

PETITION

N H T S A
EXECUTIVE SECRETARIAT CORRESPONDENCE UNIT

323677

WRITER: [REDACTED]
WASHINGTON, DC

NHTSA CTL# 8901260002 DOT CTL# WHS CTL#

ORGANIZATION:
CENTER FOR AUTO SAFETY
REFERRED BY: NOA10

CORR. DATE JAN/24/89 DATE REC'D JAN/26/89 SUSP. DATE MAY/25/89

TIME RECEIVED: 1:46 PM

SUBJECT:

PETITION FOR DEFECT INVESTIGATION AND RECALL OF ALL 1983-88 FORD F-SERIES PICKUP TRUCKS AND CHASSIS WITH DUAL FUEL TANKS FOR FUEL SYSTEM OVERPRESSURIZATION AND FIRES (AN ADVANCE COPY WAS PROVIDED TO EF01/BROWNLEE, OA01, OA02, MCC, & OA40)

ACTION OFF.	DATE	ACTION
EF01	JAN/26/89	REPLY
CC01	JAN/26/89	COORDINATE
OA01	JAN/26/89	INFO
OA01	JAN/26/89	INFO
OA02	JAN/26/89	INFO
OA40	JAN/26/89	INFO
NEE-10	1/27/89	Reply

FOR SIGNATURE OF : PARKER
ACKNOWLEDGED BY...
DATE ACKNOWLEDGED:

COMPLETED BY.....
DATE COMPLETED...
FILE DESIGNATION :

DOCUMENT TYPE.....: PETITION

INFO :

Successor / 27th / 1-27-89

EXECSEC ANALYST NAME : MILTON HARLEY
TIME DOCUMENT ENTERED: 1:52 PM
DATE DOCUMENT ENTERED: JAN/26/89

COMMENTS

SPECIAL
HAND CARRY

0199-025
YUAK

JAN 31 1989

[Redacted]
[Redacted] Safety

Washington, DC 20009

DP89-005
NEF-122sby/jad

Dear [Redacted]

This is to acknowledge the receipt of your petition dated January 24, 1989, requesting that an investigation be initiated to determine whether alleged fuel expulsion from dual tank filler necks in 1983-1988 model year Ford F-Series vehicles constitutes a defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966, (the Act) as amended.

In accordance with Title 49 CFR, Part 552, the National Highway Traffic Safety Administration will conduct a technical review of the available information and will notify you whether the petition is granted.

Sincerely,

Signature
Signed by
James P. Talbot

Michael B. Brownlee, Director
Office of Defects Investigation
Enforcement

NHTSA:NEF:ODI
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cc:
NEF-01
NEF-10
NEF-12 Subj/Chron
Document No. 8903L
323477
89 012 p 0002

RTG. SYMBOL	NEF-122
INITIALS/SG.	[Signature]
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**CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Mr. R.H. Munson
Director, Automotive Safety Office
Ford Motor Company
The American Road
Dearborn, MI 48121

NEF-122sby
DP89-005

Dear Mr. Munson:

This office has received a petition from the Center for Auto Safety (CFAS). CFAS is requesting the National Highway Traffic Safety Administration (NHTSA) to open an investigation into fuel expulsion and resulting fires on the Ford "F" series vehicles.

For purposes of this letter and information request, the following terms are defined unless otherwise described:

- o Subject vehicles: all 1983 through 1987 "F" series vehicles.
- o Ford: Ford Motor Company and its divisions and subsidiaries including all dealers, suppliers, contractors, and field personnel.
- o Alleged defect: shall refer to fuel overpressurization or fuel expulsion, which might be due to unsatisfactory performance of the fuel system or the exhaust system of the subject vehicles, including the respective emissions control systems.

In order for my staff to further evaluate the alleged defect, certain additional information is required. Pursuant to Sections 108 and 112 of the National Traffic and Motor Vehicle Safety Act (the Act) (15 USC 1397 and 1401), we ask that you provide numbered responses to the following items. Please repeat each item verbatim before the response. The submitted documents are to include, but not be limited to, both written and transcribed reports or documents from oral communications or electronic storage media. Transcriptions of available written reports are unacceptable.

1. Furnish the total number of subject vehicles which Ford has sold in the U.S., broken down by model and year.

INITIALS/NO.
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DATE

John

2. Furnish the number and copies of all owner reports or consumer complaints received by Ford, or of which Ford is otherwise aware, pertaining to the alleged defect in the subject vehicles. Furnish all reports or complaints whether or not Ford has verified their contents.
3. Furnish Ford's evaluation and opinions of the alleged defect in the subject vehicles. Include an assessment of the following:
 - a. the causal or contributory factors which may result in the alleged defect; and
 - b. the risk to motor vehicle safety created by the alleged defect.
4. Furnish copies of any results of Ford testing of the "F" series which relate to the alleged problem.

It is important that you respond to this letter on time. This letter is sent to you pursuant to Section 112 of the Act which authorizes this agency to conduct any investigation which may be necessary to enforce Title I of the Act. Your failure to respond promptly and fully to this letter may be construed as a violation of Section 108(a)(1)(B) of the Act.

Your written response, in triplicate, referencing the identification codes in the upper right hand corner of this letter, must be submitted to this office within 30 working days from receipt of this letter. If you find that you cannot fully respond within the allotted time, you may request an extension from the Director, Office of Defects Investigation, at (202) 366-2850, no later than 5 working days prior to the original due date for your response. A telephone request for an extension must be confirmed in writing. The time extension will be for only that portion of the requested material which requires additional time, all other material must be provided by the due date.

If any portion of your response is considered confidential information, include all such material in a separate enclosure clearly marked confidential. In addition, you must submit a copy of all such confidential material directly to the Chief Counsel of NHTSA and comply with all other requirements of 49 CFR Part 512, Confidential Business Information.

If you have any technical questions concerning this matter, please contact Mr. Scott B. York of my staff at (202) 366-5209.

Sincerely,

**Original signed by
Michael B. Brownlee**

Michael B. Brownlee, Director
Office of Defects Investigation
Enforcement

NHTSA:NEF:ODI
NEF-122 SYork:rsb:65209:02-10-89
cc: NEF-01; NEF-10; NEF-112 Scott; NEF-12 Subj/Chron; Document No 8903L

PETITION

N H T S A
EXECUTIVE SECRETARIAT CORRESPONDENCE UNIT

323677

WRITER: [REDACTED]
WASHINGTON, DC

NHTSA CTL# DOT CTL# WHS CTL#
8901260002

ORGANIZATION:
CENTER FOR AUTO SAFETY
REFERRED BY: NOA10

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COMPLETED BY.....
DATE COMPLETED...
FILE DESIGNATION :

: OA01 : JAN/26/89 : INFO :

: OA02 : JAN/26/89 : INFO :

DOCUMENT TYPE....: PETITION

: OA40 : JAN/26/89 : INFO :

INFO :

: NEE-10 : 1/27/89 : Reply :

Document / 27th / 1-27-89

EXECSEC ANALYST NAME : MILTON HARLEY
TIME DOCUMENT ENTERED: 1:52 PM
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COMMENTS

SPECIAL
HAND CARRY

DP89-005
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CENTER FOR AUTO SAFETY

2001 5 STREET, NW SUITE 410 WASHINGTON, DC 20009 202-328-7700

January 24, 1989

Diane Steed, Administrator
National Highway Traffic
Safety Administration
400 Seventh St., S.W., Room 5220
Washington, D.C. 20590

PETITION FOR DEFECT INVESTIGATION AND RECALL

The Center for Auto Safety (CAS) hereby petitions the National Highway Traffic Safety Administration to open a defect investigation and recall of 1983-1988 Ford Motor Company F-series pickup trucks and cutaway chassis with dual fuel tanks for fuel system overpressurization and fires.

It is well known that dual fuel tank Ford Econoline E-150, E-250 and E-350 vans and ambulances built on the Econoline chassis have been plagued by the problems of fuel system overpressurization -- vapor lock and stalling, fuel spurting and leaks, and fire. Hundreds of these fires have caused dozens of injuries, millions of dollars in damages, and at least one death. Ford's forced efforts to combat this defect including the recall of the 1983-87 E-250/350 have been largely unsuccessful.

Even worse it is now obvious that this defect extends to far more vehicles than Econoline models. Ford F-150, F-250 and F-350 pickup trucks and ambulances built on the F-series chassis are equipped with dual fuel tanks like the Econoline models and, like the Econolines, they are burning up. But the potential for death and destruction from F-series Ford fires is even greater than for the E-series due to their greater use and number.

Nothing illustrates the hazards of F-series Ford fires better than an F-250 fire in Minot ND which threatened the town with chemical contamination. On April 4, 1987, a 1986 F-250 caught fire while unloading fertilizer in a warehouse used to store agricultural chemicals in downtown Minot. The truck, along with the warehouse and all its chemical contents were destroyed in one of the worst fires in Minot's history. Toxic chemicals and emissions were strewn into the environment. Total damages including cleanup of hazardous wastes were estimated at over \$5,000,000. (See attached lawsuit complaint.)

DP84-006
1989

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Another F-series fire almost burned down a gas station. _____ of Garden City KS was at a gas station when his 1986 F-350 caught fire on May 30, 1988. By the time firefighters arrived the flames had spread to three gas pumps and a canopy. According to the fire report, when _____ "removed the rear gas cap, gasoline sprayed out on him and was spraying out over his head." One firefighter was injured. (See attached accident report.)

Consumers often report multiple Ford fires to the Center. _____ of Grand Junction CO reported that he knew two individuals who had their F-series Ford trucks and horse trailers burn up. felt that it was only a matter of time before his 1987 F-350 which frequently overheated went up in flames. (Copies of this and other consumer complaints received by the Center are attached.)

Like the E-series, some F-series Ford trucks are converted into ambulances and threaten the lives of patients they are intended to save. A heart patient was being transported to a Memphis TN hospital on June 11, 1988 when fuel leaked from a 1986 F-350 ambulance. Ambulance personnel were able to remove the patient before the vehicle burst into flames.

These incidents come as no surprise to NHTSA. On December 15, 1986 the International Association of Fire Chiefs (IAFC) sent NHTSA a telegram warning that F-350 ambulances, like their Econoline counterparts, were susceptible to fuel system overpressurization and fires, and IAFC asked NHTSA to investigate.

NHTSA boldly responded to IAFC on January 8, 1987 by stating that "the agency has received almost no complaints involving the F-350 models." However, NHTSA's consumer complaint log for the preceding year contains at least one report of a fire and two reports of fuel spurting in F-350 vehicles, as well as three fire, two fuel spurting, and numerous stalling and vapor lock complaints in F-150 and F-250 vehicles. NHTSA nonetheless refused IAFC's request for an investigation.

After two years of inaction while Ford F-series trucks continued to burn, NHTSA finally opened a mere low level Preliminary Evaluation on December 7, 1988 into 1986-88 F-series Ford fires. NHTSA's action is too little and too late. First as is shown by the enclosed report from _____ of Wellsville UT whose 1983 F-series Ford pickup burned up, the defect extends back to the 1983 model year just as it does with the E-series vans.

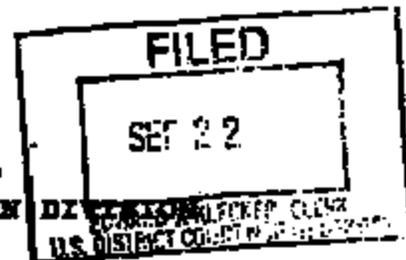
Opening the lowest level investigation is woefully inadequate for a defect that has destroyed gas stations and threatened entire towns, not to mention burning up many entire vehicles costing tens of thousands of dollars. The agency should have opened its highest level investigation, a Formal Defect Investigation, in view of the imminent hazard from these vehicles and in view of the knowledge already gained in the E-series investigations and recalls. Accordingly, the Center for Auto Safety petitions the National Highway Traffic Safety Administration to open a Formal Defect Investigation leading to a recall of all 1983-1988 Ford F-series pickup trucks and chassis with dual fuel tanks for fuel system overpressurization and fires.

Respectfully submitted by,



for Petitioner Center for Auto Safety

FILE COPY



IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF NORTH DAKOTA, NORTHWESTERN

[REDACTED]
INC.,

Plaintiff,

v.

FORD MOTOR COMPANY, A FOREIGN
CORPORATION, and WESTLIE MOTOR
COMPANY, a corporation,

Defendant.

COMPLAINT

Civil No:

[REDACTED] INC., by its attorneys,
CONKLIN & ROADHOUSE; FLECK, MATHER, STRUTZ & MAYER; and, McGRATH,
NORTH, MULLIN & KRATZ, and Complaining of the Defendants FORD MOTOR
COMPANY a foreign Corporation, and WESTLIE MOTOR COMPANY, a
corporation states:

1.

[REDACTED], INC. ([REDACTED]) is a
corporation organized under the laws of the state of Montana with
its principal place of business in Billings, Montana. WESTCHEM
does business in the state of North Dakota.

2.

Defendant FORD MOTOR COMPANY ("FORD") is a Delaware
corporation with its principal place of business in Dearborn,
Michigan. FORD does business in the state of North Dakota.

3.

Defendant WESTLIE MOTOR COMPANY ([REDACTED]) is a North Dakota
Corporation with its principal place of business in Minot, North

890126002

options, a trailer towing/camper package, spare tire package, and rapid spec. 615 A package; dual fuel tanks were included by FORD as standard equipment.

8.

The truck was ordered from FORD through [REDACTED] on or about January 28, 1986 and received at [REDACTED] in Minot, North Dakota, on or about April 14, 1986.

9.

On April 4, 1987, the truck caught fire initiating a fire at [REDACTED] storage building at 2801 South Broadway, Minot, North Dakota, which totally destroyed the aforementioned Ford Truck and said warehouse facility, including all equipment and chemicals stored therein.

10.

At all times relevant hereto, Defendant Ford owed a duty to [REDACTED] to exercise ordinary care in providing a safe, well-designed, and well-manufactured Ford F-250 truck to the Plaintiff, free from defects in design and/or manufacture.

11.

Notwithstanding the aforesaid duty, FORD breached its duty owed to [REDACTED] by committing one or more of the following careless or negligent acts:

- (a) designed and manufactured the fuel system and fuel lines of the subject F-250 truck so as to increase the likelihood of fire;
- (b) designed and manufactured the electrical system of the subject F-250 truck so as to increase the likelihood of short circuits and fire; and

11.

The subject Ford F-250 truck was defective and unreasonably dangerous when it left Defendant FORD in one or more of the following respects:

- (a) Ford designed and manufactured an unreasonably dangerous and defective, fuel system and fuel lines of the subject F-250 truck so as to increase the likelihood of fire, and otherwise make the truck unfit for its intended use;
- (b) Ford designed and manufactured an unreasonably dangerous and defective, electrical system of the subject FORD F-250 TRUCK so as to increase the likelihood of short circuits and fire, so that the subject truck was not fit for its intended use;
- (c) Ford failed to provide proper and adequate warnings and instructions regarding the use of the subject Ford F-250 truck; and
- (d) Ford's otherwise defective design and/or manufacture of the subject Ford F-250 truck.

12.

██████████ at all times used the Ford F-250 truck only in the manner, and for the purposes intended and did not, by any action or inaction on its part, cause or contribute to the fire which occurred on April 4, 1987. The Ford F-250 truck was expected to and did reach ██████████ without substantial change in the condition in which it was sold.

13.

As a direct and proximate result of one or more of the unreasonably dangerous defects in the subject Ford F-250 truck, the April 4, 1987 fire occurred causing WESTCHEN to suffer damage to its property and to its business, and to incur expenses,

12.

At all times relevant hereto, [REDACTED] used the Ford F-250 truck only for its intended use and did not, in any manner, cause or contribute to the fire of April 4, 1987.

13.

As a direct and proximate result of defendant FORD'S breach of its warranties, the April 4, 1987 fire occurred causing [REDACTED] to sustain damages to its property and to its business, and to incur expenses, including but not limited to loss of use, loss of profits, loss of inventory, and interest, in an amount to be proven at trial, but in excess of \$50,000.00.

FOURTH CAUSE OF ACTION (FAILURE TO WARN - FORD)

1-9.

Plaintiff repeats and realleges the allegations contained in Paragraphs 1-9 of its first cause of action as, and for, Paragraphs 1-9 of this fourth cause of action.

10.

The subject Ford F-250 truck purchased by [REDACTED] was known to Ford to be defective and unreasonably dangerous at, or subsequent to, the time of its delivery but prior to the time of this occurrence, in that it contained defects in design and/or manufacture which presented an unreasonable risk of harm to the property, employees, and business operations of [REDACTED]

11.

The Defendant, FORD, willfully, recklessly, and negligently

10.

Defendant FORD had the duty to use reasonable care to give accurate and adequate instructions with respect to the use of, and as to the dangers inherent in, the subject F-250 truck.

11.

Notwithstanding the aforesaid duty, FORD breached that duty owed to [REDACTED] by failing to instruct [REDACTED] on one or more of the following matters:

- (a) the proper use of the electrical system of the subject F-250 truck, so as to prevent short circuits and fires;
- (b) the proper use of the fuel system of the subject F-250 truck, so as to decrease the likelihood of fires; and
- (c) otherwise carelessly and negligently failed to instruct in the proper use, and inherent dangers, in the subject F-250 truck.

13.

[REDACTED] at all times herein relevant exercised due care and caution in the use of the subject Ford F-250 truck, and used the subject Ford F-250 truck only in the manner, and for the purposes, intended.

14.

As a direct and proximate result of Ford's breach of duty, the April 4, 1987, fire occurred, causing [REDACTED] to sustain damage to its property and to its business, and to incur expenses, including, but not limited to, loss of use, loss of profits, loss of inventory, and interest in an amount to be proven at trial, but in excess of \$50,000.00.

truck, the April 4, 1987 fire occurred, causing [REDACTED] to suffer damage to its property, and to its business, and to incur expenses, including but not limited to loss of use, loss of profits, loss of inventory, and interest, in an amount to be proven at trial, but in excess of \$50,000.00.

SEVENTH CAUSE OF ACTION
(NEGLIGENCE - WESTLIE)

1-9.

Plaintiff repeats and realleges the allegations contained in Paragraphs 1-9 of its first cause of action as, and for, Paragraphs 1-9 of this seventh cause of action.

10.

Defendant WESTLIE MOTOR COMPANY ("WESTLIE") is a North Dakota corporation with its principal place of business in Minot, North Dakota. WESTLIE does business in the State of North Dakota.

11.

At all time relevant hereto, Defendant WESTLIE owed a duty to WESTCHEM to exercise ordinary care in providing a safe, and well maintained Ford F-250 truck to the Plaintiff.

12.

Notwithstanding the aforesaid duty, WESTLIE breached its duty owed to WESTCHEM by committing one or more of the following careless or negligent acts:

- (a) failure to proper inspect the subject F-250 truck, including its electrical and fuel systems, prior to delivery of the subject truck to WESTCHEM;

11.

Defendant WESTLIE impliedly warranted the Ford F-250 truck sold to [REDACTED] to be free of defects in design and/or manufacture, fit for its intended purpose or use, and of merchantable quality. [REDACTED] relied on Defendant WESTLIE's skill and judgment in the selection, maintenance, and purchase of a truck which would be fit for the purpose for which it was intended.

12.

Notwithstanding such implied warranties, WESTLIE breached these warranties in one or more of the following ways:

- (a) sold the subject F-250 truck which possessed a dangerously defective, unfit and unmerchantable fuel system and fuel lines which increased the likelihood of fire, and otherwise made the truck unfit for its intended use;
- (b) sold the subject F-250 truck which possessed a dangerously defective, unfit and unmerchantable electrical system which increased the likelihood of short circuits and fire, so that the subject truck was not fit for its intended use; and
- (c) otherwise breached these warranties.

13.

At all times relevant hereto WESTCHEM used the Ford F-250 truck only for its intended use and did not, in any manner, cause or contribute to the fire of April 4, 1987.

14.

As a direct and proximate result of defendant WESTLIE's breach of its warranties, the April 4, 1987, fire occurred causing

- c) FORD and WESTLIE failed to provide proper and adequate warnings regarding the use of the subject Ford F-250 truck; and
- d) was otherwise defective and unreasonably dangerous.

13.

██████████ at all times used the Ford F-250 truck only in the manner, and for the purposes intended and did not, by any action or inaction on its part, cause or contribute to the fire which occurred on April 4, 1987. The Ford F-250 truck was expected to and did reach ██████████ without substantial change in the condition in which it was sold.

14.

At all times relevant hereto ██████████ used the Ford F-250 truck only for its intended use and did not, in any manner, cause or contribute to the fire of April 4, 1987.

15.

As a direct and proximate result of one or more of the unreasonably dangerous defects in the subject Ford F-250 truck, the April 4, 1987 fire occurred causing WESTCHEM to suffer damage to its property and to its business, and to incur expense, including but not limited to loss of use, loss of profits, loss of inventory, and interest, in an amount to be proven at trial, but in excess of \$50,000.00.

TENTH CAUSE OF ACTION

(FAILURE TO WARN - WESTLIE)

1-10.

Plaintiff repeats and realleges the allegations contained in

F-250 truck, the April 4, 1987, fire occurred causing [REDACTED] to suffer damage to its property and to its business, and to incur expenses, including but not limited to loss of use, loss of profits, loss of inventory, and interest, in an amount to be proven at trial, but in excess of \$50,000.00.

ELEVENTH CAUSE OF ACTION

(FAILURE TO INSTRUCT - WESTLIE)

1-10.

Plaintiff repeats and realleges the allegations contained in Paragraphs 1-10 of its seventh cause of action as, and for, Paragraphs 1-10 of this eleventh cause of action.

11.

Defendant WESTLIE had the duty to use reasonable care to give accurate and adequate instructions with respect to the use of, and as to the dangers inherent in, the subject F-250 truck.

12.

Notwithstanding the aforesaid duty, WESTLIE breached that duty owed to WESTCHEM by failing to instruct [REDACTED] on one or more of the following matters:

- a) The proper use of the electrical system of the subject F-250 truck, so as to prevent short circuits and fires;
- b) the proper use of the fuel system of the subject F-250 truck, so as to decrease the likelihood of fires;
- c) proper use of both standard, and optional, equipment so as to decrease the likelihood of short circuits in fire;

Thomas W. Conklin
Howard L. Lieber
Thomas D. Cavenagh
CONKLIN & ROADHOUSE
100 West Grand Avenue
Chicago, Illinois 60610
312/670-0220

By: _____

AND

Warren H. Albrecht, Jr.
Randall J. Bakke
FLECK, MATHER, STROTZ & MAYER, Ltd.
600 Dakota Northwestern Building
P.O. Box 2798
Bismarck, North Dakota 58502

By: Randall J. Bakke

AND

Steven P. Case
McGRATH, NORTH, MULLIN
& KRATZ, P.C.
Suite 1100
One Central Park Plaza
Omaha, Nebraska 68102

By: Randall J. Bakke for Steven P. Case

Fill In This Report
In Your Own Words

COLBY Fire Department
KANSAS INCIDENT REPORT

902F 2/82
LAYOUT 3

FDID TH 201		Incident No. 8161017402		Box No. 016	Day 27	Year 86	Day of the Week FRI	Alarm Time 6:15	Year to Service 210115	<input type="checkbox"/> Date Change
CORRECT ADDRESS		CROSS STREET		CITY		STATE		ZIP		COMPLETS ON ALL INCIDENTS
OCCUPANT NAME		OWNER NAME		ADDRESS		CITY		STATE		ALL INCIDENTS
METHOD OF ALARM FROM PUBLIC		1 <input type="checkbox"/> Telephone direct 2 <input type="checkbox"/> Municipal Pub Box		3 <input type="checkbox"/> Private Alarm System 4 <input type="checkbox"/> Radio from FDPS Vehicle		5 <input type="checkbox"/> Direct Alarm 6 <input type="checkbox"/> No Alarm Facility Response		7 <input type="checkbox"/> Towed (M/T) 8 <input type="checkbox"/> Not Classified		ALL INCIDENTS
TYPE OF SITUATION FOUND		30 <input type="checkbox"/> Emergency treated and removed		40 <input type="checkbox"/> Arming electric equipment		50 <input type="checkbox"/> Damaged building		60 <input type="checkbox"/> Damaged vehicle		ALL INCIDENTS
TYPE OF ACTION TAKEN		4 <input type="checkbox"/> Remove Person 5 <input type="checkbox"/> Search by 6 <input type="checkbox"/> Salvage		7 <input type="checkbox"/> Anticipation 8 <input type="checkbox"/> Fire in, None up 9 <input type="checkbox"/> Not classified 10 <input type="checkbox"/> Unattended		DISTRICT		No. Alarms		ALL INCIDENTS
NO. FIRE SERVICE PERSONNEL RESPONDED		NO. ENGINE RESPONDED		NO. AERIAL APPARATUS RESPONDED		NO. OTHER VEHICLES RESPONDED		DISTRICT		ALL INCIDENTS
INCIDENT-RELATED INJURIES		FIRE SERVICE		OTHER		INCIDENT-RELATED FATALITIES		FIRE SERVICE		ALL INCIDENTS
COMPLEX		MOBILE PROPERTY USE		AREA OF FIRE ORIGIN		MOBILE PROPERTY USE		AREA OF FIRE ORIGIN		ALL INCIDENTS
MOBILE PROPERTY USE		YEAR		MAKE		MODEL		LICENSE NO. (if any)		ALL INCIDENTS
LEVEL OF FIRE ORIGIN		1 <input type="checkbox"/> Grade level 2 <input type="checkbox"/> Basement story 3 <input type="checkbox"/> Third story		4 <input type="checkbox"/> Fourth story 5 <input type="checkbox"/> Fifth or sixth story 6 <input type="checkbox"/> Seventh or above		7 <input type="checkbox"/> Ceiling in Right 8 <input type="checkbox"/> Unattended 9 <input type="checkbox"/> Not classified		0 <input type="checkbox"/> Unattended		ALL INCIDENTS
EQUIPMENT INVOLVED IN INCIDENT (IF ANY)		YEAR		MAKE		MODEL		SERIAL NO.		ALL INCIDENTS
TYPE OF MATERIAL IGNITED		FORM OF MATERIAL IGNITED		TYPE OF MATERIAL IGNITED		FORM OF MATERIAL IGNITED		TYPE OF MATERIAL IGNITED		ALL INCIDENTS
FORM OF HEAT OF ORIGIN		IGNITION FACTOR		FORM OF HEAT OF ORIGIN		IGNITION FACTOR		FORM OF HEAT OF ORIGIN		ALL INCIDENTS
CONSTRUCTION TYPE		CONSTRUCTION METHOD		CONSTRUCTION TYPE		CONSTRUCTION METHOD		CONSTRUCTION TYPE		ALL INCIDENTS
EXTENT OF DAMAGE		EXTENT OF DAMAGE		EXTENT OF DAMAGE		EXTENT OF DAMAGE		EXTENT OF DAMAGE		ALL INCIDENTS
METHOD OF EXTINGUISHMENT		METHOD OF EXTINGUISHMENT		METHOD OF EXTINGUISHMENT		METHOD OF EXTINGUISHMENT		METHOD OF EXTINGUISHMENT		ALL INCIDENTS
ESTIMATED TOTAL DOLLAR LOSS		ESTIMATED TOTAL DOLLAR LOSS		ESTIMATED TOTAL DOLLAR LOSS		ESTIMATED TOTAL DOLLAR LOSS		ESTIMATED TOTAL DOLLAR LOSS		ALL INCIDENTS
TOTAL ACRES BURNED		TOTAL ACRES BURNED		TOTAL ACRES BURNED		TOTAL ACRES BURNED		TOTAL ACRES BURNED		ALL INCIDENTS
ACRES GRASSLAND		ACRES GRASSLAND		ACRES GRASSLAND		ACRES GRASSLAND		ACRES GRASSLAND		ALL INCIDENTS
NAME OF RAILROAD		NAME OF RAILROAD		NAME OF RAILROAD		NAME OF RAILROAD		NAME OF RAILROAD		ALL INCIDENTS

Yellow Copy—Fire Department
White Copy—State Fire Marshal, 303 Kansas Avenue, Suite 302, Topeka, Kansas 66606
Blue Copy—Local Law Enforcement Agency (Aeron or Sacramento Area only)

Robert Wayne Hutchins 6/27/86
FIRE FIGHTER
Ribordy 6/27/86
MEMBER NUMBER REPORT 7 OTHER FROM REPORT

Vertical text on the right edge of the form, including "COMPLETS ON ALL INCIDENTS" and "ALL INCIDENTS".

KANSAS UNIFORM FIRE INCIDENT REPORTING SYSTEM (K-FIRS)

902G 3/80
LAYOUT 2

FF. in This Report
in Your Own Words

COLBY Fire Department
KANSAS CASUALTY REPORT

Page 1
of 1

A 50	FD# TH 201	Incident No.	Sec. No.	Mo.	Day	Year	Day of the Week	Alarm Time
					06	27	86	FRIDAY
							6	18:06

QA	Casualty Last Name		First Name		MI	D.O.B.	Age	Time of Injury
QB	Home Address						Telephone	
QC	SEX 1 <input type="checkbox"/> Male 2 <input type="checkbox"/> Female	CASUALTY TYPE 1 <input type="checkbox"/> Fire Casualty 2 <input type="checkbox"/> Auto Casualty 3 <input type="checkbox"/> Other Casualty		4 <input type="checkbox"/> Injury 5 <input type="checkbox"/> Death	APPLICATION 1 <input type="checkbox"/> Fire Service 2 <input type="checkbox"/> Other Emergency Personnel 3 <input type="checkbox"/> Other			
QD	Primary With Structure		Location of Ignition		Condition Before Injury			
QE	Cause of Ignition		Activity at Time of Injury		Cause of Injury			
QF	Nature of Injury		Part of Body Injured		Disposition			
	<input type="checkbox"/> See Remarks on Back		<input type="checkbox"/> See Additional Report					

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	<input type="checkbox"/> See Remarks on Back		<input type="checkbox"/> See Additional Report					

Change Change (Name, Rank, Assignment)
Robert J. [Signature] Dist Chief 6/20/86
Date



FIRE DEPARTMENT

888 N. FRANKLIN

COLBY, KANSAS 67701

913-462-8273

INVESTIGATION REPORT

1980 South Range

6/27/86

Location

Date

Name of owner(s) _____ Address RR-2 Garden City, Kansas

Name of occupant(s) Same Address Same

Value of Building _____ Damage to Building _____ Insur. on Bldg. _____

Value of Contents _____ Damage to Contents _____ Insur. on Cnts. _____

Insurance Company State Farm - Robert R. Uhrig

On the 27 day of June 19 86. Time A.M. 6:06 P.M.,

I made an investigation of this fire and I herewith respectfully submit my report. This investigation was made with the assistance of Fire Chief Ivan Lee of the Colby Fire Department.

After extinguishing the fire we made an investigation as to the cause and origin of the fire. We interviewed the owner of the 1986 Ford Country Squire motor home; RR-2, Garden City, Kansas as to what happened prior to the start

of the fire. We received a written statement from _____ Information we received during our interview which was not included in his statement is as follows.

He stated that the L.P.G. powered refrigerator was on in the motor home. He also stated that he removed the front gas cap first without encountering any problems. When he removed the rear gas cap, gasoline sprayed out on him and was spraying out over his head. We conducted an interview with _____ Liverton,

Wyoming. She was in her car directly behind _____ when the fire started.

She confirmed _____ statement about the fire. We checked the motor home

and found the burn

See Attached Sheet

890128000

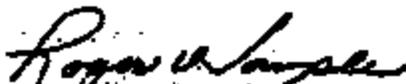
pattern originated in the area of the refrigerator and the gasoline fill pipes. The left middle of the motor home was completely destroyed except for part of the floor. This indicates that this area was probably in the area of the ignition source.

On Monday, June 30, 1986 at approximately 10:30 A.M. Chief Lee and myself did a further investigation of the Motor home.

The exhaust system, frame, undercarriage and engine compartment did not show any or very little fire damage. The second investigation indicated that the fire originated in the area of the refrigerator and spread from that point.

Because of the extensive fire damage to this area it is impossible to determine the exact ignition source. The most probable source of ignition appears to be in the area of the L.P.G. powered refrigerator. We also examined the water heater and it appears it was in the on position. This could be a source of ignition but burn patterns were not as extensive as the refrigerator area. Another probable source of ignition is the exhaust pipes that extend out under the gas fill area.

It appears that when the gasoline sprayed out of the rear pressurized gas tank onto the surrounding exposures, the vapors from the gas found an ignition source in the motor home causing the fire to spread fast and involving the motor home and the surrounding exposures.


Roger D. Sample
Assistant Fire Chief

STATEMENT

DATE 6/27/86

NAME

DATE OF BIRTH

AT

HOME

Stayed at truck station in lobby
for fuel and took the cigarette
and ashtray until spring everywhere
A Pan to front of Mike House and walked
around corner to the right hand side
thinking it would quit spewing fuel then
back to left and it was still spewing then
a little fire broke out on the ground where
a big black before I could do anything about
it Pan to station office and they were already
calling fire Dept

West Finley, Pa. 77
June 5, 1988

Ford Motor Company
Detroit
Michigan

Re: 1987 Ford F290 1F1FF25Y4RI

Gentlemen:

FIRE! FIRE! On May 30, 1988, at about 10:30 a.m. on Rt. 70 near the intersection of Route 51 in Rostraver Township, Westmoreland County, Pa. our new pickup burned. It was manufactured in the Michigan plant according to what we recall.

A motorist in the passing lane kept saving at my husband who was driving and he waved back. Finally the motorist pulled onto the berm and waved us over. He got out of his car and kept waving and pointing and yelling the truck is on fire. My husband ran to the camper for a small fire extinguisher and tried it but it did nothing to put out the fire. The truck was burning under the bed in the area of the dual tanks and the flame was so bad it was beginning to come around the truck. It was only a matter of minutes and he yelled to get back as the truck tank would explode which they did and the truck was completely engulfed in flames and then the propane on the camper blew and it was completely destroyed also. The Belle Vernon State Police were there and three fire departments. The only thing we were able to save was my purse.

We feel that there was a defect in the truck to cause this and in checking since the mishap we have learned this is not the first time Ford has experience fire with the dual tanks. We have been told that it is around the solenoid and the line between the tank. The fuel injection causes the lines to come apart or explode and the fire ensues. We also read an article in a magazine about fire about the exhaust.

Our vehicle was only seven months old with 3,020 miles on it and the camper was a 29 ft Shasta camper with air conditioning, an awning and a stereo. Both vehicle have been removed to Tollgate in Greensburg, Pa.

We had no intention of going into debt to purchase another vehicle or camper. We have checked and there are no 1987 pickups available and since the manufacturer has stopped the production of 1988 models we must choose one from the lots.

We know there has been a recall of ambulances and vans.

Our insurance company is handling the claim but there are items which were not covered. I know my head contains many more gray hairs.

Where is the safety in this product?

cc/ho

Ford Motor Company

-2-

June 5, 1988

I also understand if one tank has been empty we would not be around to be writing this letter. I don't never complain again when my husband insists on keeping any tank full.

We trust this matter will be given your immediate attention before we decide to take other action.

We are completely discouraged by your product. I have always been a General Motors person but my husband has also been a Ford person. Maybe not now.

I would also like to know immediately if this situation and complaint has been corrected on the 1983 models before we decide what type of replacement vehicle we will purchase.

Our home telephone number is [redacted] and my business number is [redacted].

Very truly yours,

dd

cc: Ford Motor Company, 1719 Easton Rd., Pittsburgh, Pa. 15220
cc: Consumer Product Safety Corp., Federal Bldg., Pittsburgh, Pa. 15219
cc: Consumer Advocate Office, Pittsburgh, Pa.

June 24, 1988

Grand Junction CO

Mr. Donald Peterson, Chairman
Ford Motor Co.
The American Road
Dearborn MI 48121

Dear Mr. Peterson:

Enclosed you will find copies of information I sent last year to your associate, Mr. Harold Poling. Mr. Poling did not respond, but chose to forward the letter to D.G. Leonard for response (see enclosed). The letter from D.G. Leonard indicated I would be contacted "shortly" by a Ford representative. To date I have not been contacted by anyone from Ford Motor Company. And, since my letter to Mr. Poling another person I know has had his Ford pick-up catch fire, destroying both the truck and his horse trailer. This now makes three trucks in this area that have burned.

Since this problem has been ongoing from the time I acquired the truck and Ford has done nothing to resolve it, and since the same problem is occurring with other trucks (I have talked with eight people just in this area who own Ford trucks and are having the same problem) I have decided to seek a solution through alternative means. By June 17th I and several other Ford pick-up owners had contacted the Center for Auto Safety in Washington D.C. and today we began contacting the National Highway Traffic Safety Administration, also in Washington D.C. Too, we are contemplating contacting, and our attorneys have advised us to do so, the Attorney General of Colorado regarding a class-action against Ford Motor Company. My hope had been that Ford would resolve this problem once they were aware of it but I have concluded that, like the problem with the Pinto, someone has to be killed before Ford seriously addresses an obvious defect.

"Quality is job #1" and "lowest owner complaints"? - you'll never convince me!

Sincerely,

GWR/dh



Ford Parts and Service Division
Ford Motor Company

P.O. Box 1808
Dearborn, Michigan 48121-1808

October 16, 1987

Grand Junction, CO

Dear

Your letter to Mr. Harold A. Poling has been forwarded to us for review and handling. I can certainly understand why you wanted to report this matter.

Although I know that you have been in touch with a District representative, I have asked our Denver District Owner Relations Manager to look into this matter personally. We are informing the manager of the details and you may expect to be contacted shortly.

Sincerely,

D. G. Leonard *no longer in post*

D. G. Leonard
Owner Relations

313-322-3000

873-3673

6/17/88 *MS. [signature]*

Harold A. Poling
The American Road
P.O. Box 592
Dearborn, MI

Memo From

8/26/57

Mr. Poling -

Recently I was asked to complete a survey from Automobal Research regarding the F-350 pick-up I am leasing. While I am sure you may see the final results of ~~this~~ ^{the} survey I felt my additional comments, which can not be folded into the survey results, ~~would~~ ^{should} be of interest to you.

ADDITIONAL COMMENTS TO AUTOMARKET SURVEY

I have been very pleased with the attitude and helpfulness of the service department at Hoffman Motors. However, I am very disappointed with Ford Motor Company's attitude, lack of concern and lack of knowledge regarding three problems I have had with my pick-up.

The first problem had to do with the truck "vapor locking." Ford maintained the engine could not vapor lock and said the problem was with the gas I was using. The problem continued, regardless of where I purchased gas, until Hoffmans rerouted the fuel line and used copper tube coils to stop the gas from getting hot before getting to the carburetor.

The second problem involved the extreme heat given off by the engine and exhaust. The floor on the right side of the passenger compartment would get extremely hot. The heat was so intense that it melted a bottle of hand lotion in my wife's purse. Ford chose not to do anything so I had to correct the problem by lowering the exhaust pipe and adding more heat shields.

The third and most perplexing problem has to do with the truck back-firing and losing power completely. Generally this occurs when going uphill, pulling my horse trailer. On four different occasions we contacted Ford agents from Denver, Colorado to Dearborn, Michigan and they all had the same response--"bad gas." In fact, one lady I spoke with in Denver said I was putting too much gas in the tanks and to only fill them half full. Hoffman's worked on the problem on three occasions without success. Finally, after

I talked with several different Ford dealerships, one told us to replace the power valve in the carburetor. The problem seems to be solved for the moment.

I believe all of these are design problems Ford was aware of but has chosen to do nothing about. I have spoken with several other individuals who own Ford pick-ups and all of them described similar problems and similar responses from Ford. In fact, since these problems began I have talked with two individuals whose trucks caught fire, destroying both their pick-ups and horse trailers. I can understand how this could happen since the truck runs extremely hot and even the gas tanks are hot to the touch after traveling some distance.

All-in-all, I am disappointed with this pick-up. I no longer trust this truck and generally do not take my family with me on trips because of the possibility of it catching on fire or losing power while going up one of our many mountain passes while pulling a trailer loaded with our horses.

I am frustrated and discouraged with Ford Motor Company. They have done nothing to resolve any of the problems encountered with my pick-up. Further, it is my belief that all of these surveys and all the advertising Ford does regarding customer satisfaction is ludicrous. It is apparent to me that Ford is only interested in selling, or in my case leasing, the vehicle. I have been very pleased with my other Ford products (Lincoln Mark IV, Van, tractor) but as the result of the lack of interest in correcting the problems with this pick-up I can assure you I will never purchase another Ford.

AR Automarket Research
P.O. Box 5141 • Southfield, Michigan 48086-5141

July, 1987

Grnd Junction, CO

Dear

You are among a select group of vehicle owners across the country being asked to participate in this special survey on automotive service. We are conducting it for Ford Motor Company on behalf of Ford and Lincoln-Mercury dealers.

Ford and its dealers are vitally interested in providing you the highest quality of dealership service available in the auto industry. Specifically, they are most interested and sincerely care about what you have to say regarding the service received on your F350.

Your views and opinions are extremely important in assisting Ford and your dealer to take actions to meet your needs, so we urge you to please complete the brief questionnaire enclosed. It will take only a few minutes, and a postage-paid return envelope has been provided for your convenience. Thank you in advance for your assistance in this important survey.

AUTOMARKET RESEARCH

Phoncall taken by cmd

7-19-88

[REDACTED]
Omaha NE [REDACTED]
Farnam Indemnity
[REDACTED]

1986 F-350 Ambulance

This is an F-350 & not an E-350.

Fuel from tank leaked out & onto exhaust.
Caught on fire with patient in it while on run.
Got out without any injury. \$42,000

Methodist Health Systems
Memphis TN

Earl Hutchison
Nashville TN
615-385-0060

Investigator looking into this one. Reportedly has looked into
other F-350

Iszy Golan
404-636-8838
Atlanta GA

Investigator looking into F-350 fires.

Center for Auto Safety

2001 S Street N.W., Suite 410
Washington, D.C. 20008
(202) 328-7700

November 30, 1984

Wallsville UT

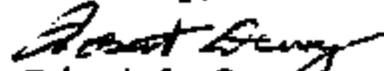
Dear

This is a request for additional information concerning the fire in a Ford truck you reported to us yesterday. Although we make an effort to gain as much information on all vehicle accidents and fires as we can, we are particularly interested in fires which may have caused by defective flexible hoses located between the carburetor and the fuel pump.

Please provide as much information about your truck's fire as possible. Specifically, I would like to know which model 1983 Ford truck you own. Also, where the plastic gas lines you mentioned are located. Are you sure they are plastic? Or could they be made of rubber?

Thank you for your cooperation. I look forward to your response.

Sincerely,


Robert L. Dewey
Vehicle Safety Staff

Mr. Robert L. Dewey

Dear Mr. Dewey,

The Ford Truck is a 1983 3/4 ton pick up.

A garage, Eldon Dattage Auto Repair- 40 West 300 South, Logan, Utah 84321 Tel 801-752-6975 began repairs today. When they removed the truck bed they found the gas lines to be a material that looks like rubber connected to both gas tanks. They also found a defective exhaust muffler which looked like it was the cause of the fire. They were very surprised that the truck did not explode given the extensive fire under the truck and around both gas tanks. The wiring and under seal was all burned as well as the plastic rock shields by the rear wheels.

It appears to me that the exhaust muffler was defective, and that the Ford company should make compensation for the problem.

I hope this information will help. You may contact Mr. Dattage if you care to.

Sincerely,

P.S. The part number of the gas hose is E1PZ-9324-B

October 28, 1988 letter from:

Las Cruces NM

1986 Ford F-350
7.3 liter gasoline engine

Vehicle was used as a wrecker.
Caught on fire in New Mexico.
Similar to Ford E-350 fuel system fires.

N H T S A
EXECUTIVE SECRETARIAT CORRESPONDENCE UNIT

WRITER: [REDACTED] WASHINGTON, DC	NHTSA CTL# 8901260002	DOT CTL#	WHS CTL#
ORGANIZATION: CENTER FOR AUTO SAFETY REFERRED BY: NOA10	CORR. DATE JAN/24/89	DATE REC'D JAN/26/89	SUSP. DATE JUN/30/89
			TIME RECEIVED: 1:46 PM

SUBJECT: PETITION FOR DEFECT INVESTIGATION AND RECALL OF ALL 1983-88 FORD F-SERIES PICKUP TRUCKS AND CHASSIS WITH DUAL FUEL TANKS FOR FUEL SYSTEM OVERPRESSURIZATION AND FIRES (AM ADVANCE COPY WAS PROVIDED TO EFO1/BROWNLEE, OAO1, OAO2, NCC, & OA40)

	ACTION OFF.	DATE	ACTION
FOR SIGNATURE OF : PARKER	: EFO1	: JAN/26/89	: REPLY
ACKNOWLEDGED BY...			
DATE ACKNOWLEDGED:	: CCO1	: JAN/26/89	: COORDINATE
COMPLETED BY.....	: OAO1	: JAN/26/89	: INFO
DATE COMPLETED...	: OAO1	: JAN/26/89	: INFO
FILE DESIGNATION :	: OAO2	: JAN/26/89	: INFO
DOCUMENT TYPE.....: PETITION	: OA40	: JAN/26/89	: INFO
INFO :	: NEE-10	: 5/9/89	: Reply

EXECSEC ANALYST NAME : MILTON HARLEY
 TIME DOCUMENT ENTERED: 1:52 PM
 DATE DOCUMENT ENTERED: JAN/26/89

C O M M E N T S

ON 4/26 M BROWNLEE, EF REQUESTED AN EXTENSION OF THE PROCESSING TIME UNTIL 6/30/89 -- THE REQUEST WAS GRANTED BY LINDA D, OAO2 (MTH)



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

Memorandum

Subject: Extension of Processing Time

Miw
From: Michael B. Brownlee
Office of Defects Investigation

Date: APR 26 1989

Reply to
Attn. of: NEF-122sby
DP89-005

To: *LD* Linda Divilbiss, Acting Director
Executive Secretariat

Unforeseen difficulties in petition processing make it necessary to request an extension in the suspense date to June 30, 1989 for the following NHTSA controlled document:

NHTSA Control Number

89012002

Petitioner

Elizabeth A. Dolan

The Executive Secretariat cover sheet for this document is attached. Please acknowledge by initialing and returning attached memo copy.

Attachment