

Valvoline

I EXPECT MY REPLACEMENT EAGLE NO CHARGE KENTUCKY SALES TAX PAID AND FOR IT TO BE AN EXACT DUPLICATE OF THE ONE THAT BURNED. I AM NOT RESPONSIBLE FOR THIS FIRE LOSS. I EXPECT TO HEAR FROM YOU IN THE NEAR FUTURE.

I AM FICD OF THE EAGLE. I WANT TO BE ABLE TO TELL PEOPLE HOW AMC TOOK GOOD CARE OF THEIR CUSTOMER NOT HOW THEY TRIED TO AVOID THEIR OBLIGATION TO ME AS A CUSTOMER AND WAS A VICTIM OF SOMEONES NEGLIGENCE OR FAULTY WORKMANSHIP.

CC TO U.S. SENATOR WENDELL W. FORD, U.S. SENATOR DEE HUDDLESTON OF KENTUCKY, GUY ROBERTS ROBERTS MOTOR COMPANY, RAY FORD OF E. M. FORD COMPANY, FRANK GRAY, MARYLAND CASUALTY COMPANY, U.S. CONSUMER PRODUCT SAFETY COMMISSION, NATIONAL SAFETY COUNCIL AND LARRY K. HARRINGTON ATTORNEY AT LAW.

P.S. SOMEONE COULD HAVE BEEN BADLY BURNED HAD THE FIRE DEPARTMENT NOT ARRIVED PROMPTLY. WILL THE NEW EAGLE BE SAFE?

DOUGLAS L. SPIE
ROUTE 2 BOX 100G
MADISONVILLE KY 42305

21:29 L.T.

MEMPHIS MO:

09507D

44-70340CS-35 2/26/68 FOR INFORMATION CSP ASHR
SUPPORT CENTER TOWN HANESVILLE KY 537 02-00 092AP EST

STATE OF KENTUCKY
SENATE OFFICE BLDG
425-1-6111 NC 20202

FEB 5 1968

ILLEGIBLE

(THIS IS A COPY OF MAILGRAM SENT TO PRESIDENT AMERICAN MOTORS 10250
PLYMOUTH ROAD DETROIT MICHIGAN 48232)

RE: [ILLEGIBLE]

ON DECEMBER 12 1979 I TOOK DELIVERY OF AN EAGLE 5N40CS05C191727 FROM
INDEPENDENT COMPANY OBERKENSCHMID KENTUCKY DEALER NUMBER 183946, ZONE
NO. 131516, TOTAL STICKER PRICE \$10,238.

AFTER DRIVING THIS CAR FOR APPROXIMATELY 700 MILES I HAD AN INQUIRY
FROM CONSUMERS REPORT OF A SCALE OF ONE TO TEN I GAVE THE EAGLE A
ONE I WAS PROUD OF THE CAR, THE DEALER WAS VERY NICE AND ALL WAS
WELL. MY PEOPLE WERE IMPRESSED WITH THE CAR AND I WAS EXTREMELY
HAPPY WITH IT.

THURSDAY JANUARY 10 1980 THE EAGLE WAS TAKEN TO THE DEALER FOR 1000
MILE SERVICE IT HAD A SLIGHT OIL LEAK AND A FEW OTHER MINOR
CONNECTIONS, THE DEALER LOANED US A CAR TO DRIVE.

ON FRIDAY JANUARY 11 1980 MY WIFE PICKED UP THE EAGLE STARTED BACK TO
MY OFFICE AND THE CAR BURST INTO FLAMES, THE FIRE DEPARTMENT PUT OUT
THE FIRE. FIREMENTS PICKED UP THE CAR, I CALLED MY INSURANCE COMPANY,
THE CAR IS A TOTAL LOSS, IT HAD APPROXIMATELY 1000 MILES ON IT. I HAD
ONE WITH MY FOUR WHEEL DRIVE IN THE 5400 WHILE AWAITING A
REPLACE ENGINE TO RE-INSTALL.

I WAS TOLD TODAY BY ROBERTS THAT YOUR COMPANY SERVICE 095070
REPRESENTATIVE (NOT AN EXPERT) TOOK PICTURES OF THE CAR AND SENT THEM
TO EITHER A CAR WRECKERS OR A MR CARL MOHL, THEY INFORMED ROBERTS
THAT THE PICTURES DID NOT INDICATE ANY WAS AT FAULT, THEREFORE IT WAS
UP TO MY INSURANCE TO COVER THIS LOSS.

SINCE I HAVE BEEN IN THE AUTOMOTIVE BUSINESS FOR APPROXIMATELY 30
YEARS AS A HOMEOWNERS DISTRIBUTOR AND JOBBER, I KNOW A LITTLE BIT
ABOUT AUTOMOBILES ALSO I WAS A CAPTAIN IN THE U.S. ARMY AND WAS
MAINTENANCE OFFICER OF A TANK BATTALION, I SUPERVISED MAINTENANCE OF
APPROXIMATELY 200 MACEL VEHICLES AND 50 TRACK VEHICLES, I HAVE
INVESTIGATED FIRES AND YOU AND I BOTH KNOW YOU CANNOT DETERMINE THE
CAUSE OF A VEHICLE FIRE FROM PHOTOGRAPHS, THIS IS AN INSULT TO MY
INTELLIGENCE AS WELL AS THAT OF YOUR DEALER MR ROBERTS AND ALL OTHER
PARTIES CONCERNED.

Mr. Robert G. Ryan
2124 18th Street
Baltimore, MD 21202

Dear Mr. Ryan:

This is in response to your letter of February 1, 1982, which was forwarded to this agency for reply by the Office of Consumer Protection (OCP), concerning the fire you experienced with your 1980 American Motors (AMC) Concord vehicle.

The National Highway Traffic Safety Administration (NHTSA) reports involving potential safety defects in your vehicle and some of motor vehicle equipment. This function is performed under the authority of the National Traffic and Motor Vehicle Safety Act (the Act), which provides for safety defect notification and remedy recall campaigns by manufacturers to reduce accidents, injuries and deaths. We are not authorized by the Act to interview between owners and dealers or manufacturers to resolve individual disputes.

This agency receives over 1,300 reports of alleged safety defects each month. Each report is analyzed and compiled into a computerized data system which assists us in identifying potential safety defects. A review of these data revealed no other complaints involving the engine system on 1980-1982 AMC Concord vehicles. Consequently, no action is planned at this time. The information you have provided will be entered into our data system.

It should be noted that engine equipped with catalytic converters, proper engine maintenance is very important as noted on page 200-001 in the 1980 AMC Concord owner's manual. Additional copies of these pages for your information. In addition, other precautions should be taken such as avoiding long idling periods and not parking over combustible materials like dry leaves or grass.

Performance of and maintenance on catalytic converters and certain other emission control components are regulated by the Environmental Protection Agency (EPA). The EPA can be contacted at the following address: Environmental Protection Agency, 401 M Street, N.W., Washington, D.C. 20460.

On your behalf, a copy of your correspondence will be sent to the AMC Automotive Safety Office advising them of the difficulty you have experienced with their product.

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ILLEGIBLE



STEVEN C. LA SOCIETE, ATTORNEY GENERAL, WISCONSIN DEPARTMENT OF JUSTICE

OFFICE OF CONSUMER PROTECTION 714 EAST STATE CAPitol - MADISON, WISCONSIN 53702 - TELEPHONE 608/266-1812
March 1, 1982

National Highway Traffic Safety
Administration
Consumer Services
U.S. Department of Transportation
400 - 7th Street, Southwest
Washington, DC 20590

File #3282875

Re: American Motors Corporation/Mr. Duane Dorn

Dear Sir or Madam:

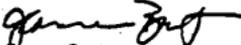
Enclosed is a complaint we received which appears to be of a nature that should be reviewed by your agency.

Would you kindly have a member of your staff review this complaint to determine whether there has been a violation of any of the laws that you administer or enforce. We would appreciate being advised in writing of any formal action taken in this matter.

By copy of this letter, we are advising the complainant that we are referring this complaint to your agency for appropriate handling. Please feel free to contact us if you have any questions regarding this matter. Thank you for your cooperation.

Sincerely,

Stephen J. Hicks
Assistant Attorney General


Jeanne Burt
Complaint Processing Coordinator

Jbc:cas

Enclosure

cc: Mr. Duane Dorn
2234 W6865 Lynwood Drive
Bartland, Wisconsin 53029

Mr. Tom Crist
Department of Agriculture, Trade
and Consumer Protection
Consumer Protection Division
601 West Capitol Blvd
Madison, Wisconsin 53702

RECEIVED
MAR 4 1982
OFFICE OF THE
ATTORNEY GENERAL

COMPLAINT QUESTIONNAIRE

PLEASE AFFIX COPIES OF ANY
NEWS INVOLVED—such as contracts,
advertisements, letters, memoranda,
etc., etc. If you want the documents
returned to you, please attach them.



DO NOT WRITE IN THESE SPACES
FOR USE BY THE BUREAU
OF CONSUMER PROTECTION
FEDERAL TRADE COMMISSION
WASHINGTON, D. C. 20540

PLEASE PRINT

Name George C. Owen

Address 2299 N. 16th St. Lansing, Mich.

City Lansing State Mich.

Zip 48207

Home Phone 414 Work Phone 167-1127

1. How did you learn of the product or service?

Radio ad, got out of pocket

2. How did you learn of the product or service?

3. How did you learn of the product or service?

HOW DID YOU MAKE CONTACT WITH THE PERSON?

- Check most appropriate one(s).
- I responded to a written advertisement.
- I responded to a radio/TV ad.
- I received information in the mail from the firm.
- I received a telephone call from the firm.
- I contacted or went to firm's place of business.
- Firm contacted me in person at my home.
- Firm contacted me in person away from my home (such as at your place of employment).

4. WHERE DID THE TRANSACTION TAKE PLACE?

- Check most appropriate one(s).
- At my home.
- At the firm's place of business.
- Away from the firm's place of business (for example, at your place of employment, a restaurant, etc.)
- Over the telephone.
- By mail.
- There was no transaction.

5. SITE OF TRANSACTION:

6. DID YOU SIGN A CONTRACT?

HOW WAS THE TRANSACTION FINANCED? CASH INSTALLMENT SALE PLAN _____ CREDIT CARD _____

OTHER _____

7. BY WHOM WAS IT FINANCED?

8. NAME OF SALESPERSON OR PERSON YOU DEALT WITH:

9. DID YOU CONTACTED THE FIRM ABOUT YOUR COMPLAINT? Yes

10. WHERE ELSE HAVE YOU FILED THIS COMPLAINT? Michigan, M.C. Owen, "The News"

11. WHAT ACTION WAS TAKEN? act

12. IS THERE A COURT ACTION PENDING OR COMPLETED? _____ WHERE? _____

13. PLEASE EXPLAIN THE UNIQUE CIRCUMSTANCES OF YOUR COMPLAINT.

14. SIGNATURE OF THE PERSON WHO MADE THE COMPLAINT: _____

15. DATE: _____

PLEASE PRINT THE NAME AND ADDRESS OF THE PERSON WHO MADE THE COMPLAINT.

NAME: _____ ADDRESS: _____

Lined area for writing a complaint or statement.

(PLEASE ATTACH AN EXTRA SHEET IF NECESSARY.)

- ⑥ YOUR VIEW AS TO A FAIR RESOLUTION OF THIS MATTER He state one auto trip should simply be something
- ⑦ Would you have any objections to our contacting the party complained against? no
- ⑧ If necessary, I will contact your office in pursuing this matter. The above statement of complaint is true and accurate to the best of my knowledge.

E. D. ... 1/20/82

By the time to notify our office of this complaint. This information provides considerable assistance in us to problems.

WILLIAM C. LA POLLETT
Secretary General

(ILLEGIBLE)

...letter is a follow-up to the previous correspondence...
...regarding the potential fire hazard of the GMC Corvair...
...convertible. This automobile is equipped with a...
...of the... and I feel...
...current...
...February 14, 1968, the...
...GMC Corvair...
...until recently, we have...
...these...
...however, on January 27, 1968,...

...GMC Corvair...
...I looked under the...
...of the...
...to...
...of the...
...before or had the fire...

...Immediately, I was...
...with little...
...the car...
...the exhaust system...
...30 seconds.

...This automobile was...
...ignition converter...
...anytime without...
...vehicles in the...
...ever known...

...This situation...
...I feel this...
...bringing it to your...
...concerning...
...under these...

...If you have any...
...after 5:30 PM at...
...or write...
...replying your...

...Sincerely,
...Name here
...Address here
...City, State, Zip

...Name here
...Address here
...City, State, Zip

Duane Dorn
2294 46863 Lynwood Dr.
Kartland, Wisc. 53029

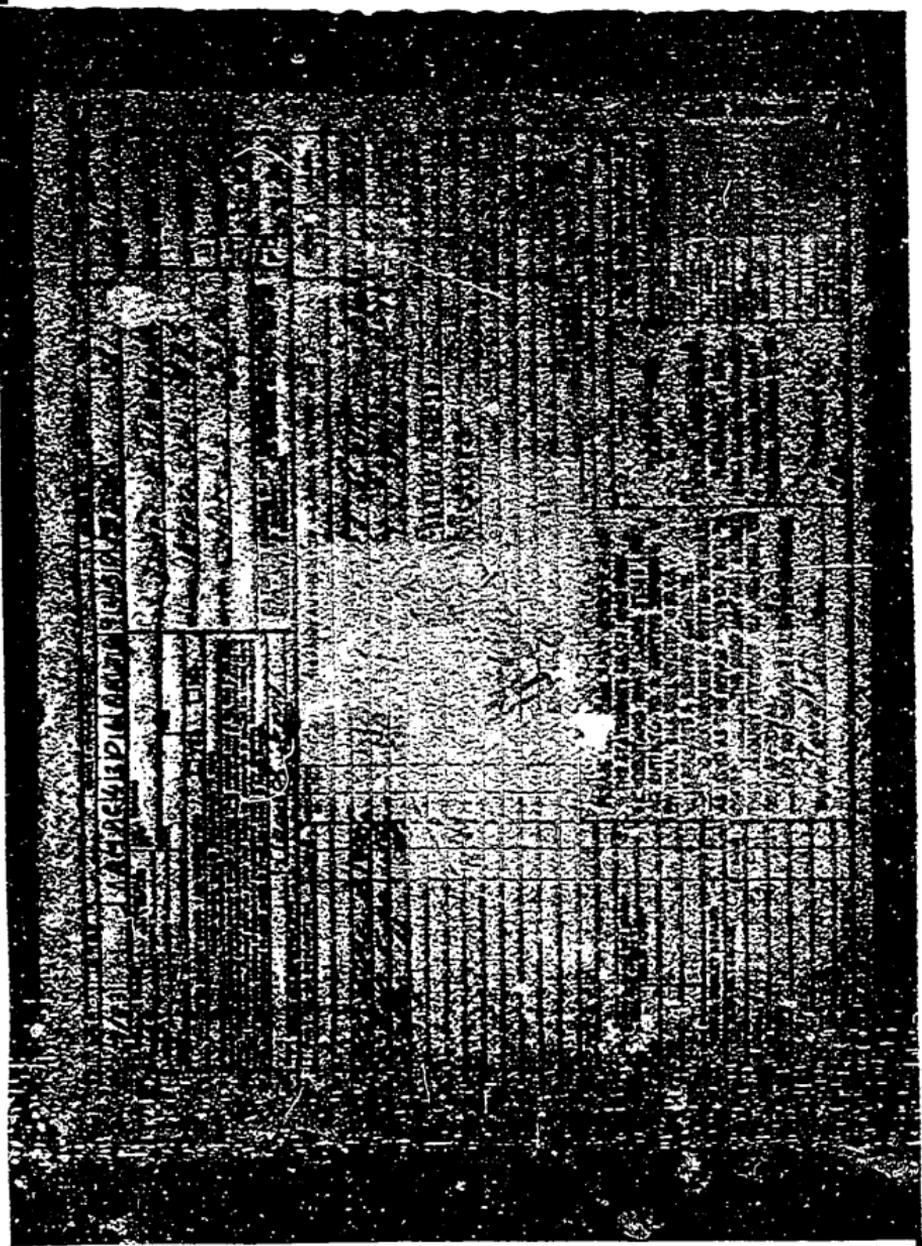


109788

OFFICE OF CONSUMER PROTECTION
122 North Washington Avenue N
P.O. Box 1818
Waukegan, Wisconsin 53097

ILLEGIBLE

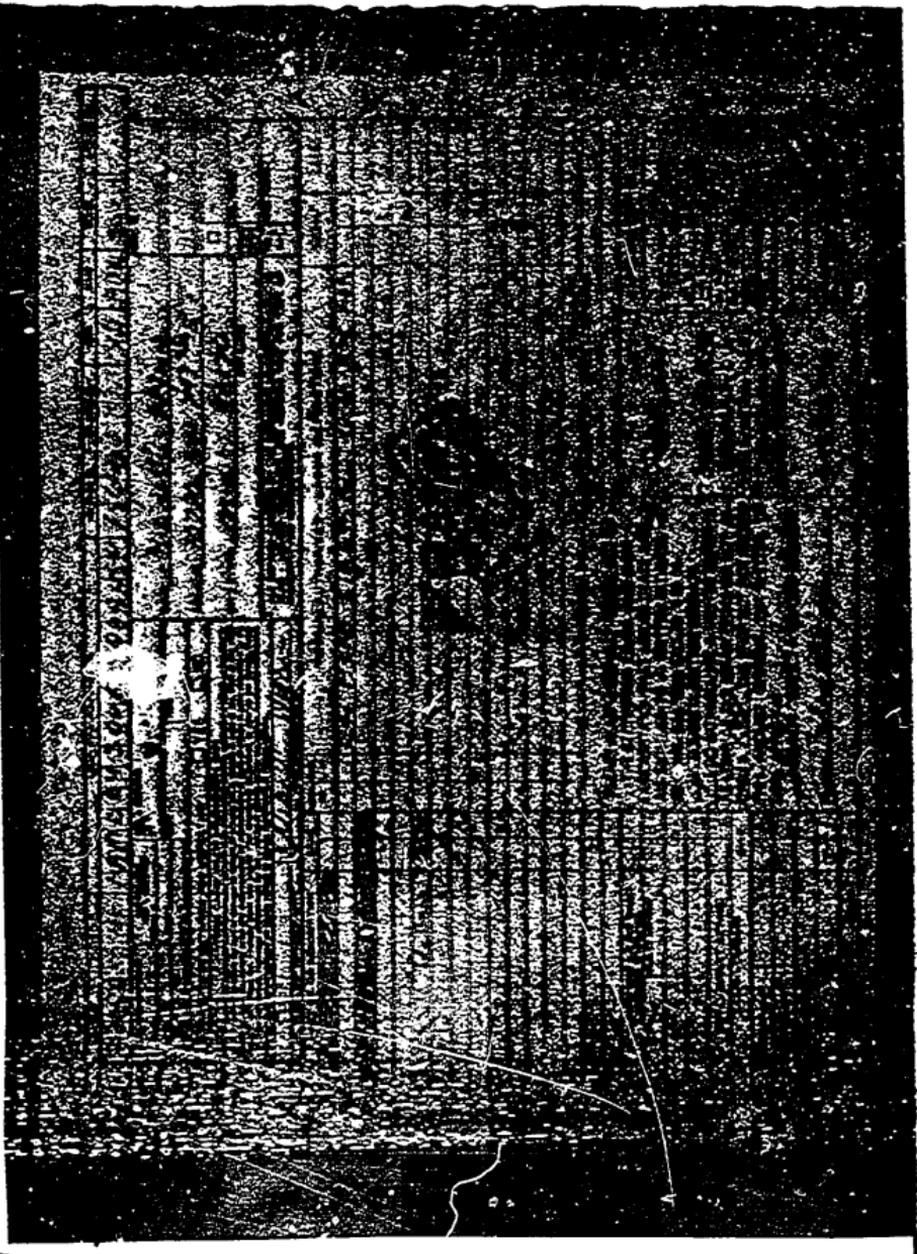
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file

COMMONWEALTH OF KENTUCKY
OFFICE OF THE ATTORNEY GENERAL

STEVEN L. BESHEAR
ATTORNEY GENERAL

FRANKFORT
40601

June 4, 1980

IT IS VERY IMPORTANT TO REFER TO:
File No. 9466-107-A

National Highway Traffic
Safety Administration
Office of Consumer Services
100 Seventh Street, S.W.
Washington, D.C. 20590

Gentlemen:

Enclosed please find a letter recently received by our office which details a possible auto defect problem. The complaint is being forwarded for your information and review.

If there is any other way in which this office can be of assistance, please contact us.

DIVISION OF CONSUMER PROTECTION
STEVEN L. BESHEAR
ATTORNEY GENERAL

Glenda C. Harris

By: Glenda C. Harris
Consumer Protection Specialist
Consumer Protection Division
209 St. Clair Street
Frankfort, KY 40601

Enclosure
cc: Joel Keith Brown

0264

09616

May 20, 1980

Re: [illegible]
Frankfort, Kentucky

Office of Attorney General
Division of Consumer Protection
Capital Building
Room 3
Frankfort, KY 40601

Gentlemen:

Would you please give me the assistance of
your agency in solving the problem discussed
in the attached letter.

Any assistance could be given would be
greatly appreciated.

Sincerely yours,

Joel Brown
Joel Brown

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10.

0023.

At: ON: Cnt Relations:

ILLEGIBLE

to your attention a situation which has caused me
lost several months. Since this concerns your
you will want to help me clear up the problem.

I purchased a Jeep CJ-5 (I.D.# J0D936C701543) from
Deskins Motor Company, in Pikeville, KY, at a cost of
three (3) days I discovered that

gear handle had fallen off,
handbrake and side mirror were loose,
one winter had to be removed because it scratched the window, and
out of transmission fluid--Jeep quit, I added eight (8)
quarts of fluid.

January 3, 1967, Deskins Motor said they replaced the transmission
fluid and the regulator valve. They kept the Jeep one day. About
four days later the Jeep began floodin' out and sopping and getting about
four miles per gallon. I took it back to Deskins Motor on
January 10, 1967. They said they would have to order a carburetor. When
I picked up after two days in the shop, it was no different,
that it was now missing one floor shifter and had no four wheel

me and I was willing to go along until this point to get
is out of my CJ-5 but I had to have four wheel drive to
mine when I work. It's not fun being stuck on a mining road in
mine especially in Jeep CJ-5 very embarrassing to me and
this is only the beginning of sorrows, I was to be hater hiking
some time to come!

January 3, 1967, after a month of the above described conditions I
went to Deskins Motor for new carburetor and shifter. After over
a week and no Jeep, on January 12 we called AK Customer Relations in
Cincinnati, Ohio (AC: 1-800-71-1400). After two conversations with
Mr. Fotes, I was referred to Mr. Bill White. Mr. White called from
Deskins Motor and said he would not replace the carburetor if he could
patch up the old one. On January 11, after nearly three weeks, got
the Jeep back. The next day, January 12, the Jeep promptly threw out
oil. Oil all over the engine and continued to do so. We called Mr.
White who advised that we return the Jeep to Deskins and give them one
week to fix it.

093151

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Page 2
May 20, 1980

All of the above took place in less than 6,000 miles. I regained my Jeep on January 28, but had to return it on February 4, for four days for engine work, then again on February 27, to have the ~~wipers~~ repaired and again on February 25, to complete the wiper repairs--it continued to throw out my oil all along. I received the vehicle back one week later on March 1, but it persisted in throwing oil as before. It was towed back to the shop on March 24, for a locked ~~up~~ cleaning of lines and a fuel system. After coming from the shop on March 26, it still would not run properly--it misses and cuts out, has no power and uses prodigious amounts of fuel.

In the shop again on April 23, for more work--I left it there until May 14, because the parts to fix it had not come in yet--a misfire converter this time. So the story continues as I wait to see if my CJ-7 back to Deskins Motor. It has been eight months ~~now~~ my vehicle is still not fixed.

Gentlemen, I think I am justified in requesting a new engine and transmission or a new vehicle. My warranty has nearly expired and so has my patience. The engine caught on fire recently, and I'll have to admit I had reservations before I burned my last dollar putting it out. But why should the insurance company have to pay for solving this problem. I hope American Motors will not allow a situation like this to continue producing liability for their products. I think I have done my part, and now I feel you should take appropriate action to compensate me.

Sincerely,

Joel Keith Brown
Joel Keith Brown

Copy: Deskins Motor Company
Pikeville, KY 41501

Division of Consumer Protection
Frankfort, KY 40601

Kentucky Automobile Dealer's Association
Frankfort, KY 40601

17 0267

RECEIVED

VEHICLE IDENTIFICATION NUMBER: 69545

LAST NAME: CROSS
 FIRST NAME & INITIALS: Rich E
 STREET ADDRESS: 29 Ranch
 CITY: Will
 STATE: AZ
 ZIP CODE: 85641

VEHICLE MAKE & MODEL: Jeep Cherokee
 MODEL YEAR: 1984
 BODY STYLE: Two-door, four-wheel drive
 VEHICLE IDENTIFICATION NO: VF1C338652640726

ENGINE SIZE: 4700
 FUEL INJECTION
 GAS DIESEL

DATE PURCHASED: 1/6/78
 NEW USED

DEALER'S NAME AND ADDRESS: Cam/beck Motors
 Cam/beck Road, Phoenix AZ

VEHICLE SPEED AT FAILURE: at STOP
 NO. CYLINDERS: 4
 POWER STEERING: Yes No
 POWER BRAKES: Yes No
 TRANSMISSION: MANUAL AUTOMATIC
 5 4 3

FAILED COMPONENT(PART) INFORMATION

COMPONENT/PART NAME(S): Engine caught fire
 LOCATION: Left Right
 Front Rear
 FAILED PART(S): ORIGINAL REPLACEMENT
 RELEASED BY AT FAILURE(S): 4700
 NO. OF FAILURES: 1

DATE(S) OF FAILURE(S):
 DESCRIPTION OF FAILURE(S):
 At a stoplight, could not shift to move forward. Smoke came from under hood. Passerby put out fire with fire extinguisher. Fire engine came. They too sprayed and unhooked things. A/C says "Cause unknown - no warranty"

RAILED TYRE INFORMATION

MANUFACTURER: American Motors
 TIRE NAME:
 DATE:
 TYPE FAILURE:

CONSTRUCTION: Bias Bias Radial
 Runflat

FAILED TIRE: Original Replacement
 WELT MATERIAL: Steel Fibreglass
 Aramid Rayon

LOCATION: Right Front Right Rear
 Left Front Left Rear
 Spare

DOT IDENTIFICATION NO.:

*The identification number systems of about ten foreign and domestic following the format DOT usually located near the rim flange on the inside of the sidewall on an outer side of a standard tire.

APPLICABLE ACCIDENT INFORMATION

ACCIDENT: Yes No
 NO. INJURED:
 NO. FATALITIES:

DESCRIPTION OF ACCIDENT:
 20 JAN 08 1984
 05 15035

SIGNATURE OF DRIVER: Rich E. Cross

Department of Transportation
National Highway Traffic Safety Administration

This almost new car began smoking and has been at least 10000 miles since
outlet - Galloway Motors, 2808 East Speedway, Tucson, AZ (85711) for more than
six weeks. I am told by all concerned (local, regional and national) that
since the cause cannot be determined, my insurance company can't pay. I am
making car payments on a car I don't have; I had to pay \$361 to a car rental
company (including \$2.90 daily kickback to Galloway's service manager John
Pittman) and I am driving an unsafe leaser. No one seems to give a darn
either. I have tried speaking to AMC president and keep getting assistant
named Joe Norton; I have talked many times to AMC regional officers Beldridge
and Miller in Laguna Hills, California. But no one is responsible. My insurance
company has been the nicest about the whole thing. They got the car leasing
company to lower their bill and arranged for Galloway to loan me a car. I
cannot possibly afford an attorney. And now I can't go on vacation--no car.
Several times I have been unable to get home in the loaner due to rains and
have had to ride with neighbors. All in all, I am disgusted. Why buy American?
It's worse than foreign! Imagine waiting all these weeks for parts to come
from within national boundaries. Ridiculous! I am opposed to the kickback
and to AMC's failure to stand by their product. They have warned me that
the car might fall again at any time due to high heat experienced under the hood.

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration
400 Seventh St., S.W.
Washington, D.C. 20590



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO 73173 WASHINGTON DC

Official Business
Penalty for Private Use \$300

POSTAGE WILL BE PAID BY MAIL, HIGH TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NHT-11 82,
688 7th Street, SW
Washington, DC 20590

0259



JUN 16 1983 6

Form Approved O.M.S. No. 2127-0888

| | | | |
|--|-------------------|-------------------------|--|
| DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION VEHICLE OWNER'S QUESTIONNAIRE | | RECEIVED JUN 13 1983 | The Privacy Act of 1974 Public Law 93-579 This information is requested pursuant to authority vested in the Federal Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a summarized summary thereof, may be used in support of the agency's action. |
| FOR NO USE ONLY | | | |
| DOT NO. H 58225 | REC'D JUN 13 1983 | | |

| | | | |
|---------------------------------------|--|---|-------------------|
| OWNER | | | |
| LAST NAME DEMPSEY | FIRST NAME & MIDDLE INITIAL C. MARKEEN C. | TELEPHONE NO. (Area Code) Work - (313) 226-7880 Home - (313) 646-1254 | |
| STREET ADDRESS 1554 SOUTHFIELD RD. | CITY BIRMINGHAM | STATE AL. | ZIP CODE 35209 |

| | | | |
|-----------------------------------|--------------------|---------------------|--|
| VEHICLE INFORMATION | | | |
| VEHICLE MAKE & MODEL JEEP CJ-5 | MODEL YEAR 1992 | BODY STYLE 2 DR. | VEHICLE IDENTIFICATION NO. 1JCCM85A9CT03346 |

| | | | | |
|---|---|--|---|--|
| ENGINE SIZE (CID/GCI) 351 | MILEAGE 14,200 | DATE PURCHASED 10-92 | DEALER'S NAME AND ADDRESS VILLAGE AMC/DEPT 666 WOODWARD ST, ANN, MI | AIR CONDITIONED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| <input checked="" type="checkbox"/> GAS <input type="checkbox"/> DIESEL | <input type="checkbox"/> NEW <input checked="" type="checkbox"/> USED | TRANSMISSION MANUAL (Specify) AUTOMATIC <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No TYPE _____ | | |

| | | | | |
|--------------------------|--|--|-----------------------------------|-----------------|
| VEHICLE SPEED AT FAILURE | | | | |
| NO CYLINDERS 6 | POWER STEERING <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | POWER BRAKES <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | FAILED COMPONENT/PART INFORMATION | |
| COMPONENT/PART NAME | LOCATION <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear | FAILED PART <input type="checkbox"/> Original <input type="checkbox"/> Replacement | MILEAGE AT FAILURE | NO. OF FAILURES |
| DESCRIPTION OF FAILURE | | | | |

| | | | | |
|---|---|--|--|-------------------------|
| FAILED TIRE INFORMATION | | | | |
| MANUFACTURER | TIRE NAME | SIZE | TYPE FAILURE | |
| CONSTRUCTION <input type="checkbox"/> Bias <input type="checkbox"/> Bias <input type="checkbox"/> Radial | FAILED TIRE <input type="checkbox"/> Original <input type="checkbox"/> Replacement | BELT MATERIAL <input type="checkbox"/> Steel <input type="checkbox"/> Fiberglass <input type="checkbox"/> Aramid <input type="checkbox"/> Rayon | LOCATION <input type="checkbox"/> Right Front <input type="checkbox"/> Right Rear <input type="checkbox"/> Left Front <input type="checkbox"/> Left Rear | DOT IDENTIFICATION NO.* |

*The identification number consists of about ten letters and numbers following the letters DOT usually located near the rim flange on the side opposite the whitewall or on an outer side of a blackwall tire.

| | | | | |
|---|-------------|---------------|---------------------------------|--|
| APPLICABLE ACCIDENT INFORMATION | | | | |
| ACCIDENT <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | NO INJURIES | NO FATALITIES | DESCRIPTION OF ACCIDENT OVER | |

| | |
|---|----------------|
| SIGNATURE OF OWNER Steven C. Dempsey | DATE 6-9-83 |
|---|----------------|

NHTSA Form 988 (Rev. 11/82)

Paid to show Return Address (no stamp needed) Postage with tags or meter and mail

DESCRIPTION OF PROBLEM

ON 5-28-83 AT 2:00 AM A FIRE HAD STARTED UNDER THE HOOD OF MY JEEP THE JEEP HAD BEEN DRIVEN IN SHALLOW WATER PREVIOUS TO THE FIRE. APPARENTLY, WATER HAD COME INTO CONTACT WITH IGNITION COMPONENT(S) CAUSING THE VEHICLE TO STALL.

WHILE ATTEMPTING TO RESTART THE VEHICLE, THE CARBURATOR BACKFIRE (POPPED). TWO ATTEMPTS WERE MADE TO START THE VEHICLE BUT WERE UNSUCCESSFUL.

HAVING EXPERIENCED STALLING IN THE JEEP AFTER CONTACT WITH WATER, IT WAS DECIDED TO ALLOW THE VEHICLES' IGNITION TO DRY OUT.

APPROXIMATELY 1 HOUR LATER A FIRE HAD IGNITED IN THE ENGINE COMPARTMENT & SUBSEQUENTLY BURNED THE ENTIRE VEHICLE.

EXPERIENCED CARBURATOR PROBLEMS

THE FIRE AT 6,000 MILES AND 12,000 MILES. ADJUSTMENTS WERE MADE & PARTS REPLACED IN THE

3000-5000-1000
1000-1000-1000
1000-1000-1000
1000-1000-1000

POSTAL SERVICE
10 JUN 1983

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
400 South St. S.W.
Washington, DC 20590

BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO 72173 WASHINGTON DC

POSTAGE WILL BE PAID BY MAILING AGENCY

Official Business
Penalty for Private Use \$300

U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NEF-11 HL
400 7th Street, SW
Washington, D.C. 20590

0271

CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, D. C. 20545

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300



POSTAGE PAID BY ADDRESSEE
CONSUMER PRODUCT SAFETY COMMISSION
612

AN EQUAL OPPORTUNITY EMPLOYER

National Highway Traffic Safety
Administration (NHTSA)
Department of Transportation
400 7th Street, S. W.
Washington, D. C. 20590

*NOA-10
Needs control*

0272

CONTROLLED CORRESPONDENCE

1. CORRESPONDENT:

SENIOR WILLIAM J. AK
(Medical Center)

2. DUE DATE

7. 3. 66
EXT. DATE:

3. CONSUMER PRODUCT SAFETY COMMISSION
CONTROL NO.
1-43.



4. PREPARE FOR SIGNATURE OF:

Walter D. Merrill

5. PREPARE REPLY FOR SIGNATURE

PREPARE DRAFT REPLY

DIRECT REPLY

OTHER:

6. SUBJECT:

1. IC .V.

7. INFORMATION COPY OF INCOMING SENT TO:

CHAIRMAN

COMMISSIONERS

OEX

OMR

OGC

9. DATE RECEIVED:

7

14. NO REPLY NECESSARY

11. REFERRED TO: *NHTSA*

DATE:

12. REFERRED TO:

DATE:

13. REFERRED TO:

DATE:

14. REFERRED TO:

DATE:

17. SPECIAL INSTRUCTIONS

20. ORIGINATING OFFICE

OGC

OS

CPS Form 210 6/60

Part 3-Due Date Copy

0273

The Honorable William Armstrong
1000 Long Beach Boulevard
Long Beach, California 90801
Phone: (310) 333-1111

SEP-11-68

ILLEGIBLE

Re: Senator Armstrong:

This is in response to your letter dated July 8, 1968 concerning the catalytic converter problems your constituent Ms. Mildred Earle experienced with her American Motors 1967 Jeep Scrambler and 1966 Eagle vehicles. Your correspondence was forwarded to this agency by the Consumer Protection Commission.

The National Highway Traffic Safety Administration (NHTSA) is authorized to order manufacturer to recall and repair vehicles or items of equipment when an investigation indicates that they contain serious safety-related defects. The law provides that NHTSA may act only when such defects affect a group of vehicles and these defects represent an unreasonable risk. We cannot act on isolated problems or disputes between individual owners and dealers or manufacturers.

We receive hundreds of reports of vehicle problems each month. Each report is investigated and compiled into a computerized data system to assist in identifying potential safety defects. A review of our records relative to catalytic converter firms revealed no evidence that safety defects exist which would require action at this time. We would like to obtain more information from your constituent. Please ask her to fill out and return one of the two enclosed Vehicle Owner's Questionnaires; ask to have her neighbor complete the other one for the problem on the 1967 Skycor. The information she provides will be entered into our data system and may be used in conjunction with other future complaints to determine whether a safety defect trend exists or is developing.

Defective and certain problems such as "blow-by" of the catalytic converter are under the jurisdiction of the Environmental Protection Agency. Accordingly, we are forwarding copy of your correspondence to the Environmental Protection Agency, 401 M Street, S.W., Washington, D.C. 20460.

139851

027A

If we can be of any assistance to you on your constituents, please do not hesitate to contact us.

Sincerely,

George L. Pater

George L. Pater
Associate Administrator
for Enforcement

Enclosure

cc: [illegible]
[illegible] [illegible]

ILLEGIBLE

0275

United States Senate
WASHINGTON, DC 20510

July 8, 1986

Mr. Edward D. Harrill, Director
Office of Congressional Relations
Consumer Product Safety Commission
1111 Eighteenth Street, N.W.
Washington, D.C. 20207

Dear Mr. Harrill:

This morning Senator Armstrong received a call from Mildred Earley who was complaining of dangers that she had experienced as a result of catalytic converters.

Ms. Earley advises that they owned a 1981 Jeep Scrambler and when hunting, a fire started in the catalytic converter, which was located next to the gas tank. The carpet caught fire and other damage was incurred before the fire was put out. Ms. Earley went on to say that on her 1984 Eagle there is also a catalytic converter. It cost \$250 for installation and less than one year later was plugged up which led to additional maintenance work and repair costs. Ms. Earley also advises of a neighbor who owns a 1985 Blazer. She also experienced a fire that was related to the catalytic converter: again, vehicle carpeting was damaged.

Can you please advise what recourse is available to these individuals and what research, if any, has been done on the safety of catalytic converters?

Sincerely,

Joann L. Gelvin

Joann L. Gelvin, Staff Assistant
for Senator William L. Armstrong

js

Office of Senator William L. Armstrong
311 Steele Street
Denver, Colorado 80206
Telephone: 303/398-0831
fts 564-0831

8607240017

JUL 11 1986

07166014



U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, D.C. 20207

July 14, 1986

The Honorable William L. Armstrong
United States Senate
311 Steele Street
Denver, Colorado 80206

Dear Senator Armstrong:

Thank you for your letter on behalf of Mildred Earley, concerning catalytic converters.

The primary responsibility of the Consumer Product Safety Commission is to reduce unreasonable risks of injury associated with consumer products. However, the enforcement of Federal safety standards for automobiles and automobile equipment comes under the jurisdiction of the National Highway Traffic Safety Administration. We have, therefore, forwarded your correspondence to that Agency for consideration and direct reply.

Please let me know if I may be of further assistance to you in the future.

Sincerely,

A handwritten signature in cursive script that reads "Edward D. Harrill".

Edward D. Harrill
Director of Congressional Relations

cc: National Highway Traffic
Safety Administration (NHTSA)

RECEIVED
1986 JUL 16 PM 12:12
DE WETTERS INVESTIGATION

8607240017

139851

N H T S A
EXECUTIVE SECRETARIAT CORRESPONDENCE UNIT

WRITER: ARMSTRONG, WILLIAM L.
WASHINGTON, DC

NHTSA CTL# DOT CTL# WHS CTL#
8607240017

ORGANIZATION:
U.S. SENATE
REFERRED BY: NOA 10

CORR. DATE DATE REC'D SUSP. DATE
JUL/08/86 JUL/23/86 AUG 4/86
TIME RECEIVED: 2:53 PM

SUBJECT:

LTR ON BEHALF OF MS. MILDRED EARLEY COMPLAINING ABOUT THE DANGERS THAT SHE HAS EXPERIENCED AS A RESULT OF THE CATALYTIC CONVERTER IN HER 1981 JEEP SCRAMBLER CATCHING ON FIRE

FOR SIGNATURE OF PARKER
ACKNOWLEDGED BY E. D. HARRILL/CPSC
DATE ACKNOWLEDGED: JUL/14/86

ACTION OFF DATE ACTION

EF01 :JUL/24/86: REPLY

OA10 :JUL/24/86: INFO

COMPLETED BY
DATE COMPLETED
FILE DESIGNATION

NSF-30 7/25/86 Reply

DOCUMENT TYPE. CONGRESSIONAL

INFO

Int 7-29-86
Blender Jt 7-25-86
EXECSEC ANALYST NAME MILTON HARLEY
TIME DOCUMENT ENTERED: 1:35 PM
DATE DOCUMENT ENTERED: JUL/24/86 *glw*

JUL 24 1986 *JK*

COMMENTS

INFORMATION 01 00 701

25 JUL 25 AM 11:14

RECEIVED

0278

ROSS RADIOLOGY MEDICAL GROUP, INC.

LD

(415) 453-9053
(415) 453-9058
(415) 453-7800

© 83

1150 SIR FRANCIS DRAKE BLVD.
ROSS, CALIFORNIA 94957

March 17 1987

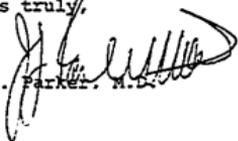
National Highway Traffic Safety Administration
400 7th Street Southwest
NEF 11-HF
Washington, D.C. 20590

Dear Sirs:

Enclosed is a copy of a letter describing our problem with
an 1984 Jeep Grand Wagoneer.

Your assistance would be appreciated.

Yours truly,


J. Parker, M.D.

JJP:mg

M -
C
13, 10
33/17
4/1/87

0273

146314

ROSS RADIOLOGY MEDICAL GROUP, INC.

(415) 453-9053
(415) 453-9058
(415) 453-7800

1150 SIR FRANCIS DRAKE BLVD.
ROSS, CALIFORNIA 94957

March 17 1987

Customer Service Department
American Motors Sales Corporation
P.O. Box 30710
Laguna Hills, California 92654

Gentlemen,

We own a 3 year old Jeep Grand Wagoneer. It was purchased because it is a heavy vehicle, and we wished to have such a vehicle to transport our two children, currently aged two and four. In this three year period, the following road emergencies have occurred while my wife has been driving, with the children in car seats in the car:

1. ✓ ^{MC}Fall 85: Car over-heated just after crossing the Golden Gate Bridge. Bridge personnel assisted her in getting the vehicle operational. The problem was that the radiator hose had rubbed against the battery holder and perforated.
2. ✓ ^{MC}Fall 86: The accelerator stuck in full throttle, and the car continued to run at top speed, while parked, despite removal of the key. My wife quickly evacuated the children. California State Automobile Association service came and had to disconnect the battery.
3. ✓ February 87: The vehicle stopped running while traveling at normal speeds on Highway 101, despite a full tank of gas and regular maintenance by the Jeep Distributor. The problem was allegedly corrected by replacement of a warranteed part.
4. ✓ March 1987: While driving to Tahoe on US 80, an engine fire occurred. My wife evacuated the children, and a fire extinguisher was used to put out the fire. Initial repairs in Colfax included replacement of some hoses and patching up of electrical wiring. Subsequent diagnosis by the local Jeep Dealer was a faulty air conditioning hose.

Other problems of a lesser nature which have been encountered include the following:

230

Customer Service Department
American Motors Sales Corporation
Page 2
March 17 1987

- A. Improper operation of the factory installed cassette tape, requiring an exchange.
- B. Driver window going off track.
- C. Burned out driver window motor requiring replacement.
- D. Poor climbing power on hills despite the use of super unleaded fuel.

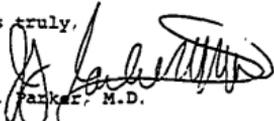
This vehicle has had all required or recommended maintenance checks since its purchase.

Some of the problems are clearly due to manufacturing defects. It is difficult to know whether some of the problems which have occurred have been due to defective maintenance policies by the dealer. John Irish AMC in San Rafael has too much business for its service staff to handle in a prompt manner, and when people are over loaded, mistakes are made. We've had to bring the vehicle back on several occasions for corrections or omissions.

What I want from AMC is full reimbursement for all unusual event expenses, and that the car be brought to full performance level.

Your immediate attention would be appreciated.

Yours truly,


J. J. Parker, M.D.

cc: John Irish AMC Jeep
National Highway Traffic Safety Administration
Lee Iacocca, Chrysler Corporation
KCBS Consumer Action

107 0281

MAY 6 1985



U.S. Department of Transportation
National Highway Traffic Safety Administration

VEHICLE OWNERS QUALIFICATIONNAIRE

RECEIVED

The Privacy Act of 1974
Public Law 93-579

This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

ODI NO.

HL NO.

H76377

FOR HQ USE ONLY

OWNER

LAST NAME

MOSEK

FIRST NAME & MIDDLE INITIAL

APRIL M.

TELEPHONE NO. (Area Code)

Work -

Home - 516-261-5702

STREET ADDRESS

1 NORTH HARBOR ROAD

CITY

NORTHPORT

STATE

NY

ZIP CODE

11768

VEHICLE INFORMATION

VEHICLE MAKE & MODEL

JEEP GRAND WAGONER

MODEL YEAR

1984

BODY STYLE

GRAND WAGONER

VEHICLE IDENTIFICATION NO.

1JCN15N35T119856 39

ENGINE SIZE (CID/CYL)

2.0L/4

MILEAGE

6,000

DATE PURCHASED

5/14/84

DEALER'S NAME AND ADDRESS

GRAND PRIX FMC PERFORM
500 S. BROADWAY
HICKSVILLE, N.Y. 11801

AIR CONDITIONED

 Yes No

VEHICLE SPEED AT FAILURE

 Parked

NO. CYLINDERS

8

POWER STEERING

 Yes No

POWER BRAKES

 Yes No

TRANSMISSION

 MANUAL (Speed)
 3 4 5 AUTOMATIC

TYPE

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT/PART NAME(S)

LOCATION

 Left Right
 Front Rear

FAILED PART(S)

 ORIGINAL
 REPLACEMENT

MILEAGE(S) AT FAILURE(S)

NO. OF FAILURES

DATE(S) OF FAILURE(S)

3/29/85

DESCRIPTION OF FAILURE(S)

ILLEGIBLE

FAILED TIRE INFORMATION

MANUFACTURER

TIRE NAME

SIZE

TYPE FAILURE

CONSTRUCTION

 Belted Bias
 Radial

FAILED TIRE

 Original
 Replacement

BELT MATERIAL

 Steel Fiberglass
 Aramid Rayon

LOCATION

 Right Front Right Rear
 Left Front Left Rear
 Spare

DOT IDENTIFICATION NO.

*The identification number consists of about ten letters and numerals followed by the letters DOT usually located near the rim edge on the side opposite the whitewall or on the back of a blackwall tire.

APPLICABLE ACCIDENT INFORMATION

ACCIDENT

 Yes No

NO. INJURIES

NO. FATALITIES

0283

DESCRIPTION OF ACCIDENT

Vehicle was used for a short trip in the morning then parked in the driveway at approximately noon and locked. My husband arrived home at between 7:00 and 7:30 PM. Nothing was noticed that was out of the ordinary. At between 8:00 and 9:00 PM a noise (assumed to be hot front ice blowing out) was heard and upon investigation the vehicle was found with the engine compartment completely on fire. The City's Fire Department was called. They put out the fire and

SIGNATURE OF OWNER

DATE

SA Form 360 (Rev. 3/84)

DESCRIPTION OF PROBLEM

upon investigation said that nothing suspicious was found. Suffolk City Police
 was called (initial complaint # 85-113582) and the conclusion was the same. It is
 suspected that the fire was caused by an electrical short. The fire
 started on the left side of the vehicle, probably in the main wiring
 harness area. It appeared to have burned longer there and burned
 out the firewall junction block, allowing the fire to progress into
 the interior. The insurance company has declared the vehicle a total loss.

April 27, 1985

4/23/85

RECEIVED
 APR 30 AM 7:54
 AUTO SAFETY HOTLINE

U.S. Department
 of Transportation
 National Highway
 Traffic Safety
 Administration
 400 Seventh St., S.W.
 Washington, D.C. 20590

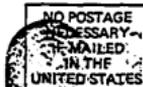
Official Business
 Penalty for Private Use \$300

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, DC

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
 National Highway Traffic Safety Administration
 Auto Safety Hotline, NEF-11 HL
 400 7th Street, SW
 Washington, DC 20590



170 0284

Department of Transportation
National Highway Traffic Safety Administration

VEHICLE OWNER'S QUESTIONNAIRE

The Privacy Act of 1974
Public Law 93-579

This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

FOR HQ USE ONLY
OPI NO. _____ NL NO. **H 78522**

(CLAIMANT AGAINST OUR INSURED OWNER

LAST NAME **SHATKIN, ~~REX~~** FIRST NAME & MIDDLE INITIAL **MARK S. JOHN S. CASSADY** (Represented by Atty)
TELEPHONE NO. (Area Code) **415 763-6636**
STREET ADDRESS **126 GLEN ROAD** CITY **Point Richmond** STATE **CA** ZIP CODE **94403**

VEHICLE INFORMATION

VEHICLE MAKE & MODEL **JEEP CJ7** MODEL YEAR **1982** BODY STYLE **RENEGADE** VEHICLE IDENTIFICATION NO. **1JCCN87E6CT005707**

ENGINE SIZE (CID/CYL) _____ MILEAGE **226,000** DATE PURCHASED **9-8-82** DEALER'S NAME AND ADDRESS - own ins'd **FALORE'S SERRAMONTE** AIR CONDITIONED Yes No
 FUE. INJECT. ION GAS DIESEL NEW USED **AMC JEEP BUICK, INC.**

VEHICLE SPEED AT FAILURE **A=70** NO. CYLINDERS **6** POWER STEERING Yes No POWER BRAKES Yes No TRANSMISSION **4-wheel Dr**
 Parked Just after Starting when it killed Manual (Speed) Automatic
 3 4 5 TYPE _____

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT/PART NAME(S) **CARBURETOR** LOCATION Left Right Front Rear FAILED PART(S) ORIGINAL REPLACEMENT MILEAGE(S) AT FAILURE(S) **226,000** NO. OF FAILURES **3**

DATE(S) OF FAILURE(S) **1. 10-4-82** DESCRIPTION OF FAILURE(S) **carburetor adjusted due to rough idle**
2. 11/19/84 **car smells & misses & hesitates** **carburetor O/H & computer box reformed**
3. 11/29/84 **idling rough then goes under hood with fire in engine compartment**

FAILED TIRE INFORMATION

MANUFACTURER **GOODYEAR** TIRE NAME **NITRO** SIZE **N177** TYPE/FAILURE **1**
CONSTRUCTION Bias Steel Fiberglass Right Front Right Rear
 Radial Original Replacement Aramid Rayon Left Front Left Rear
 Spare

*The identification number consists of about ten letters and numbers following the letters DOT usually located near the rim flange on the side opposite the sidewall of an either side of a blackwall tire.

APPLICABLE ACCIDENT INFORMATION

ACCIDENT Yes No NO. INJURIES **0-0** NO. FATALITIES **0-0** **ILLEGIBLE**

DESCRIPTION OF ACCIDENT
This has been prepared by UNITED PACIFIC/RELIANCE INS. 246-9300, Ext. 270
1701 S. WINCHESTER BLVD., #8120
P. O. BOX 5037
SAN JOSE, CA 95110

FURTHER INQUIRIES MAY BE DIRECTED TO THE ORIGINAL OWNER, ABOVE, OR TO
SIGNATURE OF EMPLOYEE OR INS. CO. REPRESENTATIVE WHO HANDLES SALES/CLAIMS
Michael R. Hoxley & Subrogation **7-26-85**

DESCRIPTION OF PROBLEM

See; attached #1. Fire investigation report;

2. portion of the then owner's transcribed recorded statement (pp. 14-19, more, our insd. had worked on the carburetor on 1-19-84 & Fire occurred on 1-29-84. The claimant, owner, had complained of continued nonresponsiveness with acceleration but our insured had attributed that to the effect of the vehicle's smog equipment.

3. FIRE DEPT. REPT.

ILLEGIBLE

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



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UNITED STATES

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U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NEF-17-HL
400 7th Street, SW
Washington, DC 20590

0285

COPY

| JURISDICTION | CFIRS | |
|--------------|-------|----|
| Richmond | 07095 | ss |
| San Pablo | 07045 | |
| El Sobrante | 07045 | |
| El Cerrito | 07040 | |
| Kensington | 07050 | |

REPORT OF FIRE OTHER THAN BUILDING

Monthly No. 441
 Yearly No. 441
 Date 1/20/61
 Time Out 1326
 Time In 1310

TYPE OF ALARM: Te1

LOCATION (address) 126 Glean

OWNER: _____ ADDRESS _____ PHONE _____

OCCUPANT: None S Shatkin ADDRESS 126 Glean PHONE 236-5066

FIRE DISCOVERED BY owner ADDRESS _____ PHONE _____

- NUMBER PARAGRAPHS:
1. Description of occupancy/property
 2. Extent of damage
 3. Cause (include point of origin)

1. 1962 Jeep CJ-7 #1PPT106
2. Major damage to under hood Wiring hoses ect. Also the paint on the front end.
3. Possible mechanical failure. Mr. Shatkin stated he just had the carburetor re-arried. He also stated when he went to start the car it coughed through the carburetor and burning gas came out from under the car.

115 0287

(OVER)

| USE PEN | | | | | | | | | | | TOTAL | |
|-----------------|--|--|--|--|--|--|--|--|--|--|-------|--|
| Co.s Responding | | | | | | | | | | | | |
| Co.s Worked | | | | | | | | | | | | |
| Manpower | | | | | | | | | | | | |

| DO NOT USE |
|------------|
| Sig. |
| Type Occ. |
| Cause |

115
 Capt. D. L. E / 1/3
 Officer Report:

COPY

ADM 1029B (6/61)

SUMMARY OF OPERATIONS:

1. Conditions on arrival
2. Operations of each company
3. Delayed alarm? Cause of delay?
4. Person injured or killed

1 On arrival we found a Jeep with a fire under the hood and gasoline running out from under it. The Jeep was parked in a carport.

2. Eng. 1 crew used 1 Scott, the booster line and one tank of water to extinguish the fire.

3 No.

4. No

0288

VALUE & LOSS DATA:

Estimated Value: \$ 9,000 Insurance: 4. Loss: 1/200.
Insurance Company: _____ Adjuster: ?

Copy Sent to:

COPY

Ron Hall Investigations

FIRE CAUSE CONSULTANTS

5701 ST. ANDREWS DR., SUITE D

EL DORADO HILLS, CA 95630

(916) 933-2146

March 23, 1984

Mr. Jim Owen
J.G. Owen Company
P.O. Box 650
Clayton, Ca. 94517

RE: Fire Scene Examination & Investigation
Mark Shatkin
126 Glen Road
Point Richmond, Ca.
1982 Jeep CJ7
Calif. License #1FPT108
D/Loss: 1/29/84

RHI 84-137 G

Dear Mr. Owen:

Pursuant to your request of March 1, 1984, an examination and investigation of the above referred to fire was begun by this Investigator on March 9, 1984. The purpose of the examination was to determine the origin and cause of the fire and to investigate the causal agent, to affix responsibility, if any, for the damages and/or injury caused by the fire.

During this examination, scenes of the physical remains of the fire were photographed to record the relevant evidence, leading to the Opinions and Conclusions of the origin and cause of the fire. These photographs are included and shall become a part of this report.

DESCRIPTION OF PROPERTY

The subject of this Investigation was a 1982 Jeep CJ7, bearing California license 1FPT108.

At the time of my examination the subject vehicle was located at your office, address 1608 Crestview Drive, Antioch.

EXTERIOR EXAMINATION

An examination of the exterior of the vehicle revealed the only visible sign of fire damage evident to be at the engine compartment area, with extensive heat discoloration on the left or passenger side of the hood area, with smoke and heat progression evident at all openings of the hood assembly.

An examination of the front of the vehicle revealed all light assemblies to be intact and free of fire damage, with smoke and heat progression around the left headlight location.

INTERIOR EXAMINATION

An examination of the interior of the passenger compartment revealed a total lack of fire damage evident.

An examination of the interior of the engine compartment, beginning with the rear right or passenger side, revealed the vehicle battery to be at this location, an examination of which revealed heat discoloration on the upper surface and exterior casing of the battery, consistent with a fire progression from left to right or from the driver side of the vehicle within the engine compartment.

Noted was the fact that the right battery lead had been disconnected prior to the time of my examination, with the battery post at that location being clean of smoke deposits, indicating the battery having been connected at the time of the fire.

Further noted on the right or passenger side of the engine compartment was the fact that neoprene hoses and wiring insulator was intact, with sooting evident, while increasing amounts of fire exposure were evident toward the center and left or driver side of the engine compartment.

An examination of the forward portion of the engine compartment revealed upper surface damage to soft hoses and components in this region, with burn patterns indicating a fire progression from the vicinity of the carburetor, located in the left center portion of the engine compartment.

Noted was the fact that primary fire exposure was at upper surfaces, with minimal exposure at lower levels.

An examination of the top center portion of the engine compartment revealed extensive fire exposure evident to that area directly adjacent to the carburetor where the air cleaner enclosure attached to the top of the engine block.

An examination of the left or driver side rear area of the engine compartment revealed fairly extensive fire exposure evident, with melting of neoprene lines and wiring insulator, however. Increased damage was evident on those surfaces directly adjacent to or in the direction of the carburetor, with burn patterns on the brake master cylinder indicating a fire progression from the carburetor location.

An examination of the left forward portion of the engine compartment revealed the flex line connection to the air induction system to have totally burned away at the point of connection to the air cleaner assembly, with burn patterns on adjacent components indicating the fire progression from the vicinity of the carburetor approximately center to the left side of the engine.

ILLEGIBLE

0-200

An examination of wiring harnesses and individual wire locations surrounding the carburetor area revealed extensive fire exposure evident, however, there was no indication of arcing or failure associated with a point of origin in this incident. In that the extent of damage evident indicated a rapid intensified rate of fire progression, as opposed to a slow-building fire associated with failure of electrical wiring.

An examination of the interior side of the hood covering the engine compartment revealed extensive heat discoloration and minor distortion of the metal directly above the carburetor location, extending to surrounding areas in the left or driver side of the vehicle, with smoke and heat exposure evident on the surrounding areas, indicating primary fire progression having occurred at the carburetor location.

An examination of the air cleaner enclosure, metal in construction, revealed extensive fire exposure evident, inconsistent with surrounding areas, indicating fire progression having occurred on the interior portion of the air cleaner enclosure.

An examination of the underside of the air cleaner enclosure revealed primary fire concentration to be at that point directly adjacent to the carburetor, indicating the probability of fire progression from that point to the interior of the air cleaner assembly.

An examination of the air filter contained within the air cleaner enclosure revealed extensive charring of combustible component contained within the filter, with primary fire concentration noted on the upper surface and at that area directly adjacent to the opening in the filter enclosure leading to the carburetor.

An examination of the carburetor and surrounding area revealed extensive fire exposure and in fact, total destruction of the upper barrel portion of the carburetor, while the lower level remained relatively intact and free of damage.

An examination of the fuel line leading to the carburetor revealed the metal fuel line leading to the second stage fuel filter to be intact, with the neoprene hose connecting the metal line to the second stage filter intact and free of damage.

An examination of that section downstream or toward the carburetor from the second stage fuel filter revealed the neoprene line connecting the fuel filter to the rigid metal fuel line leading to the carburetor to have burned away, however, neoprene sections were remaining in both hose clamp locations and fire concentration at and surrounding that location was inconsistent with the fire origin at that point, but rather, burn patterns indicated a fire progression from the carburetor location.

An examination of the rigid line extending from the second stage, up to the carburetor failed to reveal any indication of failure or leakage.

An examination of the threaded connection between the fuel line and the base of the carburetor revealed the threaded area to be intact and free of cracks or other deformities associated with leakage and ignition of fuel at that point, with the point of connection being relatively intact in comparison to the upper level of the carburetor.

An examination of the top surface of the carburetor revealed total destruction and melting of the upper barrel chamber, as previously mentioned within this report, with inward collapse on all sides, indicating primary fire progression having occurred on the interior of the carburetor, with the prolonged burning of moderate quantity of gasoline evident by the fact that sustained burning was indicated for a sufficient period of time to totally destroy the upper portion of the carburetor, with burn patterns at the air cleaner assembly previously mentioned within this report indicating fire progression from the carburetor to the interior of the air cleaner and air filter location.

Noted was the fact that only moderate fire exposure was evident at points below the carburetor, with a less severe degree of damage evident to that found on the upper portion of the carburetor, thus negating the probability of upper level leakage on the carburetor allowing for seepage of the flammable liquid on the left side of the engine block, with ignition of same, but rather indicating the primary fire ignition and intensified burning having occurred within the confine of the upper portion of the carburetor and air cleaner assembly, this being typical with a backfire type situation or flooding of the upper chamber of the carburetor.

OPINIONS AND CONCLUSIONS

As a result of the foregoing examination, the following Opinions and Conclusions have been reached by this Investigator:

Utilizing indicators of heat, smoke and burn patterns, flame spread, depth, size and type of char, wind direction, burn progression and degree of destruction, as well as other indicators commonly used to determine type, duration, origin and cause of fire, coupled with the statements of witnesses on the scene prior to and during the fire, it is my opinion that:

1. The fire originated within the upper chamber of the carburetor, involving a sufficient quantity of gasoline at that location to result in collapse of the upper chamber of the carburetor, as well as relatively severe fire extension into the air cleaner assembly and surrounding areas.

SUPPLEMENTAL INVESTIGATION

On March 22, 1984, this Investigator received a copy of the transcribed statement of the insured regarding the fire loss in this incident, with that statement having been conducted by Roy Domke.

A review of the content of the transcribed statement revealed the insured to have experienced various mechanical and component malfunctions or discrepancies in the vehicle since purchasing it new from Falore's Buick AMC Jeep dealership.

In particular, the insured referred to the carburetor having been overhauled by mechanics at Falore's dealership between the period of January 19th and January 23rd.

The insured further related that at the time he picked up the vehicle he noted a small gas leak at the hose clamp connection on the fuel line system prior to the carburetor, with that leak having been repaired at that time and noting no additional evidence of leakage between that time and the day of the fire.

The insured stated that at the time of the fire he had started the vehicle, at which time the vehicle began running poorly and in fact stalled, where upon he restarted the vehicle and noted a popping sound beneath the hood, with ensuing fire, with the insured describing fire at floor level, as well as within the engine compartment, indicating flow of gasoline from the carburetor at that time.

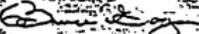
SUPPLEMENTAL OPINIONS AND CONCLUSIONS

Based on the information contained within this report in reference to the fire scene examination, as well as information contained within the recorded interview of the insured, it is the opinion of this Investigator that the most probable cause of the fire in this incident was due to flooding of the carburetor chamber, with accompanying backfire resulting in ignition of fuel at that location, with extension of fire into the air cleaner assembly, as well as adjacent areas, with escaping fuel from that point resulting in ignition of combustible materials at floor level.

Please find enclosed a statement of billing for services rendered and expenses incurred to date for the aforementioned fire scene examination and investigation.

If you feel further activity is warranted in regard to this matter or if we may be of further service to you or your company, please advise.

Respectfully submitted,


Bruce Gagon, Fire Cause Consultant
Ron Hall Investigations

BG:pp

ILLEGIBLE

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assume you picked up the vehicle and left.

- A. Yes, so I left with the vehicle, and no I didn't smell any gas.
- Q. Now how did the vehicle run up to the day that it caught fire?
- A. Well it ran okay, but only okay and just it had run for the first 30,000 miles or 29,000 miles, not what I would expect a brand new car to perform like, but when I've taken it back that's always how it came back.
- Q. How to you mean okay, what problems did you.
- A. Well I would say there would be a small miss maybe in the engine and then I was told that that was just because of I've been told by them and everybody else that it's just because of the emission product, or devices that are on the car and that is just going to be like that and you can't do anything about it.
- Q. Okay. Now on the day it caught fire, what were the circumstances that lead up to that fire?
- A. Well I hadn't started the car for I'd say at least the previous 24 hours.
- Q. Where was it parked?
- A. It was parked in the garage, which is a carport with enclosed except for the back door, which, there is no door.
- Q. So it's open to the outside air circulation.
- A. Yes.
- Q. What, when you approached the vehicle before the fire, did you smell any gas?
- A. No.
- Q. And what time of day.
- A. It was 2:00 p.m.

110 0294

Q. What happened then?

A. Well I got in the car and started it up. it started the first time without any problems and it idled for I'd say for approximately 30 seconds badly you know. I can remember saying, well. gee its already starting to screw up again. the idle is already falling off its not holding already you know to smooth idle and then it died and then I started it up again and it started up and I'd say within the next 3 to 5 second, maximum 5 seconds I heard a pop and it came from directly under the hood. I have heard. it has back fired before through the exhaust pipe but never popped. because I could hear it and feel it. it came from the front of me not in back of me I could actually you know feel it and it sounded like a muffled gun or something and that's when the smoke came out from the seams of the hood and I could see the reflections of the flames and feel the heat from underneath the car where the gas had dropped or something had dropped and had. and the cement floor was in flames and at that point I banged on.

Q. Were you still in the car?

A. I was still in the car.

Q. When the flames were on the ground?

A. I would say I was in the car for approximately 3 seconds.

Q. Did you turn the ignition switch off?

A. I can't say for sure whether I did or not. I don't believe I did though.

Q. Was the engine still running as far as you know?

A. I don't know if it was still running because I would say. I would say it wasn't running but it would be a guess. I can't say if it was idling. I would say it wasn't running after I got. immediately what I

did was I got out of the car and wanted to see what was around the car that was on fire before I could go get anything to extinguish the fire, making sure there wasn't any newspapers, there was a phone book directly in the flames at that point and so I grabbed the phone book and moved it across, threw it across the room and got it out of the way and I kicked everything else out of the way. At that point I ran down, which is approximately 25 feet, to my apartment where there was a hose and a high pressure nozzle on that hose that I had just bought for the purpose of washing my jeep and that's why I bought the nozzle and fit onto the hose and I said well gee it would be a good thing in case there was ever a fire in the yard or something I'll leave the nozzle on all the time so I wouldn't have to keep taking it on and off so thank God I did because I was able to control the fire underneath the car and after spraying up underneath the vehicle because there was at least I'd say a foot ground clearance or so, I could. I just stayed behind the house and you know kept spraying and before that I had, before I ran downstairs to get the hose, after clearing the papers out of the way I had banged on the door of Saryl Weinstein, my, the woman who owns the house who has the top unit to call the fire department, and so she did.

- Q. Were you able to extinguish the flames before the fire department came.
- A. Yes I was able to extinguish the visible flames underneath the car but as for what was going on underneath the hood, but there was two clamps, a clamp on each side of the hood and if it released I didn't want to open up the hood in fear of burning myself.
- Q. Sure, now the fire department did appear on the scene.
- A. Yes.

- Q. Did they open the hood?
- A. They immediately, the guy immediately opened up the hood, we had the mask on and everything where he's protected and he had a large hose with him, as soon as he opened up the hood he turned it on and just plastered the whole engine and extinguished the fire, whatever was left it extinguished it at that point.
- Q. Okay, could we back track just a moment though. Before you started the car and before the fire, what was the procedure you used to start the car, that is how did you turn on the ignition, what did you do about accelerating the gas pedal that sort of thing.
- A. Well what I would say I did was just sit in the car and start it. I wouldn't say I pumped the accelerator at all since I just got the car back and I believe it should be in 100% working condition, I don't feel you would have to pump a car in the morning to get it started and so I didn't pump the car in the morning to get it started because I wanted to see if the car was working correctly or not and I would take it back again to Felore's Buick if I had to, so I was going to get in the car, I started the car and it started.
- Q. Okay, what was the weather like that day?
- A. It was a clear day, it was fairly warm for the winter months.
- Q. What kind of fuel had you had put in the last time into the gas tank?
- A. As far as the brand name I don't know, but I had always burned unleaded supreme, here's all my gas receipts. I've always put in unleaded supreme, never anything but.
- Q. Okay, Now after the going back to after the fire was extinguished, uh did the fire department do any evaluation as to the origin of the fire?

A. He, they had talked to me for a few moments ^{about} my name, at this point I still haven't seen the report and the man told me that, he asked me what I heard and everything, and I told him what happened, and he said without a doubt he feels that it was a back fire in the carburetor. I don't know what steps they took as there was three or four of these guys walking around for say 15 or 20 minutes. I don't know if they wrote anything down or anything like that. I was talking to one main guy who was taking my name and address and basic statistical information for their files so I don't know actually who did the investigation of the vehicle or not.

Q. Did they do any disassembly of any components of the vehicle?

A. No they didn't the only thing they disassembled was the battery cables to make sure that it wouldn't start.

Q. Alright, we, you and I both looked at the machine up here, the air cleaner is off. The air cleaner is sitting off of the top of the carburetor, do you know how.

Q. This is a continuation of the same statement and we just simply turned the tape over.

Q. But with the air cleaner, your not certain how it came off

A. No, I would say it just maybe the pressure of their hose or whatever they had in there just knocked it or maybe when, because they were in they were fighting, they were scared, you know the man came out and he was having a hard time breathing and he may have, they weren't really paying attention or worrying about touching anything in the car they were just trying to put the fire out and you know you can see where

they pulled. there is a hood latch to hold hood up, they just threw. they didn't throw it but they laid it back, they weren't worrying about what they did to the car itself and I haven't personally, haven't touched a thing, I don't think Mr. Owens did either. who has been here before you and I have talked.

Q. Okay, now Mr. Owens is the auto appraiser who has inspected the vehicle. Alright now did the fire department personnel take any photographs?

A. Not that I'm aware of.

Q. Has the vehicle been moved or tampered with in any way up to this point since the fire?

A. No, not unless Mr. Owens had touched the car, but from what I can see, haven't personally touched a thing and I go in there and look every couple days and there's nothing different.

Q. Okay, you leave the hood down when your not here?

A. No, I just left it like it is it hasn't been touched, because it really wasn't important to close the hood up.

Q. A couple of things we may not have covered here. What type of transmission does it have, other than 4 wheel drive?

A. speed transmission.

Q. Manual transmission

A. Manual yes.

Q. Okay, does it have air conditioning?

A. No.

Q. Does it have power steering.

A. Yes.

Q. Does it have power brakes

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

VEHICLE OWNER'S QUESTIONNAIRE

The Privacy Act of 1974
Public Law 93-579

This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

FOR HQ USE ONLY

ODI NO.

HL NO.

H 78535

OWNER

LAST NAME

FIRST NAME & MIDDLE INITIAL

TELEPHONE NO. (Area Code)

Madere

Joseph W.

Work - 318-992-2131

Home - 318-827-5568

STREET ADDRESS

CITY

STATE

ZIP CODE

Route 1, Box 100-A

Trout

LA

71371

VEHICLE INFORMATION

VEHICLE MAKE & MODEL

MODEL YEAR

BODY STYLE

VEHICLE IDENTIFICATION NO.

Jeep CJ-5

1983

Soft top (Removable)

1JCCM5A6DT035727

ENGINE SIZE
(CID/CYL) 258

MILEAGE

DATE PURCHASED July, 1983

DEALER'S NAME AND ADDRESS

AIR CONDITIONED

FUEL INJECTION

GAS DIESEL

30,000

NEW USED

Hanna-Abington Ford
Alexandria, Louisiana

Yes No

VEHICLE SPEED AT FAILURE

CYLINDERS

POWER STEERING

POWER BRAKES

TRANSMISSION

AUTOMATIC

Parked

6

Yes No

Yes No

MANUAL (Speed)

TYPE 4RD

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT/PART NAME(S)

LOCATION

FAILED PART(S)

MILEAGE(S) AT FAILURE(S)

NO. OF FAILURES

Carburetor

Left Right
 Front Rear

ORIGINAL
 REPLACEMENT

30,000

1

DATE(S) OF FAILURE(S)

DESCRIPTION OF FAILURE(S)

3-11-85

See back.

FAILED TIRE INFORMATION

MANUFACTURER

TIRE NAME

SIZE

TYPE FAILURE

CONSTRUCTION

FAILED TIRE

BELT MATERIAL

LOCATION

DOT IDENTIFICATION NO. *

Belted Bias

Radial

Original

Replacement

Steel Fiberglass

Aramid Rayon

Right Front Right Rear

Left Front Left Rear

Spare

The identification number consists of about ten letters and numerals following the letters DOT usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

APPLICABLE ACCIDENT INFORMATION

ACCIDENT

NO. INJURIES

NO. FATALITIES

Yes

No

DESCRIPTION OF ACCIDENT

SIGNATURE OF OWNER

DATE

0300