



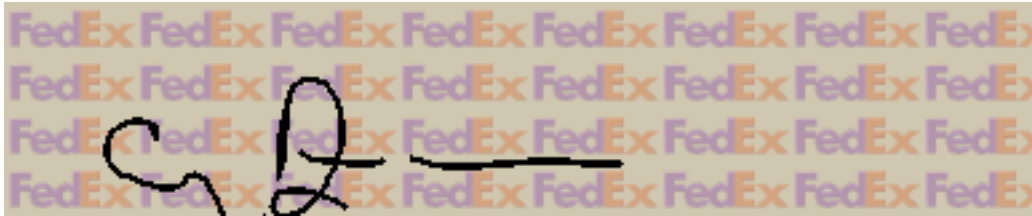
July 16,2015

Dear Customer:

The following is the proof-of-delivery for tracking number **800793416178**.

Delivery Information:

Status:	Delivered	Delivery location:	525 W OTTAWA ST LANSING, MI 48909
Signed for by:	C.FARR	Delivery date:	Jul 15, 2015 09:52
Service type:	FedEx 2Day		
Special Handling:	Deliver Weekday		



Shipping Information:

Tracking number:	800793416178	Ship date:	Jul 13, 2015
-------------------------	--------------	-------------------	--------------

Recipient:

**AGL BILL JCHUETTE
G MENNNWILLIAMS BDLG
525 W. OTTAWA STREET
LANSING, MI 48909 US**

Shipper:

**PAUL V. SHERIDAN
SHERIDAN, PAUL V
22357 COLUMBIA ST
DEARBORN, MI 481243431 US**

Thank you for choosing FedEx.

DDM Consulting
22357 Columbia Street
Dearborn, MI 48124-3431
313-277-5095
pvs6@Cornell.edu

13 July 2015

VIA FEDEX AIRBILL 8007 – 9341 - 6178

Attorney General Bill Schuette
7th Floor
G. Mennen Williams Building
525 W. Ottawa Street
Lansing, MI 48909
517- 373-1110

Subject 1: Criminal Investigation of those Responsible for the Manslaughter of Ms. Kayla White
Subject 2: Jeep Fuel System Crashworthiness Defect Now Deemed “URGENT” by FCA
Reference 1: My Letter to NHTSA Administrator Dr. Mark Rosekind of 17 June 2015

Courtesy Copy List *

Ms. Susan L. White
2858 Horton Street
Ferndale, MI 48220
248-548-3557

Dr. Mark R. Rosekind, Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

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

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

Ms. Jessica R. Cooper
Oakland County Prosecutor
West Wing - Building 14E
1200 North Telegraph Road
Pontiac, MI 48341-0461
248-858-0656

Attorney General Kamala D. Harris
Office of the Attorney General
1300 "I" Street
Sacramento, CA 95814-2919
916-445-9555

Attorney General Maura Healey
Office of the Attorney General
One Ashburton Place
Boston, MA 02108-1518
617-727-2200

Attorney General Samuel S. Olens
Office of the Attorney General
40 Capitol Square, SW
Atlanta, Ga 30334
404-656-3300

* *By email and/or USPS*

** Up-to-date PDF version available with active hyperlinks :

<http://pvsheridan.com/Sheridan2Schuette-3-13July2015.pdf>

DDM Consulting
22357 Columbia Street
Dearborn, MI 48124-3431
313-277-5095
pvs6@Cornell.edu

13 July 2015

VIA FEDEX AIRBILL 8007 – 9341 - 6178

Attorney General Bill Schuette
G. Mennen Williams Building, 7th Floor
525 W. Ottawa Street
Lansing, MI 48909
517- 373-1110

Subject 1: Criminal Investigation of those Responsible for the Manslaughter of Ms. Kayla White
Subject 2: Jeep Fuel System Crashworthiness Defect Now Deemed “URGENT” by FCA
Reference 1: My Letter to NHTSA Administrator Dr. Mark Rosekind of 17 June 2015

Dear Mr. Schuette:

You received Reference 1 * by USPS during the week of 22 June 2015. The version you received differed in two important ways versus that received by Dr. Rosekind:

- a. Your version was covered by the shipper SPOD which indicated that Dr. Rosekind received his copy the previous Friday at 11:45am.
- b. Your version contained a redacted page 4 of 7, in the section entitled ‘Presentation Content.’

Recent developments compel updating the latter, and review of two points made earlier is prudent. The first involves the DOT/NHTSA/FCA ruse about “structure.” A screenshot of page 3 of Reference 1:

Despite the blatant physical/mechanical reality depicted in the photograph above, Mr. Castaing, under the obvious coaching of his defense lawyers, testified in Kline as follows:

*“ Like I said, the car was designed to do everything the car was supposed to do in the eyes of the customer, the target market for this vehicle. The tank was the way it was, and when we talk about **rear structure** -- there is a **rear structure** in the back of the vehicle to protect the tank. It is not an add-on. It's built into the **structure** of the car. That's why the Jeep Grand Cherokee passed all the FMVSS standards at the time. I don't know about underide standard. If you describe to me what it is, like it was later discussed and later in the history of the '90s bumper height where it become part of new standard by NHTSA, but until then, there was no standards. So if you know of one or someone that can tell you, there was no standard by SAE or any other organization of manufacturers that we can refer to. So we cannot design or think about designing anything underide if it is not a defined question. ” (bolding/coloring added) ^{IX}*

With this garbled, convoluted, defense-bar-coached nonsense in mind, let us now view a screen shot of the ‘Notice of Public Hearing’ under Docket 2015-12386 for Recall 13V-252:

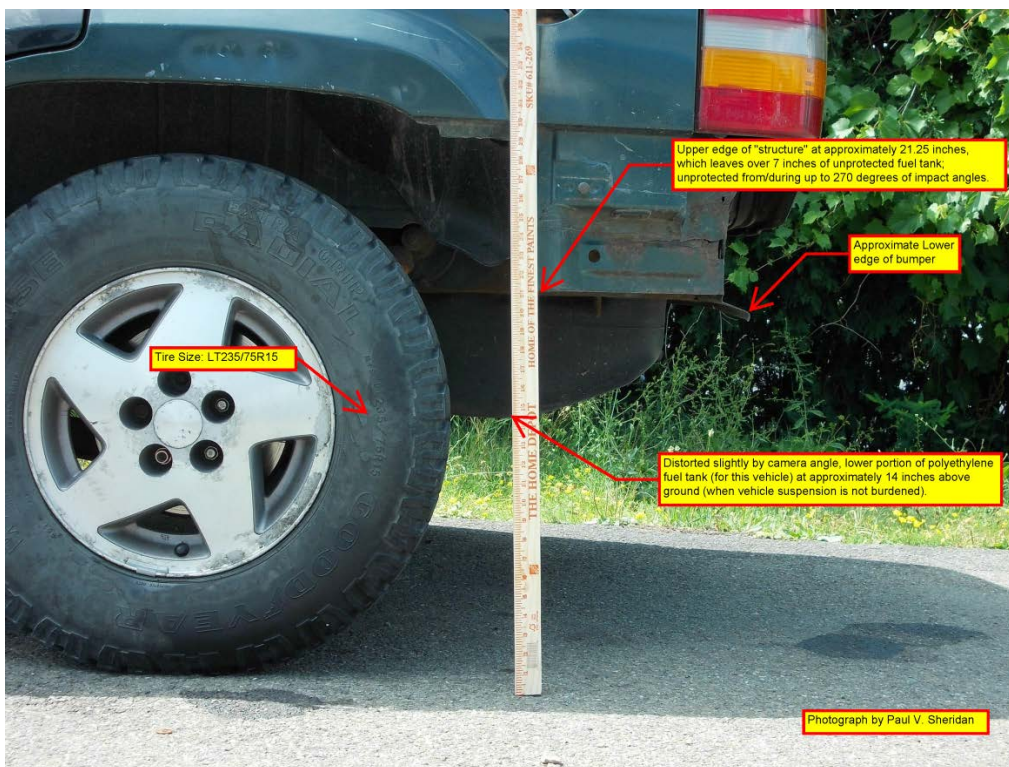
2. Rear fuel tank structure's risk of failure (13V-252);

Dr. Rosekind, you can rest-assured that no reasonable, experienced persons will look upon this Notice regarding 13V-252 as a “typo.” Further, those same persons will never capitulate to the notion that a MOPAR trailer hitch, which was deployed by NHTSA/FCA as a “structural enhancement,” was done with any measureable amount of technical competence or public service credibility. Again, under mere casual scrutiny, we demonstrate an NHTSA/FCA inbreeding that caters to the latter, and implicitly corrupts. ^X

The photograph regarding the “blatant physical/mechanical” reality is shown here:



For perspective on the DOT/NHTSA/FCA ruse about “structure,” please note that they received these photographs on 1 January 2013. † That is a full six months prior to their official trailer hitch remedy fraud, but two full years prior to the fire-death of Ms. Kayla White and her son Braedon:



Full-size versions of these and other “structure” photos are offered under ATTACHMENT 1.

The ruse that a trailer hitch is a Jeep fuel system crashworthiness defect remedy has not been retracted. The convoluted, defense-bar-coached verbiage that a “*Rear Structural Reinforcement*,” satisfies the real world fire injury and death accident scenarios caused by EA12-005 Jeeps remains in play. Both are lies.

But, in contrast and in response to my letter to Dr. Rosekind, **the FCA “blame the customer” routine has been dramatically revised.** As review, a screenshot of Reference 1 page 5:

So . . . Dr. Rosekind . . . is this the reality that FCA rendered when they took their “survey,” which they submitted to you on June 1, which they claim includes “*enhanced communication*”?!

Was the above rendering what FCA forthrightly included in their “survey” prior to then proclaiming that the customer was guilty of having “*indifference*”? A “*lack of concern*”?

Here is a screen shot of the watered-down sinister nonsense from FCA; it speaks for itself:

Another major challenge the industry faces is indifference towards recall remedies. Within the outreach activities for the 13V-252 (N45 and N46) campaign, customers were asked to participate in a survey. The survey demonstrated a lack of concern by some customers who had not yet had their vehicle remedied. The second highest of 27 possible survey responses to the question “if I may ask, which of the following reasons best describes why you have not had the recall service completed?” was “did not consider issue important enough/wasn’t priority.” This survey response was given despite the Part 577 letter informing the customer that “The fuel tank on your vehicle has a chance of experiencing a fuel leak during certain types of rear end collisions. Fuel leakage in the presence of an ignition source can result in a fire.” This same response was not unique to the 13V-252 (N45 and N46) campaign as is shown in Table 1. This may indicate that despite the enhanced communication from FCA US as well as the increased media attention, customers are choosing to not pursue the remedy fix regardless of the safety risk communicated to them. For vehicles utilized commercially, owners or operators may not deem the risk sufficient to take the vehicle out of service for the time required to remedy.

The FCA survey word-smithing was a calculated psycho-sociological ruse. It blatantly sought to minimize the severity of the defect, thereby accommodating the expected lackluster response. The latter was then used to **blame the customer**, in lockstep with the promotion that fault for FCA’s putrid recall performance lies elsewhere. This is especially true for 13V-252. Reconnecting to Page 4 of 7, this survey ruse is consistent with the coaching directed by FCA to the dealership that Kayla White visited prior to burning to death. What customer response would there have been to a truthful rendering of the defect risk? ^{xii}

As I emphasized to Dr. Rosekind and you, the survey word-smithing was **characteristic of the outright lie** conveyed to Ms. Kayla White during her visit to the Michigan dealership.

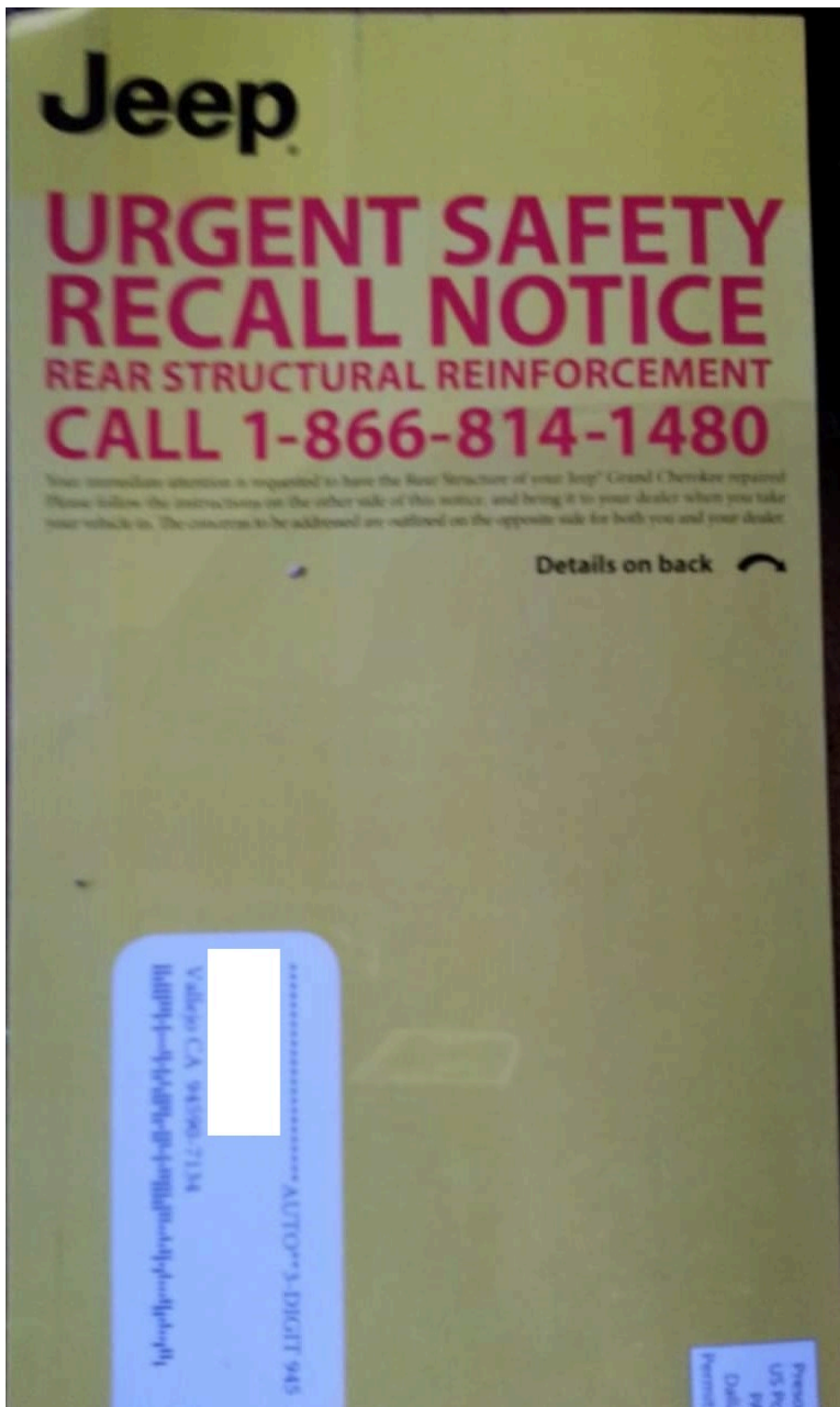
Contrary to **known** reality (that Kayla was in grave danger every time she drove her Jeep Liberty to the restaurant) . . . DOT, NHTSA and FCA representatives all participated-in or were complicit-with that survey/dealership lie . . . **but also the lie that there was no urgency:**



It was these lies, and a lack of conveyed urgency which ended the life of a young Michigan woman.

I am confident that DOT/NHTSA shared Reference 1 with FCA. To his credit, Dr. Rosekind has now insisted that urgency be assumed by FCA, most especially with respect to the EA12-005 Jeeps and the defective fuel system. This demand was levied in-general, but certainly by virtue of the fact that Dr. Rosekind refused to capitulate to the FCA machinations to cancel the DOT/NHTSA hearing of 2 July 2015.

In response to Reference 1, and the hearing of 2 July 2015, the nature of the fuel system crashworthiness defect that killed Ms. Kayla White is finally being truthfully described by FCA; now revised as **“Urgent.”**



Let us be clear . . . the true nature of the defect, its long deadly history, and therefore the implicit character of it being of an “Urgent” matter, **was thoroughly known by DOT/NHTSA/FCA long before Kayla White and her 8-month term son Braedon lost their lives on 11 November 2014 in Southfield, Michigan . . .**

With these facts in the possession of DOT/NHTSA/FCA, we ask, *What was actually sent as a Notice to Kayla White?* Here is a screenshot the relevant part of what she and many others received:

The problem is... **The fuel tank on your vehicle has a small chance of experiencing a fuel leak during certain types of rear end collisions. Fuel leakage in the presence of an ignition source can result in an underbody fire.**

Looking to the next section, photograph at-right, I ask you Mr. Schuette . . . does that look like “a *small chance . . . underbody fire*” to you? (ATTACHMENT 2) †

Conclusion

Reference 2 is “Jeep Fuel System Crashworthiness Defect Now Deemed ‘URGENT’ by FCA.” This revision is far too late for Kayla, her son, her family, her friends; and many others lied-to regarding the urgency of the EA12-005 Jeep fuel system crashworthiness defect.



On page 1 under paragraph b above, I state that your version of Reference 1 contained a redacted page 4. I am compelled, by the “Urgent” development discussed above, to share with you a non-redacted page 4. As of this letter, Dr. Rosekind and I, and now you, are the only persons that have been authorized to view this non-redacted version of page 4. Please note that I have marked your copy as “For Mr. Schuette’s Eyes Only” (ATTACHMENT 3).

Make no mistake Mr. Schuette . . . the death of the young lady pictured above was the result of crimes.

Respectfully.

Paul V. Sheridan

ENDNOTES

* Available here : <http://pvsheridan.com/Sheridan2Rosekind-1-17June2015.pdf>

† Please note DETAILED *“The tank’s on its own”* discussion here: <http://pvsheridan.com/Sheridan2Strickland-9-1Jan2013.pdf> , which also includes detailed discussion of photographs shown on page 2 above. Please also note, in anticipation of their polemics, that the Jeep Liberty (KJ-Body) configuration, the type that resulted in the manslaughter of Ms. Kayla White, is actually more problematic (less crashworthy) than the Jeep Grand Cherokee (ZJ-Body and WJ-Body), the model depicted in these photographs. For a detailed discussion of the Jeep Liberty (KJ-Body) configuration/lack of crashworthiness, please see my prior letter to you (Attachment 5): <http://pvsheridan.com/Sheridan2Schuette-2-11May2015.pdf>



‡ The only “small chance” discernible from that photograph of 11 November 2014 is the likelihood that an 8-month-term pregnant lady, who survived the collision with zero injury, would survive the subsequent conflagration:



ATTACHMENT 1

Attorney General Bill Schuette
G. Mennen Williams Building
7th Floor
525 W. Ottawa Street
Lansing, MI 48909
517- 373-1110

13 July 2015

Subject: Criminal Investigation of those Responsible for the Manslaughter of Ms. Kayla White
Reference 1: My Letter to NHTSA Administrator Dr. Mark Rosekind of 17 June 2015
Reference 2: Jeep Fuel System Crashworthiness Defect Now Deemed “URGENT” by FCA

Fifteen Pages

The photographs of the “blatant physical/mechanical” realities of the typical EA12-005 Jeeps

For perspective on the DOT/NHTSA/FCA ruse about “structure,” please note that these photographs were forwarded to these organizations on 1 January 2013, six months prior to the official announcement of the trailer hitch remedy fraud, but two full years prior to the fire-death of Ms. Kayla White and her son Braedon.







**ZJ-Body Jeep Grand Cherokee:
Typical Customer View (of Fuel Tank)**



**ZJ-Body Jeep Grand Cherokee:
What Showroom Customer Would See if
Fuel Tank was not color-matched to rear
underbody / rear suspension components.**



Photograph by Karco Engineering



Approximate Lower Edge of "bumper," leaving over seven inches of fuel tank unprotected from direct or underride impact.

Open-ended frame rail where bumper bracket is inserted for mounting.

Unprotected Polyethylene fuel tank



Tire Size: LT235/75R15

Upper edge of "structure" at approximately 21.25 inches, which leaves over 7 inches of unprotected fuel tank; unprotected from/during up to 270 degrees of impact angles.

Approximate Lower edge of bumper

Distorted slightly by camera angle, lower portion of polyethylene fuel tank (for this vehicle) at approximately 14 inches above ground (when vehicle suspension is not burdened).

ZJ-Body Rear Fuel Tank Fill
Layout Underside View : fuel tank
removed.

Frame Rail Hole for Fuel Tank Filler / Vent
Hose for pass-through to Fuel Tank.

Left Side (inner surface) of Driver's Side Rear RIM Fascia.

Photograph by Karco Engineering



ZJ-Body Rear
Bumper / RIM
Fascia System

Rear RIM Fascia:
Zero protection to
angular impacts.

Rear Bumper: Not IIHS Certified
to Minimal 2.5 MPH (?);
Note lightening holes.

Bumper Bracket: Non-EAU inserted
into Open Frame Rail for Mounting







**ZJ-Body Jeep Grand Cherokee Unprotected Fuel Tank System
Real World Performance of Rear "Structure" and Bumper :
Post 40mph impact test.**



GRAND CHEROKEE

P31070-01 REAR IMPACT, 30% OFFSET
CENTER FOR AUTO SAFETY 05/16/11
TARGET VEHICLE
1996 JEEP GRAND CHEROKEE
VEHICLE TO VEHICLE
KARC Engineering



P31070-01

P31070-01
2006 ESP GRAND CHEROKEE
VEHICLE TO VEHICLE
05 / 16 / 11

P31070-01
REAR IMPACT, 30% OFFSET
05 / 16 / 11
TARGET VEHICLE
2006 ESP GRAND CHEROKEE
VEHICLE TO VEHICLE

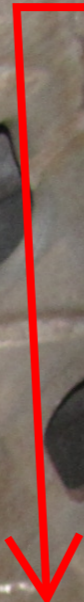
RAM 3000
Jeep

4x4

GRAND CHEROKEE

**ZJ-Body Rear "Structure" / Bumper
Fuel Tank Protection Performance
Post Real World 40mph Impact.**

**Rear Bumper with lightening holes. High location of lower edge
does not provide any direct impact protection for lower 7+ inches
of polyethylene fuel tank. RIM Fascia covering exacerbates false
impression of crash protection.**



ATTACHMENT 2

Attorney General Bill Schuette
G. Mennen Williams Building
7th Floor
525 W. Ottawa Street
Lansing, MI 48909
517- 373-1110

13 July 2015

Subject: Criminal Investigation of those Responsible for the Manslaughter of Ms. Kayla White
Reference 1: My Letter to NHTSA Administrator Dr. Mark Rosekind of 17 June 2015
Reference 2: Jeep Fuel System Crashworthiness Defect Now Deemed “URGENT” by FCA

One Page

Let us be clear . . . the true nature of the defect, its long deadly history, and therefore the implicit character of it being of an “Urgent” matter, **was thoroughly known by DOT/NHTSA/FCA long before Kayla White and her 8-month term son Braedon lost their lives on 11 November 2014 in Southfield, Michigan . . .**

With these thoroughly known facts in the possession of DOT/NHTSA/FCA, we ask, *What was actually sent as a Notice to Ms. Kayla White?* Here is a screenshot the relevant part of what she received:

The problem is... **The fuel tank on your vehicle has a small chance of experiencing a fuel leak during certain types of rear end collisions. Fuel leakage in the presence of an ignition source can result in an underbody fire.**



IMPORTANT SAFETY RECALL

N46 / NHTSA 13V-252

This notice applies to your vehicle (VIN: xxxxxxxxxxxxxxxxxxxx).

This interim notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Dear: (Name)

The National Highway Traffic Safety Administration has made a tentative assessment that certain **2002 through 2007 model year Jeep® Liberty vehicles** contain defects related to motor vehicle safety. Although the NHTSA assessment is non-final, Chrysler Group has decided to conduct a voluntary safety recall to respond to customer concerns about that assessment.

The problem is... **The fuel tank on your vehicle has a small chance of experiencing a fuel leak during certain types of rear end collisions. Fuel leakage in the presence of an ignition source can result in an underbody fire.**

What your dealer will do... **Chrysler intends to inspect your vehicle and install an Original Equipment Manufacturer (OEM) trailer hitch where appropriate, free of charge (parts and labor) to better manage crash forces in low-speed impacts.** The parts required for this program are currently not available. Chrysler is making all reasonable efforts to obtain the parts as quickly as possible. Chrysler will contact you again by mail, with a follow-up notice, when the remedy parts are available.

What you must do to ensure your safety... Once you receive your follow-up notice in the mail, simply **contact your Chrysler, Jeep or Dodge dealer** right away to schedule a service appointment.

If you need help... If you have questions or concerns which your dealer is unable to resolve, please contact the Chrysler Group Recall Assistance Center at 1-800-853-1403.

Please help us update our records by filling out the attached prepaid postcard if any of the conditions listed on the card apply to you or your vehicle. You may also update this information on the web at www.jeep.com/ownersreg.

If you have purchased and installed the OEM trailer hitch after your initial vehicle purchase, please send your original receipt and/or other adequate proof of payment to the following address for reimbursement: Chrysler Customer Assistance, P.O. Box 21-8007, Auburn Hills, MI 48321-8007, Attention: Reimbursement. Once we receive and verify the required documents, reimbursement will be sent to you within 60 days.

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to <http://www.safercar.gov>.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services / Field Operations
Chrysler Group LLC

Note to lessors receiving this recall: Federal regulation requires that you forward this recall notice to the lessee within 10 days.

ATTACHMENT 3

Attorney General Bill Schuette
G. Mennen Williams Building
7th Floor
525 W. Ottawa Street
Lansing, MI 48909
517- 373-1110

13 July 2015

Subject: Criminal Investigation of those Responsible for the Manslaughter of Ms. Kayla White
Reference 1: My Letter to NHTSA Administrator Dr. Mark Rosekind of 17 June 2015
Reference 2: Jeep Fuel System Crashworthiness Defect Now Deemed “URGENT” by FCA

One Page

On page 1 under paragraph b above, I state that your version of Reference 1 contained a redacted page 4. I am compelled, by the “Urgent” development discussed above, to share with you a non-redacted page 4. As of this letter, Dr. Rosekind and I, and now you, are the only persons that have been authorized to view this non-redacted version of page 4.

(Other courtesy copies leave this attachment empty.)

Presentation Content : Two Specific but Characteristic Samples - con't

2. FCA "Blame the Customer" Routine : Responses of FCA US LLC to NHTSA Special Order AQ14-03

Writing this section took enormous restraint. The vileness demonstrated by FCA is beyond repulsive, all the way to sinister. But to comprehend my restraint, we must first analyze the following photographs:



The 23-year-old expecting mother, Kayla White, and her son Braedon, which she has come to know and love during a carriage of eight wonderful months, is trapped inside the Jeep Liberty pictured at right. Prior to this horror, Kayla had visited the FCA dealership to inquire about the fuel tank. As I review below, what she was told was framed and coached by the type of ruse that also led to the FCA responses to AQ14-03.

From the photograph above, as well as the autopsy, a reasonable, experienced person can render the true sequence of events. As such a person, I render the following:

REDACTED

Courtesy copy recipient version.

Full rendering included in

Dr. Mark Rosekind version (17 June 2015)

and

Michigan AG Mr. Bill Schuette version (13 July 2015)

only.

And their young lives come to an end. ^{XI}

END OF DOCUMENT

Attorney General Bill Schuette
G. Mennen Williams Building
7th Floor
525 W. Ottawa Street
Lansing, MI 48909
517- 373-1110

13 July 2015

Subject: Criminal Investigation of those Responsible for the Manslaughter of Ms. Kayla White
Reference 1: My Letter to NHTSA Administrator Dr. Mark Rosekind of 17 June 2015
Reference 2: Jeep Fuel System Crashworthiness Defect Now Deemed "URGENT" by FCA