

## Endnotes

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- <sup>A</sup> Some of this discussion will be new/unknown to you, and intrinsically unassociated with your good efforts.
- <sup>B</sup> Please review Tab 4 of Enclosure 1.
- <sup>C</sup> Please review Tabs 15 and 27 of Enclosure 1.
- <sup>D</sup> For an introduction to the impression my safety priorities made please see Tab 27 of Enclosure 1.
- <sup>E</sup> To the best of my knowledge Enclosure 2 was arranged in-part by former internal Chrysler Corporation lead product liability attorney Mr. Lewis H. Goldfarb (Please see Page 2-of-10 and Tab 16 of Enclosure 1).
- <sup>F</sup> Formal ZJ-Body program approval occurred at the Product Planning Committee in late 1987.
- <sup>G</sup> Please see Tab 20 of Enclosure 1.
- <sup>H</sup> Please review Tabs 14 and 16 of Enclosure 1.
- <sup>I</sup> A dramatic demonstration of the validity of the FMEA prioritization approach occurred on the morning of Tuesday, [January 28, 1986](#).
- <sup>J</sup> Please see Tab 12 of Enclosure 1.
- <sup>K</sup> Please see Page 6-of-10 and Tab 21 of Enclosure 1.
- <sup>L</sup> In at least one prior fuel system defect investigation, NHTSA has been made fully aware of the inherent dangers of direct collision impact with an unprotected fuel tank and associated components. The automotive insurance industry also recognizes the underride collision event, showing this event in several television advertisements.
- <sup>M</sup> Proclamations about the “numbers of new parts” comprising the “all new” WJ-Body in-fact relate primarily to cosmetic revisions and as-such have no relevance to the referenced discussion which focuses on the placement and resulting/ongoing defective crash performance of the ZJ/WJ fuel system.
- <sup>N</sup> During 2009, [Chrysler statements](#) alleged that the re-positioning/re-engineering of the 2005 WK-Body Jeep Grand Cherokee fuel tank (forward of the rear axle and shielded by an “impact deflecting structure) occurred to accommodate “interior luggage space.” On several levels this is absurd, especially when reviewing the well-known fact that a 1980’s version of the Jeep platform had already moved the fuel tank forward of the axle, and “interior luggage space” was not a consideration for that re-positioning. At the time of the MJ-Body, the primary justification for the re-positioning was ease of access to the spare tire.
- <sup>O</sup> Recent 2011 WL-Body Jeep Grand Cherokee television advertisements ostensibly declare the importance of “impact deflection structure,” [referred to in the ad as a skid plate](#). Such has been standard equipment on Mercedes-Benz SUV vehicles for decades.