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April 19,2010

Dear Customer:

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Recipient:

SEN FRANK LAUTENBERG
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Reference

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To: Senator Frank Lautenberg *
324 Hart Senate Office Building
District of Columbia 20510-3003
202-224-3224

Date: 15 April 2010

VIA FEDEX AIRBILL 8696-6728-3687

From: Mr. Paul V. Sheridan
DDM Consultants
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313-277-5095 / pvs6@Cornell.edu

Subject: New Jersey Constituent Mrs. Susan Kline and NHTSA DP09-005 Non-Investigation
Reference 1: Senate Transportation Hearing of 2 March 2010 – Toyota Recall
Reference 2: History of the National Highway Traffic Safety Administration (NHTSA)

Courtesy Copy List

Senator Maria Cantwell
511 Dirksen Senate Office Building
District of Columbia 20510-4705
202-224-3441

Senator John Rockefeller IV
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District of Columbia 20510-4802
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Ms. Angel M. DeFilippo **
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Mr. Yoshimi Inaba
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9 W. 57th Street / Suite 4900
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Publisher/Editor
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[Representative John Dingell](#) **
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District of Columbia 20515-2215
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* With hyperlinks here: http://links.veronicachapman.com/SenatorLautenberg_NHTSA_DP-09-005.pdf

** Letter only

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15 April 2010

Senator Frank Lautenberg
324 Hart Senate Office Building
District of Columbia 20510-3003
202-224-3224

Subject: New Jersey Constituent Mrs. Susan Kline and NHTSA DP09-005 Non-Investigation
Reference 1: Senate Transportation Hearing of 2 March 2010 – Toyota Recall
Reference 2: True History of the National Highway Traffic Safety Administration (NHTSA)

Dear Senator Lautenberg:

Thank you for your sincere efforts to maintain the safety & well-being of the general public. [At Reference 1](#) you made the following insightful statement to Mr. Yoshimi Inaba, president and chief executive of Toyota Motor North America:

“When it comes to safety there is no room for negotiations.”

[I contend that Mr. Inaba agrees with you.](#) However, based on the above quote, it is probable that you and many others in the Senate and House have very little direct experience-with or detailed knowledge-of NHTSA: Their practices, their reputation or their true history.

To assist you with Reference 2, I am attaching a document that has comprised a substantial portion of my testimony in automotive product defect litigation. The testimony that relates to this document involves the long-standing corruption/corruptibility of NHTSA; the latter emerging from both inside and outside. [My letter of 27 October 1999 to the Attorney General of the United States](#) is frequently used as a primer with respect to the agency. As a measure of its veracity, no witness from any quarter has ever attempted to impugn this document, despite numerous opportunities during the last decade.

Every judge and jury that has heard my testimony and expertise [regarding the attached](#) is utterly infuriated by the far ranging negative implications for the safety & well-being of the general public. That NHTSA would and has participated in conspiracies against the very public they are mandated to protect is repulsive, if not criminal.^A From behind closed doors, while betraying the public trust, the three co-conspirators Chrysler, the Department of Justice, and NHTSA had also privately assessed their situation as a **“Regulatory Win.”** This is merely the documented portion of NHTSA’s history. In other words, the Toyota hearings are symptomatic of an agency that will negotiate just-about anything.

Please review the highlighted bullet-points [under the colored tab of the attached](#). NHTSA was a full and willing participant during this previous safety defect cover-up conspiracy. With the attached as background, I request your assistance with the subject: The horrific death of New Jersey constituent Mrs. Susan Kline, but in the context of the true history of NHTSA.

^A At the time that NHTSA was conspiring with the DOJ (doing so in-behalf of the highest levels of Chrysler corporate managers and lawyers), I was attempting to contact the former for the purposes of blowing the whistle on the very safety defect that they had secretly agreed to conceal from the public. In other words, I had no idea that the recipient safety agency of my Whistleblower concerns was already deeply committed to making sure that the whistle could not be blown. Please see Tabs 14 and 15.

Defect Petition DP-09-005: The Jeep Grand Cherokee Fuel System Defect Non-Investigation

Enclosed you will find [Defect Petition 09-005](#) which was submitted to NHTSA on 2 October 2009 by Mr. Clarence Ditlow, director at the Center of Auto Safety (CAS). I assisted with this petition, and would like to introduce you to a constituent, Mrs. Susan Kline. The photographs of her (and her family) that I submitted to DP09-005 are under Attachment F. [Please take a moment to review Attachment F to DP-09-005.](#)

The horrific fire death of Mrs. Kline involves a fundamental safety defect that NHTSA has known **as-such** since the moment the “guilty” vehicle arrived in dealer showrooms in late 1992. The Chrysler Corporation Jeep Grand Cherokee, from model years 1993 through 2004, deploys an exposed plastic fuel tank that is mounted below the rear bumper, and behind the rear axle. The 18 gallons of gasoline resides in, what safety experts call, the “crush zone.” No other sport utility vehicle (SUV) deploys such a blatantly defective design; not Toyota, not Ford, not Hyundai, and certainly not Mercedes-Benz. When the parent company of the latter (DaimlerBenz AG) [acquired Chrysler in 1997](#), one of their very first priorities was a major redesign of the fuel system for the 2005 model year Jeep Grand Cherokee. The result? As of this letter **not one fire-related death has occurred in the revised Jeep Grand Cherokee.** NHTSA is fully aware of this fact.

NHTSA was also fully aware of this fundamental Jeep Grand Cherokee design defect long-before the loss of Mrs. Kline on February 24, 2007 on a north New Jersey highway. As Mr. Ditlow details in DP09-005:

“The design is so bad that [Chrysler frequently settles lawsuits without extensive discovery and subject to confidentiality agreements.](#) A search of NHTSA’s FARS files for fatal fire crashes where there was a fire occurrence in a 1993-2004 Jeep Grand Cherokee from calendar year 1992 through 2008 found 172 fatal fire crashes with 254 fatalities. With an additional known fatal fire crash in 2009, there have been at least 44 crashes with 64 fatalities where the Most Harmful Event is fire. In comparison, NHTSA reported a total of 38 fire crashes involving only 26 fire deaths in the Ford Pinto when it issued its initial defect report in May 1978.”

I have enclosed a dvd copy of [my recent ABC News interview](#), which was filmed in New Jersey and focuses on the avoidable death of your constituent. Note that the component that I proposed on this ABC News program was/is known to Chrysler for several decades, and to NHTSA since at-least 2002. [In a memo sent only to their dealers](#), and shared with NHTSA, Chrysler declares:

*“Those vehicles (Jeep Grand Cherokees) that have already been **repaired** by having a skid plate installed do not require any additional service.”* (bolding added)

This crucial safety information was never shared-with or acted-upon in behalf of Mrs. Kline.

[From my expertise](#), a reoccurrence of the accident sequence that took the life of Mrs. Kline is not theoretical; it borders on a statistical certainty. We are currently patiently awaiting public disclosure of the FARS 2009 database so that we can update DP09-005. Since we have not had any substantive response to DP09-005, I am asking for your formal assistance in that regard: Please request that NHTSA respond to you directly regarding the status of DP09-005. Please do not hesitate to contact me at any time.

Respectfully,

Paul V. Sheridan