

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED] (F.) [REDACTED]; [REDACTED] (J.S.) [REDACTED]
CC: [REDACTED]
Subject: RE: PG&E Fuel Ignition Incident [REDACTED]
Attachments: [REDACTED]

Classification: Public

Felica – Maintenance history for the [REDACTED] is attached. I highlighted the WO associated with the failure date and the fuel filter change that proceeded the failure. The parts information for [REDACTED] change that proceeded the failure is below the maintenance history. Let me know if you need anything else.

[REDACTED] ([REDACTED] 1 – fire unit)
[REDACTED] ([REDACTED] – [REDACTED] filter failure)
[REDACTED] ([REDACTED] – Lakeport filter failure)

Thank you,

[REDACTED] | Director, Engineering and Business Operations
Transportation | [REDACTED]
[REDACTED] | [REDACTED]

From: [REDACTED] (F.) <[REDACTED]>
Sent: [REDACTED]
To: [REDACTED] <[REDACTED]>
Cc: [REDACTED] <[REDACTED]>
Subject: RE: PG&E [REDACTED] Fuel Ignition Incident [REDACTED]

Classification: Public

CAUTION: EXTERNAL SENDER!

This email was sent from an EXTERNAL source. Do you know this person? Are you expecting this email? Are you expecting any links or attachments? If suspicious, do not click links, open attachments, or provide credentials. Don't delete it. **Report it by using the "Report Phish" button.**

Hello [REDACTED], as our investigation continues, please send maintenance records for all [REDACTED]. It is my understanding [REDACTED] was made aware of another vehicle with a possible fuel filter leak during [REDACTED]'s inspection. Thank you!

PRIVILEGED AND CONFIDENTIAL, DO NOT FORWARD

*****PLEASE NOTE FORD IS NOT LIABLE FOR ANY RENTAL OR STORAGE CHARGES WHILE MATTER IS BEING INVESTIGATED*****

*****ONCE WE ARE IN RECEIPT OF ALL THE REQUESTED INFORMATION, IT WILL BE THOROUGHLY REVIEWED AND THE CONTACT PERSON LISTED ON THIS FORM WILL BE NOTIFIED OF OUR DECISION*****

*****EVALUATIONS MAY TAKE [REDACTED] TO COMPLETE******



PRO

Legal Analyst

E-mail:

Fax:

From: [REDACTED] <[REDACTED]@pg[REDACTED]>

Sent:

To: [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>

Cc: [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>

<[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED] (F.) <[REDACTED]>

Subject: RE: PG&E [REDACTED] Fuel Ignition Incident [REDACTED]

Classification: Public

[REDACTED] – See attached Fleet Request for [REDACTED] Review of [REDACTED] ([REDACTED]) which experienced a fuel filter failure on [REDACTED]. [REDACTED] is scheduled to inspect this unit and [REDACTED] ([REDACTED]) on [REDACTED] in [REDACTED]

Thank you,

[REDACTED] | Director, Engineering and Business Operations
Transportation [REDACTED]
[REDACTED] | [REDACTED]

From: [REDACTED] <[REDACTED]@pg[REDACTED]>

Sent:

To: [REDACTED] <[REDACTED]>; [REDACTED]

Cc: [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED]

<[REDACTED]>

Subject: RE: PG&E [REDACTED] Fuel Ignition Incident [REDACTED]

[REDACTED] – See attached Fleet Request for [REDACTED] Review and advise on the next steps to investigate and determine the corrective actions to prevent recurrence on the [REDACTED] [REDACTED] trucks in our fleet with the [REDACTED]. Please advise.

Thank you,

[REDACTED] | Director, Engineering and Business Operations
Transportation [REDACTED]
[REDACTED] | [REDACTED]

From: [REDACTED] <[REDACTED]>

Sent:

To: [REDACTED] <[REDACTED]>; [REDACTED] ([REDACTED]) <[REDACTED]>; [REDACTED] <[REDACTED]@pg[REDACTED]>

[REDACTED] <[REDACTED]@pg[REDACTED]>

Subject: RE: PG&E [REDACTED] Fuel Ignition Incident [REDACTED]

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Evening [REDACTED],

I've attached the form for [REDACTED] to be filled out and emailed to [REDACTED] at [REDACTED]

I also looked up the owner's manual on [REDACTED] and attached a copy for you. The maintenance portion starts on [REDACTED] and ends on [REDACTED] in the owner's manual. Below is a snip it of the maintenance intervals for the fuel filters, which would be by time, mileage or [REDACTED] hours.

Frequent or Extended Idling (Over 10 Minutes Per Hour of Normal Driving) or Frequent Low-speed Operation if your Vehicle is Used for Stationary Operation	
As required	Change the [REDACTED] oil and filter as indicated by the information display, and perform the services listed in the scheduled maintenance chart.
Every 15,000 mi (24,000 km), six months or 600 engine hours	Replace the engine-mounted and frame-mounted fuel filters.
[REDACTED] or [REDACTED] hours	Flush and refill the coolant.

Note: After the initial coolant flush and fill at [REDACTED] or [REDACTED] hours, flush and fill [REDACTED] or [REDACTED] thereafter.

I received your Teams invite for [REDACTED] and will see you then.

[REDACTED]
[REDACTED] Zone Manager – [REDACTED], [REDACTED]

E: [REDACTED]
M: [REDACTED]



From: [REDACTED] <[REDACTED]@pg[REDACTED]>
Sent: [REDACTED]
To: [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]>; [REDACTED] <[REDACTED]@pg[REDACTED]>
Subject: PG&E [REDACTED] Fuel Ignition Incident [REDACTED]

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Classification: Public

██████ –

Thank you for taking my call and for getting us connected with JP and the ████████ (██████) to discuss immediate next steps and recommended containment actions regarding the truck fire on ████████ for the following unit.

My team and I will clear our schedules to connect w/ you, JP and/or ████████ members. Please confirm availability for a call on/before 10AM 5/23/24 PT tomorrow.

Model Year: ████████

Model: ████████

VIN#: ████████████████████

PG&E Internal ID: ████████



Please feel free to call me at anytime with questions or to review next steps.

Thank you,

██████

██████ | ████████ Services | [Pacific Gas & Electric Company](#) | ████████ | ████████

You can read about PG&E's data privacy practices at ████████████████████.

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