

Chrysler Minivan Liftgate Latch Failures :  
Known Injury and Death Accidents \*

THE *EX PARTE* MICHIGAN MUZZLE ORDER - THE CRUCIAL ONE-YEAR PERIOD

December 27, 1994  
Oakland Circuit Court Issues  
Ex Parte Restraining Order  
Against Paul V. Sheridan

through

October 27, 1995  
Date of Airing of ABC News  
20/20 Program\* featuring  
Sheridan interview about latch

Listed by Month in 1995:

**January 1995**

Ornelas v Chrysler ; Date of Accident : January 21, 1995

Lorena Casteneda, 2 years old, Killed  
Diana Perez, 3 years old, Killed  
Arecelas Casteneda, 20 year old man, Killed  
Isceles Ornelas, 21 year old woman, Killed

Pinkston v Chrysler ; Date of Accident : January 31, 1995

Jeff Pinkston, injury/death status TBD

Vega v Chrysler ; Date of Accident : January 1, 1995

Daniel Vega, injury/death status TBD

**February 1995**

Haas v Chrysler ; Date of Accident : February 6, 1995

Frank Haas, injury/death status TBD

**March 1995**

Bonnici v Chrysler ; Date of Accident : March 3, 1995 - Featured on Canadian News/TV

Thomas Bonnici, 5 year old boy, Killed

Woodard v Chrysler ; Date of Accident : March 11, 1995 - Featured on ABC News Inside Edition

Crystal Woodard, 8 year old girl, Killed  
Tyndall Woodard, boy, serious injury  
Sherri Lynn Woodard, girl, minor injury

Stewart v Chrysler ; Date of Accident : March 16, 1995

Michael Stewart, injury/death status TBD

**March 1995 con't**

Danish v Chrysler ; Date of Accident : March 17, 1995

Anjum Danish, injury/death status TBD

Vela v Chrysler ; Date of Accident : March 26, 1995

Maria Vela, injury/death status TBD

**April 1995**

None Admitted to by Chrysler

**May 1995**

Bordelon v Chrysler ; Date of Accident : May 8, 1995

Terry Bordelon, injury/death status TBD

**June 1995**

Ramjohn v Chrysler ; Date of Accident : June 5, 1995

J. Ramjohn, injury/death status TBD

Riley v Chrysler ; Date of Accident : June 25, 1995

Renada Riley, injury/death status TBD

**July 1995**

*(Chrysler Files 'Contempt of Court' Allegation against Sheridan, Morgan and Mazur)*

Zimmerer v Chrysler ; Date of Accident : July 2, 1995

Dylan Zimmerer, injury/death status TBD

Maxwell v Chrysler ; Date of Accident : July 4, 1995

Karle Maxwell, injury/death status TBD

Tatom v Chrysler & Prudhomme v Chrysler ; Date of Accident : July 16, 1995

Bernadine Tatom, girl, injury/death status TBD

Cynthia Prudhomme, girl, injury/death status TBD

Abercrombie v Chrysler ; Date of Accident : July 21, 1995 - Featured on ABC News 20/20\*

Van Nguyen, woman, amputation of left arm

Mark Jones, 20 year old, serious injury

Tyler Hearndon, 7 year old boy, minor injury

Kim Nguyen, 30 year old woman, serious injury

Dao Nguyen, 70 year old woman, killed

**July 1995 con't**

Matthews v Chrysler ; Date of Accident : July 24, 1995

Stevie Weston, 14 year old girl, paraplegic

**August 1995**

Gross v Chrysler ; Date of Accident : August 12, 1995 (not listed on Eaton Exhibit #40)

Sandra Tate Gross, woman, killed

Tiffany Grady, woman, serious injury

Alica Gross, girl, serious injury

Cedric Gross, man, minor injury

Billy Ray Gross, Jr., man, minor injury

Yoo v Chrysler ; Date of Accident : August 24, 1995

Soo Ok Yoo, injury/death status TBD

**September 1995**

Auer v Chrysler ; Date of Accident : September, 4, 1995 - Featured on ABC New 20/20\*

Brandon Auer, 8 year old boy, Killed

Duke v Chrysler ; Date of Accident : September 22, 1995

Lois Duke, girl, injury/death status TBD

Cockerel v Chrysler ; Date of Accident : September 24, 1995

K. M. Cockerel, injury/death status TBD

**October 1995**

Edwards v Chrysler ; Date of Accident : October 25, 1995

Chris Edwards, boy, injury/death status TBD

Hong v Chrysler ; Date of Accident : October 26, 1995

Sok Hong, unknown, injury/death status TBD

\* Source : Chrysler submission to NHTSA.

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MINIVAN LATCH ISSUE

Proposed Agreement with NHTSA

1. Crash Test Video and the Public Record:

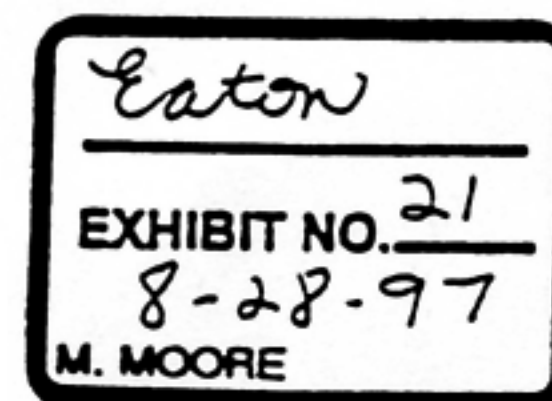
- NHTSA has agreed that they will deny all FOIA requests to place their investigative files, including the crash test video, on the public record and that the Department of Justice will defend any lawsuits seeking to compel production under FOIA.

We would agree with NHTSA that their engineering analysis will remain open while we conduct the service campaign to provide them additional bases to argue that release of the materials would interfere with their investigation.

- The Department of Justice says there is less than a 50/50 chance of keeping the video off the record for the full duration of the investigation, i.e. the campaign, if there is a court ruling. Given the possibility that a lawsuit could be filed at any time, they anticipate that the legal process would take at least four months, regardless of the outcome.

2. Service Action Only - No Recall: NHTSA has agreed that a Chrysler service campaign would fully satisfy all of their concerns and they would give full public support to such an effort. The critical elements that differentiate the service campaign from a recall (mostly reflected in the two attached letters) are as follows:

- no admission of defect or safety problem;
- stated purpose of the campaign - to ensure peace of mind in light of media coverage;
- campaign does not count as a NHTSA action - not included in NHTSA recall numbers, no Part 573 or Part 577 letters;
- statements to owners, the public and NHTSA assert that no defect has been found; and
- NHTSA acknowledges that replacement latch is not a 100% solution.





3. **Chrysler Announcement:** Chrysler controls publication of its action with the following provisions:

- Chrysler goes first with its own statement and reads approved NHTSA statement supporting Chrysler's action;
- Chrysler characterizes campaign as done solely to ensure the peace of mind of its owners, i.e. "your concern is our concern";
- Letter from Martinez to Chrysler and NHTSA press statement praise Chrysler action as fully satisfying all of NHTSA's concerns and state that Chrysler is a safety leader;
- NHTSA officials acknowledge publicly that there has been no finding of defect and that there will be none; and
- NHTSA officials acknowledge that owners should not be concerned over the delayed implementation of the action and that they can best protect themselves by keeping seat belts buckled at all times.

4. **Additional Provisions:** The following points have been requested by NHTSA and appear to be reasonable:

- The letter to owners makes reference to the NHTSA hot line phone number;
- Latch replacement will be offered as part of any routine minivan servicing (once replacement latches are available);
- Chrysler will submit six quarterly reports on the progress of the campaign (helps to support defense of FOIA requests); and
- NHTSA can make reference to the service campaign in response to owner inquiries.