemblies were intact, attached, and fully inflated at the time of our inspection, uncompromised as a result of exposure to fire or heat.
4. As we continued to move forward, peculiarly enough, all door panels appeared to be intact, attached, and uncompromised as a result of exposure to fire or heat. This was also relating to our inspection of the left-front door glass, which was immediately neighboring the intensely burned left-front fender.
5. Even all four (4) exterior door panels were basically unburned at the time of our inspection. The right-front and left-front door glass were shattered, likely by fire department personnel. Obviously, the fire continued to increase in intensity as we continued to move from the rear toward the front. This was not dramatically observed on the right-front fender, as the rear half of the right-front fender was unburned. The front half of the right-front fender was burned to consume the majority of the paint.
6. By direct comparison with the mild burn experienced by the right-front fender, it must be noted that the left-front fender was

intensely burned. Virtually all of the paint was burned to the point of consumption on the left-front fender.

7. Also, the vehicle hood was intensely burned, consuming ninety percent (90%) of the paint. There was a small amount of unconsumed paint on the right-side rear portion of the vehicle hood.
8. The fire intensification, however, was still intense in the very front of the vehicle, as evidenced by the burned (to the point of consumption and/or separation of the) front bumper cover, right-front and left-front headlamp assemblies, and the vehicle front grille.
9. The right-front tire and wheel assembly was intact, attached, and fully inflated at the time of our inspection.
10. By direct comparison with the uncompromised right-front tire and wheel assembly, it must be noted that the left-front tire and wheel assembly was burned to the point of deflation. Obviously, this left-front tire was the most intensely burned tire on the exterior of the vehicle.
11. The front windshield was intensely burned. It was shattered, but intact, at the time of our inspection. This is inconsistent with a fire that originated under the vehicle dash. In fact, this is inconsistent with any fire that dramatically migrated into the vehicle interior at all.

In summary of our inspection of the ***burn patterns*** of the ***Ford Escape vehicle exterior***, all evidence is consistent with the fire having been

intensifying as we continued to move from the rear toward the front, on both the right and left sides of the vehicle, but a fire that was primarily contained to the engine compartment area.

Our inspection of the ***Ford Escape vehicle interior*** revealed:

1. There was no burn of substance within the interior of the vehicle behind the interior rear bench seat. The storage compartment area, although covered with a mild layer of soot, was intact, attached, and uncompromised relating to a vehicle fire.
2. The interior rear bench seat was also intact, attached, and uncompromised as a result of exposure to a vehicle fire.
3. The flooring material in front of the rear bench seat was also uncompromised. There was no indication of any low-level burn in the rear portion of the vehicle interior at all.
4. For the most part, the front two (2) bucket seats were also intact, attached, and uncompromised. Please note that we did observe the burned remains of the fallen and separated front bumper cover. This had been placed within the interior of the vehicle, on top of the front two (2) bucket seats, prior to our inspection. Nonetheless, it was placed within the interior of the vehicle, as neither of the right-front or left-front bucket seats was relatively compromised as a result of exposure to heat or fire.
5. For the most part, the vehicle dash was also intact and attached. There was no substantial burn on the front face of the vehicle

dash, to relate to any substantial fire intensification within the interior.

6. Both the passenger-side and driver-side airbag assemblies were intact and attached. They had not deployed to relate to a vehicle fire.
7. Even though the glove box was intact, attached, and unburned, and the right third of the top face of the vehicle dash was intact, attached, and unburned, there was intense burn and near partial consumption of the left-side two-thirds of the top face of the vehicle dash. Obviously, the fire migrated into the interior of the vehicle, and intensely burned the left-side two-thirds of the top face of the vehicle dash. This burn was, primarily, most intense at the bulkhead, and lessened in intensity as we migrated toward the front face.
8. The instrument cluster, immediately in front of, and above, the steering column, was burned. It was partially consumed, but it was still primarily intact, at the time of our inspection. Again, this is testament to the fact that the fire intensification lessened as we migrated from the rear toward the front of the vehicle dash.
9. As previously indicated, the steering column was also intact and attached, and was relatively uncompromised relating to a vehicle fire.
10. The OEM (Original Equipment Manufacturer) AM/FM-stereo/CD player in the center third of the vehicle dash was also intact and attached. It, too, appeared to be uncompromised.

11. When we inspected the underside of the vehicle dash, we did observe no fire fall-down, at all, below the glove box. There was some fire fall-down on top of the unconsumed, undistorted, and unburned brake pedal and accelerator pedal rubber pads. This would be classified as communicated damage, as a result of contact with fire fall-down material.
12. We did not identify any substantial aftermarket wires under the vehicle dash, under the steering column, or within the bowels of the vehicle dash, to relate to any substantial aftermarket installations associated with this vehicle.
13. We did observe, as we were viewing under the vehicle dash, a relatively large bulkhead access hole through which the steering column was routed. This is an easy avenue for fire and heat to travel into the vehicle interior. This was, indeed, the lowest point of most intense burn, at the bulkhead within the vehicle interior. This, again, is purely consistent with a fire that migrated from the engine compartment, through the bulkhead access holes, into the interior of the vehicle, and not vice versa.

In summary of our inspection of the ***Ford Explorer vehicle interior*** relating to this ***vehicle fire***, all evidence was purely consistent with a fire that migrated to, and communicated fire and heat damage to, the interior of the vehicle. That fire and heat damage was contained at, and immediately above, the bulkhead access holes under the left-side two-thirds of the vehicle dash.

Our inspection of the ***engine compartment*** revealed:

1. This vehicle is equipped with a multiport fuel-injected engine, and an automatic transmission.
2. The burn within the engine compartment was distinctively least intense in the right-side half of the engine compartment, as identified by unconsumed rubber and plastic composite components, especially the fluid reservoir in the right-front corner of the engine compartment. Please note that the area of most intense burn, associated with the right-front fender, was that on the front half of the right-front fender. This is described as a mild burn, due to the fact that the fluid reservoir, which was a plastic composite container in the right-front corner of the engine compartment, was not even burned to the point of consumption.
3. We identified a tremendous amount of unconsumed combustible materials in the top of the engine as well, inconsistent with there having been any substantial fire intensification on the top of the engine.
4. Again, there was a tremendous amount of unconsumed combustible materials in the right third of the engine compartment, but also in the front of the engine compartment. Now, fire oftentimes intensified within the relatively open-air environment in the front of the engine compartment. This fire was completely different. The fire mildly migrated here, but did not substantially intensify in this open-air environment at all. In fact, we observed the nearly completely intact remains of the aluminum air conditioning condenser and radiator in this open-air environment.

5. There appeared to be greater fire intensification between the rear portion of the engine and the bulkhead, as evidenced by a cleaner burn as we continued to migrate from the right toward the left-hand side, toward the left-rear corner of the engine compartment. We identified soot covering the right half of the bulkhead. We identified unconsumed combustible materials even immediately above the bulkhead in the center third of the engine compartment. The fire appeared to be continuing to increase in intensity as we continued to migrate from the right toward the left-hand side.
6. We also identified that there were burned, but unconsumed, heater hoses that were routed to a manifold in the center portion of the bulkhead, immediately behind the middle portion of the engine. This, again, is inconsistent with any low-level fire intensification immediately behind the engine.
7. As we continued to migrate from the right toward the left-hand side, across the front of the engine compartment, we identified burned, but intact, rubber hoses associated with the upper and lower radiator hoses. This is inconsistent with any type of substantial fire intensification in the left-front corner of the engine compartment.
8. There was a battery in the left-front corner of the engine compartment. This battery was intensely burned, but it experienced significantly greater consumption as we moved from the front toward the rear, toward the left-rear corner of the engine compartment.

9. There was a power distribution center in the left-front corner of the engine compartment. This power distribution center was burned, but the plastic composite housing, or cover, only experienced partial consumption as we migrated toward the brake master cylinder in the left-rear corner of the engine compartment.
10. As previously indicated, there were heater hoses and radiator hoses that were burned, but they were not consumed. These hoses were routed from not only the left-front corner of the engine compartment, but along the left side of the engine, immediately to the right of the consumed brake master cylinder. Please note that this is consistent with a fire that was not substantially intense enough to consume these rubber hoses, immediately to the left of the engine.
11. Even though we observed a localized area of fire intensification associated with the brake master cylinder, it must be noted that we initially identified that the aluminum alloy ABS (Anti-Lock Brake System) brake controller, immediately beneath the brake master cylinder, contained no evidence of any consumption of the aluminum alloy housing.
12. By direct comparison with the brake master cylinder immediately above it, this aluminum alloy brake master cylinder was nearly eighty percent (80%) consumed as a result of exposure to the fire. Obviously, this fire was dramatically more intense in the upper levels of the left-rear corner of the engine compartment.
13. All of the paint was burned to the point of consumption on the brake power booster.

14. All wiring was insulation void in the left-rear corner of the engine compartment around the brake master cylinder and brake power booster.
15. We also identified an area of clean burn in the top of the bulkhead, immediately above the brake power booster and brake master cylinder as well.

The lack of low-level burn intensification, the lack of consumption of the aluminum alloy ABS (Anti-Lock Brake System) brake housing, and the lack of consumption of the rubber hoses, immediately to the right of the brake master cylinder, is purely consistent with a very localized area of fire intensification that was a single source area of fire origination in the upper levels of the left-rear corner of the engine compartment.

All evidence is purely consistent with failed components at, and immediately surrounding, the left-rear corner of the engine compartment, generating sufficient heat to ignite surrounding combustible materials prior to lessening in intensity as we migrated away from this upper level of the left-rear corner of the engine compartment in all directions.

RESEARCH OF RECALL INFORMATION

A research of recall information revealed a recall relating to electrical improprieties at the ABS (Anti-Lock Brake System) brake controller. This recall NHTSA Campaign ID NO. 07V156000 indicated:

"On certain sport utility vehicles equipped with anti-lock brakes (ABS), the ABS module connector may have missing or dislodged wire seals. This condition could allow contamination to

enter the module connector, creating a potential for an electrical short.

An electrical short might cause an ABS malfunction that would illuminate the ABS warning light, and in some cases, the module may overheat resulting in burning odor, smoke, and/or fire. This condition could occur either when the vehicle ignition switch is in the off position or while the vehicle is being operated."

This ABS brake controller is immediately below the area of most intense burn. Therefore, Ford Motor Corporation should be placed on notice relating to the onset of the fire, and be given an opportunity to inspect the vehicle.

RECOMMENDATIONS

We recommend that the 2002 Ford Escape vehicle be retained, secured, and protected regarding any further testing or inspection by other interested parties. We also reserve the right to be present and observe any and all inspections or testing of this Ford Escape vehicle by any other concerned parties.

IV. BASIS OF REPORT

This report is based upon the following:

1. Inspection and photograph of the 2002 Ford Escape vehicle.
2. Information and observations as noted in this report.

V. ATTACHMENTS

PHOTOGRAPHS

03/18/2008 08:36:11

HOUSTON FIRE DEPARTMENT

INCIDENT REPORT

RUN NUMBER 0802240405

Incident No 0802240405	Date/Time 02/24/2008 13:50:23	Ref No. 027574308-V	Call Type FFHVAA	Alarm level 0	Alarm Method 9
District	Station	Shift	Call Box		

Resources			Dates and Times		Casualties	
	Apparatus	Personnel			Deaths	Injuries
Suppression	1	3	Dispatch	02/24/2008 13:50:39	Fire Service	0
EMS	0	0	Enroute	02/24/2008 13:51:25	Civilian	0
Other	0	0	On_Scene	02/24/2008 13:53:17		
			Clear	02/24/2008 15:18:03		
			Response	00:02:38		
			Duration	1 Hours 27:23 Minutes		

Location Type Location
STREET

(Cross Street:)

HO

TX

Verified: Y

Map One 374P	Map Two	Map Three	Parcel No.	Census Track	Census Block
EMS District	Fire District	X-Coordinate -95326836	Y-Coordinate 29951668	EMS Zone	Fire Zone

EXPOSURE No. 0	Incident Type VEHICLE	Primary Action EXTINGUISH	Additional Action	Additional Action	Aid Type NO AID	Aid Agency
Their Incident No.	Mixed Property Use	Property Use PARKING AREA	Detector	Under Control Time	Special Study	Hazmat Ris

Agency F	Officer In Charge 081665	Name YOUNG, DAVID	Rank 1031	Assignment
-------------	-----------------------------	----------------------	--------------	------------

Agency F	Report By	Name	Rank	Assignment
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Property Total	Lost 18000	Saved -18000	Contents Total	Lost 1000	Saved -1000
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Exposure Location

Location Type Location
STREET

(Cross Street:)

HO

TX

Map One 374P	Map Two	Map Three	Parcel No.	Census Track	Census Block
EMS District	Fire District	X-Coordinate -95326836	Y-Coordinate 29951668	EMS Zone	Fire Zone

03/18/2008 08:38:11

**HOUSTON FIRE DEPARTMENT
INCIDENT REPORT
RUN NUMBER 0802240405**

ALL FIRE

No. Resid Units	No. Buildings	Acres Burned	Origin Area ENG AREA	Heat Source ARCING	First Item Ignited ELECTRIC WIRE	Spread N
-----------------	---------------	--------------	-------------------------	-----------------------	-------------------------------------	-------------

Material Type	Equip Involved	Ignition Cause FAILURE	Ignation factor(1) UNSPECIFIED	Ignation factor(2)
---------------	----------------	---------------------------	-----------------------------------	--------------------

On-Site Material(1)	Type	On-Site Material(2)	Type	On-Site Material(3)	Type
---------------------	------	---------------------	------	---------------------	------

Fire Suppression Factor(1)	Fire Suppression Factor(2)	Fire Suppression Factor(3)
----------------------------	----------------------------	----------------------------

Equipment Brand	Model	Serial No.	Year	Power Source	Portability
-----------------	-------	------------	------	--------------	-------------

Human Factor

Asleep	N	Possible impaired by alcohol or drugs	N	Unattended Person	N	Possible mentally disabled	N
Physically Disabled	N	Multiple persons involved	N	Age was a factor	N	Estimate Age	Sex

Local Use

Pre Fire Plan Available	N	Arson Report Attached	N	Police Report Attached	N
Coroner Rpeort Attached	N	Other Report Attached	N		

Vehicles

Involvement INV BURNED	Role ACCIDENTAL	Tag No [REDACTED]	State	Make FORD	Model ESCAPE
---------------------------	--------------------	----------------------	-------	--------------	-----------------

Units

Agency F	Unit ID E064	Role ASSIST	Use	No. of Personnel 3	Disposition FIRE CALL
First Action	Second Action	Third Action	Fourth Action		

Dispatch Time 02/24/2008 13:50:39	Enroute 02/24/2008 13:51:25	On-Scene 02/24/2008 13:53:17	Clear 02/24/2008 15:18:03	Available 02/24/2008 15:18:03
--------------------------------------	--------------------------------	---------------------------------	------------------------------	----------------------------------

03/18/2008 08:36:11

HOUSTON FIRE DEPARTMENT
INCIDENT REPORT
RUN NUMBER [REDACTED]

2008-02-24/14:23:52

PARSTP

HFD064

083250

PARS command issued - PAR timer stopped

2008-02-24/14:53:21

STATUSX

Unit E064 Status timer expired after 60 MIN

2008-02-24/15:18:03

AOR

MD0253

FM172

E064

2008-02-24/15:18:03

CLOSE

MD0253

FM172

Narrative	Agency	F	Type	UNIT	Unit E064	Dept ID	Date 24-FEB-08
E64 EXTINGUISHED FORD ESCAPE ON FIRE IN ENGINE AREA LOCATED IN PARKING LOT. TWO OTHER CARS DAMAGED FROM EXPOSURE, 07 WHITE SCION-987LJB AND BROWN TOYOTA CAMRY-M18LWY. PD RESPONDED TO SCENE TO IDENTIFY OWNERS. CONTINENTAL EMPLOYEE SUPERVISOR RESPONDED TO SCENE TO NOTIFY OWNERS. HFD INCIDENT NUMBER AND CONTACT NUMBER LEFT ON VEHICLES AND WITH SUPERVISOR.							

DEVEAU INVESTIGATIONSMD ☒ PD ☐ BI ☐**POLICE REPORT REQUEST FORM****NATIONWIDE** (Houston, Texas) **LEVEL I REP** ☐

Phone # (281) 464-6876 Fax # (281) 464-6874

Requested By: Andrea Mandubourg Requested Date: March 17, 2008Requester's Phone: (713) 787-2860 fax - 816-350-0158 Claim # [REDACTED]Delivery Requester-- Regular or X Rush (Please Circle)

Please list the police report number (or a check mark if you don't know) next to the Dept.:

HPD# [REDACTED] Harris Co. SD# [REDACTED] DPS# [REDACTED]Other Dept. Houston Fire Department # 0802240405Circle the Type of report Accident Offense

If offense, Please Specify: _____

*Date of Loss 02-24-2008 Occurrence (Please Circle):*Policyholder [REDACTED] Moving Hit & Run Vandalism Theft

*Driver or Complainant: #1. _____

RECEIVED MAR 17 2008 #2.**Location of Loss**Hundred Block or Intersection Employee parking lot of Continental Airlines on Green RoadDescription of Property: Public Street Private PropertyParking Lot Residential

Comments: _____

INFORMATION REQUIRED BY POLICE AGENCY IN ORDER TO PROCESS REQUEST*ESTIMATED TIMES FOR PROCESSING (in business days):**

HPD (1-5) Harris Co. (5-10) DPS (5-10) Out of Area (varies)



Nationwide
On Your Side™

2150 Lakeside Blvd, Ste. 200 * Richardson, TX 75082 **

February 25, 2008

[REDACTED]
Houston, TX [REDACTED]

OUR INSURED : [REDACTED]
OUR CLAIM NUMBER : [REDACTED]
DATE OF LOSS : 02-24-2008

Dear [REDACTED]

We understand that being involved in an automobile accident can be a trying and stressful experience. My name is Cory Ellison and I am your Nationwide Mutual Insurance Company Claims Professional. My goal is to provide you with superior *On Your Side™* service.

The following is a brief explanation of what to expect during your claim. I will be available to answer any questions and keep you informed.

Understanding Your Insurance Claim

- Prior to issuing any claim payment, we will first establish whether there is coverage for your reported loss.

To ensure prompt handling of your claim, please remember the following:

- The enclosed Affidavit must be completed in full. This information is necessary and vital to your claims investigation. Should you have any questions or concerns regarding this information, please feel free to contact me so I may assist you.
- If your vehicle is recovered, and the repair cost exceeds the value of your vehicle, or your vehicle is not recovered, your vehicle may be deemed a total loss. In this event, we will contact you to explain how your total loss claim will be handled.

Once your vehicle has been inspected, if it is determined to be repairable, we will provide a copy of our appraisal to you. After selecting a repair shop, please take our appraisal to the shop and inform them that we are handling your claim. There is no need to obtain additional appraisals.

- Discuss scheduling your repairs with the shop. To avoid unnecessary delays, please be sure the shop has the necessary parts available before repairs begin. Generally, rental, if applicable, will be based on the labor hours shown in the subtotals portion of your appraisal.



BEGINNING OF CONTACT
08/15/2008

VOICE OF THE CUSTOMER TRACKING SYSTEM

08.00.04

=====

REGION: G2 DETROIT	OGC ISSUE	CASE NBR: 1488012278
VIN: 1FMYU03112K	ZONE: A04	OPENED: 08/14/2008
	ENGINE: 1	CLOSED: 08/14/2008
	VEH TYPE: T	

=====

LAST NAME:		FIRST NAME:		STATUS:	CLOSED
TITLE:				MI:	J
ADDRESS:					
CITY:	WAYNE	STATE:	MI	ZIP:	
HOME PHONE:					
MODEL YEAR:	2002	MODEL:	ESCAPE XLT 4X2		
MILEAGE:	79000				
DEALER NAME:	MIKE DORIAN FORD, I	SALES CODE:	F48003	P & A:	02676
REASON CODE:	0796 LEGAL - ALLEGED INJURY				
SYMPTOMS:	704100 FIRE/SMOKE VISIBLE FLAME				

ORIGIN: CACI38 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 705 - CONTACT ADVANCED TO OGC
DOCUMENT: ANALYST: HANDRE26 HEATHER ANDREWS (HANDRE26)

FORD MOTOR COMPANY
RECEIVED
CLASS UNIT

DATE: 08/14/2008 TIME: 13.33.08:
ACTION DATA/COMMENTS:

AUG 15 2008

CUSTOMER SAID: --DATE OF FIRE 8/4--UNDER THE HOOD RIGHT SIDE LOWER CORNER--VEH IS AT DLR--CUST CONTACTED FIRE DEPT--CUST DOES NOT HAVE FIRE REPORT NUMBER--ABS SENSOR CAUGHT ON FIRE --WAYNE CITY, WAYNE COUNTY--CUST SUFFERED FROM SMOKE INHALATION AND WAS TAKEN TO HOSPITAL--NO OTHER DAMAGES--CUST HAS CONTACTED INSURANCE--INSURANCE STATING CUST DID NOT HAVE FULL COVERAGE--VEH IS REPAIRABLE--VEH WAS RUNNING--CUST STATING CANNOT AFFORD RENTAL --CUST SEEKING FORD TO TAKE CARE OF THIS --CUST STATING DEFECTDEALER SAID: MIKE DORIAN FORD35900 GRATIOT AVE. CLINTON TOWNSHIP, MI 48035TEL:(888) 856-1308--CUST SPOKE WITH MARK --DLR STATING NO COVERAGECRC ADVISED: I WILL FORWARD THIS INFORMATION TO THE FORD OFFICE OF THE GENERAL COUNSEL. YOU WILL RECEIVE WRITTEN NOTIFICATION WITHIN 10 BUSINESS DAYS WHICH YOU WILL NEED TO RESPOND TO IN WRITING. NOTE TO CCR: REMEMBER TO VERIFY ALL CUSTOMER CONTACT INFORMATION BEFORE SENDING ISSUE --CALLER WRITER [REDACTED] SPOUSE



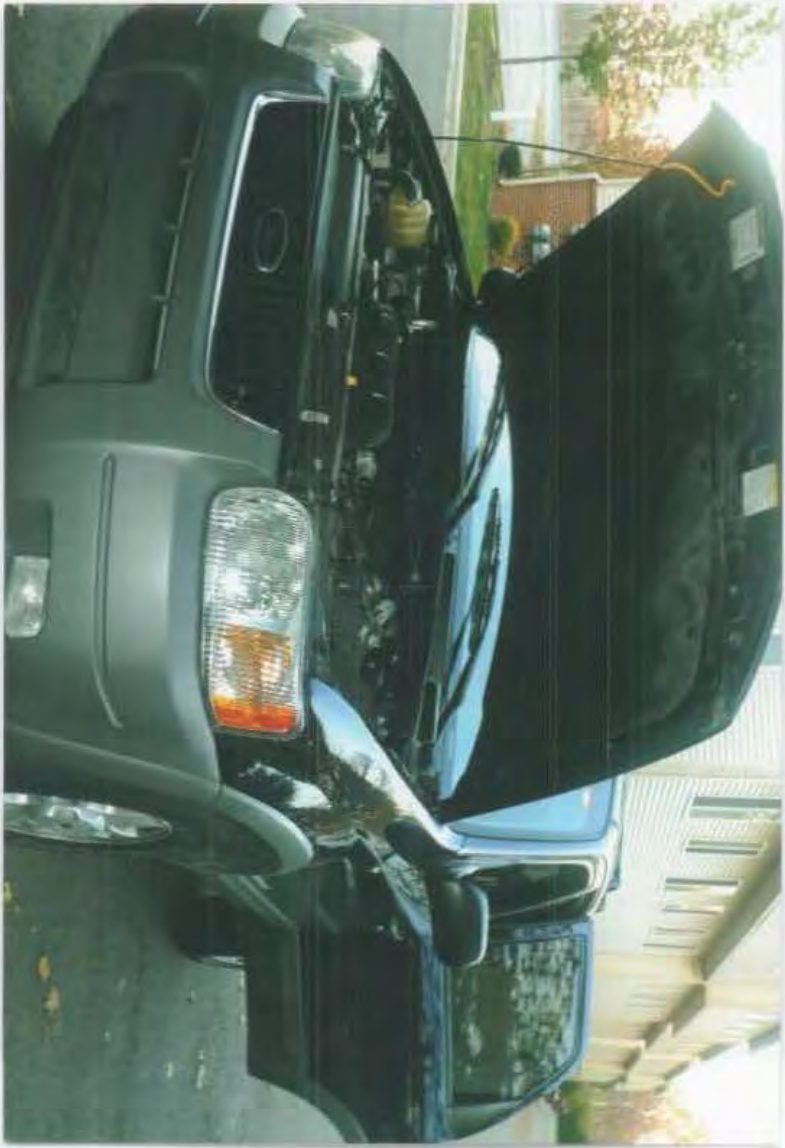


















BEGINNING OF CONTACT
03/16/2009

VOICE OF THE CUSTOMER TRACKING SYSTEM

13.42.07

REGION: A1 SELECT DEALER OGC ISSUE CASE NBR: 1501330719
VIN: 1FMYU04172H ZONE: A11 OPENED: 03/12/2009
ENGINE: 1 VEH TYPE: T CLOSED: 03/12/2009

LAST NAME: [REDACTED] FIRST NAME: [REDACTED] STATUS: CLOSED
TITLE: [REDACTED] MI: G
ADDRESS: [REDACTED]
CITY: BERLIN STATE: NY ZIP: [REDACTED]
HOME PHONE: [REDACTED]
MODEL YEAR: 2002 MODEL: ESCAPE XLT 4X4
MILEAGE: 172000
DEALER NAME: JOHNSON FORD LINCOLN SALES CODE: L12326 P & A: 13111
REASON CODE: 0792 LEGAL - ACCIDENT / FIRE
SYMPTOMS: 704200 FIRE/SMOKE SMOKE

ORIGIN: CACI38 - US CONCERN CASE BASE COMMUNICATION; PHONE
ACTION: 792 - CONTACT ADVANCED TO OGC - FIRE
DOCUMENT: ANALYST: PGREEN76 PATRICIA GREEN (PGREEN76)

DATE: 03/12/2009 TIME: 13.55.32:
ACTION DATA/COMMENTS:

FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT

MAR 16 2009

OFFICE OF THE
GENERAL COUNSEL

CUSTOMER SAID: -3/6/09 - VEH IN PARKING LOT AT WIFE'S OFFICE
CAR WAS FULL OF SMOKE. CUST'S WIFE OPENED DOOR AND LET S
MOKE OUT. -TOWED VEHICLE TO INDEPENDENT IN BERLIN NEW YORK. -M
ECHANIC AT INDEPENDENT DIANOSIS SAID TWO UNITS ON ABS UNIT B
ECAUSE EVERYTHING IS MELTED. WIRE HARNESS IS NOT BAD BUT PI
GTAILS THAT PLUG INTO HARNESS HAS TO BE REPLACED. REPAIR ES
TIMATE FOR PARTS ALONE ARE \$900.00 MINUS LABOR. -CUST SAID TH
ERE IS A RECALL ON THIS PROBLEM. DATE THE VEHICLE CAUGHT ON
FIRE - 3/6/09 WHERE THE FIRE ORIGINATED IN THE VEHICLE-UND
ER THE HOOD. CURRENT LOCATION OF THE VEHICLE-IN A GARAGE IN
BERLIN, NY. WHETHER OR NOT THERE WAS A FIRE REPORT FILED WIT
H THE FIRE DEPARTMENT-NO. IF A FIRE REPORT WAS FILED, WHAT T
HE FINDINGS WERE-NOT APPLICABLE. THE FIRE REPORT NUMBER AND
THE CITY OR COUNTY IN WHICH THE REPORT WAS FILED-N/A. IF THE
RE WERE DAMAGES TO ANYTHING OTHER THAN THE VEHICLE-NO. WHETH
ER OR NOT THE CUSTOMER HAS FILED A CLAIM WITH THEIR INSURANC
E COMPANY-YES. IF A CLAIM HAS BEEN FILED WITH THE INSURANCE
COMPANY, WHAT IS THE STATUS OF THE CLAIM-UNDER INVESTIGATION
WHETHER OR NOT THE VEHICLE IS REPAIRABLE-YES. NAME AND A
DDRESS OF CUSTOMER'S ATTORNEY (ONLY IF THE CUSTOMER MENTIONS
THEY HAVESOUGHT ONE) WHETHER OR NOT THE VEHICLE WAS RUNNIN
G WHEN THE FIRE STARTED-NO. WHAT THE CUSTOMER IS SEEKING-CU
ST SEEKING TO GET VEHICLE PAID FOR IF THERE IS A RECALL. DEAL
ER SAID: JOHNSON FORD LINCOLN - MERCURY INC694 EAST STREET P
ITTSFIELD, MA 01201 TEL: (413) 443-6431 CRC ADVISED: I WILL FOR
WARD YOUR INFORMATION TO FORD'S OFFICE OF THE GENERAL COUNSE
L. YOU SHOULD RECEIVE A WRITTEN RESPONSE WITHIN 15 BUSINESS
DAYS TO YOUR CONCERN. ***NOTE TO CSR: PLEASE REMEMBER TO VE
RIFY ALL CUSTOMER CONTACT INFORMATION BEFORE SENDING ISSUE. C
UST'S BEST CONTACT NUMBERS [REDACTED] CELL [REDACTED]

ABS
repaired - greased



BEGINNING OF CONTACT
08/30/2008

VOICE OF THE CUSTOMER TRACKING SYSTEM

08.00.04

REGION: S2 CHARLOTTE OGC ISSUE CASE NBR: 0527502428
VIN: 1FMYU03111K [REDACTED] ZONE: A07 OPENED: 08/29/2008
ENGINE: 1 VEH TYPE: T CLOSED: 08/29/2008

LAST NAME: [REDACTED] STATUS: CLOSED
TITLE: [REDACTED] FIRST NAME: [REDACTED] MI:
ADDRESS: [REDACTED]
CITY: PAWLEYS ISLAND STATE: SC ZIP: [REDACTED]
HOME PHONE: [REDACTED]
MODEL YEAR: 2007 MODEL: ESCAPE XLT 4X2
MILEAGE: 85300
DEALER NAME: TIDELANDS FORD LINC SALES CODE: F21299 P & A: 01231
REASON CODE: 0792 LEGAL - ACCIDENT / FIRE
SYMPTOMS: 704100 FIRE/SMOKE VISIBLE FLAME

ORIGIN: CACI38 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 792 - CONTACT ADVANCED TO OGC - FIRE
DOCUMENT: ANALYST: KFRYE2 KELSEY FRYE (KFRYE2)

FORD MOTOR COMPANY
RECEIVED
CLAIMS UNIT

DATE: 08/29/2008 TIME: 14.39.09:
ACTION DATA/COMMENTS:

SEP 02 2008

OFFICE OF THE
GENERAL COUNSEL

CUSTOMER SAID: ***FIRE***-DATE THE VEH CAUGHT FIRE: 8/27/08-
WHERE THE FIRE ORIGINATED IN THE VEH: BY ECU UNIT, UNDER THE
HOOD-CURRENT LOCATION OF THE VEH: MIKES AUTO REPAIRS, ON AN
NE RAINY LANE IN PAWLEYS ISLAND-FIRE REPORT FILED: NO-DAMAGE
S CAUSED TO ANYTHING OTHER THAN THE VEH: NO-CUST DID NOT FIL
E A CLAIM WITH INSURANCE COMPANY-YES, VEH IS REPAIRABLE-YES,
VEH WAS RUNNING WITH FIRE STARTED-CUST STATED HE IS SEEKING
REIMBURSEMENT FOR THE REPAIR COST OF FIXING THE VEHDEALER S
AID: TIDELANDS FORD LINCOLN MERCURY9387 OCEAN HIGHWAY PAWLEY
S ISLAND, SC 29585TEL: (843) 237-FORD X3673PATRICK MOREE P/MC
RC ADVISED: I WILL FORWARD THIS INFORMATION TO THE FORD OFFI
CE OF THE GENERAL COUNSEL. YOU WILL RECEIVE WRITTEN NOTIFIC
ATION WITHIN 10 BUSINESS DAYS WHICH YOU WILL NEED TO RESPOND
TO IN WRITING.***NOTE TO CSR: PLEASE REMEMBER TO VERIFY AL
L CUSTOMER CONTACT INFORMATION BEFORE SENDING ISSUE.-CUST NA
ME IS [REDACTED] CUST IS THE OWNER OF [REDACTED]
USED CARS SALES-BUSINESSES MAILING ADDRESS IS [REDACTED]
PAWLEYS ISLAND, SOUTH CAROLINA, [REDACTED] CUST BEST CONTACT NU
MBER IS [REDACTED]



BEGINNING OF CONTACT
11/25/2008

VOICE OF THE CUSTOMER TRACKING SYSTEM

08.00.04

REGION: C2 HOUSTON OGC ISSUE CASE NBR: 1441793298
VIN: 1FMYU03152K [REDACTED] ZONE: A05 OPENED: 11/24/2008
ENGINE: 1 VEH TYPE: T CLOSED: 11/24/2008

LAST NAME: [REDACTED] STATUS: CLOSED
TITLE: [REDACTED] MI: [REDACTED]
ADDRESS: [REDACTED]
CITY: SAN MARCOS STATE: TX ZIP: [REDACTED]
HOME PHONE: [REDACTED]
MODEL YEAR: 2002 MODEL: ESCAPE XLT 4X2
MILEAGE: 98000
DEALER NAME: RED SIMON FORD SALES CODE: F52606 P & A: 04551
REASON CODE: 0792 LEGAL - ACCIDENT / FIRE
SYMPTOMS: 704100 FIRE/SMOKE VISIBLE FLAME

ORIGIN: CACI38 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 792 - CONTACT ADVANCED TO OGC - FIRE
DOCUMENT: ANALYST: JBRAVO11 BRAVO,JOSE

FORD MOTOR COMPANY
RECEIVED
FAX UNIT

DATE: 11/24/2008 TIME: 12.16.18 :
ACTION DATA/COMMENTS:

NOV 24 2008

CUSTOMER SAID: - VEHICLE CAUGHT FIRE- 11/23/08 9:00P- FRONT
OF VEHICLE; CONTAINED IN ENGINE AREA ON DRIVER SIDE- VEHICLE
LOCATION: HOME- FIRE DEPARTMENT NOTIFIED AND REPORT FILED-
NO ADDITIONAL FINDINGS- SOUTH HAYS COUNTY FIRE DEPARTMENT- C
USTOMER DOES NOT HAVE REPORT NUMBER- ONLY VEHICLE DAMAGED WI
TH FIRE- NO INSURANCE CLAIM FILED- UNREPAIRABLE VEHICLE- VEH
ICLE WAS OFF WHEN FIRE STARTED- CUSTOMER SEEKING: REPLACEMEN
T VEHICLEDEALER SAID: - RED SIMON FORD MERCURY1305 IH 35 SOU
TH SAN MARCOS, TX 78666TEL:(512) 353-5100CRC ADVISED: I WILL
FORWARD YOUR INFORMATION TO FORD'S OFFICE OF THE GENERAL CO
UNSEL YOU SHOULD RECEIVE A WRITTEN RESPONSE WITHIN 15 BUSI
NESS DAYS TO YOUR CONCERN. ***NOTE TO CSR: PLEASE REMEMBER
TO VERIFY ALL CUSTOMER CONTACT INFORMATION BEFORE SENDING IS
SUE.

A FDID <u>KG510</u> * State <u>TX</u> * Incident Date <u>11</u> <u>23</u> <u>2008</u> * Station <u>SH1</u> Incident Number <u>[REDACTED]</u> * Exposure <u>000</u> * ☐ Delete ☐ Change ☐ No Activity NFIRS -1 Basic		MM DD YYYY	
B Location* ☐ Check this box to indicate that the address for this incident is provided on the Wildland Fire Module in Section B "Alternative Location Specification". Use only for Wildland fires. Census Tract <u>[REDACTED]</u> - <u>[REDACTED]</u>			
☒ Street address <u>[REDACTED]</u> ☐ Intersection <u>[REDACTED]</u> Number/Milepost Prefix <u>[REDACTED]</u> Street or Highway <u>[REDACTED]</u> Street Type <u>[REDACTED]</u> Suffix <u>[REDACTED]</u>			
☐ In front of <u>[REDACTED]</u> ☐ Rear of <u>[REDACTED]</u> ☐ Adjacent to <u>[REDACTED]</u> Apt./Suite/Room <u>[REDACTED]</u> City <u>San Marcos</u> State <u>TX</u>			
☐ Directions <u>[REDACTED]</u> Cross street or directions, as applicable <u>[REDACTED]</u>			
C Incident Type * <u>131</u> <u>Passenger vehicle fire</u> Incident Type		E1 Date & Times Midnight is 0000	
D Aid Given or Received* 1 ☐ Mutual aid received 2 ☐ Automatic aid recvd. 3 ☐ Mutual aid given 4 ☐ Automatic aid given 5 ☐ Other aid given N ☒ None		Check boxes if dates are the same as Alarm Date. ALARM always required. Alarm * <u>11</u> <u>23</u> <u>2008</u> <u>21:39:00</u> ARRIVAL required, unless canceled or did not arrive. ☒ Arrival * <u>11</u> <u>23</u> <u>2008</u> <u>21:54:00</u> CONTROLLED Optional, except for wildland fires. ☐ Controlled ☐ Last Unit <u>11</u> <u>23</u> <u>2008</u> <u>22:43:00</u> ☒ Cleared	
E2 Shift & Alarms Local Option <u>N</u> <u>01</u> <u>CO1</u> Shift or Alarms District Platoon		E3 Special Studies Local Option <u>[REDACTED]</u> <u>[REDACTED]</u> Special Study ID# <u>[REDACTED]</u> Special Study Value <u>[REDACTED]</u>	
F Actions Taken * <u>12</u> <u>Salvage & overhaul</u> Primary Action Taken (1) <u>[REDACTED]</u> Additional Action Taken (2) <u>[REDACTED]</u> Additional Action Taken (3) <u>[REDACTED]</u>		G1 Resources * ☒ Check this box and skip this section if an Apparatus or Personnel form is used. Apparatus <u>0003</u> Personnel <u>0004</u> EMS <u>[REDACTED]</u> Other <u>[REDACTED]</u> ☐ Check box if resource counts include aid received resources.	
G2 Estimated Dollar Losses & Values LOSSES: Required for all fires if known. Optional for non fires. None Property \$ <u>[REDACTED]</u> <u>000</u> <u>000</u> Contents \$ <u>[REDACTED]</u> <u>000</u> <u>000</u> PRE-INCIDENT VALUE: Optional Property \$ <u>[REDACTED]</u> <u>000</u> <u>000</u> Contents \$ <u>[REDACTED]</u> <u>000</u> <u>000</u>		Completed Modules ☒ Fire-2 ☐ Structure-3 ☐ Civil Fire Cas.-4 ☐ Fire Serv. Cas.-5 ☐ EMS-6 ☐ HazMat-7 ☐ Wildland Fire-8 ☒ Apparatus-9 ☒ Personnel-10 ☐ Arson-11	
H1* Casualties ☐ None Deaths Injuries Fire Service <u>[REDACTED]</u> <u>[REDACTED]</u> Civilian <u>[REDACTED]</u> <u>[REDACTED]</u>		H3 Hazardous Materials Release ☐ None 1 ☐ Natural Gas: slow leak, no evacuation or HazMat actions 2 ☐ Propane gas: <21 lb. tank (as in home BBQ grill) 3 ☐ Gasoline: vehicle fuel tank or portable container 4 ☐ Kerosene: fuel burning equipment or portable storage 5 ☐ Diesel fuel/fuel oil: vehicle fuel tank or portable 6 ☐ Household solvents: home/office spill, cleanup only 7 ☐ Motor oil: from engine or portable container 8 ☐ Paint: from paint cans totaling < 55 gallons 0 ☐ Other: Special HazMat actions required or spill > 55gal., Please complete the HazMat form	
I Mixed Use Property NN ☐ Not Mixed 10 ☐ Assembly use 20 ☐ Education use 33 ☐ Medical use 40 ☐ Residential use 51 ☐ Row of stores 53 ☐ Enclosed mall 58 ☐ Bus. & Residential 59 ☐ Office use 60 ☐ Industrial use 63 ☐ Military use 65 ☐ Farm use 00 ☐ Other mixed use		J Property Use* Structures 131 ☐ Church, place of worship 161 ☐ Restaurant or cafeteria 162 ☐ Bar/Tavern or nightclub 213 ☐ Elementary school or kindergarten 215 ☐ High school or junior high 241 ☐ College, adult education 311 ☐ Care facility for the aged 331 ☐ Hospital Outside 124 ☐ Playground or park 655 ☐ Crops or orchard 669 ☐ Forest (timberland) 807 ☐ Outdoor storage area 919 ☐ Dump or sanitary landfill 931 ☐ Open land or field	
341 ☐ Clinic, clinic type infirmary 342 ☐ Doctor/dentist office 361 ☐ Prison or jail, not juvenile 419 ☐ 1-or 2-family dwelling 429 ☐ Multi-family dwelling 439 ☐ Rooming/boarded house 449 ☐ Commercial hotel or motel 459 ☐ Residential, board and care 464 ☐ Dormitory/barracks 519 ☐ Food and beverage sales 936 ☐ Vacant lot 938 ☐ Graded/care for plot of land 946 ☐ Lake, river, stream 951 ☐ Railroad right of way 960 ☐ Other street 961 ☐ Highway/divided highway 962 ☒ Residential street/driveway		539 ☐ Household goods, sales, repairs 579 ☐ Motor vehicle/boat sales/repair 571 ☐ Gas or service station 599 ☐ Business office 615 ☐ Electric generating plant 629 ☐ Laboratory/science lab 700 ☐ Manufacturing plant 819 ☐ Livestock/poultry storage(barn) 882 ☐ Non-residential parking garage 891 ☐ Warehouse 981 ☐ Construction site 984 ☐ Industrial plant yard	
Lookup and enter a Property Use code only if you have NOT checked a Property Use box: Property Use <u>962</u> <u>Residential street, road or</u>		NFIRS-1 Revision 03/11/99	

K1 Person/Entity Involved		_____		_____		_____	
Local Option		Business name (if applicable)		Area Code		Phone Number	
_____		_____		_____		_____	
Mr., Ms., Mrs. First Name		MI		Last Name		Suffix	
_____		_____		_____		_____	
Number		Prefix Street or Highway		Street Type		Suffix	
_____		_____		_____		_____	
Post Office Box		Apt./Suite/Room		City			
_____		_____		_____			
State		Zip Code					
_____		_____					

☐ More people involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary

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

Business name (if Applicable) _____

Area Code _____ Phone Number _____

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

Number _____ Prefix _____ Street or Highway _____ Street Type _____ Suffix _____

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

State _____ Zip Code _____

Local option

On 11/23/2008 at 21:39:00 the South Hays Fire Department was dispatched to Incident #08-1123003 located at [REDACTED] San Marcos, TX [REDACTED] for a(n) Passenger vehicle fire. The location is a Residential street, road or residential driveway.

21:54:00 arrived on scene.

The following actions were performed on scene:

Salvage & overhaul

Units responding were:

Unit E14 responded.

Unit POV responded.

Unit T12 responded.

SHFD dispatched for vehicle fire. Engine 14 arrived on scene to find an SUV with smoke showing from the hood. A 100 foot 1 3/4 inch hand line was stretched from engine 14 to the vehicle. The hood was forced open and engine block cooled. The fire had already been extinguished. Tender 12 crew assisted in overhauling the engine compartment. Fire did not extend to passenger area. I was unable to locate a cause for ignition for the fire.

22:43:00 all units back in service.

Check Box if same as Officer in Charge.		☒	BED1 Member making report ID	Bednorz, Dustin R Signature	LT Position or rank	Assignment	11 Month	26 Day	2008 Year
---	--	--	---------------------------------	--------------------------------	------------------------	------------	-------------	-----------	--------------

FDID *	TX *	MM DD YYYY	SH1	Incident Number *	000	Exposure *	Complete Narrative
		11 23 2008					

Narrative:

On 11/23/2008 at 21:39:00 the South Hays Fire Department was dispatched to Incident #08-1123003 located at [REDACTED] San Marcos, TX [REDACTED] for a(n) Passenger vehicle fire. The location is a Residential street, road or residential driveway.

21:54:00 arrived on scene.

The following actions were performed on scene:

Salvage & overhaul

Units responding were:

Unit E14 responded.

Unit POV responded.

Unit T12 responded.

SHFD dispatched for vehicle fire. Engine 14 arrived on scene to find an SUV with smoke showing from the hood. A 100 foot 1 3/4 inch hand line was stretched from engine 14 to the vehicle. The hood was forced open and engine block cooled. The fire had already been extinguished. Tender 12 crew assisted in overhauling the engine compartment. Fire did not extend to passenger area. I was unable to locate a cause for ignition for the fire.

22:43:00 all units back in service.

A	PHD * State *	TX * Incident Date *	MM DD YYYY 11 23 2008	SH1 * Station	Incident Number *	Exposure *	☐ Delete ☐ Change ☐ No Activity	NFIRS -2 Fire
----------	---------------------------------------	--	--------------------------	---------------------------------------	--	---------------------------------	--	--------------------------

B Property Details B1 ☒ Not Residential Estimated Number of residential living units in building of origin whether or not all units became involved B2 ☒ Buildings not involved Number of buildings involved B3 ☐ None Acres burned (outside fires) ☐ Less than one acre	C On-Site Materials ☐ None or Products Enter up to three codes. Check one or more boxes for each code entered. On-site material (1) 1 ☐ Bulk storage or warehousing 2 ☐ Processing or manufacturing 3 ☐ Packaged goods for sale 4 ☐ Repair or service On-site material (2) 1 ☐ Bulk storage or warehousing 2 ☐ Processing or manufacturing 3 ☐ Packaged goods for sale 4 ☐ Repair or service On-site material (3) 1 ☐ Bulk storage or warehousing 2 ☐ Processing or manufacturing 3 ☐ Packaged goods for sale 4 ☐ Repair or service
---	---

D Ignition D1 83 Engine area, running Area of fire origin * D2 UU Undetermined Heat source * D3 UU Undetermined Item first ignited * 1 ☐ Check Box if fire spread was confined to object of origin D4 Type of material first ignited Required only if item first ignited code is 00 or <70	E1 Cause of Ignition ☐ Check box if this is an exposure report. Skip to section G 1 ☐ Intentional 2 ☐ Unintentional 3 ☐ Failure of equipment or heat source 4 ☐ Act of nature 5 ☐ Cause under investigation U ☒ Cause undetermined after investigation	E3 Human Factors Contributing To Ignition Check all applicable boxes 1 ☐ Asleep ☒ None 2 ☐ Possibly impaired by alcohol or drugs 3 ☐ Unattended person 4 ☐ Possibly mental disabled 5 ☐ Physically Disabled 6 ☐ Multiple persons involved 7 ☐ Age was a factor Estimated age of person involved 1 ☐ Male 2 ☐ Female
---	--	--

F1 Equipment Involved In Ignition ☐ None If Equipment was not involved, Skip to Section G Equipment Involved Brand Model Serial # Year	F2 Equipment Power Equipment Power Source F3 Equipment Portability 1 ☐ Portable 2 ☐ Stationary Portable equipment normally can be moved by one person, is designed to be use in multiple locations, and requires no tools to install.	G Fire Suppression Factors Enter up to three codes. ☐ None Fire suppression factor (1) Fire suppression factor (2) Fire suppression factor (3)
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H1 Mobile Property Involved ☐ None 1 ☐ Not involved in ignition, but burned 2 ☐ Involved in ignition, but did not burn 3 ☒ Involved in ignition and burned	H2 Mobile Property Type & Make 11 Automobile, passenger Mobile property type FO Ford Mobile property make	Local Use ☐ Pre-Fire Plan Available Some of the information presented in this report may be based upon reports from other Agencies ☐ Arson report attached ☐ Police report attached ☐ Coroner report attached ☐ Other reports attached
--	--	--

Escape Mobile property model Year License Plate Number State VIN Number	NFIRS-2 Revision 01/19/99
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A	FDID * [REDACTED]	TX	State *	MM 11	DD 23	YYYY 2008	SH1	Station [REDACTED]	Exposure * 000	☐ Delete ☐ Change	NFIRS - 9 Apparatus or Resources
----------	--	----	---------	--	--	--	-----	---	---	--	---

B Apparatus or * Resource	Date and Times Check if same as alarm date Month Day Year Hour Min	Sent X	Number of * People	Use Check ONE box for each apparatus to indicate its main use at the incident.	Actions Taken
1 ID E14 Type 11	Dispatch ☒ 11 23 2008 21:39 Arrival ☒ 11 23 2008 21:54 Clear ☒ 11 23 2008 22:43	X	2	☒ Suppression ☐ EMS ☐ Other	
2 ID POV Type 99	Dispatch ☒ 11 23 2008 21:39 Arrival ☒ 11 23 2008 21:59 Clear ☒ 11 23 2008 22:32	X	1	☒ Suppression ☐ EMS ☐ Other	
3 ID T12 Type 24	Dispatch ☒ 11 23 2008 21:39 Arrival ☒ 11 23 2008 21:59 Clear ☒ 11 23 2008 22:33	X	1	☒ Suppression ☐ EMS ☐ Other	
4 ID Type 	Dispatch ☐ Arrival ☐ Clear ☐ 			☐ Suppression ☐ EMS ☐ Other	
5 ID Type 	Dispatch ☐ Arrival ☐ Clear ☐ 			☐ Suppression ☐ EMS ☐ Other	
6 ID Type 	Dispatch ☐ Arrival ☐ Clear ☐ 			☐ Suppression ☐ EMS ☐ Other	
7 ID Type 	Dispatch ☐ Arrival ☐ Clear ☐ 			☐ Suppression ☐ EMS ☐ Other	
8 ID Type 	Dispatch ☐ Arrival ☐ Clear ☐ 			☐ Suppression ☐ EMS ☐ Other	
9 ID Type 	Dispatch ☐ Arrival ☐ Clear ☐ 			☐ Suppression ☐ EMS ☐ Other	

Type of Apparatus or Resources

Ground Fire Suppression

- 11 Engine
- 12 Truck or aerial
- 13 Quint
- 14 Tanker & pumper combination
- 16 Brush truck
- 17 ARF (Aircraft Rescue and Firefighting)
- 10 Ground fire suppression, other

Heavy Ground Equipment

- 21 Dozer or plow
- 22 Tractor
- 24 Tanker or tender
- 20 Heavy equipment, other

Aircraft

- 41 Aircraft: fixed wing tanker
- 42 Helitanker
- 43 Helicopter
- 40 Aircraft, other

Marine Equipment

- 51 Fire boat with pump
- 52 Boat, no pump
- 50 Marine apparatus, other

Support Equipment

- 61 Breathing apparatus support
- 62 Light and air unit
- 60 Support apparatus, other

Medical & Rescue

- 71 Rescue unit
- 72 Urban Search & rescue unit
- 73 High angle rescue unit
- 75 BLS unit
- 76 ALS unit
- 70 Medical and rescue unit, other

**More Apparatus?
Use Additional
Sheets**

Other

- 91 Mobile command post
- 92 Chief officer car
- 93 HazMat unit
- 94 Type 1 hand crew
- 95 Type 2 hand crew
- 99 Privately owned vehicle
- 00 Other apparatus/resource

NN None
UU Undetermined

A	FDID * [REDACTED]	State * TX	Incident Date * MM 11 DD 23 YYYY 2008	Station SH1	Incident Number * [REDACTED]	Exposure * 000	☐ Delete ☐ Change	NFIRS - 10 Personnel
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B Apparatus or Resource Use codes listed below	Date and Times Check if same as alarm date Month Day Year Hours/mins	Sent ☒	Number of * People	Use Check ONE box for each apparatus to indicate its main use at the incident. ☒ Suppression ☐ EMS ☐ Other	Actions Taken List up to 4 actions for each apparatus and each personnel.
1 ID E14 Type 11	Dispatch ☒ 11 23 2008 21:39 Arrival ☒ 11 23 2008 21:54 Clear ☒ 11 23 2008 22:43	Sent ☒	2		

Personnel ID	Name	Rank or Grade	Attend ☒	Action Taken	Action Taken	Action Taken	Action Taken
BED1 TRA1	Bednorz, Dustin Trapp, Wes	LT FF	X X				

2 ID POV Type 99	Dispatch ☒ 11 23 2008 21:39 Arrival ☒ 11 23 2008 21:59 Clear ☒ 11 23 2008 22:32	Sent ☒	1	☒ Suppression ☐ EMS ☐ Other	
--	---	--	----------	---	--

Personnel ID	Name	Rank or Grade	Attend ☒	Action Taken	Action Taken	Action Taken	Action Taken
TIL1	[REDACTED]	CPE	X				

3 ID T12 Type 24	Dispatch ☒ 11 23 2008 21:39 Arrival ☒ 11 23 2008 21:59 Clear ☒ 11 23 2008 22:33	Sent ☒	1	☒ Suppression ☐ EMS ☐ Other	
--	---	--	----------	---	--

Personnel ID	Name	Rank or Grade	Attend ☒	Action Taken	Action Taken	Action Taken	Action Taken
REN1	[REDACTED]		X				

FDID	TX State	11 23 Incident Date	2008	SH1 Station	Incident Number	000 Exposure	Responding Units/Personnel
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Unit	Notify Time	Enroute Time	Arrival Time	Cleared Time
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E14 ENGINE 14 21:39:00 21:40:00 21:54:00 22:43:00

Staff ID\Staff Name	Activity	Rank	Position	Role
BED1 Bednorz, Dustin R	Fire At Scene	Lieutenant	Fire Lieuten	Incident Com
TRA1 Trapp, Wes	Fire At Scene	Firefighter	Fire Fighter	Vehicle Driv

POV POV - Private Vehicle 21:39:00 21:40:00 21:59:00 22:32:00

Staff ID\Staff Name	Activity	Rank	Position	Role
TIL1 Tilton, William C	Fire At Scene	Captain / E	Fire Fighter	Vehicle Driv

T12 TENDER 12 21:39:00 21:44:00 21:59:00 22:33:00

Staff ID\Staff Name	Activity	Rank	Position	Role
REN1 Renteria, Raymond	Fire At Scene		Fire Fighter	Vehicle Driv

FDID *	TX State *	MM 11	DD 23	YYYY 2008	SH1 Station	Incident Number *	000 Exposure *	Responding Personnel	
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Staff ID\Staff Name	Unit	Activity	Position	Rank	PayScl	Hrs	HrsPd	Pts
BED1 Bednorz, Dustin R	E14	FX Fire At Scene	LF	LT		1.07	0.00	1.00
TRA1 Trapp, Wes	E14	X FX Fire At Scene	FF	FF		1.07	0.00	1.00
TIL1 Tilton, William C	POV	X FX Fire At Scene	FF	CPE		0.88	0.00	1.00
REN1 Renteria, Raymond	T12	X FX Fire At Scene	FF			0.90	0.00	1.00

Total Participants: 4

Total Personnel Hours: 3.92

An 'X' next to the unit denotes driver.







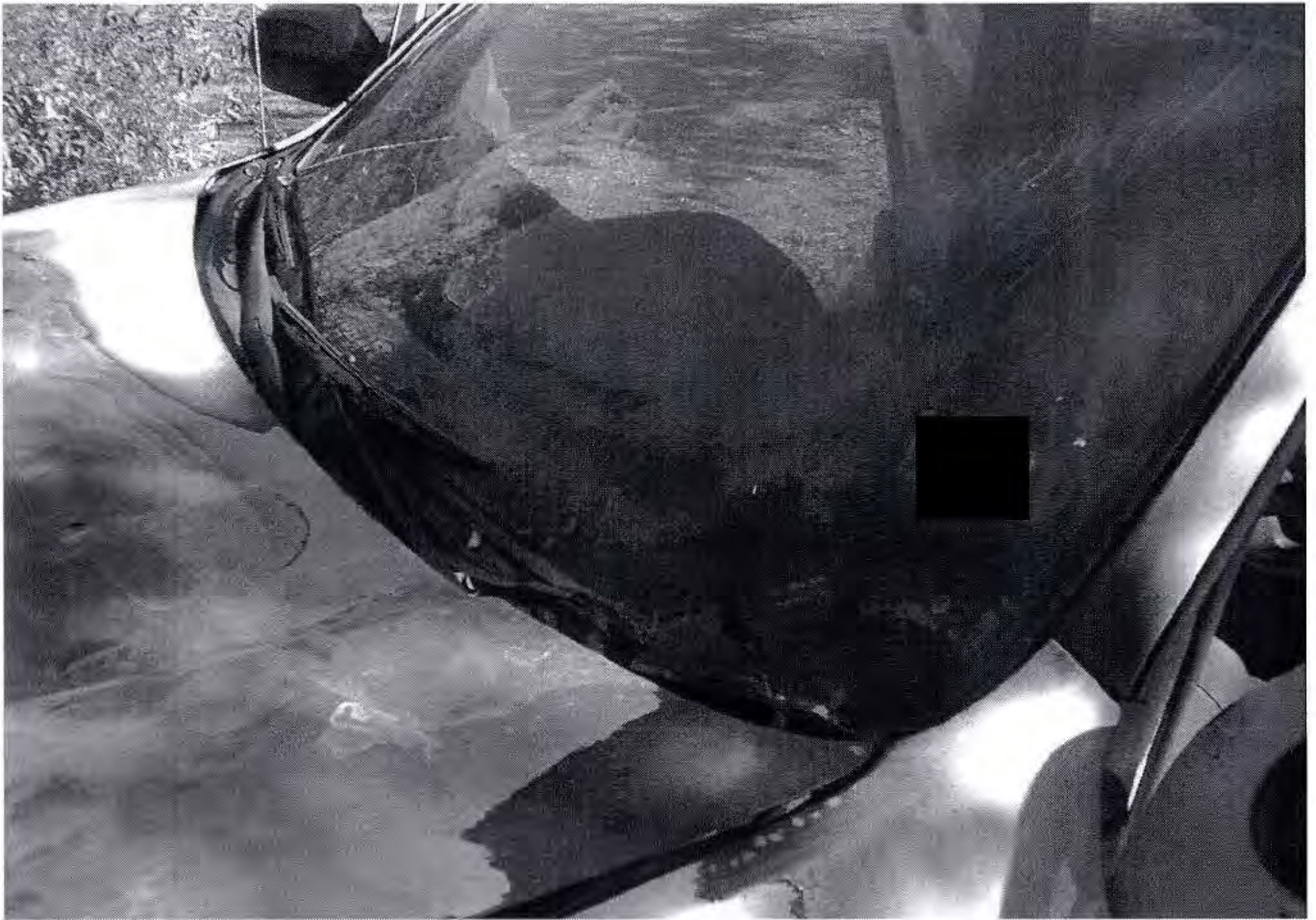








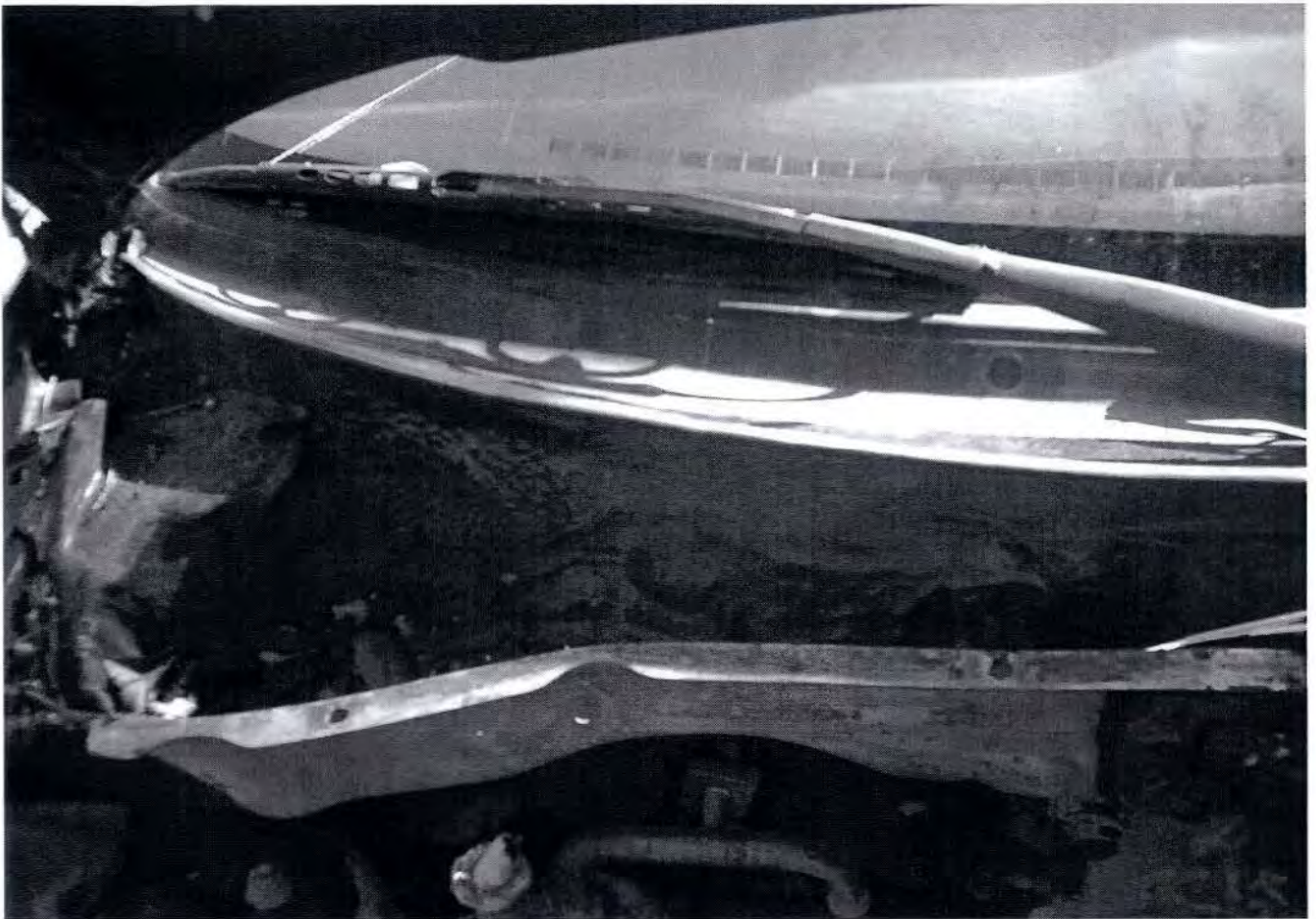


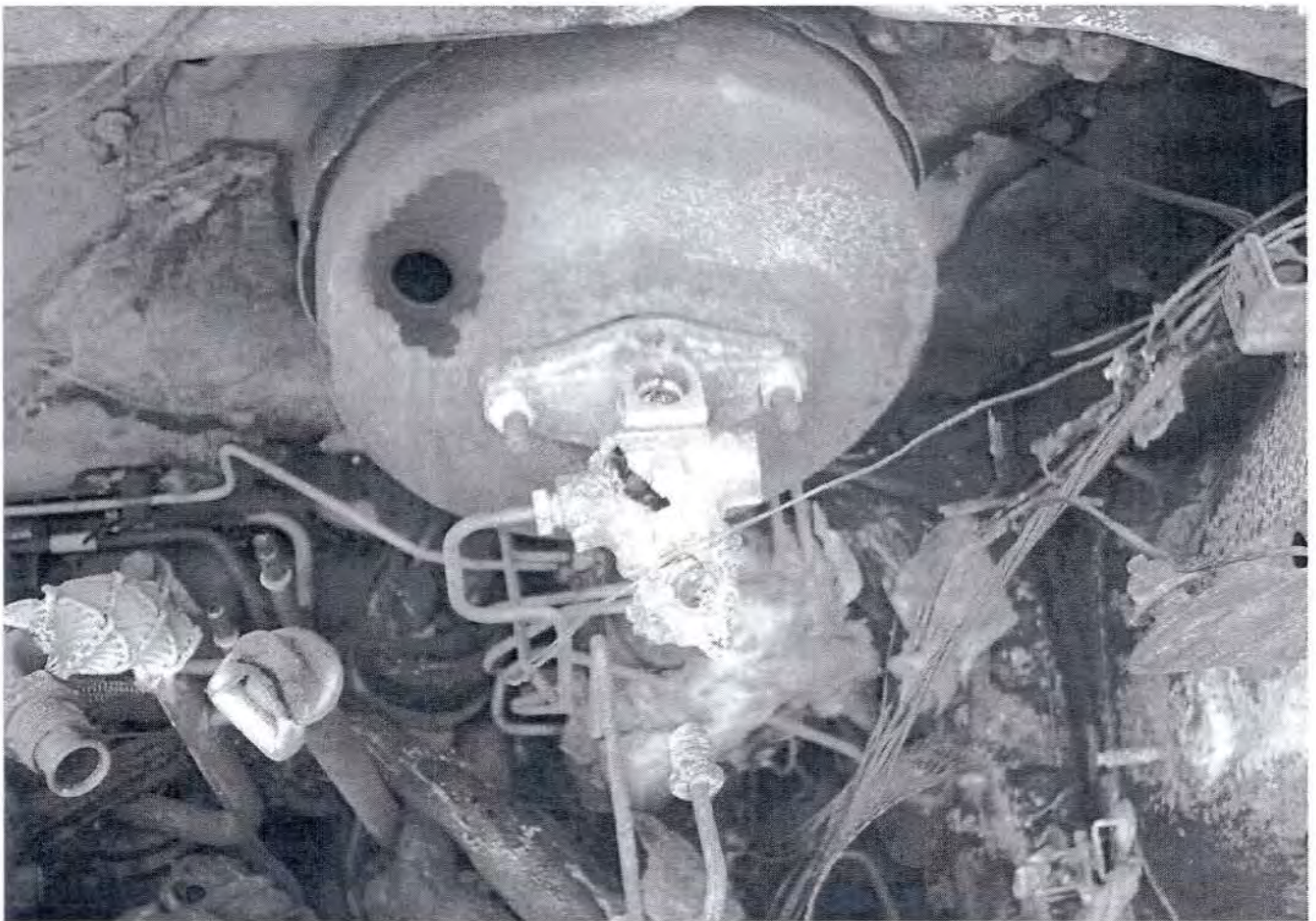
















June 12, 2008

[REDACTED]
Benton, KY [REDACTED]

Re-Loss 01701396

2001 Ford Escape(Vin#1FMYU04131K [REDACTED])

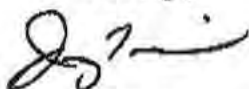
Attention-Marsell - *Case #* [REDACTED]

We have an automobile policy on this vehicle for the [REDACTED]. They have comprehensive coverage on this vehicle which takes care of repairs for fire damage. If Ford Motor Company will take care of this damage, then I will close my file without payment.

We do have rental coverage and Mr. [REDACTED] has been in a rental car since June 5th.

If you have any questions, feel free to contact me.

Sincerely,



Jerry Trimm
KY Farm Bureau Insurance
PO Box 363
Mayfield, KY 42066-0029
1-800-538-8654

BEGINNING OF CONTACT
06/04/2008

VOICE OF THE CUSTOMER TRACKING SYSTEM

08.00.03

REGION: A1 SELECT DEALER OGC ISSUE CASE NBR: 1566471558
VIN: 1FMYU04131K ZONE: B07 OPENED: 06/03/2008
ENGINE: 1 VEH TYPE: T CLOSED: 06/03/2008

LAST NAME: [REDACTED] FIRST NAME: [REDACTED] STATUS: CLOSED
TITLE: [REDACTED] MI: [REDACTED]
ADDRESS: [REDACTED]
CITY: BENTON STATE: KY ZIP: [REDACTED]
HOME PHONE: [REDACTED]
MODEL YEAR: 2001 MODEL: ESCAPE XLT 4X4
MILEAGE: 155000
DEALER NAME: LEON RILEY FORD INC SALES CODE: F23049 P & A: 05725
REASON CODE: 0792 LEGAL - ACCIDENT / FIRE
SYMPTOMS: 704145 FIRE/SMOKE VISIBLE FLAME UNDERHOOD

ORIGIN: CACI38 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 792 - CONTACT ADVANCED TO OGC - FIRE
DOCUMENT: ANALYST: KHOLLA29 KRISTINA HOLLAND (KHOLLA29)

DATE: 06/03/2008 TIME: 15.51.36 :
ACTION DATA/COMMENTS:

CUSTOMER SAID: FIRE UNDER THE HOOD=FOUND OUT THERE IS A SAFETY
RECALL ON THE PART-FORD DLR CONTACTED FORD ABOUT GETTING
IT COVERED=THE RECALL PERTAINED TO SERVICE BRAKE MODULE=FI
E OCCURRED ON JUNE 2ND 2008=THE FIRE ORIGINATED UNDER THE HOOD
THE VEH WAS IN THE PARKING LOT AT A MOVIE THEATRE=THE VEH
IS AT RILEY FORD IN BENTON=NO FIRE REPORT FILED=THE EMPLOYEE
S FROM THE THEATRE HELPED EXTINGUISH THE FIRE=NOTHING ELSE D
AMAGED OTHER THEN THE VEH=HAS NOT FILED A CLAIM YET WITH INS
URANCE=VEH IS REPAIRABLE ACCORDING TO THE DLR=THE PARTS THAT
WERE DAMAGED AND CAUSED THE FIRE WERE UNDER RECALL IN 2007
AND HAD BEEN PERFORMED=THE VEH WAS NOT RUNNING WHEN THE FIRE
STARTED***SEEKING TO HAVE FORD PAY FOR THE REPAIRS**DEALER
SAID: LEON RILEY FORD99 NORTH MAIN BENTON, KY 42025TEL:(270
) 527-8177CRC ADVISED I WILL FORWARD THIS INFORMATION TO TH
E FORD OFFICE OF THE GENERAL COUNSEL. YOU WILL RECEIVE WRIT
TEN NOTIFICATION WITHIN 10 BUSINESS DAYS WHICH YOU WILL NEED
TO RESPOND TO IN WRITING ***NOTE TO CSR, PLEASE REMEMBER T
O VERIFY ALL CUSTOMER CONTACT INFORMATION BEFORE SENDING ISS
UE***VERIFIED ALL CUST CONTACT INFORMATION

Action Detail

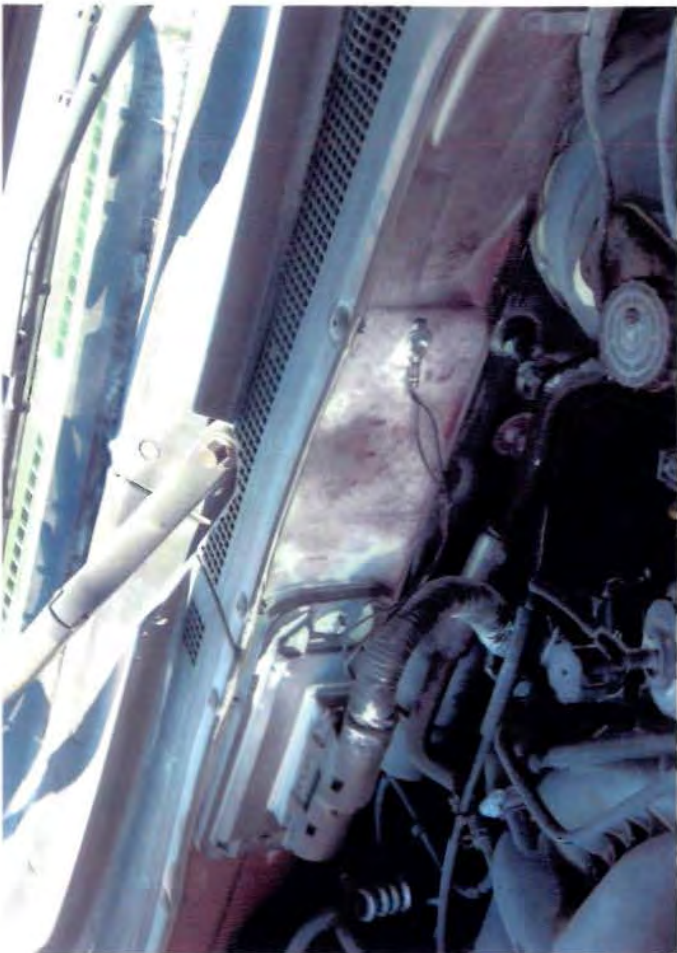
VIN: 1FMYU04131K	Year: 2001	Model: ESCAPE	Case:
Name:	Owner Status: Subsequent	WSD: 2001-01-25	
Symptom Desc: FIRE/SMOKE VISIBLE FLAME UNDERHOOD		Primary Phone:	
Reason Desc: LEGAL - FIRE CLAIM		Secondary Phone:	
Issue Type: 07 LEGAL	Issue Status: OPEN	Dealer: LEON RILEYFORD INC	
Origin Desc: OGC - CLAIMS - FD		P & A Code: 05725	
Action Desc: OPEN LEGAL CONTACT - PRODUCT LIABILITY - FIRE			
Odometer: 155000 MI	Comm Type: INBOUND FAX-OTHER		
Action Date: 06/04/2008	Action Time: 11:40:25:563	Action Data: Yes	
Analyst Name: PICKET SYLVIA	Analyst: SPICKET5		

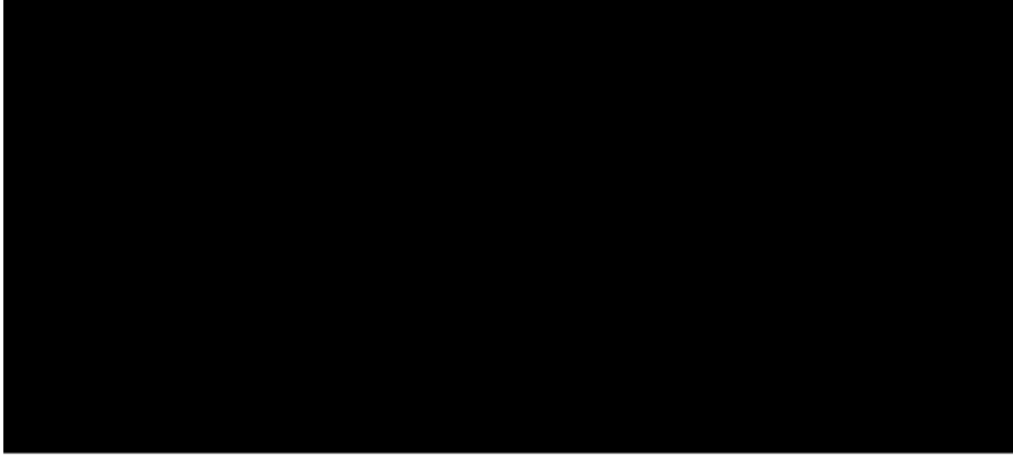
COMMENTS: *****PRODUCT CLAIM*****DATE RECEIVED: 6/4/08. DEALER CONTACT: CUSTOMER ALLEGES CONCERN AS VEHICLE CAUGHT FIRE 6/2/08.CUSTOMER REQUESTS CONTACT FROM FORD REPRESENTATIVE.

Ford Confidential

-2001 Escape

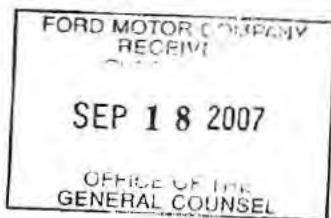








PMB 300
6947 Coal Creek Pkwy S.E.
Newcastle, WA 98059



New *9/20*

September 12, 2007

VIA FACSIMILE TRANSMITTAL: (313) 390-2107

SEP 13 2007 *SN*

Ms. Shawn Norton, Ms. Micki Lynn, Ford Motor Company
Parklane Towers West - Suite 528
Three Parklane Boulevard
Dearborn, MI 48126

NOTICE OF POTENTIAL CLAIM

Re: Our Insured: [REDACTED]
Claim Number: 1176422
Date of Loss: 09/02/2007

Called 9/13/07

Dear Ms. Norton and Ms. Lynn:

I am the adjuster handling a fire loss claim and subrogation interests of the United Service Automobile Association ("USAA") with respect to a fire that occurred on Sept. 2, 2007 at Mr. [REDACTED]'s home located at [REDACTED] Richland, WA [REDACTED]. This letter is to advise you of Ford's potential liability for this loss.

Our investigation, thus far, has revealed that the fire originated in the engine area of Mr. [REDACTED] personal vehicle, a 2003 Ford Escape, while the vehicle was parked in the garage of Mr. [REDACTED] home. To date, the damages resulting from this fire are estimated to be in excess of Fifty Thousand Dollars (\$50,000.00). The vehicle has been preserved and will be available for inspection at a mutually convenient date and time.

USAA intends to make a claim against Ford Motor Company for damages resulting from this fire. For the reasons set forth above, we are placing you on notice and invite you to join and/or participate in our investigation into this fire.

Please contact the undersigned at your earliest convenience to discuss this matter and coordinate a joint inspection of the vehicle. I look forward to your prompt response.

Sincerely,

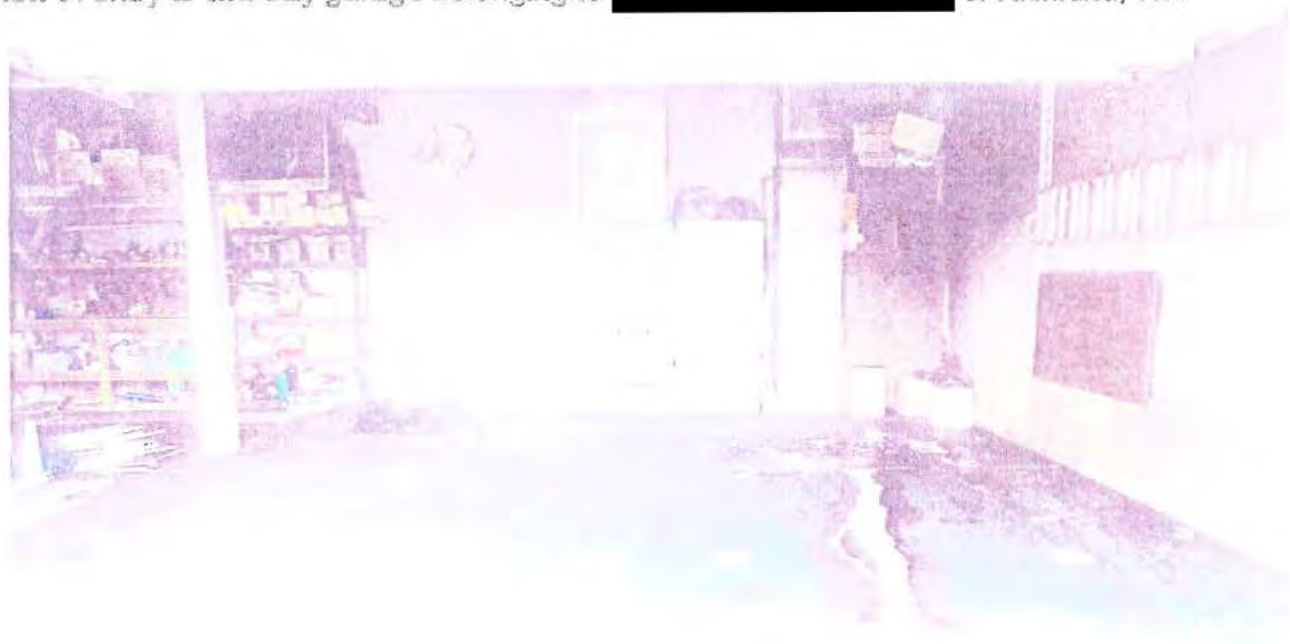
Rick Martinich
General Adjuster
United Services Automobile Association
MSTRO Claims Service Office

*VIN:
Scene: not intact - cleared
Towed - Car*

Phone (425) 653-5552 Fax (425) 373-0104



View of entry to two-bay garage belonging to [REDACTED] of Richland, WA



Vehicle was parked in this stall on Thursday, August 30 and remained here until after fire was extinguished on Sunday, September 2, 2007. It had not been started or operated.



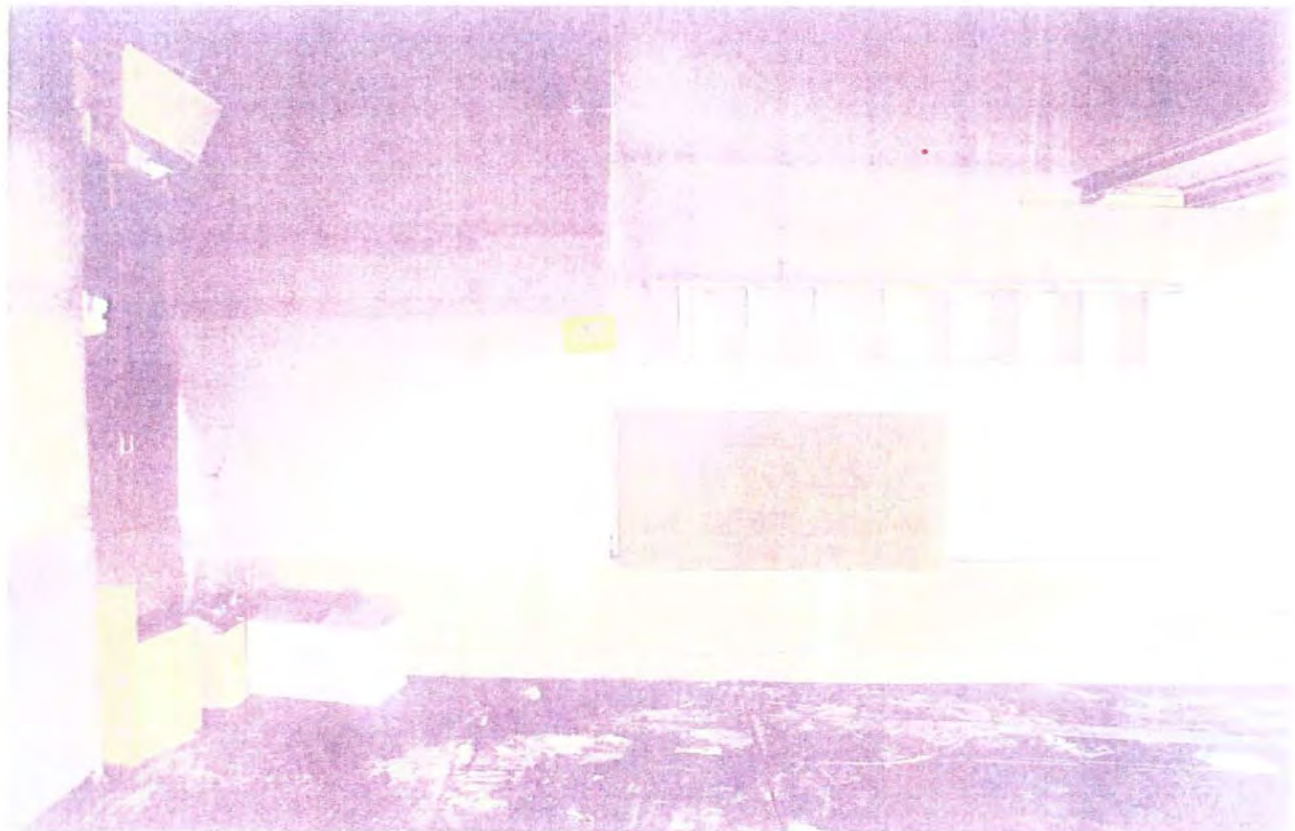
Note protected areas on floor where tires covered the cement at time of fire. Note cardboard boxes and plastic crates on floor at area in front of vehicle at time of fire.



View of north wall of garage near vehicle. Protected areas from fires show location of vehicle at time of fire.



Debris found on floor at time of my examination. Debris consists of components from engine compartment.



Note lack of fire or heat damage to contents near vehicle.



Ceiling area directly above engine compartment of vehicle that burned. Note limited smoke damage.



West wall of garage and door to house interior. Note lack of damage to plastic animal crates directly in front of location of engine compartment of vehicle at time of fire.



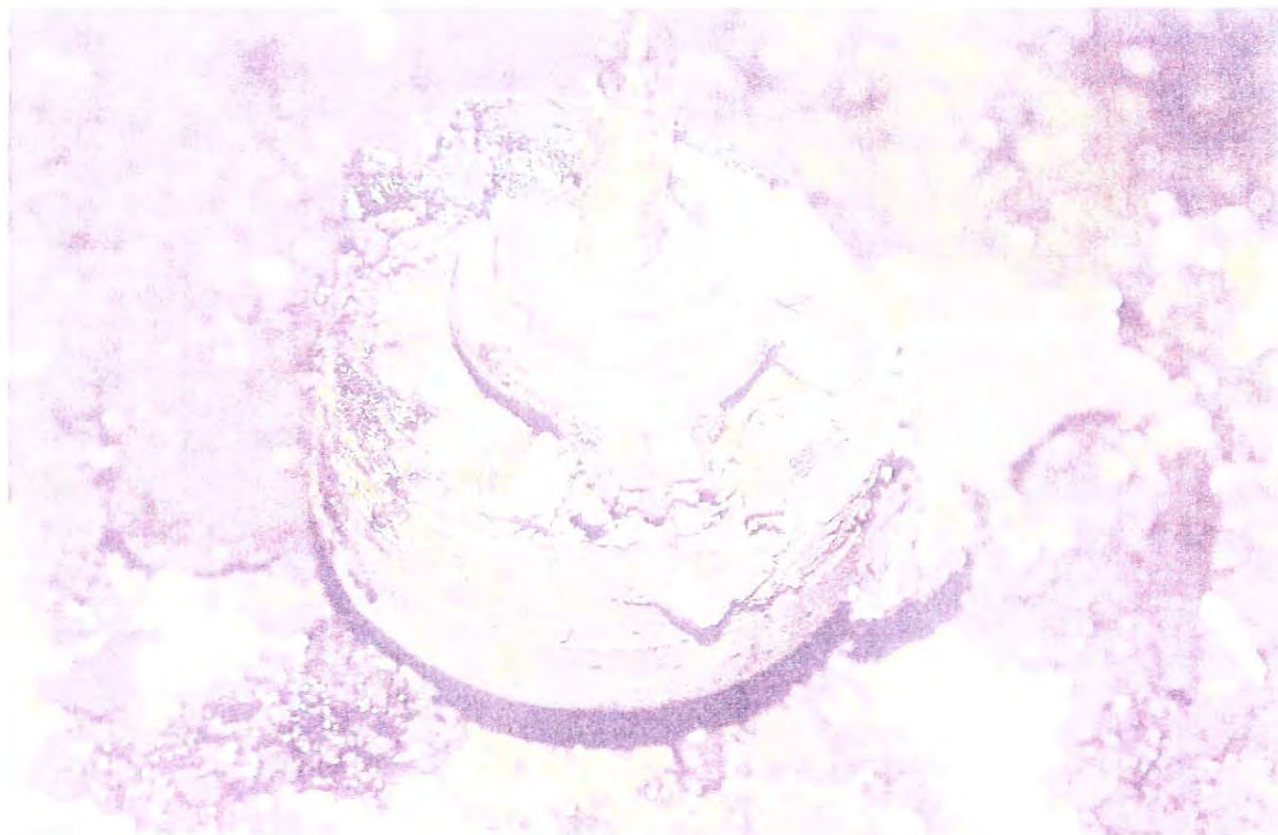
Documentation photograph of debris on floor under location of engine compartment at time of fire.



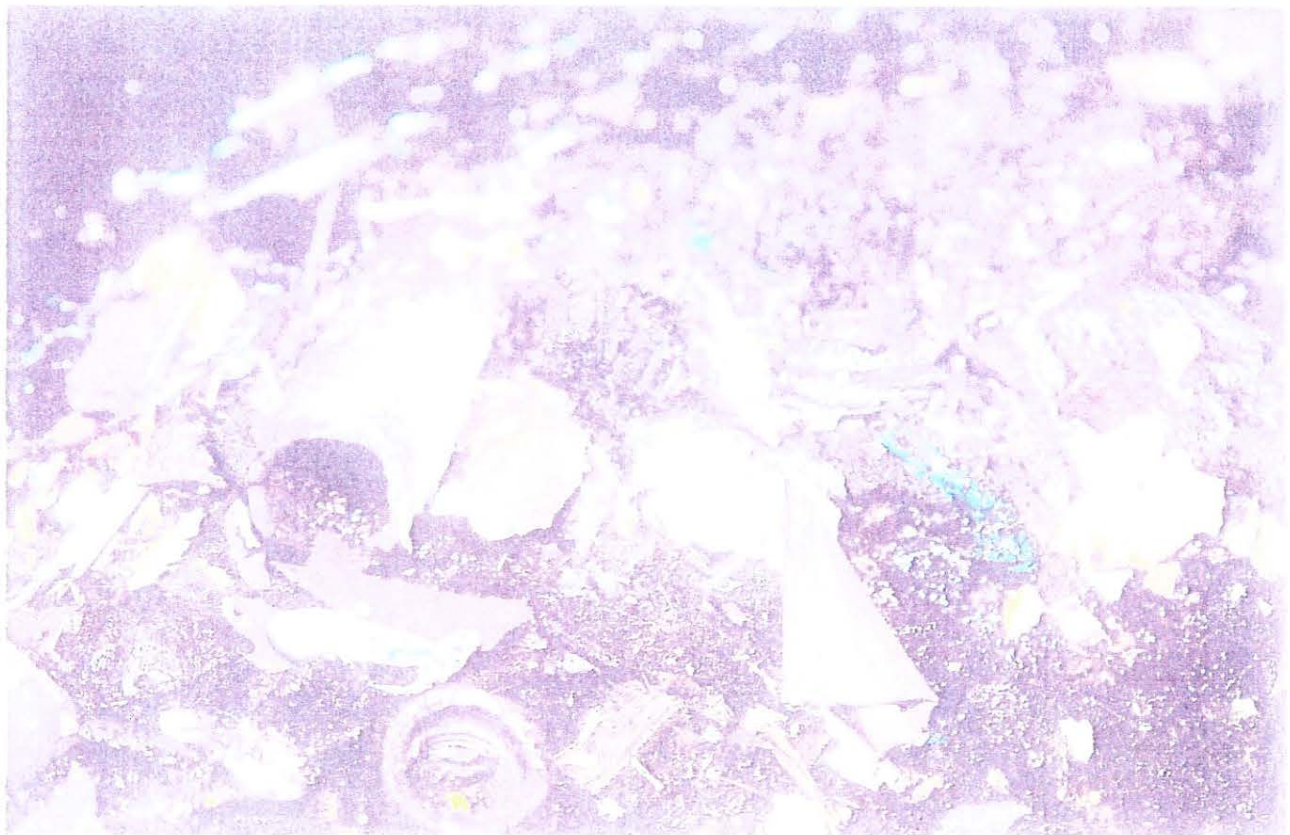
Documentation photograph of debris on floor under location of engine compartment at time of fire.



Documentation photograph of debris on floor under location of engine compartment at time of fire.



Documentation photograph of debris on floor under location of engine compartment at time of fire.



Documentation photograph of debris on floor under location of engine compartment at time of fire.



Documentation photograph of debris on floor under location of engine compartment at time of fire.



View of west wall and southwest corner and contents.



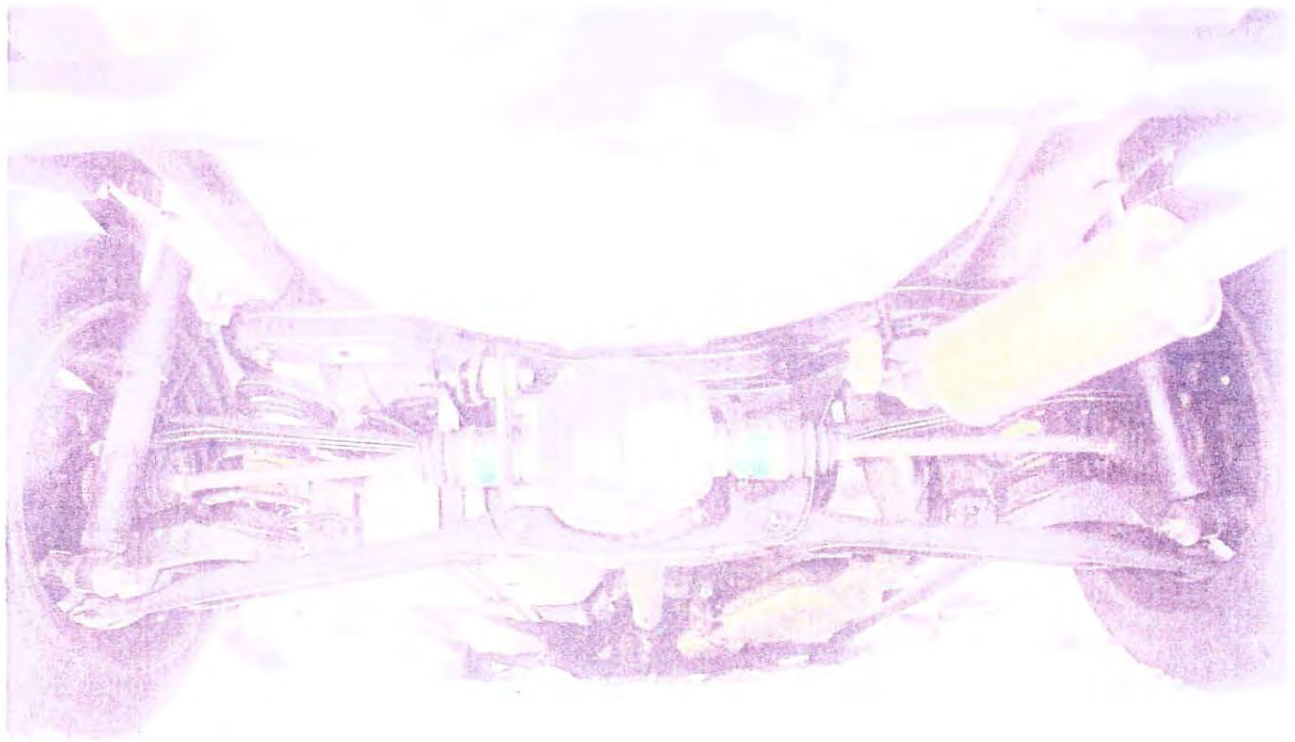
Closer view of plastic animal crates directly in front of engine compartment of vehicle at time of fire.



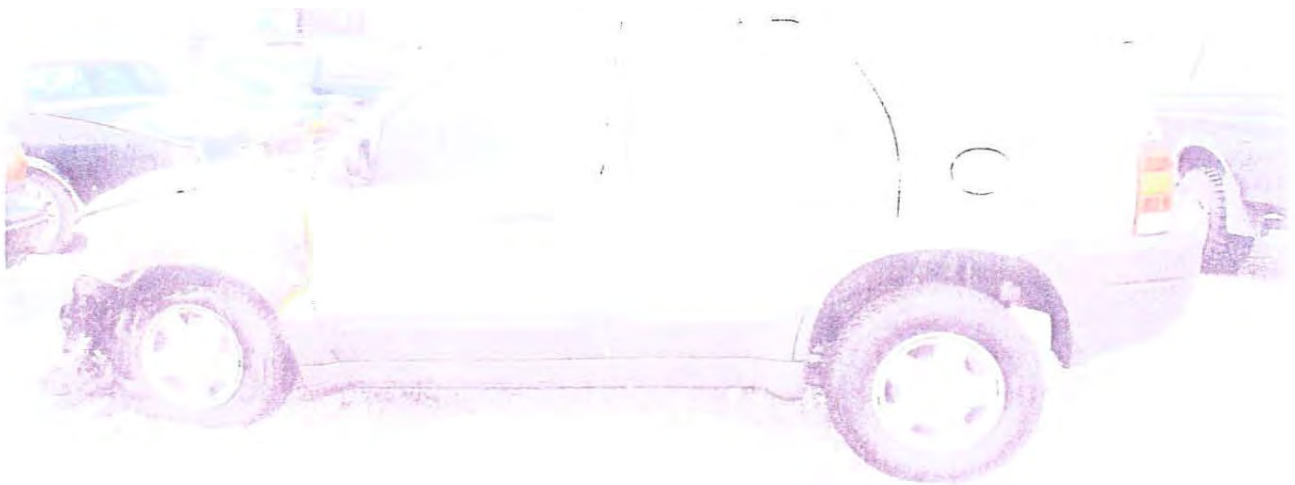
Southwest corner of garage and contents.



Contents with plastic garbage bag cover. Note limited amount of heat at ceiling level.



View of underside of vehicle as seen from the rear end of the vehicle.



Driver's side. Note damage is confined to engine compartment area.

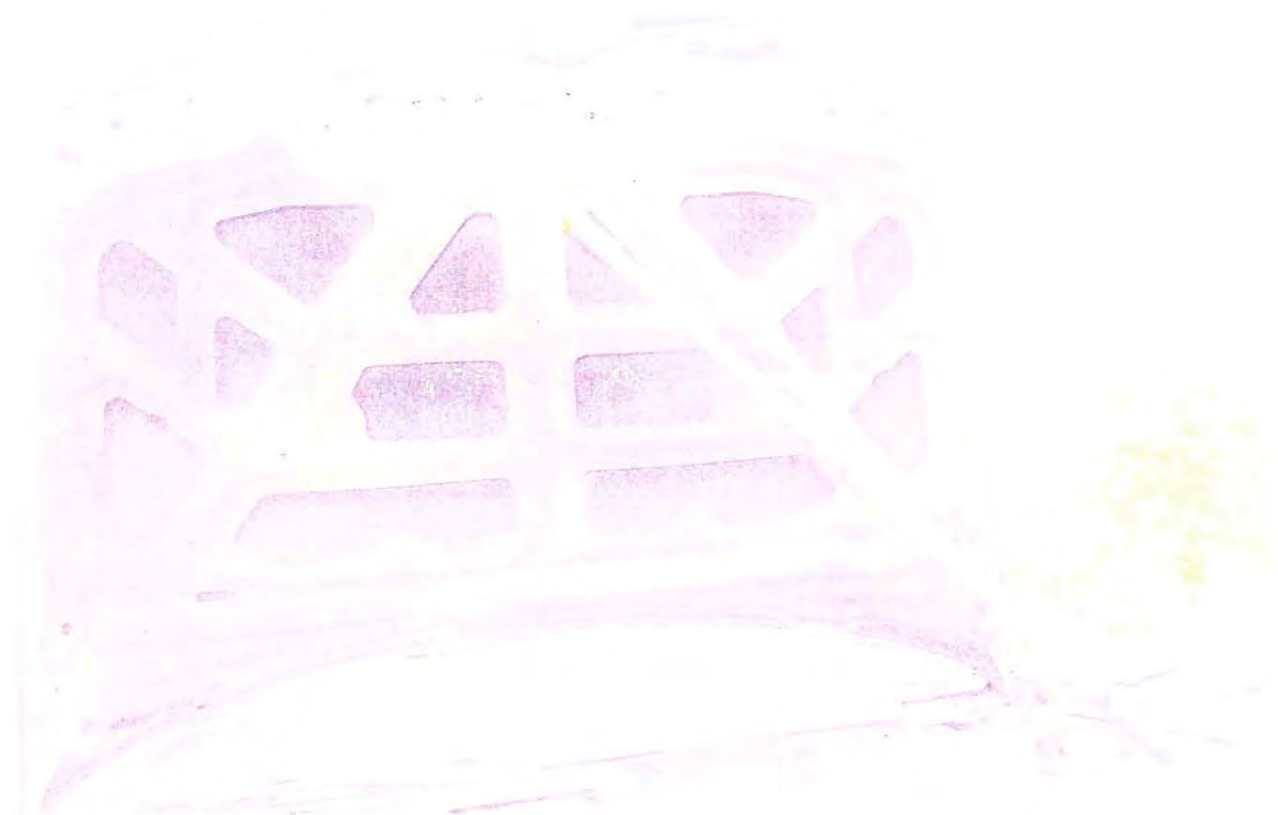


Front quarter panel of driver's side. Compare damaged to same area of passenger's side seen below.





Front end and radiator.



Underside of hood. Note patterns presented.



SE corner of garage and contents.



View of rear of 2008 Ford, Escape. Note lack of damage.



Interior as seen from driver's door.



Area between dashboard and windshield suffered heavy heat and fire damage.



Under side of dash board area on driver's side. Note break pedal.



Area between front of dash board and windshield as seen from passenger's side door.



Engine compartment as viewed from driver's side.



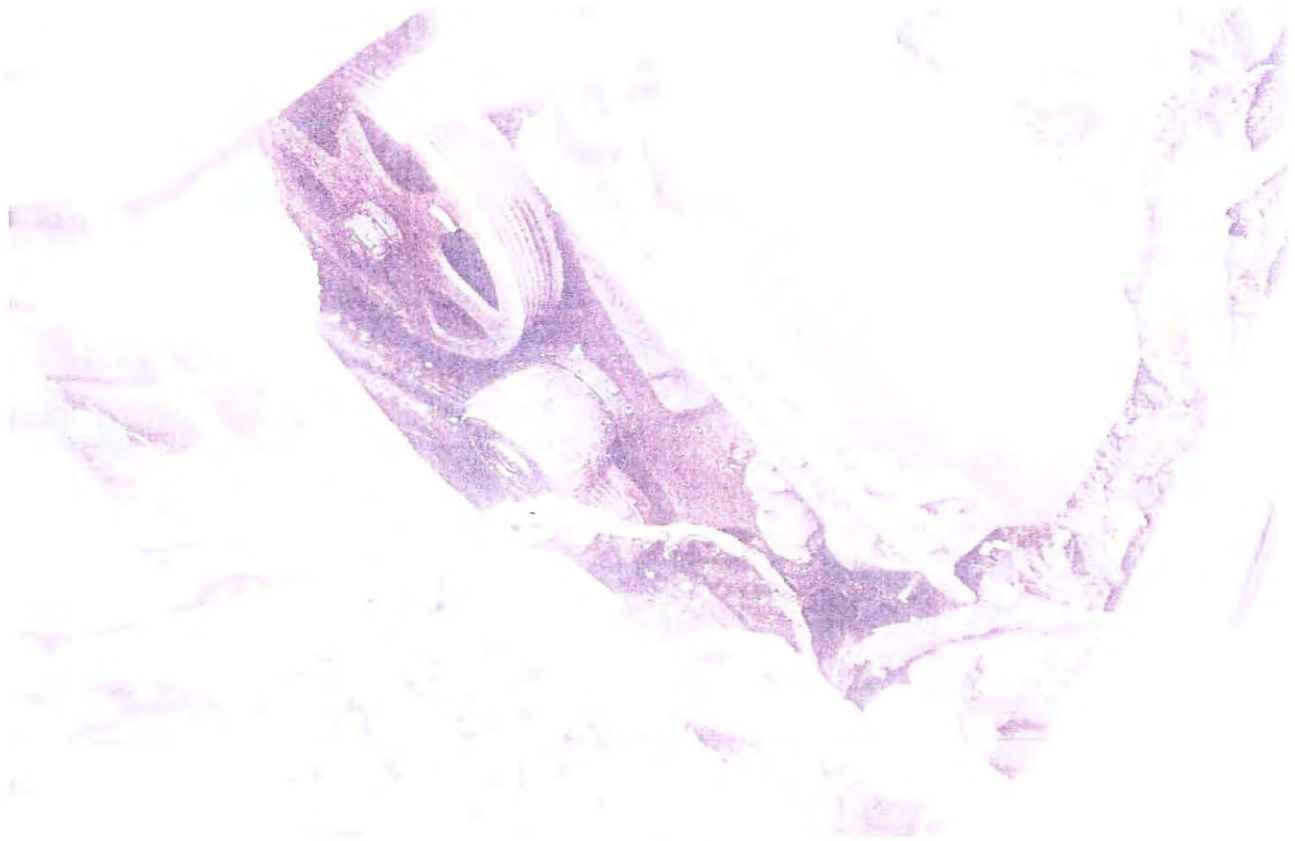
View of top of battery on driver's side. Note damage pattern.



View of engine compartment on driver's side as seen from front of vehicle.



View of side mount engine. Note level of damage to valve cover.



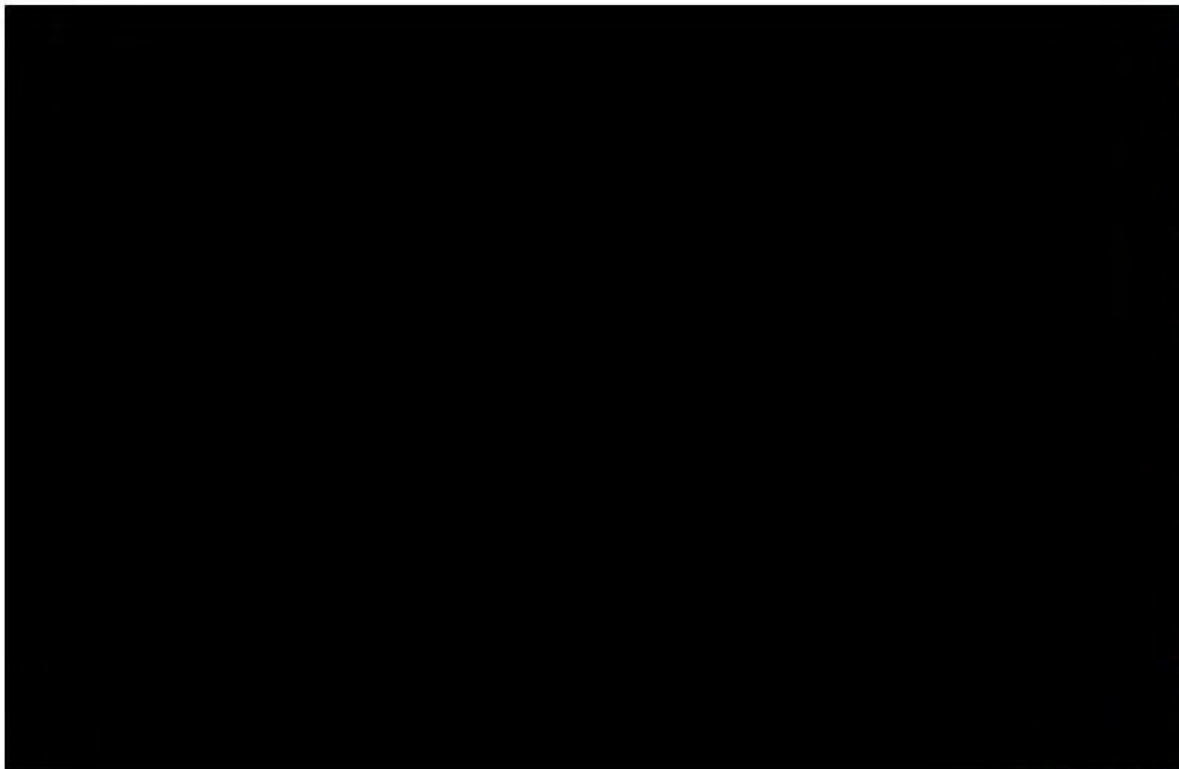
Damage to belts on passenger's side of side mount engine.

CUSTOMER INFORMATION	
NAME	YEAR
ADDRESS	MAKE
CITY	MODEL
STATE	ENGINE
ZIP	VIN #

Documentary photograph of receipt from last service.

Documentary photograph of receipt from last service.

Documentary photograph of receipt from last service.



Documentary photograph of receipt from last service.



Remains of component from driver's side of engine compartment.