



February 13, 2015

Dear Customer:

The following is the proof-of-delivery for tracking number **780205284116**.

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<b>Signed for by:</b>	Signature release on file	<b>Delivery date:</b>	<b>Feb 13, 2015 13:40</b>
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<b>Tracking number:</b>	780205284116	<b>Ship date:</b>	Feb 12, 2015
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**Recipient:****Clarence Ditlow****Center for Auto Safety**

1825 Connecticut

Suite 330

Washington, DC 20009 US

**Shipper:****Paul Sheridan**

Sheridan Paul

22357 COLUMBIA ST

DEARBORN, MI 48124 US

Thank you for choosing FedEx.

To: Mr. Clarence M. Ditlow, Director  
Center for Auto Safety - Suite 330  
1825 Connecticut Ave, NW  
Washington, DC 20009-5708  
202-328-7700

Date: 12 February 2015

VIA FEDEX AIRBILL 8007 – 9341 - 5929

From: Paul V. Sheridan  
DDM Consulting  
22357 Columbia Street  
Dearborn, MI 48124-3431  
313-277-5095 / [pvs6@cornell.edu](mailto:pvs6@cornell.edu)

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**

Reference 1: My Letter to Center for Auto Safety (CAS) of 20 August 2014

Reference 2: My Letter to Calvin L. Scovell, III (Inspector General of the DOT) of 11 September 2014

**Courtesy Copy List**

Honorable Eric H. Holder, Jr  
U.S. Attorney General  
U.S. Department of Justice  
950 Pennsylvania Avenue, NW  
Washington, DC 20530-0001  
202-514-2000

Ms. Loretta E. Lynch  
United States Attorney's Office  
Eastern District of New York  
271 Cadman Plaza East  
Brooklyn NY 11201  
718-254-7000

Mr. Courtney E. Morgan, Jr.  
Morgan & Meyers, PLLC  
Suite 320  
3200 Greenfield Road  
Dearborn, MI 48120  
313-961-0130

Secretary Anthony R. Foxx  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
202-366-4000

Mr. David J. Friedman  
NHTSA Headquarters  
West Building  
1200 New Jersey Avenue, SE  
Washington, DC 20590

\* This document, with active hyperlinks is available at :

<http://pvsheridan.com/Sheridan2Ditlow-4-12Feb2015.pdf>

DDM Consulting  
22357 Columbia Street  
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VIA FEDEX AIRBILL 8007 – 9341 - 5929

Mr. Clarence M. Ditlow, Director  
Center for Auto Safety - Suite 330  
1825 Connecticut Ave, NW  
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**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
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Reference 1: My Letter to Center for Auto Safety (CAS) of 20 August 2014

Reference 2: My Letter to Calvin L. Scovell, III (Inspector General of the DOT) of 11 September 2014

Dear Mr. Ditlow:

I had forwarded *Reference 1* to Mr. Calvin L. Scovell, the Inspector General of the Department of Transportation. *Reference 2* was signed-for by his office in Washington on 12 September 2014.

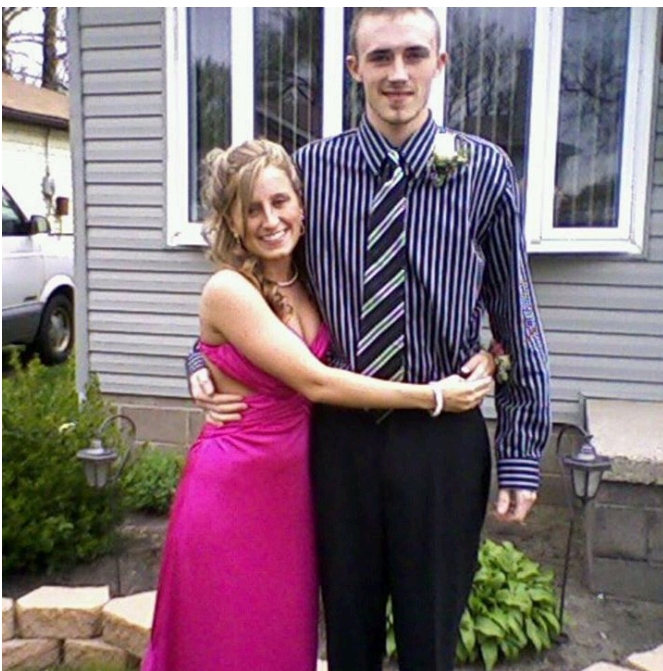
### PERSPECTIVE

The CAS petition of October 2009 requested investigation of Jeep fuel system crashworthiness. It involved detailed safety data and concepts spanning decades, taking several months to complete. Your follow-up has been voluminous. My assistance in support of the petition spans six years. *Reference 1* required weeks of effort. However, Mr. Scovell made an “independent judgment” regarding these complex matters in just a few days . . . pronouncing:

**“We are unable to reply to further communications on this matter. (*Subject 1*)”**

The DOT OIG response is dismissive and diversionary (ATTACHMENT 1). Characteristically, it also failed to forward a copy to CAS; an open cc to *Reference 2*. I am compelled to fill-in that rudimentary courtesy in behalf of the taxpayer.

### DEDICATION



The inveracity that the taxpayer has experienced from the relevant organizations in response to your petition is nothing short of outrageous. The events that led up to, and followed the closure of the NHTSA investigation are nothing short of criminal.

Were these issues trivial, *Subject 1* would be derided as diatribe. Indeed, after submitting *Reference 1* my person endured the usual derision.

But none of our travails can compare, at any level, to that endured by an expecting 23-year-old mother who burned to death in a Jeep, in a foreseeable low speed accident, here in Michigan on 11 November 2014.

Therefore, *Subject 1* is now dedicated to the life that was taken from Ms. Kayla Lucille White, and the ongoing agony that is being endured by her family, fiancé and friends.

**REVIEW**

*Reference 1* was written mere months prior to the manslaughter of Ms. White. It detailed both historical and *Subject 1* related criminal behavior committed by the organizations headed by the individuals pictured here:



From left, former Secretary of the Department of Transportation (DOT) Raymond LaHood, former Administrator of the National Highway Traffic Safety Administration (NHTSA) Mr. David Strickland, and current Fiat Chrysler Automobiles (FCA) Chairman Sergio Marchionne.

These individuals were relied upon to rectify Jeep fuel system crashworthiness, and were trusted with the responsibility to offer a competent and verified remedy. These duties are not a matter of volition, it is the law. However, the remedy that LaHood, Strickland and Marchionne agreed to, from behind closed doors in June 2013, without the contemporaneous input of CAS, was not merely incompetent; it was known by them to be a fraud. Since this fraudulent behavior continues to endanger the public, and is the direct cause of the death of Ms. White, this activity constitutes both conspiracy and gross criminal negligence. *Reference 1*, which was dismissed by Mr. Scovell, documents these facts in great detail.

**DISCUSSION AND CONTEXTUAL COMPARISON**

The 2 July 2014 letter from NHTSA Chief Counsel O. Kevin Vincent was sent to FCA after the secret Chicago meeting of LaHood, Strickland and Marchionne in June 2013 (ATTACHMENT 2). But, as previously detailed on page 10 of *Reference 1*, this ‘*Special Order Directed to Chrysler Group LLC*’ confirms that LaHood, Strickland and Marchionne had no honest basis to publically claim that their “trailer hitch remedy” was a verified fix for the Jeep fuel system crashworthiness defect. The Vincent letter, which was not openly shared with the public, states:

**“In response to ODI’s concerns, Chrysler provided drawings of the hitches and a limited set of test data. In ODI’s view the test data provided by Chrysler was insufficient. However, when asked, Chrysler indicated that it would not conduct any testing or supply more data.”** (underline added)

This “*not conduct any testing*” fact **cannot** be dismissed as mere laziness or lack of due-care; it is in violation of the spirit if not the letter of the United States Transportation Safety Act.

This violation of law needs to be analyzed in the context of a comparative example. I am personally familiar with this example, which serves as stark contrast to the criminal behavior that led to the death of Ms. White:

Chrysler was aware of the facts I discuss next, PRIOR to their fraudulent “trailer hitch remedy” of June 2013. This awareness occurred through my expert reports and depositions in Jeep fire death and injury litigations,

NHTSA was aware of these comparative facts PRIOR to their complicity with the “trailer hitch remedy” through my formal and continuous one-on-one contact during the CAS petition investigation (EA12-005),

This context is derived from the long-standing industry practice of thoroughly testing a remedy, and making those test results public, PRIOR to announcing to NHTSA and the public that the remedy is indeed viable and verified,

The following context includes the standard practice of establishing dealership availability (of components that comprise the competent remedy) PRIOR to insinuating availability in the public domain.

This contextual comparison involves the Ford Crown Victoria police cruiser fuel tank crashworthiness investigation.



**DISCUSSION AND CONTEXT COMPARISON** – cont.

CROWN VICTORIA POLICE INTERCEPTOR (CVPI) PACKAGE OPTIONAL UPGRADE KIT		
AFFECTED VEHICLES: CERTAIN 1992 THROUGH 2003 MODEL YEAR CROWN VICTORIA POLICE INTERCEPTOR (CVPI) VEHICLES CURRENTLY IN POLICE DUTY		
2003 MODEL YEAR VEHICLES SERVICE PART NUMBER 3W7Z-9B007-AA		
KIT CONTENTS:		
Part Number	Description	Quantity
-9N070	Shield, Fuel Tank Strap – RH	1
-9C170	Shield, Fuel Tank Strap – LH	2
-9F935	Pads, Canister Buffer	5
W704369-S309	Rivet, Carbon Canister	1
-4C036	Shield, Differential	3
-4346	Bolt, Differential Shield Hex Head	1
-4A389	Shield Assembly, Axle – RH	1
-4C035	Shield Assembly, Axle – LH	1
-19G376	Instruction Sheet	1
1998-2002 MODEL YEAR VEHICLES SERVICE PART NUMBER 3W7Z-9B007-BA		
KIT CONTENTS:		
Part Number	Description	Quantity
-9N070	Shield, Fuel Tank Strap – RH	1
-9C170	Shield, Fuel Tank Strap – LH	2
-9F935	Pads, Canister Buffer	5
W704369-S309	Rivet, Carbon Canister	1
-4C036	Shield, Differential	3
-4346	Bolt, Differential Shield Hex Head	1
-4A389	Shield Assembly, Axle – RH	1
-4C035	Shield Assembly, Axle – LH	1
W709585S-300	Strap, Tie	2
-19G376	Instruction Sheet	1
1992-1997 MODEL YEAR VEHICLES SERVICE PART NUMBER 3W7Z-9B007-CA		
KIT CONTENTS:		
Part Number	Description	Quantity

Pictured above is my 1997 Ford Crown Victoria, parked in my driveway in Dearborn, Michigan. Positioned at the rear is the fuel tank crashworthiness remedy that was provided by Ford Motor Company. These components are the result of a NHTSA defect investigation that concluded in 2003. Called the “Crown Victoria Police Interceptor (CVPI) Upgrade Kit,” this system was claimed to offer fuel system crashworthiness protection for collision speeds up to 65 mph.

As Chrysler and NHTSA are fully aware, I retrofitted my Ford with the CVPI Upgrade Kit; in my driveway with hand tools. This was known to NHTSA/Chrysler not later than 2 January 2012 (ATTACHMENT 3)

Let us now detail preliminary comparisons between the CVPI investigation and the DOT/NHTSA/Chrysler closure of the Jeep EA12-005 investigation . . . **and how such relates to the manslaughter of Ms. White:**

At no time during the CVPI investigation was NHTSA complicit-with or did Ford brazenly declare it would “***not conduct any testing.***” Quite the contrary, and emphasizing this comparative point, the Ford testing of the CVPI upgrade was extensive,

Alternatively (at the time they pronounced closure of EA12-005) DOT, NHTSA and Chrysler never explained that their “trailer hitch remedy” had never been tested!

At no time did Chrysler openly concede to Ms. White that they had not, and will “***not conduct any testing!***”

At no time did DOT/NHTSA/Chrysler openly concede to Ms. White that her life was in danger from an established safety defect, that they jointly knew dated to as early as 24 August 1978 (ATTACHMENT 4),

At no time did DOT/NHTSA/Chrysler openly concede to Ms. White that the safety defect in her Jeep did NOT require the continuous lie spewed by Chrysler defense lawyers and public relations staff; that she was only in danger from but could not be protected during “*high speed high energy*” collisions,

At no time did DOT/NHTSA/Chrysler concede to Ms. White that they were aware of several tests conducted by CAS on the Ford Explorer, at 70 and 75 mph, and that no fuel leakage or fire risk occurred,

At no time did DOT/NHTSA/Chrysler concede to Ms. White that the undersigned had recommended, in not less than eight EA12-005 letters, that alternative technology and components existed that would “encapsulate” her Jeep Liberty fuel tank, and offer crashworthiness comparable to the collision speeds protected by the CVPI upgrade,

In stark contrast, at no time was DOT/NHTSA/Chrysler in a position to assert to Ms. White that a verified remedy would be available at the Chrysler dealership, that she had consulted . . . **PRIOR to her being burned to death.**

**THE MANSLAUGHTER OF MS. KAYLA LUCILLE WHITE ON 11 NOVEMBER 2014**

Pictured below is a photograph of the 2003 Jeep Liberty inferno of 11 November 2014. As this picture was taken, a waitress and her unborn child were burning to death. Ms. White was mere minutes from her place of work:



In *Reference 1* Mr. Scovell would find my July 2014 interview with WNDU-16 NBC News in South Bend, Indiana. I stated concerns regarding the fraudulent DOT/NHTSA/Chrysler announcement about availability of a competent remedy at Chrysler dealerships:

**“The fact that they were not ready to go into mass production of the remedy within weeks of the announcement in June of last year, tells you that they don’t feel any sense of urgency, and they don’t feel any sense of moral commitment to those that were subsequently killed.”**

But I continued with a chilling prediction, which I asserted mere months prior to the picture above:

**“No matter how small the probably of the fire death event is, Chrysler and NHTSA are deciding that the roll of dice is what constitutes safety, not the competent and urgent retrofitting of a competent remedy.**

**So, the bottom line is, more deaths and more injuries are going to occur.”**

With these facts in mind, and in the context of the comparative CVPI example, we review for Mr. Scovell what I presented in *Reference 1*, the gross criminal negligence law:

**“Gross negligence is culpable or criminal when accompanied by acts of commission or omission of a wanton or wilful nature, showing a reckless or indifferent disregard of the rights of others, under circumstances reasonably calculated to produce injury, or which make it not improbable that injury will be occasioned, and the offender knows, or is charged with the knowledge of, the probable result of his acts.”**

I am confident that a jury will assess that Mr. LaHood, Mr. Strickland, and Mr. Marchionne were “*charged with the knowledge,*” and that their “*acts of commission and omission*” made the manslaughter of Ms. White “*not improbable.*”

**THE MANSLAUGHTER OF MS. KAYLA LUCILLE WHITE ON 11 NOVEMBER 2014** – cont.



As demonstrated on ATTACHMENT 1, Mr. Scovell too has zero competence regarding the future realities and complexities rendered by the type of safety defect that the CAS petition attempted to address and correct.

Mere days after receipt, but prior to the horrific death of the young lady pictured at left, Mr. Scovell scoffed at *Reference 1*, declaring that it:

**“ . . . do(es) not warrant a formal Department of Transportation Office of Inspector General investigation / inquiry.”**

I am confident that if the last name on the accident and autopsy reports, concerning 11 November 2014, was that of a young lady named “Scovell” or “LaHood” or “Strickland” or “Marchionne,” the DOT Inspector General would have had a *“sense of urgency . . . and a sense of moral commitment.”*

You will note from the accident report that the only person suffering serious injury was the driver of a Jeep. Everyone else involved in the accident of 11 November 2014 went home that night (ATTACHMENT 5).

You will note from the autopsy report that the cause of death had absolutely nothing to do with the *“high speed high energy”* lie that is constantly spewed by Chrysler defense lawyers and public relations staff. The collision energy was so low, that no injuries resulted from physical force trauma, not even to the unborn child in the womb. The autopsy confirms that the life taken from Ms. Kayla Lucille White was a direct result of the *“fundamental safety defect”* contained in the Jeep fuel system, and by the *“acts of commission and omission”* by Mr. LaHood, Mr. Strickland, and Mr. Marchionne (ATTACHMENT 6).

**CONCLUSION**

One conclusion that is overwhelming is the demonstrated and documented fact that selected automobile manufacturers and their subordinates in the Obama Administration cannot be trusted to act competently or responsibly when entrusted with the all-important priority of human safety.

Again, in view of the gross criminal negligence law . . .

**“Gross negligence is culpable or criminal when accompanied by acts of commission or omission of a wanton or wilful nature, showing a reckless or indifferent disregard of the rights of others, under circumstances reasonably calculated to produce injury, or which make it not improbable that injury will be occasioned, and the offender knows, or is charged with the knowledge of, the probable result of his acts.”**

. . . I am confident that a jury will assess that Mr. LaHood, Mr. Strickland, and Mr. Marchionne were “*charged with the knowledge,*” and that their “*acts of commission and omission*” made the manslaughter of Ms. White “*not improbable.*”

But given ATTACHMENT 1, it is clear that the Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) cannot be relied on to “police” themselves. Per Mr. Scovell’s admonition, we must seek that fundamental operative elsewhere.

**REQUEST**

Please note that in addition to Mr. Eric Holder, the current United States Attorney General, I am also forwarding this letter to Ms. Loretta E. Lynch of the United States Attorney's Office. The senatorial confirmation of President Obama’s nomination of Ms. Lynch to replace Mr. Holder is pending.

My preliminary request to you as Director of the Center for Auto Safety is that you consider the portent of *Subject 1* and *Subject 2*, forwarding such, under your cover, for review and consideration by the appropriate members of in the United States Congress, the United States Senate, and the U.S. Department of Justice.

Please do not hesitate to contact me at any time.

Respectfully,

Paul V. Sheridan



**ENDNOTES**

Reference 1: My Letter to Center for Auto Safety (CAS) of 20 August 2014:

<http://pvsheridan.com/Sheridan2Ditlow-3-20Aug2014.pdf>

Reference 2: My Letter to Calvin L. Scovell, III (Inspector General of the DOT) of 11 September 2014

<http://pvsheridan.com/Sheridan2Scovell-1-11Sep2014.pdf>

CAS petition of October 2009

<http://pvsheridan.com/JeepGrandCherokeeDefectPetition.pdf>

The manslaughter of Ms. Kayla Lucille White of 11 November 2014

<https://www.youtube.com/watch?v=trhw7MM34mU>

My July 2014 interview with WNDU-16 NBC News in South Bend, Indiana:

**“The fact that they were not ready to go into mass production of the remedy within weeks of the announcement in June of last year, tells you that they don’t feel any sense of urgency, and they don’t feel any sense of moral commitment to those that were subsequently killed.”**

**“No matter how small the probably of the fire death event is, Chrysler and NHTSA are deciding that the roll of dice is what constitutes safety, not the competent and urgent retrofitting of a competent remedy.**

**So, the bottom line is, more deaths and more injuries are going to occur.”**

My interview quote of July 2014 is here (@ 2:45):

<https://www.youtube.com/watch?v=Mw07BU3g4ZY>

# ATTACHMENT 1

Mr. Clarence M. Ditlow, Director  
Center for Auto Safety  
Suite 330  
1825 Connecticut Ave, NW  
Washington, DC 20009-5708  
(202) 328-7700

12 February 2015

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**

## One Page

Letter from the Office of DOT Inspector General Calvin L. Scovell to Paul V. Sheridan, dated 26 September 2014.



U.S. Department of  
Transportation

Office of Inspector General  
Washington, D.C. 20590

Office of the Secretary  
of Transportation

September 26, 2014

Mr. Paul Sheridan  
22357 Columbia Street  
Dearborn, Michigan 48124-3431

Dear Mr. Sheridan:

This letter is in response to your recent correspondence to the U.S. Department of Transportation, Office of Inspector General (OIG). You are reporting concerns related to Fiat Chrysler Automobiles and NHTSA EA12-005.

The OIG exercises independent judgment in determining the best use of available resources to meet our responsibilities under the Inspector General Act. We have carefully reviewed the material you provided, determined that your concerns do not warrant a formal OIG Investigation/Inquiry, and the appropriate venue may lie with other established procedures. Therefore, our file is now closed and we are unable to reply to further communications regarding this matter.

We appreciate your efforts to prevent government waste, fraud, and abuse. Thank you for providing us the opportunity to look into this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Harding", with a large, stylized flourish at the end.

Scott Harding  
Chief, Complaint Center Operations

## ATTACHMENT 2

Mr. Clarence M. Ditlow, Director  
Center for Auto Safety  
Suite 330  
1825 Connecticut Ave, NW  
Washington, DC 20009-5708  
(202) 328-7700

12 February 2015

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**

### Twelve Pages

The 2 July 2014 letter from NHTSA Chief Counsel O. Kevin Vincent was sent to FCA after the secret Chicago meeting of LaHood, Strickland and Marchionne in June 2013. But this *'Special Order Directed to Chrysler Group LLC'* confirms that LaHood, Strickland and Marchionne had no honest basis to publically claim that their "trailer hitch remedy" was a verified fix for the Jeep fuel system crashworthiness defect. The Vincent letter, which was not openly shared with the public, states:

*"In response to ODIs concerns, Chrysler provided drawings of the hitches and a limited set of test data. In ODIs view the test data provided by Chrysler was insufficient. However, when asked, Chrysler indicated that it would not conduct any testing or supply more data."* (underline added)



**UNITED STATES DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

1200 New Jersey Avenue, SE  
West Building, W41-326  
Washington, DC 20590

**In re:** )  
 )  
EA12-005 )  
NHTSA Recall No. 13V-252 )  
 )

**SPECIAL ORDER DIRECTED TO CHRYSLER GROUP LLC**

To:

Reginald Modlin, Director  
Regulatory Affairs  
Chrysler Group LLC  
800 Chrysler Drive, CIMS 482-00-91  
Auburn Hills, MI 48326-2757

This Special Order is issued by the Secretary of Transportation pursuant to 49 U.S.C. § 30166(g)(1)(A) and 49 C.F.R. §§ 510.7 and 510.8, and pursuant to a delegation of authority to the Chief Counsel of the National Highway Traffic Safety Administration (“NHTSA”), an Operating Administration of the United States Department of Transportation.

On June 18, 2013, Chrysler Group LLC (“Chrysler”) notified NHTSA that it agreed to conduct a voluntary recall of approximately 1,560,000 model year (“MY”) 2002-2007 Jeep Liberty (KJ) and MY 1993-1998 Jeep Grand Cherokee (ZJ) vehicles. Chrysler further stated that it would conduct a voluntary service campaign directed at an undisclosed number of MY 1999-2004 Jeep Grand Cherokee (WJ) vehicles. Chrysler’s report (“Part 573 Report”) stated that Chrysler would notify its customers of the safety recall for the Jeep Grand Cherokee (ZJ) and the Jeep Liberty (KJ) following the notification procedures contained in Section 577.7 of the

agency's regulations, and provide six quarterly reports of campaign completion, consistent with Section 573.7 of the agency's regulations. NHTSA has designated this recall as NHTSA Recall No. 13V-252.

Chrysler's June 18, 2013 Part 573 Report pledged that Chrysler would provide a structural improvement to the MY 1993-1998 Jeep Grand Cherokee (ZJ) and MY 2002-2007 Jeep Liberty (KJ) to mitigate the risks of fuel leaks in low-speed collisions. To that end, Chrysler stated it would take the following actions:

1. Written notification to all owners inviting them to bring in their vehicles for a free inspection of the rear structure
2. For any affected vehicle that has no trailer hitch, a Chrysler trailer hitch will be installed free of charge, provided the condition of the vehicle can support proper installation
3. For any affected vehicle that has an aftermarket trailer hitch, the area surrounding the installation will be inspected for any evidence of sharp edges or other puncture risks. If any such issues are identified, a Chrysler trailer hitch will be installed free of charge, provided the condition of the vehicle can support proper installation
4. For any affected vehicle that has an original equipment trailer hitch installed, the area around the installation will be inspected and, if no installation problems are identified, the vehicle will be released. If the inspection identifies an installation issue, it will be remedied free of charge.

Shortly after receipt of Chrysler's June 18, 2013 Part 573 Report, Chrysler officials and members of NHTSA's Office of Defects Investigation (ODI) began discussions centering on the effectiveness of Chrysler's proposed remedy. Although ODI staff agreed that addition of the trailer hitches would, as a general proposition, stiffen the rear structure of the vehicles, ODI remained concerned about the ability of the hitches to mitigate the risk of fire in low and moderate speed rear impacts. In response to ODI's concerns, Chrysler provided drawings of the hitches and a limited set of test data. In ODI's view, the test data provided by Chrysler was

insufficient. However, when asked, Chrysler indicated that it would not conduct any testing or supply more data.

Due to concerns about the effectiveness of the proposed remedy, particularly in light of the safety risks posed by rear-impact fuel leaks and fires, NHTSA decided to take the unusual step of conducting its own test program to assess the performance of the hitch in mitigating the risk of fuel leaks and fire in rear crashes. The NHTSA test program, which involved a series of eight rear impact crash reconstruction tests, was initiated on August 22, 2013 and concluded on January 2, 2014. After reviewing the results of this test program, NHTSA informed Chrysler on January 13, 2014 that it did not have any reservations about implementation of Chrysler's proposed remedy.

Chrysler and NHTSA began a series of discussions regarding implementation of the remedy campaign following ODI's decision that testing appeared to demonstrate the effectiveness of the trailer hitch. These discussions revealed Chrysler had waited until December 6, 2013, to select a hitch supplier and did not issue a purchase order to the hitch supplier until January 29, 2014. Chrysler reported that the first run of hitches was produced on May 14, 2014. On June 11, 2014, Chrysler reported that it would produce 1,323 KJ hitches per day and 882 ZJ hitches per day and anticipated that it would have a stockpile of over 89,000 KJ hitches and 50,000 ZJ hitches by the August 1, 2014 recall repair launch. Chrysler further stated that it would maintain this production schedule unless demand dictated otherwise.

Chrysler's June 18, 2013 Part 573 Report estimated that the safety recall would encompass approximately 1,560,000 vehicles. In recent reports provided to ODI, Chrysler states that intends to send recall notification letters to 1,515,000 MY 1993-1998 Jeep Grand Cherokee (ZJ) owners and 995,000 MY 2002-2007 Jeep Liberty (KJ) owners. Assuming that all of these



owners will respond to the notification, it will take Chrysler at least 4.7 years and 2.06 years respectively to produce the required number of Grand Cherokee and Liberty hitches at the current rate of production. In the event that only half of the notified Grand Cherokee owners respond to the notice and have the remedy installed, it would take Chrysler well over two years to produce the required parts at its present schedule.

NHTSA is therefore concerned that Chrysler does not have, and will not have, sufficient production capacity to ensure that enough hitches will be available to ensure that the recalled vehicles will be remedied expeditiously. For many owners, a recall remedy deferred by parts availability easily becomes a defect remedy denied. Moreover, additional delays in implementing this recall will inure to Chrysler's benefit at the expense of vehicle owner safety. Although NHTSA acknowledges that recall campaigns may have low completion rates for any number of reasons, the agency has no intention of allowing Chrysler, or any other manufacturer, to delay recall completion to the detriment of safety. NHTSA is therefore issuing this Special Order to obtain information regarding Chrysler's data collection, planning and decision-making in regard to its implementation of the recall remedy in this case.

Chrysler's response to this Special Order must be provided by **July 16, 2014**. Chrysler's response must be signed under oath, i.e., accompanied by an affidavit, signed by a responsible officer of Chrysler, stating that he/she has undertaken and directed an inquiry reasonably calculated to assure that the answers and production of documents are complete and correct, that he/she has caused the documents of Chrysler to be searched diligently for information and documents responsive to this Special Order and produced them to NHTSA, and that the answers to the inquiries provided to NHTSA respond completely and correctly to this Special Order. 49 U.S.C. § 30166(g)(1)(A); 49 C.F.R. § 510.7. Failure to respond fully or truthfully to this Special



Order may result in a referral to the United States Department of Justice for a civil action to compel responses, and may subject Chrysler to civil penalties of up to \$7,000 per day, up to a maximum penalty of \$35,000,000 for a related series of daily violations. 49 U.S.C.

§§ 30163(a)(1), 30165(a)(3); 49 C.F.R. § 578.6(a)(3). Falsifying or withholding information in response to this Special Order may also lead to criminal penalties of a fine or imprisonment of up to 15 years, or both. 49 U.S.C. § 30170(a)(1).

### **DEFINITIONS**

To the extent used in this Special Order, the following definitions apply:

1. **“Affiliates”** means a corporation that is related to another corporation (such as a subsidiary, parent, or sibling corporation) by shareholdings or other means of control.
2. **“Agent”** means an individual, such as a representative, who is authorized to act for or in place of another.
3. **“Defect”** or **“Defect condition”** means the defect that is the subject of NHTSA Recall No. 13V-252.
4. **“Describe”** means to provide, with respect to any act, occurrence, transaction, event, statement, communication, or conduct (hereinafter, collectively, “act”), all facts concerning any such act, including, but not limited to, a description of each act, and the date, the location, and the names and addresses of all persons involved.
5. **“Document(s)”** is used in the broadest sense of the word under Rule 34 of the Federal Rules of Civil Procedure, and includes all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, electronic communications (existing in hard copy

and/or in electronic storage), invoices, contracts, agreements, manuals, publications, photographs of all types, and all mechanical, magnetic, and electronic records or recordings of any kind. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by the manufacturer or not. If a document is not in the English language, provide both the original document and an English translation of the document.

6. **“Employee”** means a person who works in the service of another person (the employer) under an express or implied contract of hire, under which the employer has the right to control the details of work performance.

7. **“Chrysler”** means Chrysler Group LLC, its predecessors, all of their past and present officers and employees, whether assigned to their principal offices or any of their field or other locations, including all of their divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Chrysler (including all business units and persons previously referred to).

8. **“Identify”, “identity” or “identification,”** with respect to a person, means to provide that person’s name, title or position, employer, and last known business address and telephone number. With respect to a document, means the date (or time period covered if not dated), nature of document, author, and recipient(s). With respect to a business, means to provide the corporate address, name of its principals, telephone number, and name and address of the agent for service. With respect to a website, means the url of the site, the name and address of the owner of the site and the name and address of administrator of the website.

9. **“Subject Trailer Hitch”** means the trailer hitch being offered as a remedy in the vehicles subject to NHTSA Recall No. 13V-252.
10. **“Officer”** means a person who holds an office of trust, authority, or command, such as a person elected or appointed by the board of directors to manage the daily operations of a corporation, such as a CEO, president, secretary, or treasurer.
11. **“Recall”** means NHTSA Recall No. 13V-252.
12. **“Subject vehicle(s)”** means the vehicles subject to NHTSA Recall No. 13V-252.
13. **Other Terms.** To the extent that they are used in these requests, the terms “claim,” “consumer complaint,” “dealer field report,” “field report,” “fleet,” “good will,” “make,” “model,” “model year,” “notice,” “type,” “warranty,” “warranty adjustment,” and “warranty claim,” whether used in singular or in plural form, have the same meaning as found in 49 C.F.R. § 579.4.

### **INSTRUCTIONS**

1. Your response to the Special Order shall be sent to Office of the Chief Counsel (NCC-111), National Highway Traffic Safety Administration, West Building, W41-326, 1200 New Jersey Avenue, SE, Washington, DC 20590.
2. Please repeat the applicable request verbatim above your response. After your response to each request, identify the source of the information and indicate the last date the information was gathered.
3. When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation. Please also be reminded that where a document responsive to a request is not in the English language, both the original document and an English translation of the document must

be produced.

4. You are required to respond to every request listed in this Special Order. If you cannot respond to any specific request or subpart(s) thereof, please state the reason why you are unable to do so. If you are unable to respond because you do not have all or any of the precise information needed to respond, provide an estimate. If, on the basis of attorney-client, attorney work product, or other privilege, you do not submit one or more requested documents or items of information in response to this Special Order, you must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

5. The response to this Special Order, including the document requests, must be submitted in duplicate, together with a copy of any confidentiality request, to this office by the deadline stated above.

6. If you claim that any of the information or documents provided in response to this Special Order constitutes confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or is protected from disclosure pursuant to 18 U.S.C. § 1905, you must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 C.F.R. Part 512, to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, West Building, W41-326, 1200 New Jersey Avenue, SE, Washington, DC 20590. You are required to submit two copies of the documents containing allegedly confidential information and one copy of the documents from which information claimed to be confidential has been deleted. Failure to adhere to the requirements of



49 C.F.R. Part 512 will result in a rejection of your request for confidential treatment.

7. The singular includes the plural; the plural includes the singular. The masculine gender includes the feminine and neuter genders; and the neuter gender includes the masculine and feminine genders. “And” as well as “or” shall be construed either disjunctively or conjunctively, to bring within the scope of this Special Order all responses that might otherwise be construed to be outside its scope. “Each” shall be construed to include “every” and “every” shall be construed to include “each.” “Any” shall be construed to include “all” and “all” shall be construed to include “any.” The use of a verb in any tense shall be construed as the use of the verb in a past or present tense, whenever necessary to bring within the scope of the document requests all responses which might otherwise be construed to be outside its scope.

8. Chrysler’s response to this Special Order must be under oath, i.e., accompanied by an affidavit, signed by a responsible officer of Chrysler, stating that he/she has undertaken and directed an inquiry reasonably calculated to assure that the answers and production of documents are complete and correct, that he/she has caused the documents of Chrysler to be searched diligently for information and documents responsive to this Special Order and produced them to NHTSA, and that the answers to the inquiries provided to NHTSA respond completely and correctly to this Special Order.

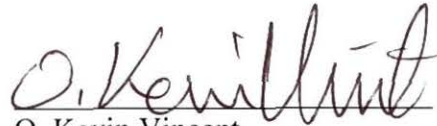
### **REQUESTS**

1. Separately for each model and model year vehicle provide Chrysler’s count of vehicles currently registered for use on the public roads of the various states and territories of the United States.

2. Separately for each model and model year vehicle provide Chrysler's count of owner notification letters that Chrysler will send owners pursuant to 49 CFR Part 577 and its schedule for mailing these letters.
3. Separately for each model provide Chrysler's analysis of the anticipated recall remedy completion rate including, but not limited to:
  - a. Any and all financial projections and/or financial reserves associated with completion of recall 13V-252.
  - b. Any and all analyses of the projected owner demand for the remedy.
  - c. The relationship between parts availability and recall remedy completion rates including the impact of wait times on owner behavior in this instance and safety recalls in general.
  - d. The extent to which the anticipated completion rate in 13V-252 differs from completion rates commonly established by Chrysler as targets in safety recalls.
4. State whether it is Chrysler's common practice to rely on a single supplier for critical components in production vehicles. If the answer to the foregoing is in the negative, please state why Chrysler is relying on a single supplier with tooling and welding jigs capable of fabricating only 1,323 KJ hitches per day and 882 ZJ hitches per day.
5. Provide Chrysler's analysis of the number of suppliers in the United States, Canada and Mexico with the capability of manufacturing the subject trailer hitches to Chrysler's specifications. Identify each such supplier and Chrysler's estimate of that supplier's production capacity.

6. Provide any and all analyses supporting Chrysler's determination that production of 1,323 KJ hitches per day and 882 ZJ hitches per day will be adequate to provide a remedy for the subject vehicles within the following time periods:
  - a. 7 days after the owner requests that the remedy be provided or otherwise presents the vehicle for repair.
  - b. 15 days after the owner requests that the remedy be provided or otherwise presents the vehicle for repair.
  - c. 30 days after the owner requests that the remedy be provided or otherwise presents the vehicle for repair.
  - d. For each of the foregoing responses, provide Chrysler's estimate of the percentage of vehicle owners seeking application of the remedy who could have their vehicles remedied within the allotted time.
7. Separately for each model provide Chrysler's analysis of the maximum production capacity of the supplier currently producing the subject trailer hitches. State whether the maximum production capacity of this supplier is sufficient to complete the recall campaign within eighteen months of August 1, 2014 if all owners receiving notification from Chrysler elect to have the remedy applied to their vehicles. If the answer to the foregoing is in the negative, state the percentage of owners who would be able to obtain the remedy within the aforementioned time period if the current supplier of the subject trailer hitch is working at maximum capacity.
8. Provide Chrysler's assessment of the lead time required to begin volume production of the subject trailer hitches by additional suppliers and the costs associated with producing the required tooling and welding jigs.

Dated: July 2, 2014

  
O. Kevin Vincent  
Chief Counsel



# ATTACHMENT 3

Mr. Clarence M. Ditlow, Director  
Center for Auto Safety  
Suite 330  
1825 Connecticut Ave, NW  
Washington, DC 20009-5708  
(202) 328-7700

12 February 2015

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**

## Seven Pages

Below is an exact duplicate of material submitted to Chrysler dealership and Chrysler defense lawyers, and the public record, in the Paul V. Sheridan expert reports in behalf of Jeep fire-death victim/plaintiffs such as Ms. Susan Kline.

This “*Crown Victoria Police Interceptor (CVPI) Upgrade Kit*” discussion and photographs have been known to Chrysler and NHTSA since not later than 2 January 2012; more than a year prior to pronouncement of their fraudulent “trailer hitch remedy” for the Jeep fuel system crashworthiness investigation (EA12-005).

# ATTACHMENT T

EXPERT WITNESS REPORT - 2 January 2012 REVISION

Kline v. Loman Auto Group, Victoria Morgan-Alcala, et al.

Page Range 6

Pages 730 - 735

## Defendant Lomans: Knowledge of Fuel System Defect Safety Recalls

On pages 20/21 of my Expert Witness Report - First Revision of 28 April 2011, I state

*“O&C-3 In my expert experience I have personally/professionally examined the consumer response to safety recalls. This response rate, or yield, is dependant on the safety issue involved and, although the precise statistics are claimed to be a “trade secret” by the automotive industry, it is well-known that the highest safety defect recall yield by far correlates to customer notices that involve the elimination/reduction of a vehicle fire risk:*

*a. I am confident that if the SUSAN MORRIS KLINE family had been made aware of the salient facts contained in the main portion of this report and was offered, in a formal Chrysler recall, a retrofit that afforded the protection of a “Fuel Tank Skid Plate Shield,” they would have responded responsibly by having their 1996 Jeep Grand Cherokee retrofitted by a competent Jeep dealer (See ¶ 21-c-i):*

*i. The issuance-of and service response-to safety defect retrofit recalls is well-known to defendant Loman Auto Group. Approximately five years prior to the accident of February 24, 2007 that took the life of SUSAN MORRIS KLINE, defendant Loman Auto Group was notified of, and potentially performed fire-related retrofits of a competitive brand (e.g. Service Part Numbers 3W7Z-9B007-AA, 3W7Z-9B007-BA and 3W7Z-9B007-CA).”*

The fuel tank on the “Panther” versions of the Ford Crown Victoria, Mercury Grand Marquis and Lincoln Town Car locate the fuel tank slightly aft and above the rear axle. These vehicles, in the police/emergency configuration, were part of a NHTSA defect investigation on the basis of rear end accident collisions that resulted in fuel tank failure, fire/explosions, and the severe burn injury or death of occupants. Unlike the ZJ-Body Jeep Grand Cherokee, these Panther fuel tanks are not exposed below the rear bumper, and are not subject to direct impact. However, in view of real-world facts, Ford voluntarily recalled the Panther vehicles for retrofit.

Ford through its dealerships, although officially making the retrofit available to police and emergency vehicles, will also provide for sale to the general public Service Part Numbers 3W7Z-9B007-AA, 3W7Z-9B007-BA and 3W7Z-9B007-CA. Ford dealership mechanics, such as those at Lomans Auto Group, can perform this retrofit in less than 30 minutes.

According to Ford this retrofit will provide fuel tank safety integrity up 65mph. This minimum level of protection should have been made available to the owners of the ZJ-Body Jeep Grand Cherokee, and retrofit to such levels was/is possible. In its current unprotected configuration, vehicles such as the 1996 Jeep Grand Cherokee, which were operated by Mrs. Susan Kline and serviced by Lomans, do not provide protection for very low speed impacts.

Regarding O&C-3-a-i, I have personally performed this retrofit on my 1997 Ford Crown Victoria vehicle, on my back in my driveway. This retrofit required simple hand tools, a floor jack and safety stands (Please see sub-attached photographs).



**CROWN VICTORIA POLICE INTERCEPTOR (CVPI)  
PACKAGE OPTIONAL UPGRADE KIT**

**AFFECTED VEHICLES:** CERTAIN 1992 THROUGH 2003 MODEL YEAR CROWN VICTORIA  
POLICE INTERCEPTOR (CVPI) VEHICLES  
CURRENTLY IN POLICE DUTY

**2003 MODEL YEAR VEHICLES  
SERVICE PART NUMBER 3W7Z-9B007-AA  
KIT CONTENTS:**

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
-9N070-	Shield, Fuel Tank Strap - RH	1
-9C170-	Shield, Fuel Tank Strap - LH	2
-9F935-	Pads, Canister Buffer	5
W704369-S309	Rivet, Carbon Canister	1
-4C036-	Shield, Differential	3
-4346-	Bolt, Differential Shield Hex Head	1
-4A389-	Shield Assembly, Axle - RH	1
-4C035-	Shield Assembly, Axle - LH	1
-19G376-	Instruction Sheet	1

**1998-2002 MODEL YEAR VEHICLES  
SERVICE PART NUMBER 3W7Z-9B007-BA  
KIT CONTENTS:**

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
-9N070-	Shield, Fuel Tank Strap - RH	1
-9C170-	Shield, Fuel Tank Strap - LH	1
-9F935-	Pads, Canister Buffer	2
W704369-S309	Rivet, Carbon Canister	5
-4C036-	Shield, Differential	1
-4346-	Bolt, Differential Shield Hex Head	3
-4A389-	Shield Assembly, Axle - RH	1
-4C035-	Shield Assembly, Axle - LH	1
W709586S-300	Strap, Tie	2
-19G376-	Instruction Sheet	1

**1992-1997 MODEL YEAR VEHICLES  
SERVICE PART NUMBER 3W7Z-9B007-CA  
KIT CONTENTS:**

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
-9N070-	Shield, Fuel Tank Strap - RH	1
-9C170-	Shield, Fuel Tank Strap - LH	2
-9F935-	Pads, Canister Buffer	5
W704369-S309	Rivet, Carbon Canister	1
-4C036-	Shield, Differential	3
-4346-	Bolt, Differential Shield Hex Head	1
-4A389-	Shield Assembly, Axle - RH	1
-4C035-	Shield Assembly, Axle - LH	1
-19G376-	Instruction Sheet	1





**CROWN VICTORIA POLICE INTERCEPTOR (CVP)  
PACKAGE OPTIONAL UPGRADE KIT**

**AFFECTED VEHICLES:** CERTAIN 1992-1997 MODEL YEAR CROWN VICTORIA  
POLICE INTERCEPTOR (CVP) VEHICLES  
CURRENTLY IN POLICE DUTY

**2003 MODEL YEAR VEHICLES**  
SERVICE PART NUMBER 3872-98007-1A  
**KIT CONTENTS:**

Part Number	Description	Quantity
3872-98007-1A	Shield, Front Interceptor - RH	1
3872-98007-1B	Shield, Front Interceptor - LH	1
3872-98007-1C	Shield, Center Interceptor	1
3872-98007-1D	Shield, Rear Interceptor	1
3872-98007-1E	Shield, Rear Interceptor - RH	1
3872-98007-1F	Shield, Rear Interceptor - LH	1
3872-98007-1G	Shield, Rear Interceptor - RH	1
3872-98007-1H	Shield, Rear Interceptor - LH	1
3872-98007-1I	Shield, Rear Interceptor - RH	1
3872-98007-1J	Shield, Rear Interceptor - LH	1

**1992-1997 MODEL YEAR VEHICLES**  
SERVICE PART NUMBER 3872-98007-1A  
**KIT CONTENTS:**

Part Number	Description	Quantity
3872-98007-1A	Shield, Front Interceptor - RH	1
3872-98007-1B	Shield, Front Interceptor - LH	1
3872-98007-1C	Shield, Center Interceptor	1
3872-98007-1D	Shield, Rear Interceptor	1
3872-98007-1E	Shield, Rear Interceptor - RH	1
3872-98007-1F	Shield, Rear Interceptor - LH	1
3872-98007-1G	Shield, Rear Interceptor - RH	1
3872-98007-1H	Shield, Rear Interceptor - LH	1



<ul style="list-style-type: none"> <li>• <b>BODY—PARTS AND PROCEDURE TO REDUCE THE POTENTIAL OF FUEL TANK PUNCTURES DURING RARE AND EXTREMELY HIGH-SPEED REAR IMPACTS</b></li> <li>• <b>FUEL— PARTS AND PROCEDURE TO REDUCE THE POTENTIAL OF FUEL TANK PUNCTURES DURING RARE AND EXTREMELY HIGH-SPEED REAR IMPACTS</b></li> </ul>	<b>Article No. 01-21-14</b>
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**FORD:** 1992-2001 CROWN VICTORIA  
**LINCOLN:** 1992-2001 TOWN CAR  
**MERCURY:** 1992-2001 GRAND MARQUIS

**ISSUE**

This article is being issued to provide Service Parts and a Service Procedure to further reduce the unlikely possibility of a fuel tank puncture during an extremely high-speed rear impact in certain vehicle applications. Some Police agencies have indicated that their vehicles may stop along high-speed roads - which is prohibited by law except in emergency situations - and may thereby become exposed to extremely high-speed rear impacts, typically by drunk drivers.

Ford corporate guideline tests, at speeds 20 mph above government requirements, demonstrate excellent fuel tank integrity in these vehicles. Because of the nature of their use, some Police vehicles in certain applications may be exposed to extremely high-speed rear impacts with closing speeds above 80 mph. Investigation of several police vehicles involved in extreme high-speed rear impacts has identified a potential cause of the fuel tank puncture in at least one of these impacts.

**ACTION**

Recommended for vehicles exposed to extremely high-speed rear impacts. Refer to the following Service Procedure for details.

**SERVICE PROCEDURE**

1. On 1992-1997 vehicles, replace Park Brake Cable to Axle attaching hex head bolt part N806900-S2 with round-headed fastener part W706024-S427. Model year 1998 and later vehicles are of a different design and do not use this bolt (Figure 1).

2. On 1992-2001 vehicles, use a die grinder or electric grinder with suitable carbide or grinding wheel to remove the 4 mm high by 6 mm wide tab which protrudes down from one flange of the rear stabilizer bar axle attachment "U" bracket. There is a "U" bracket at each end of the center section of the rear stabilizer bar (Figure 2).

The "U" brackets do not need to be removed from the vehicle.

The tab should be ground until it is flush with the contour of the flange.

PART NUMBER	PART NAME
W706024-S427	Bolt - Round Headed Fastener

**OTHER APPLICABLE ARTICLES:** NONE  
**WARRANTY STATUS:** Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
012114A	Replace Park Brake Cable To Axle Attaching Hex Head Fastener With Round Headed Fastener, Then Grind Tab From Both U-Brackets On Rear Stabilizer Bar 1992-1997	0.4 Hr.
012114B	Grind Tab From Both U-Brackets On Rear Stabilizer Bar 1992-2001	0.2 Hr.

**CRUZ**  
**F 030541**

1271

**Article No. 01-21-14 Cont'd.**

**DEALER CODING**

BASIC PART NO.

4A047

OASIS CODES: 111000, 404000, 509000

**CONDITION**

CODE

42

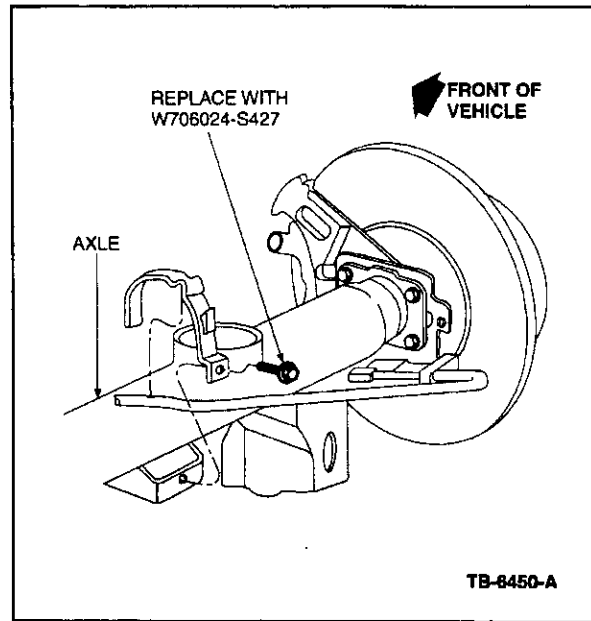


Figure 1 - Article 01-21-14

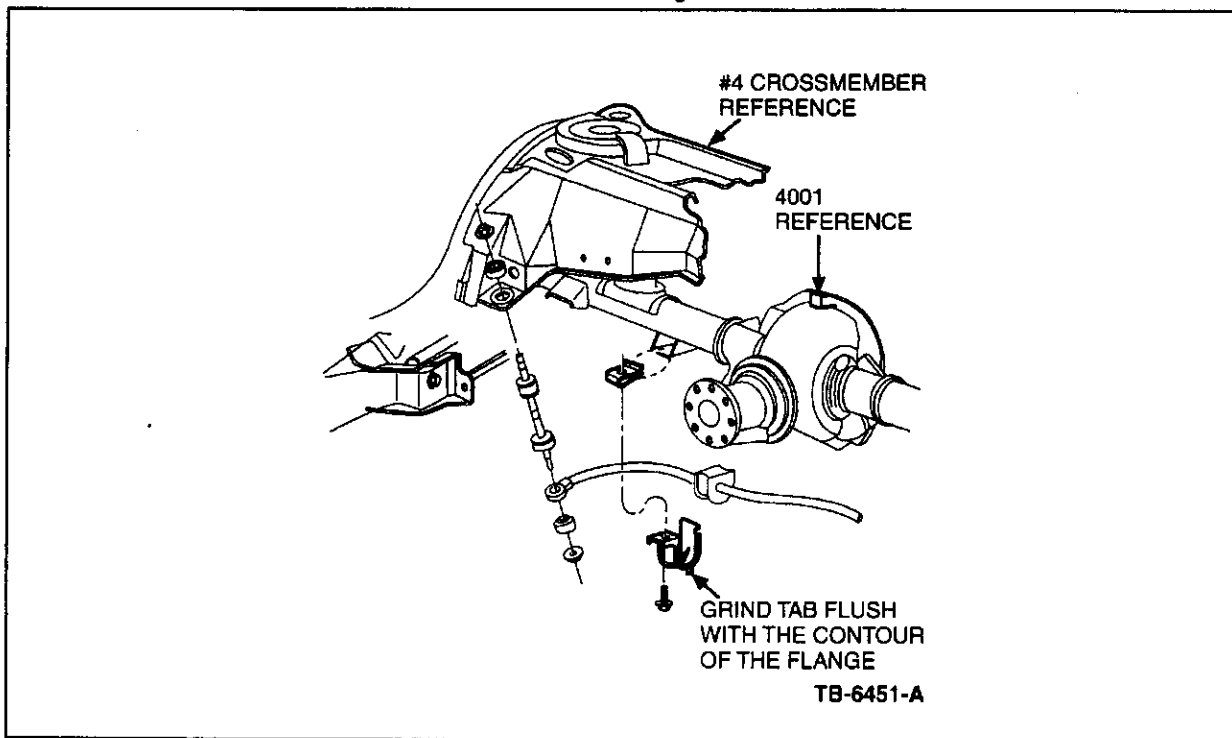


Figure 2 - Article 01-21-14

# ATTACHMENT 4

Mr. Clarence M. Ditlow, Director  
Center for Auto Safety  
Suite 330  
1825 Connecticut Ave, NW  
Washington, DC 20009-5708  
(202) 328-7700

12 February 2015

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**

Two Pages

L. L. Baker memo of 24 August 1978, sent to the highest levels of Chrysler executive management, regarding fuel system crashworthiness design issues.

Inter Company Correspondence

File Code

Date

August 24, 1978

Name & Department	Division	Plant/Office	CIMS Number
R. M. Sinclair, Director International Product Development	Product Plan. & Design Office	Chrysler Center	416-20-15
Name & Department	Division	Plant/Office	CIMS Number
L. L. Baker, Manager Automotive Safety	Engineering Office	Chrysler Center	418-12-34

Subject: Fuel System Design - Chrysler Passenger Cars And Trucks.

Pursuant to the discussions between Messrs. Vining, Jeffe, Sperlich and yourself with Mr. Mochida on August 22, the fuel system design for domestic passenger cars and trucks is summarized for Mr. Mochida's information.

Not only are the impact performance requirements of MVSS-301 pertinent to the design approach but the significant increase in the last few years in the numbers of product liability cases involving fuel system fires and the increase in the size of the awards by sympathetic juries has to be recognized. In the Ford Pinto case the NHTSA Office of Defects Investigation selected arbitrary performance criteria of minimal or no fuel leakage when the test car is impacted in the rear by a full size car at 35 mph as a basis for questioning the safety of a recall modification of the Pinto.

• Passenger Car

Fuel Tank Location

The front wheel drive configuration in Chrysler's Omni and Horizon allowed the fuel tank to be located beneath the rear seat. This location provides the protection of all of the structure behind the rear wheels--as well as the rear wheels themselves--to protect the tank from being damaged in a collision. This same location will be used in the new 1981 K-Body cars which will also have a front wheel drive.

The rear wheel drive H-Body scheduled for introduction in 1983 will have the fuel tank located over the rear axle and beneath the floor pan.

The question of whether M, R or J-Body cars should be converted to tank over axle prior to their phase-out is a matter under intensive study at this time.

Filler Neck And Cap

As the fuel tank is moved to a more forward location, the fuel fill is moved to the side of the car. The fuel cap will be recessed below the body surface and a fuel fill door provided. The fuel filler neck is designed to break away from the car body with the fuel filler cap still in place.

In this design the filler cap and fill neck or fill tube remain with the tank to avoid separation and possible fuel leakage. This side fill is scheduled for J and M-Bodies in 1980 and the Y-car in 1981.



The fuel fill is less likely to be damaged in a sideswipe when located on the right side of the car. As new models are introduced, the fuel fill will be moved to the right side of the vehicle. This may also offer greater protection to drivers who run out of gasoline on the highway, since they will fill the tank on the side away from the traffic.

#### Structure

In 1979 through 1983, the M, R, and J model cars which have the fuel tank under the floor pan behind the rear wheels, structural reinforcement of the longitudinals on each side of the tank, shielding of any unfriendly surfaces adjacent to the tank, and the design of straps and hangers to limit undesired tank movement will be employed.

#### Truck

##### Fuel Tank Location

The same principles regarding fuel tank location apply to truck design. It is important that these larger fuel tanks are not only shielded from damage in a collision but do not break away from the truck and thereby spread fuel onto the roadway. The approach used by Mitsubishi on the SP-27 of locating the fuel tank ahead of the rear wheels appears to provide good protection for the tank.

The front wheel drive T-115 to be introduced in 1982 will have the fuel tank ahead of the rear wheels and under the rear seat. However, in rear wheel drive trucks there is no clearance over the axle for fuel tank installation and in many cases there is insufficient space ahead of the axle for fuel tanks of the desired capacity.

Chrysler is investigating fuel tank relocation ahead of the rear wheels for vans and multi-purpose vehicles, but present plans for pickups through 1983 and for MPV's and vans through 1985 have the fuel tank located behind the rear wheels. In vehicles both with and without bumpers there is a concern with vertical height differences that create a mismatch with passenger car bumpers. Where fuel tank location behind the rear axle is all that is feasible, a protective impact deflection structure may have to be provided whether or not a bumper is provided. An investigation whether to relocate the fuel tank or to provide impact deflecting structures is presently underway.

##### Fill Neck And Cap

All trucks and vans have side fill. The sweptline pickup truck (DW 1-3) and multi-purpose vehicles (AD-1 & AW-1) will have a recessed fill cap and fuel filler door beginning in 1981.

  
L. L. Baker



# ATTACHMENT 5

Mr. Clarence M. Ditlow, Director  
Center for Auto Safety  
Suite 330  
1825 Connecticut Ave, NW  
Washington, DC 20009-5708  
(202) 328-7700

12 February 2015

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**

Four Pages

State of Michigan Traffic Crash Report for 11 November 2014

Authority: 1949 PA 300, Sec.257.622  
Compliance: Required MSP UD-10E  
Penalty: \$100 and/or 90 days (Rev 11/2006)

External # 0250964  
Crash ID 9099115

Page 01 of 02  
Incident # 212450314 File Class 93001

# STATE OF MICHIGAN TRAFFIC CRASH REPORT

ORI: MI 6302100	Department Name MSP Metro North			Incident Disposition Open				
Crash Date 11/11/2014	Crash Time 16:38	No. of Units 04	Crash Type Rear End	Special Circumstances <input type="checkbox"/> School Bus <input checked="" type="checkbox"/> None <input type="checkbox"/> Hit and Run <input type="checkbox"/> Deer <input type="checkbox"/> Fleeing Police	Special Checks <input checked="" type="checkbox"/> Fatal <input type="checkbox"/> Non-Traffic Area <input type="checkbox"/> ORV/Snowmobile			
County 63 - Oakland	Traffic Control None	Relation to Roadway On Road	Special Study	Weather Clear	Area 06 - All other freeway areas			
City/Twsp 91 - Southfield	Construction Zone (if applicable) Type	Lane Closed	Activity	Light Dusk	Road Condition Dry	Total Lanes 06	Speed Limit 70	Posted Yes

LOCATION	Prefix	Road Name M-10	Road Type FWY	Suffix	Divided Roadway N
	Distance 1,320 Feet S	Traffic Way 03 - Divided Hwy with barrier		Access Control 02 - Full access control	
	Prefix	Intersecting Road TELEGRAPH	Road Type RD	Suffix	Divided Roadway

UNIT / DRIVER	Unit Number 01	Unit Known Yes	State MI	Driver License Number B000947014919	Date of Birth (Age) 12/02/1966 (47)	License Type <input checked="" type="checkbox"/> Operator <input type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex F	Total Occupants 01	Hazardous Action 00 - None		
	Unit Type MV	Driver Information YAN BAI 5692 STRATFORD DR WEST BLOOMFIELD, MI 48322 (313) 300-8382				Injury O	Position 01	Restraint 04	Hospital REFUSED			
	Driver Condition <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 99				Interlock No	Ejected	Trapped	Airbag Deployed No	Ambulance REFUSED			
	Alcohol <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Test Type <input type="checkbox"/> Field <input type="checkbox"/> PBT <input type="checkbox"/> Breath <input checked="" type="checkbox"/> Blood <input type="checkbox"/> Urine				Test Results			Drugs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Test Type <input checked="" type="checkbox"/> Blood <input type="checkbox"/> Urine	Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other			
	Vehicle Registration 9LGU70	State MI	Insurance / Policy # FRANKENMUTH MUTUAL		Towed To/By NONE			Special Vehicles 0	Private Trailer Type	Vehicle Defect		
	VIN 5LMCJ1A97FUJ07523	Vehicle Description LINCOLN	Make MKC	Model	Color WHI	Year 2015	Vehicle Type Passenger Car					
	Location of Greatest Damage 05	First Impact 05	Extent of Damage 2	Driveable Yes	Vehicle Direction N	Vehicle Use 01 - Private	Action Prior 08 - Slowing/stop on roadway					
	Sequence of Events ● indicates MOST harmful event				First ● 17 - Motor veh in transport	Second	Third	Fourth				

PASSENGERS	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital

TRUCK / BUS	Carrier Information		Carrier Source	GVWR	ICCMC	USDOT	MPSC
	Driver's CDL Type		Endorsements <input type="checkbox"/> H <input type="checkbox"/> P <input type="checkbox"/> T <input type="checkbox"/> O <input type="checkbox"/> S <input type="checkbox"/> X		CDL Exempt <input type="checkbox"/> Farm <input type="checkbox"/> Other	CDL Restrictions <input type="checkbox"/> 28 <input type="checkbox"/> 29 <input type="checkbox"/> 30 <input type="checkbox"/> 35 <input type="checkbox"/> 36	
	Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit First Second Third Fourth	Cargo Body Type	Medical Card	Hazardous Material <input type="checkbox"/> Placard <input type="checkbox"/> Cargo Spill	ID #

OWNERS	Owner Information YAN BAI 5692 STRATFORD DR WEST BLOOMFIELD, MI 48322			Owner Information			
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Person Advised of Damaged Traffic Control Contact Name: Contact Date: Contact Time:			Damaged Property			Public
			Owner & Phone			

UNIT / DRIVER	Unit Number	Unit Known	State	Driver License Number	Date of Birth (Age)	License Type	Endorsements	Sex	Total Occupants	Hazardous Action	
	02	Yes	MI	M255098889851	11/05/1963 (51)	Operator Chauffer Moped	Cycle Farm Recreation	M	01	00 - None	
	Unit Type	Driver Information				Injury	Position	Restraint	Hospital		
	MV	BRADFORD WINSHIP MACKINNON 643 COVE VIEW DR WATERFORD, MI 48327				O	01	04	REFUSED		
	Driver Condition					Interlock	Ejected	Trapped	Airbag Deployed	Ambulance	
	● 1 ○ 2 ○ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 99					No			No	REFUSED	
	Alcohol					Test Results			Citation Issued		
○ Yes ● No ○ Refused ○ Not offered					○ Yes ● No			○ Hazardous ○ Other			
Test Type ○ Field ○ PBT ○ Breath ● Blood ○ Urine					Drugs			Test Results			
Vehicle Registration					State	Insurance / Policy #	Towed To/By		Special Vehicles	Private Trailer Type	Vehicle Defect
CCH6282					MI	HOMEOWNERS	ROSS TOW		0		
VIN			Vehicle Description	Make	Model	Color	Year	Vehicle Type			
JN8AZ2KR0ET350272			NISSAN	CUBE		GRY	2014	Passenger Car			
Location of Greatest Damage		First Impact	Extent of Damage	Driveable	Vehicle Direction	Vehicle Use		Action Prior			
10		05	4	No	N	01 - Private		07 - Backing			
Sequence of Events				First	Second	Third	Fourth				
● (● indicates MOST harmful event)				17 - Motor veh in transport	17 - Motor veh in transport						

PASSENGERS	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital	
			Injury	Airbag Deployed	Ejected	Trapped	Ambulance	

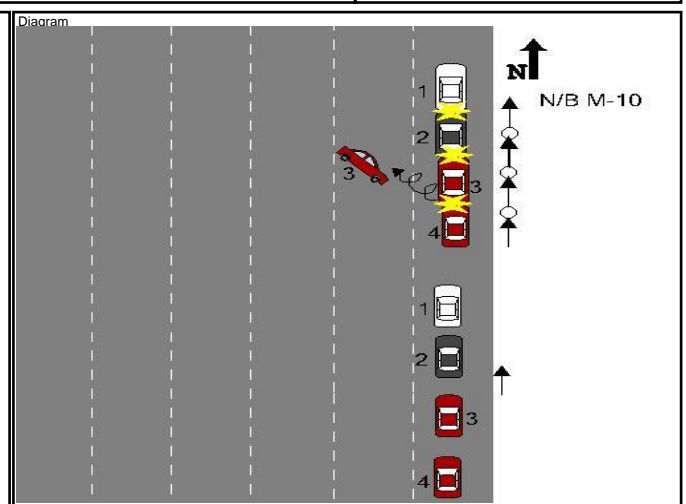
TRUCK / BUS	Carrier Information				Carrier Source	GVWR	ICCMC	USDOT	MPSC	
					Driver's CDL Type	Endorsements	CDL Exempt	CDL Restrictions		
						OH OP OT ON OS OX	○ Farm ○ Other	○ 28 ○ 29 ○ 30 ○ 35 ○ 36		
Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit		Cargo Body Type	Medical Card	Hazardous Material		ID #	Class #	
		First	Second	Third	Fourth		○ Placard ○ Cargo Spill			

OWNERS	Owner Information				Owner Information			
	BRADFORD WINSHIP MACKINNON 643 COVE VIEW DR WATERFORD, MI 48327							

WITNESS	Witness Information				Witness Information			

Investigated at Scene	Reported Date (Time)	1st Investigator Name (Badge)		2nd Investigator Name (Badge)		Photos By	
Yes	11/11/2014 (17:10)	JONATHAN WALDEN (1150)				TPR MARTIN	

**Narrative**  
 Vehicle 1, 2, 3, and 4 were traveling N/B M-10 in the right lane. Vehicles 1,2 and 3 were slowing on the roadway due to traffic. Vehicle 4 failed to stop in an assured clear distance and struck the rear of vehicle 3, which in turn struck vehicle 2, which in turn struck vehicle 1. Upon impact, vehicle 3 rolled over and became engulfed in flames. Vehicle 4 also caught on fire.



Authority: 1949 PA 300, Sec.257.622  
Compliance: Required MSP UD-10E  
Penalty: \$100 and/or 90 days (Rev 11/2006)

External # 0250964  
Crash ID 9099115

Page 02 of 02  
Incident # 212450314 File Class 93001

# STATE OF MICHIGAN TRAFFIC CRASH REPORT

ORI: MI 6302100		Department Name MSP Metro North		Incident Disposition Open	
Crash Date 11/11/2014		Crash Time 16:38	No. of Units 04	Crash Type Rear End	Special Circumstances <input type="checkbox"/> School Bus <input checked="" type="checkbox"/> None <input type="checkbox"/> Hit and Run <input type="checkbox"/> Deer <input type="checkbox"/> Fleeing Police
County 63 - Oakland		Traffic Control None	Relation to Roadway On Road	Special Study	Weather Clear
City/Twsp 91 - Southfield		Construction Zone (if applicable) Type Lane Closed Activity		Light Dusk	Road Condition Dry
		Total Lanes 06	Speed Limit 70	Posted Yes	
Area 06 - All other freeway areas					

LOCATION	Prefix	Road Name M-10	Road Type FWY	Suffix	Divided Roadway N
	Distance 1,320 Feet S	Traffic Way 03 - Divided Hwy with barrier		Access Control 02 - Full access control	
	Prefix	Intersecting Road TELEGRAPH	Road Type RD	Suffix	Divided Roadway

UNIT / DRIVER	Unit Number 03	Unit Known Yes	State MI	Driver License Number W300461560757	Date of Birth (Age) 10/01/1991 (23)	License Type <input checked="" type="checkbox"/> Operator <input type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex F	Total Occupants 01	Hazardous Action 00 - None	
	Unit Type MV	Driver Information KAYLA LUCILLE WHITE 2858 HORTON ST FERNDAL, MI 48220				Injury K	Position 01	Restraint 04	Hospital MORGUE		
	Driver Condition <input type="checkbox"/> 01 <input type="checkbox"/> 02 <input type="checkbox"/> 03 <input type="checkbox"/> 04 <input type="checkbox"/> 05 <input type="checkbox"/> 06 <input type="checkbox"/> 07 <input type="checkbox"/> 08 <input type="checkbox"/> 09 <input checked="" type="checkbox"/> 99				Interlock No	Ejected Yes	Trapped	Airbag Deployed Yes	Ambulance SOUTHFIELD FIRE DEPT/CITY OF		
	Alcohol <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Test Type <input type="checkbox"/> Field <input type="checkbox"/> PBT <input type="checkbox"/> Refused <input type="checkbox"/> Not offered <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine				Drugs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Test Type <input type="checkbox"/> Blood <input type="checkbox"/> Urine			Test Results		Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other	
	Vehicle Registration BSU1291	State MI	Insurance / Policy # STATEFARM		Towed To/By ROSS TOW		Special Vehicles 0	Private Trailer Type	Vehicle Defect		
	VIN 1J4GL48K13W675516	Vehicle Description JEEP	Make LIBERTY	Model LIBERTY	Color RED	Year 2003	Vehicle Type Passenger Car				
	Location of Greatest Damage 10	First Impact 05	Extent of Damage 7	Driveable No	Vehicle Direction N	Vehicle Use 01 - Private	Action Prior 08 - Slowing/stop on roadway				
	Sequence of Events (● indicates MOST harmful event)		First 17 - Motor veh in transport		Second 17 - Motor veh in transport		Third 06 - Overturn		Fourth ● 08 - Fire/explosion		

PASSENGERS	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
			Injury	Airbag Deployed	Ejected	Trapped	Ambulance
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
			Injury	Airbag Deployed	Ejected	Trapped	Ambulance
	Passenger Information		Date of Birth (Age)	Sex	Position	Restraint	Hospital
			Injury	Airbag Deployed	Ejected	Trapped	Ambulance

TRUCK / BUS	Carrier Information		Carrier Source	GVWR	ICCMC	USDOT	MPSC
			Driver's CDL Type	Endorsements <input type="checkbox"/> H <input type="checkbox"/> P <input type="checkbox"/> T <input type="checkbox"/> O N <input type="checkbox"/> S <input type="checkbox"/> X	CDL Exempt <input type="checkbox"/> Farm <input type="checkbox"/> Other	CDL Restrictions <input type="checkbox"/> 028 <input type="checkbox"/> 029 <input type="checkbox"/> 030 <input type="checkbox"/> 035 <input type="checkbox"/> 036	
	Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit First Second Third Fourth	Cargo Body Type	Medical Card	Hazardous Material <input type="checkbox"/> Placard <input type="checkbox"/> Cargo Spill	ID # Class #

OWNERS	Owner Information KAYLA LUCILLE WHITE 2858 HORTON ST FERNDAL, MI 48220		Owner Information
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Person Advised of Damaged Traffic Control	Damaged Property	Public
Contact Name:	Owner & Phone	
Contact Date:		
Contact Time:		



UNIT / DRIVER	Unit Number	Unit Known	State	Driver License Number	Date of Birth (Age)	License Type	Endorsements	Sex	Total Occupants	Hazardous Action	
	04	Yes	MI	H300119723969	12/22/1944 (69)	Operator Chauffer Moped	Cycle Farm Recreation	M	01	12 - Unable to stop	
	Unit Type	Driver Information				Injury	Position	Restraint	Hospital		
	MV	CLARENCE QUENTIN HEATH 31080 HUNTLEY SQ E BEVERLY HILLS, MI 48025 (248) 792-7570				B	01	04	REFUSED		
	Driver Condition				Interlock	Ejected	Trapped	Airbag Deployed	Ambulance		
	● 1 ○ 2 ○ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 99				No			Yes	SOUTHFIELD FIRE DEPT/CITY OF		
	Alcohol				Test Results		Drugs		Citation Issued		
	○ Yes ● No ○ Refused ○ Not offered						○ Yes ● No		○ Hazardous ○ Other		
	Test Type ○ Field ○ PBT ○ Breath ● Blood ○ Urine						Test Type ● Blood ○ Urine				
	Vehicle Registration	State	Insurance / Policy #		Towed To/By		Special Vehicles	Private Trailer Type	Vehicle Defect		
6LCX33	MI	TRUMBULL		ROSS TOW		0					
VIN	Vehicle Description	Make	Model	Color	Year	Vehicle Type					
1G6KY54992U178527	CADILLAC	STS		RED	2002	Passenger Car					
Location of Greatest Damage	First Impact	Extent of Damage	Driveable	Vehicle Direction	Vehicle Use		Action Prior				
01	01	4	No	N	01 - Private		01 - Going Straight Ahead				
Sequence of Events				First	Second	Third	Fourth				
● (● indicates MOST harmful event)				17 - Motor veh in transport	● 08 - Fire/explosion						

PASSENGERS	Passenger Information				Date of Birth (Age)	Sex	Position	Restraint	Hospital	
					Injury	Airbag Deployed	Ejected	Trapped	Ambulance	
Passenger Information				Date of Birth (Age)	Sex	Position	Restraint	Hospital		
				Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information				Date of Birth (Age)	Sex	Position	Restraint	Hospital		
				Injury	Airbag Deployed	Ejected	Trapped	Ambulance		
Passenger Information				Date of Birth (Age)	Sex	Position	Restraint	Hospital		
				Injury	Airbag Deployed	Ejected	Trapped	Ambulance		

TRUCK / BUS	Carrier Information				Carrier Source	GVWR	ICCMC	USDOT	MPSC	
					Driver's CDL Type	Endorsements	CDL Exempt	CDL Restrictions		
						OH OP OT ON OS OX	○ Farm ○ Other	○ 28 ○ 29 ○ 30 ○ 35 ○ 36		
Interstate/Intrastate	Vehicle Type	Type & Axle Per Unit		Third	Fourth	Cargo Body Type	Medical Card	Hazardous Material	ID #	Class #
		First	Second					○ Placard ○ Cargo Spill		

OWNERS	Owner Information				Owner Information			
	CLARENCE QUENTIN HEATH 31080 HUNTLEY SQ E BEVERLY HILLS, MI 48025							

WITNESS	Witness Information				Witness Information			

Investigated at Scene	Reported Date (Time)	1st Investigator Name (Badge)		2nd Investigator Name (Badge)		Photos By

Narrative	Diagram

# ATTACHMENT 6

Mr. Clarence M. Ditlow, Director  
Center for Auto Safety  
Suite 330  
1825 Connecticut Ave, NW  
Washington, DC 20009-5708  
(202) 328-7700

12 February 2015

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**  
**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**

Eleven Pages

Oakland County Michigan, Office of the Medical Examiner, Autopsy Report concerning the death of Ms. Kayla Lucille White on 11 November 2014.



L. BROOKS PATTERSON, OAKLAND COUNTY EXECUTIVE

COUNTY MICHIGAN  
OFFICE OF THE MEDICAL EXAMINER  
L. J. Dragovic, M.D., Chief Medical Examiner  
K. Virani, M.D., Deputy Chief Medical Examiner  
B. Pacris, M.D., Deputy Medical Examiner  
R. Ortiz-Reyes, M.D., Deputy Medical Examiner  
C. Loewe, M.D., Deputy Medical Examiner

PUBLIC SERVICES  
R. Gerds, Administrator

January 20, 2015

DDM Consulting  
ATTN: Paul Sheridan  
22357 Columbia St.  
Dearborn, MI 48124-3431

Re: Kayla White  
O.C.M.E. # 14-5786

Dear Mr. Sheridan:

We received your written request for the autopsy report regarding Kayla White, who died on November 11, 2014, in Southfield, Michigan. Once we receive payment from you, the report will be mailed.

**CHARGES:            \$20.67 (1 Hour Clerical Time)**  
**00.30 (10 pages)**  
**\$20.97 GRAND TOTAL**

Please make your check payable to the Oakland County Medical Examiner and mail to:  
1200 North Telegraph Road, Building 28 East, Pontiac, MI 48341-0438.  
The Federal I.D. Number for this office is 38-6004876.

Sincerely,

Oakland County Medical Examiner's Office

/la



COUNTY MICHIGAN  
OFFICE OF THE MEDICAL EXAMINER  
L. J. Dragovic, M.D., Chief Medical Examiner  
K. Virani, M.D., Deputy Chief Medical Examiner  
B. Pacris, M.D., Deputy Medical Examiner  
R. Ortiz-Reyes, M.D., Deputy Medical Examiner  
C. Loewe, M.D., Deputy Medical Examiner

PUBLIC SERVICES  
R. Gerds, Administrator

## AUTOPSY PROTOCOL

**NAME OF DECEASED: KAYLA LUCILLE WHITE  
(UNKNOWN FEMALE #14-11)**

**CASE NUMBER: 14-5786**

**GENDER: Female      AGE: 23 Years      RACE: White**

**DATE OF DEATH: November 11, 2014      TIME: Approx. 4:38 p.m.**

**PLACE OF DEATH: Vehicle/Road**

**DATE PRONOUNCED: November 11, 2014      TIME: 5:10 p.m.**

**PLACE PRONOUNCED: Southfield**

**DATE OF AUTOPSY: November 12, 2014      TIME: 8:50 a.m.**

**CAUSE OF DEATH: THERMAL INJURY and SMOKE INHALATION**

**MANNER OF DEATH: ACCIDENT**

## **EXTERNAL EXAMINATION**

The body is that of a severely burned white female, 60", 116 pounds with abdominal girth of 36", normally developed, normally nourished and appearing consistent with the stated age of 23 years. Small burned pieces of a shirt, pants and underwear are present on the body.

The body is cold. Rigor mortis and livor mortis cannot be determined due to thermal injury.

The scalp hair is brown and severely singed. Thermal injuries are present on the head and face. The eye color cannot be determined due to thermal injury. The corneae are severely cloudy. The sclerae are white. There are no conjunctival petechiae or hemorrhage. Natural teeth are present. Soot is present in the nostrils and mouth. The ears show thermal injury. Thermal injury is present on the neck, chest and abdomen. The abdomen is protuberant. Minimal thermal injury is present on the genitalia and groin. The extremities show severe thermal injury. The back also has severe thermal injury.

**SCARS:** None visible.

**TATTOOS:** A partially burned tattoo is present on the left side of the groin.

**EVIDENCE OF THERAPY:** None.

**EVIDENCE OF INJURY:** Second and third degree thermal injury is present on the body surface occupying the head, face, neck, chest, abdomen, extremities and back. It covers 90% of the body surface. The maximum thermal injury is present on the lower extremities with exposure of the muscles and deep soft tissue.



## **INTERNAL EXAMINATION**

**BODY CAVITIES:** The body cavities are entered in the usual manner. All body cavities are free of excess or abnormal fluid accumulation. The serosal surfaces are smooth. There is no evidence of blunt force or penetrating injury to the thoraco-abdominal region.

**HEAD AND BRAIN:** The brain weighs 1203 grams. The scalp is unremarkable. The skull is intact. The dura is unremarkable. The venous sinuses are unremarkable. There is no evidence of epidural, subdural or subarachnoid hemorrhage. The leptomeninges are thin and transparent. The cerebrospinal fluid is clear. The vessels at the base of the brain are unremarkable. The cerebral hemispheres are symmetrical. Serial sectioning of the brain does not reveal any focal abnormality. The surface of the brain is unremarkable. The cerebellum and brain stem are unremarkable.

**NECK ORGANS:** The soft tissues and muscles of the neck are unremarkable. The laryngeal cartilages are unremarkable. The hyoid bone and cervical vertebrae are intact. Dense soot is present on the surface of the larynx and upper trachea. The pharynx is unremarkable.

**CARDIOVASCULAR SYSTEM:** The heart weighs 259 grams. The myocardium has a homogeneous brown appearance without myocardial fibrosis or focal myocardial infarction. The left ventricle measures 1.4 cm and the right ventricle measures 0.2 cm in thickness. The endocardium is smooth. The cardiac valves are unremarkable. The cardiac chambers are within normal limits. The tricuspid valve is 12 cm, pulmonic 6.5 cm, mitral 8.5 cm, and aortic 5.5 cm circumference. The coronary arteries are normally distributed with right dominant circulation. The aorta, its major branches and major veins are unremarkable.

**RESPIRATORY SYSTEM:** The right lung weighs 366 grams and the left lung weighs 358 grams. Soot is present on the mucosa of the trachea and bronchi. Mild pulmonary edema and congestion are present. The pleural surfaces are smooth and glistening. The airways are clear. The pulmonary arteries are unremarkable.

**DIGESTIVE SYSTEM:** The tongue and esophagus are unremarkable. The stomach contains about 500 grams of digested semi-solid food. The small and large intestines are unremarkable. The appendix is present. The pancreas is unremarkable.

**LIVER:** The liver weighs 1788 grams. The surface is smooth and glistening. The parenchyma has a homogeneous brown appearance without fatty degeneration or focal abnormality. The gallbladder is absent.

**SPLEEN:** The spleen weighs 142 grams. The capsule is intact. The parenchyma is unremarkable.

**THYMUS GLAND:** The thymus weighs 13 grams. The capsule is intact. The parenchyma is unremarkable.

**GENITO-URINARY SYSTEM:** The right kidney weighs 113 grams and the left kidney weighs 122 grams. The capsules are easy to separate. The subcapsular surfaces are smooth. The parenchyma is unremarkable. Cortico-medullary demarcation is well-distinct. The calyces and pelves are unremarkable. The ureters are patent. The urinary bladder contains about 2 cc of turbid urine. The mucosa is unremarkable. The uterus is gravid

**GENITO-URINARY SYSTEM (con't):** containing a male fetus. The fetus weighs 1955 grams and measures 43 cm in length. The head circumference is 30.5 cm. There are no identifiable abnormalities or injuries in the uterus, placenta or the fetus. The fallopian tubes and ovaries are unremarkable.

**LYMPH NODES:** Small lymph nodes are present in the hilum of both lungs and mediastinum measuring up to 0.5 cm.

**ENDOCRINE SYSTEM:** The pituitary, thyroid and adrenals are unremarkable.

**MUSCULOSKELETAL SYSTEM:** Thermal injuries are present in the skeletal muscles. The bony skeleton is intact.

**AUTOPSY FINDINGS:**

- I. Thermal Injury and Smoke Inhalation with
  - A. 90% second and third degree thermal injury on the body surface
  - B. Presence of soot on the mucosa of the larynx, trachea and bronchi
  - C. 10% blood carbon monoxide levels
  - D. Pulmonary mild edema and congestion

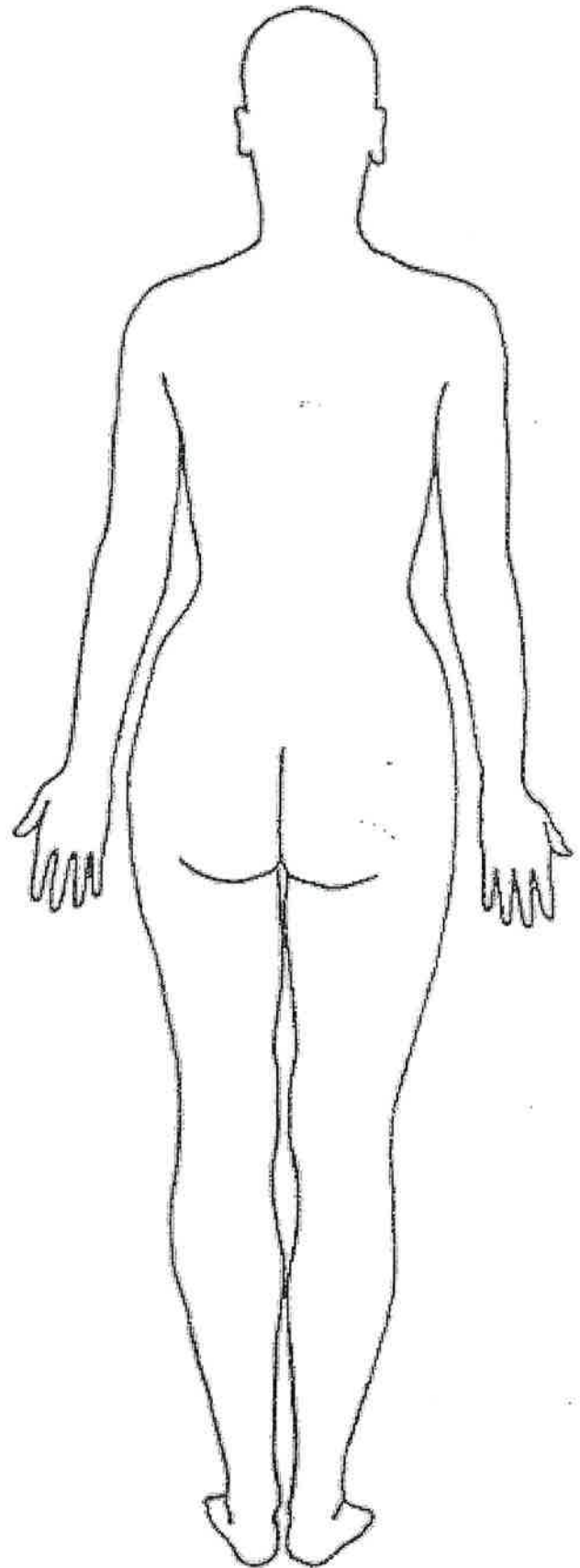
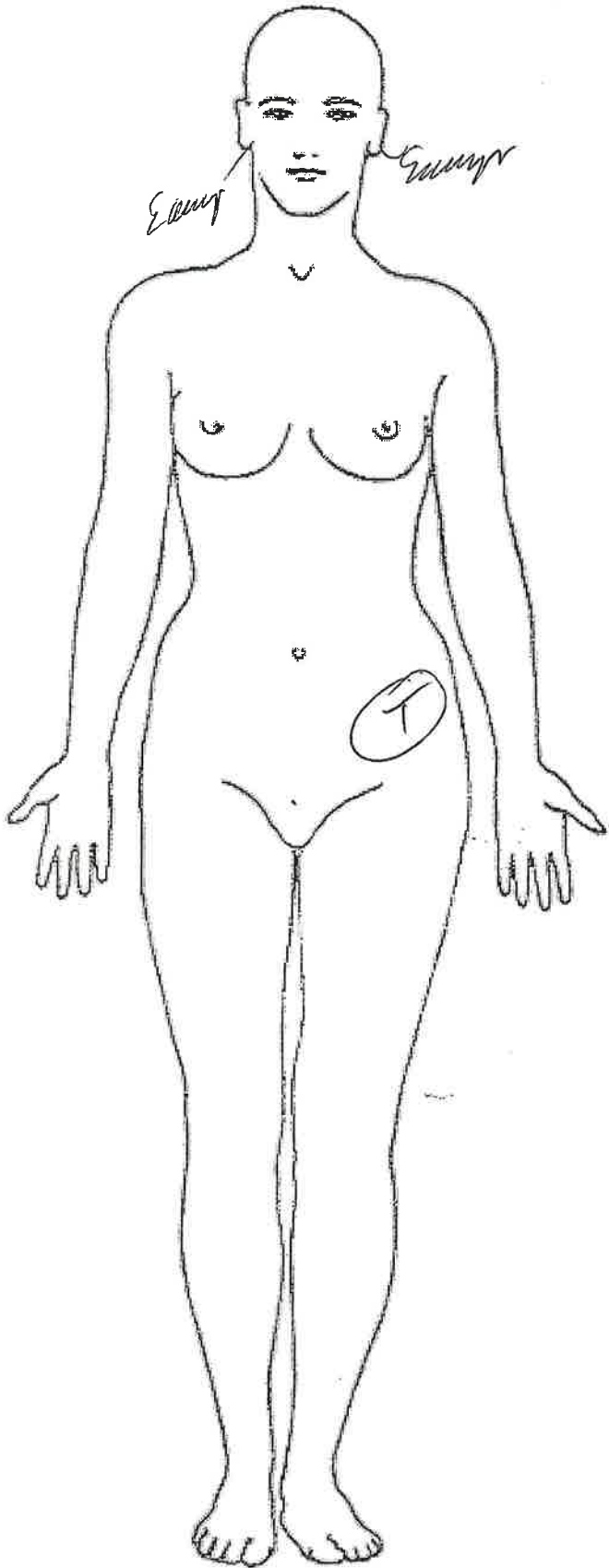
**OPINION:** This 23-year-old white female, Kayla White, died of thermal injuries and smoke inhalation. Careful examination did not reveal any identifiable physical injuries in the internal organs. The manner of death is accident.

Kanu Virani, M.D. 11-24-14  
**KANU VIRANI, M.D.**  
**DEPUTY CHIEF MEDICAL EXAMINER**

Oakland County Medical Examiner

*Kayla White*  
NAME: Female # 14-11 Unknown

CASE #: 14-05786





L. BROOKS PATTERSON, OAKLAND COUNTY EXECUTIVE

COUNTY MICHIGAN  
OFFICE OF THE MEDICAL EXAMINER

PUBLIC SERVICES  
R. Gerds, Administrator

L. J. Dragovic, M.D., Chief Medical Examiner  
K. Virani, M.D., Deputy Chief Medical Examiner  
B. Pacris, M.D., Deputy Medical Examiner  
R. Ortiz-Reyes, M.D., Deputy Medical Examiner  
C. Loewe, M.D., Deputy Medical Examiner

**TOXICOLOGY REPORT**

**NAME:** KAYLA WHITE  
**CASE #** 14-5786

**VOLATILE SCREEN**

**INCLUDES:** ACETONE, ETHYL ALCOHOL, ISOPROPYL ALCOHOL, METHYL ALCOHOL  
**REPORT:** FEMORAL BLOOD – None detected  
VITREOUS – None detected

**HEART BLOOD DRUG SCREEN\***

**INCLUDES:** ACETAMINOPHEN, AMPHETAMINES/METHAMPHETAMINES, BARBITURATES, BENZODIAZEPINES, CANNABINOIDS, CARISOPRODOL, COCAINE/COCAINE METABOLITES, FENTANYL, FLUOXETINE, METHADONE, METHYLPHENIDATE, OPIATES, SALICYLATES, TRICYCLIC ANTIDEPRESSANTS  
**REPORT:** Cannabinoids detected

**SERUM DRUG SCREEN\***

**INCLUDES:** ANTICONVULSANTS, TRICYCLIC ANTIDEPRESSANTS  
**REPORT:** Specimen not suitable for toxicological analysis

**URINE DRUG SCREEN\***

**INCLUDES:** AMPHETAMINES, BARBITURATES, BENZODIAZEPINES, CANNABINOIDS, COCAINE/COCAINE METABOLITES, METHADONE, OPIATES, PHENCYCLIDINE  
**REPORT:** None detected

**FEMORAL BLOOD CARBON MONOXIDE**

**REPORT:** 19% Carboxyhemoglobin Saturation

**DATE:** 01/7/2015

*Denice M. Teem*  
DENICE M. TEEM, BS  
CERTIFYING SCIENTIST, FOR NMS LABS

ds

\*This is an unconfirmed screen. Confirmation by a more definitive technique such as GC/MS is recommended.





**NMS Labs**

**CONFIDENTIAL**

3701 Welsh Road, PO Box 433A, Willow Grove, PA 19090-0437  
Phone: (215) 657-4900 Fax: (215) 657-2972  
e-mail: nms@nmslabs.com

Robert A. Middleberg, PhD, F-ABFT, DABCC-TC, Laboratory Director

**Toxicology Report**

**Report Issued** 12/04/2014 10:00

**To: 10062**  
Oakland County Medical Examiner  
Attn: Toxicology  
1200 N Telegraph Rd-Bldg 28 E  
Pontiac, MI 48341

**Patient Name** WHITE Kayla  
**Patient ID** 14-5786  
**Chain** 28829  
**Age Not Given** **DOB** Not Given  
**Gender** Female  
**Workorder** 14299614

**Page 1 of 3**

**Positive Findings:**

<u>Compound</u>	<u>Result</u>	<u>Units</u>	<u>Matrix Source</u>
Carboxyhemoglobin	21	%Saturation	001 - Femoral Blood
Delta-9 THC	1.5	ng/mL	001 - Femoral Blood

See Detailed Findings section for additional information

**Testing Requested:**

<u>Analysis Code</u>	<u>Description</u>
1009B	Carbon Monoxide Exposure, Blood
8061B	Postmortem Toxicology - Basic w/o Alcohol, Blood (Forensic)

**Specimens Received:**

<u>ID</u>	<u>Tube/Container</u>	<u>Volume/ Mass</u>	<u>Collection Date/Time</u>	<u>Matrix Source</u>	<u>Miscellaneous Information</u>
001	Lavender Vial	6 mL	11/12/2014	Femoral Blood	

All sample volumes/weights are approximations.  
Specimens received on 11/21/2014.



CONFIDENTIAL

Workorder 14299614  
Chain 28829  
Patient ID 14-5786

Page 2 of 3

Detailed Findings:

Analysis and Comments	Result	Units	Rpt. Limit	Specimen Source	Analysis By
Carboxyhemoglobin	21	%Saturation	2	001 - Femoral Blood	GC/MS
Delta-9 THC	1.5	ng/mL	1.0	001 - Femoral Blood	GC-GC-GC/MS

Other than the above findings, examination of the specimen(s) submitted did not reveal any positive findings of toxicological significance by procedures outlined in the accompanying Analysis Summary.

Reference Comments:

1. Carboxyhemoglobin (COHb) - Femoral Blood:

Hemoglobin is a protein found in red blood cells that is responsible for the oxygen carrying capacity of blood. In normal conditions, hemoglobin receives oxygen via blood circulation through the lungs and delivers the oxygen to tissues and organs throughout the body. In situations where the inspired air is high in carbon monoxide concentration, the hemoglobin then binds the carbon monoxide in place of oxygen. This leads to a functional deficiency in oxygen delivery to the organs and tissues of the body.

Measurement of carbon monoxide hemoglobin saturation gives an indication of the carbon monoxide concentration in the inspired air and its possible sequelae. Normal endogenous carboxyhemoglobin levels are generally up to 4% in non-smokers and up to 8% in smokers (although it may be higher); toxic symptoms may be noted at levels >10%. Concentrations over 10% saturation have been reported to produce adverse effects, e.g., headache and nausea. Deaths from carbon monoxide, in the absence of resuscitative measures, generally have associated carboxyhemoglobin levels >40%. However, individuals with a compromised cardiovascular system are at a potentially greater risk of toxic effects at much lower carbon monoxide hemoglobin saturation values.

2. Delta-9 THC (Active Ingredient of Marijuana) - Femoral Blood:

Marijuana is a DEA Schedule I hallucinogen. Pharmacologically, it has depressant and reality distorting effects. Collectively, the chemical compounds that comprise marijuana are known as Cannabinoids.

Delta-9-THC is the principle psychoactive ingredient of marijuana/hashish. It rapidly leaves the blood, even during smoking, falling to below detectable levels within several hours. THC concentrations in blood are usually about one-half that of serum/plasma concentrations. The active metabolite, 11-hydroxy-THC, may also fall below detectable levels shortly after inhalation. Delta-9-carboxy-THC (THCC) is the inactive metabolite of THC with peak concentrations attained 32 to 240 minutes after smoking and may be detected for up to one day or more in blood. Both delta-9-THC and THCC may be present substantially longer in chronic users.

Reported usual peak THC concentrations in serum after smoking 1.75% or 3.55% THC marijuana cigarettes are 50 - 270 ng/mL after beginning of smoking, decreasing to less than 5 ng/mL by 2 hrs. Corresponding delta-9-carboxy-THC concentrations range from 10 - 101 ng/mL about 32 to 240 minutes after the beginning of smoking and decline slowly. Passive inhalation of marijuana smoke has been reported to produce blood THC concentrations up to 2 ng/mL. Delta-9-carboxy THC concentrations in blood may not be present following passive inhalation of marijuana smoke.

Unless alternate arrangements are made by you, the remainder of the submitted specimens will be discarded one (1) year from the date of this report; and generated data will be discarded five (5) years from the date the analyses were performed.

Workorder 14299614 was electronically signed on 12/04/2014 09:57 by:

Daniel S. Isenschmid, Ph.D., F-ABFT  
Forensic Toxicologist



CONFIDENTIAL

Workorder 14299614  
Chain 28829  
Patient ID 14-5786

Page 3 of 3

**Analysis Summary and Reporting Limits:**

All of the following tests were performed for this case. For each test, the compounds listed were included in the scope. The Reporting Limit listed for each compound represents the lowest concentration of the compound that will be reported as being positive. If the compound is listed as None Detected, it is not present above the Reporting Limit. Please refer to the Positive Findings section of the report for those compounds that were identified as being present.

Acode 1009B - Carbon Monoxide Exposure, Blood - Femoral Blood

-Analysis by Gas Chromatography/Mass Spectrometry (GC/MS) for:

<u>Compound</u>	<u>Rpt. Limit</u>	<u>Compound</u>	<u>Rpt. Limit</u>
Carboxyhemoglobin	2 %Saturation		

Acode 50013B - Cannabinoids Confirmation, Blood (Forensic) - Femoral Blood

-Analysis by Multi-dimensional Gas Chromatography/Mass Spectrometry (GC-GC-GC/MS) for:

<u>Compound</u>	<u>Rpt. Limit</u>	<u>Compound</u>	<u>Rpt. Limit</u>
11-Hydroxy Delta-9 THC	5.0 ng/mL	Delta-9 THC	1.0 ng/mL
Delta-9 Carboxy THC	5.0 ng/mL		

Acode 8061B - Postmortem Toxicology - Basic w/o Alcohol, Blood (Forensic) - Femoral Blood

-Analysis by Enzyme-Linked Immunosorbent Assay (ELISA) for:

<u>Compound</u>	<u>Rpt. Limit</u>	<u>Compound</u>	<u>Rpt. Limit</u>
Amphetamines	20 ng/mL	Methadone	25 ng/mL
Barbiturates	0.040 mcg/mL	Methamphetamine	20 ng/mL
Benzodiazepines	100 ng/mL	Opiates	20 ng/mL
Cannabinoids	10 ng/mL	Oxycodone	10 ng/mL
Cocaine / Metabolites	20 ng/mL	Phencyclidine	10 ng/mL
Fentanyl	0.50 ng/mL		

-Analysis by Enzyme-Linked Immunosorbent Assay (ELISA) for:

<u>Compound</u>	<u>Rpt. Limit</u>	<u>Compound</u>	<u>Rpt. Limit</u>
Buprenorphine / Metabolite	0.50 ng/mL		

# END OF DOCUMENT

Mr. Clarence M. Ditlow, Director  
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Washington, DC 20009-5708  
(202) 328-7700

12 February 2015

**Subject 1: Criminal Investigation of DOT, NHTSA and FCA (Re: Closure of EA12-005)**

**Subject 2: The Manslaughter of Ms. Kayla Lucille White on 11 November 2014**