

**NS-BODY
SAFETY LEADERSHIP TEAM (SLT)**

**PLAINTIFF'S
EXHIBIT**
LRZ
6-27-00 pm

<u>Members</u>	<u>CIMS</u>	<u>Telephone</u>	<u>Telefax</u>
Gregory A. Blindu	415-03-05	876-5983	876-4752
▷ James L. Boeberitz	414-05-29	876-3942	822-7431
▷ Mark W. Clemons	414-04-35	876-3763	822-8984
▷ Mark W. Crossman	482-02-13	776-4757	776-2250
▷ Michael T. Delahanty	483-10-08	776-6742	776-2822
▷ William H. Hines	414-04-40	876-5523	822-6957
▷ Neal E. Hoxsie	482-12-02	876-4898	776-2261
▷ Harlan E. Kifer	483-46-10	776-1258	776-2048
Frank O. Klegon	482-12-01	776-2843	776-4516
▷ Kenneth S. Mack	463-00-00	880-5222	880-5234
Richard Medel	233-02-22	833-2800	833-2792
Fred W. Schmidt	482-10-02	776-4827	776-2261
▷ Paul V. Sheridan	482-08-02	776-4824	776-2261
▷ Ronald S. Zarowitz	415-03-21	876-1126	822-5069

CC

D. Bostwick	414-02-10	T. Moore	463-00-00
T. Creed	483-56-02	J. Rickert	482-02-08
D. Dawkins	415-03-17	F. Sanders	482-12-02
R. Franson	415-05-30	R. Sarotte	450-03-16
▷ J. Hall	482-12-01	C. Theodore	482-08-02
J. Herlitz	483-56-02	S. Torok	414-04-41
M. Levine	414-04-40	R. Winter	482-08-02
D. Malecki	482-08-02		

**AGENDA
MARCH 2, 1993, 8:15 - 9:00 a.m.
CTC PROCESS COURT - CONFERENCE ROOM 2A**

- 12 Panel Chart Distribution/Discussion F. Schmidt/P. Sheridan
- "Age Wave" Data K. Mack
- CEC Safety Review R. Zarowitz
- ABS Strategy Discussion P. Sheridan

▷ Attended February 23 meeting.

**NS-BODY
SAFETY LEADERSHIP TEAM (SLT)**

2/23/93 MEETING NOTES
(Initial Meeting)

- Paul Sheridan led introductory remarks which emphasized SLT modus operandi:
 - overall SLT goal(s)
 - participation expectations
 - SLT stature/"clout" within Minivan Platform Team (MPT)
 - data generation
 - safety feature justification and recommendation process
 - interplatform transferability
- Following introductions the SLT briefly reviewed the broad discussion format which includes:
 - Accident Avoidance
 - Accident Survivability
 - Other (security, etc.)

General endorsement of this categorical approach was established.

- Ron Zarowitz stated that previous attempts at safety feature implementation have been dropped/stalled primarily due to program cost and weight parameters. Discussion included the "Safety Sells" phenomenon, especially when offered as standard (vs. optional) equipment. As such, the SLT agreed to pursue addition of "Safety" as an equal measurement among the 12-panel chart entries:
 - The SLT will resultantly formulate an objective measurement of NS-Body safety, including competitive benchmarking, etc.
- Paul Sheridan distributed the Highway Loss Data Institute (HLDI) summary which places the Ford Aerostar 4WD atop the minivan segment due to its lowest overall injury record; with Voyager/Caravan second and third respectfully. Lack of data for Town & Country suggested that HLDI reports may be unable to present affect of driver demographics (please see attached):
 - Ken Mack will present "Age Wave" data next time. This will be helpful in focusing the SLT on consumer priorities for safety items within minivan segment.
- Paul Sheridan distributed status paper on NS-Body ABS strategy alternatives. SLT will discuss next time. Pages 1 and 4 are attached.
- Up-to-date SLT membership summary is attached.

NS-BODY ABS STRATEGY

DISCUSSION ITEMS

Marketplace

- Consumer acceptance/awareness of automotive safety very high; may become "price of entry".
- Vast majority of current competitive minivan entries have ABS standard; NS-Body timeframe expected to be 100% standard.
- Chrysler dealer body continually increasing order rate:

"ABS made standard on T115 to stay ahead of the safety race."

... Chrysler-Plymouth Dealer Advisory Council
Winter 1992

Regulatory

- Four wheel ABS now required on medium and higher GVW/GCW trucks in most of Europe; similar regulations now being discussed in U.S.
- Passenger vehicle regulation now being discussed under FMVSS 135 (Brake System Harmonization):
 - Section regarding brake system performance improvements and mandatory use of ABS has been separated (from FMVSS 135) and is now dedicated to FMVSS 105; ANPRM scheduled for late 1993.
 - Implementation of FMVSS 105 items projected for 1998 M.Y.

Complexity

- NS-Body brake system and related systems complexity very high:
 - Possible Build Combinations (PBC)
 - Assembly Plant End Items (APEI)
 - Engineering workload (release and certification)
 - Serviceability

**NS-BODY
ABS STRATEGY**

SCENARIOS SUMMARY

Complexity
Priority*

I.	ABS standard on all price classes regardless of tire/wheel diameter:	2
	<ul style="list-style-type: none"> • Retains all three diameters (14", 15", 16") and both 14" and 15" ABS systems 	
II.	15" tire/wheel diameter standard:	
	A. Retain current ABS option strategy	5
	B. ABS standard	1
III.	ABS standard on all current 15" systems (SE and LE):	
	A. Current Lowline option strategy retained (14" with and without)	4
	B. Same as III-A but Lowline ABS option requires 15" tire/wheel (14" system never has ABS)	3
IV.	Retain current ABS option strategy but ABS requires 15" tire/wheel	
	<ul style="list-style-type: none"> • 14" non-ABS retained on Lowline 	6
V.	Do nothing	7

No longer a priority alternative.

*Based on APEI/PBC effects.

NS-BODY SAFETY LEADERSHIP TEAM (SLT)

SAFETY RATINGS - MINIVAN SEGMENT

	<u>Injury</u>		<u>Collision</u>
	<u>Overall</u>	<u>Cost \$500 +</u>	
Ford Aerostar (4WD)	49	ND*	80
Plymouth Voyager	56	ND*	60
Dodge Caravan	59	ND*	53
GMC Safari	66	73	61
Pontiac Transport	71	ND*	72
Toyota Previa	71	79	67
Olds Silhouette	71	ND*	66
Mazda MPV (AWD)	72	ND*	113
Mazda MPV (RWD)	75	79	103
Chevrolet Astro	76	74	57
Chevrolet Lumina	77	73	71
Ford Aerostar (RWD)	80	82	70
Segment Ratings**	69	67	66

*Little or no data

**Includes station wagons

Ratings Key:

Less than 70:	Substantially better than average
70-79:	Better than average
80-120:	Average range; 100 = average for <u>all</u> vehicles
121-130:	Worse than average
Greater than 130:	Substantially worse than average

Source: Highway Loss Data Institute, 1989-1991 model years.

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MEMBERSHIP

<u>Organization</u>	<u>Representatives</u>	<u>CIMS</u>	<u>Telephone</u>	<u>Telefax</u>
• Minivan Operations *	Paul V. Sheridan	482-08-02	776-4824	776-2261
• Safety Office	Ronald S. Zarowitz	415-03-21	876-1126	822-5069
• Engineering	Mark W. Crossman Frank O. Klegon Fred W. Schmidt	482-02-13 482-12-01 482-10-02	776-4757 776-2843 776-4827	776-2250 776-4516 776-2261
• International Operations	Gregory A. Blindu	415-03-05	876-5983	876-4752
• Liberty	Kenneth S. Mack	463-00-00	880-5222	880-5234
• Marketing	William H. Hines (Dodge) Mark W. Clemons (C/P)	414-04-40 414-04-35	876-5523 876-3763	822-6957 822-6957
• Sales	James L. Boeberitz	414-05-29	876-3942	822-7431
• Design	Harlan E. Kifer	483-46-10	776-1258	776-2048
• Competitive Information Activity	Michael T. Delahanty	483-10-08	776-6742	776-2822
• Product Finance	Neal E. Hoxsie	482-12-02	776-4898	776-2261
• Manufacturing	Richard Medel	233-02-22	833-2800	833-2792

*Chair