



FedEx Express  
Customer Support Trace  
3875 Airways Boulevard  
Module H, 4th Floor  
Memphis, TN 38116

U.S. Mail: PO Box 727  
Memphis, TN 38194-4643  
Telephone: 901-369-3600

February 15, 2012

Dear Customer:

The following is the proof-of-delivery for tracking number **869449983913**.

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**Delivery Information:**

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<b>Status:</b>	Delivered	<b>Delivered to:</b>	Shipping/Receiving
<b>Signed for by:</b>	E.GREEN	<b>Delivery location:</b>	9140 EAST HAMPTON 20515
<b>Service type:</b>	FedEx 2Day Box	<b>Delivery date:</b>	Feb 15, 2012 10:02



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**Shipping Information:**

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<b>Tracking number:</b>	869449983913	<b>Ship date:</b>	Feb 13, 2012
		<b>Weight:</b>	5.0 lbs/2.3 kg

**Recipient:**  
**REPELIJAH CUMMINGS**

-  
2235 RAYBURN HOB  
20515 US

**Reference**

**Shipper:**  
PAUL SHERIDAN  
SHERIDAN, PAUL V  
22357 COLUMBIA ST  
481243431 US  
PE-10031

Thank you for choosing FedEx Express.

FedEx Worldwide Customer Service  
1.800.GoFedEx 1.800.463.3339



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February 15, 2012

Dear Customer:

The following is the proof-of-delivery for tracking number **869449983898**.

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**Delivery Information:**

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<b>Status:</b>	Delivered	<b>Delivered to:</b>	Shipping/Receiving
<b>Signed for by:</b>	E.GREEN	<b>Delivery location:</b>	9140 EAST HAMPTON 20515
<b>Service type:</b>	FedEx 2Day Box	<b>Delivery date:</b>	Feb 15, 2012 10:02



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**Shipping Information:**

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<b>Tracking number:</b>	869449983898	<b>Ship date:</b>	Feb 13, 2012
		<b>Weight:</b>	5.0 lbs/2.3 kg

**Recipient:**

REP JAMES JORDAN

-  
1524 LONGWORTH HOB  
20515 US

**Reference****Shipper:**

PAUL SHERIDAN  
SHERIDAN, PAUL V  
22357 COLUMBIA ST  
481243431 US

PE-10031

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Telephone: 901-369-3600

February 15, 2012

Dear Customer:

The following is the proof-of-delivery for tracking number **869449983924**.

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**Delivery Information:**

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<b>Status:</b>	Delivered	<b>Delivered to:</b>	Shipping/Receiving
<b>Signed for by:</b>	E.GREEN	<b>Delivery location:</b>	9140 EAST HAMPTON 20515
<b>Service type:</b>	FedEx 2Day Box	<b>Delivery date:</b>	Feb 15, 2012 10:02



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**Shipping Information:**

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<b>Tracking number:</b>	869449983924	<b>Ship date:</b>	Feb 13, 2012
		<b>Weight:</b>	5.0 lbs/2.3 kg

**Recipient:**  
**REP MIKE KELLY**  
515 CANNON 40B  
20515 US

**Shipper:**  
PAUL SHERIDAN  
SHERIDAN, PAUL V  
22357 COLUMBIA ST  
481243431 US

**Reference** PE-10031

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Memphis, TN 38194-4643  
Telephone: 901-369-3600

February 15, 2012

Dear Customer:

The following is the proof-of-delivery for tracking number **869449983902**.

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**Delivery Information:**

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<b>Status:</b>	Delivered	<b>Delivered to:</b>	Shipping/Receiving
<b>Signed for by:</b>	E.GREEN	<b>Delivery location:</b>	9140 EAST HAMPTON 20515
<b>Service type:</b>	FedEx 2Day Box	<b>Delivery date:</b>	Feb 15, 2012 10:02



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**Shipping Information:**

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<b>Tracking number:</b>	869449983902	<b>Ship date:</b>	Feb 13, 2012
		<b>Weight:</b>	5.0 lbs/2.3 kg

**Recipient:**  
**RED DENNIS KUCINICH**  
-  
2445 RAYBURN HOB  
20515 US

**Shipper:**  
PAUL SHERIDAN  
SHERIDAN, PAUL V  
22357 COLUMBIA ST  
481243431 US

**Reference** PE-10031

Thank you for choosing FedEx Express.

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DDM Consultants  
22357 Columbia Street  
Dearborn, MI 48124-3431  
313-277-5095  
[pvs6@Cornell.edu](mailto:pvs6@Cornell.edu)

13 February 2012

Representative Elijah Cummings  
2235 Rayburn House Office Building  
Washington, DC 20515-2007  
202-225-4741

Representative Mike Kelly  
515 Cannon House Office Building  
Washington, DC 20515-3803  
202-225-5406

Representative James D. Jordan  
1524 Longworth House Office Building  
Washington, DC 20515-3504  
202-225-2676

Representative Dennis Kucinich  
2445 Rayburn House Office Building  
Washington, DC 20515-3510  
202-225-5871

**Subject: 1993-2004 Jeep Grand Cherokee Post-Collision Fire Death Defect Investigation**  
**Reference: House Oversight and Government Reform Hearing (Chevrolet Volt) of 25Jan2012**

Gentlemen:

Before we discuss the subject/reference, I am compelled to impose upon you. Please first review the contents of Tab 1. Please now review Page 4 of Tab 4.

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In the instance of Mrs. Susan Kline, she was **not** a passenger in a Chevrolet Volt during a routine NHTSA crash test. This is also true for [Cassidy Jarmon](#), when this lovely 4-year-old toddler was horribly burned to death in 2006. Similar horror has afflicted many others.

Hearings convened at taxpayer expense which are focused on allegations of politically-biased misdeeds are not unusual. But when politics interferes-with or diverts attention from truly meritorious safety issues, then notice must be placed.

[In your hearing with Mr. David Strickland](#) of the National Highway Traffic Safety Administration (NHTSA), you appeared satisfied with the notion that the post-collision fire injury/death risk of the Chevrolet Volt is "*no greater than gasoline fueled vehicles.*" This notion lacks perspective and priority.

As Mr. Strickland is fully aware, **during** the time that taxpayer dollars were expended on investigation of the Chevrolet Volt post-crash test technician issues\*, at least three additional horrific fire-related death and injuries occurred in the subject vehicles. The NHTSA investigation into these defective 1993 through 2004 Jeep Grand Cherokee vehicles has been dragging on since October 2, 2009. If you doubt my studied opinion that the subject vehicles are not crashworthy, and therefore are defective, then perhaps you should review the sworn testimony of the Chrysler executive engineer that is responsible for the design.

\* Although serious, this issue resulted in a minor fire, occurring three days later in an abandoned junk yard wherein no one was injured, let-alone burned to death.

On March 14, 1996, [in a Jeep crashworthiness severe-injury litigation](#), Chrysler Executive Vice President of Engineering and then Jeep Product Executive Mr. Francois J. Castaing testified as follows:

Plaintiff: ***What does the term crashworthiness mean in terms of design of a product?***

Castaing: ***I don't know. Tell me.***

Plaintiff: ***You don't know the phrase?!***

Castaing: ***No.***

Plaintiff: ***Well, let me make sure I'm clear on this. As the chief engineer of the company, are you at all familiar with the use of the phrase 'crashworthiness' by the engineers of the company?***

Castaing: ***Crashworthiness is so vague that you have to tell me what you intend by that.***

I am confident that no General Motors executive has testified in a similar manner regarding the Chevrolet Volt. (Formerly Mr. Castaing reported to Chrysler President Robert A. Lutz, who is currently functioning as a consultant to GM on issues such as the Chevrolet Volt.)

#### Delayed public notification of a serious safety risk?

Congressman Jordan proclaimed that the issue was “*delayed public notification of a serious safety risk.*” In this context I am requesting that you convene hearings on NHTSA PE-10031. To introduce you to the merits of this request I am (also) attaching the following documents:

- Tab 2: Center for Auto Safety (CAS) Jeep Grand Cherokee Defect Petition of October 2, 2009
- Tab 3: Paul V. Sheridan letter to CAS of June 1, 2010
- Tab 4: CAS letter to Chrysler-Fiat Chairman Sergio Marchionni of September 1, 2011
- Tab 5: Paul V. Sheridan letter to Mr. David Strickland of September 27, 2011
- Tab 6: CAS letter to Chrysler-Fiat Chairman Sergio Marchionni of November 17, 2011
- Tab 7: Paul V. Sheridan letter to Mr. David Strickland of December 5, 2011
- Tab 8: CAS letter to Chrysler-Fiat Chairman Sergio Marchionni of January 25, 2012
- Tab 9: ABC News Reports on Subject (dvd) + Digital version of this letter w/hyperlinks (cd)
- Tab 10: NHTSA-Chrysler-DOJ Defect Investigation FOIA Conspiracy

I am not discounting the additional context voiced at the reference, that political and corporate influence has the potential to corrupt the primary mission of NHTSA: the safety and well-being of all who utilize American roadways. Indeed, I am not aware of any other automotive safety expert that has been victimized by that influence to a greater extent than the undersigned (Tab 10).

I am confident that President Obama was not aware of the Castaing testimony [at the time he purchased his 2000 Jeep Grand Cherokee](#). Ostensibly speaking, your satisfaction with the notion that the post-collision fire injury/death risk of electric vehicles is “*no greater than*” the 1993 through 2004 Jeep Grand Cherokee lacks proper perspective and priority.

Respectfully,

Paul V. Sheridan  
National Champion – Civil Justice Foundation

### **Courtesy Copy List**

(Cover Letter plus Tab 10 Only)

The Honorable David L. Strickland  
Administrator  
NHTSA Headquarters/West Building  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
888-327-4236

Mr. Daniel F. Akerson  
Chairman and CEO  
General Motors  
300 Renaissance Center #L1  
Detroit, MI 48243-1403  
313-556-5000

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

Congressman John D. Dingell ■  
2328 Rayburn House Office Building  
District of Columbia 20515-2215  
202-225-4071

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

Mr. Robert A. Lutz ■  
Technical Consultant  
General Motors  
300 Renaissance Center #L1  
Detroit, MI 48243-1403  
313-556-5000

Mr. Lewis H. Goldfarb ■  
1300 Mount Kemble Avenue  
P.O. Box 2075  
Morristown, NJ 07962-2075  
973-993-8100

Mr. Otto Matheke ■  
Senior Attorney  
NHTSA Headquarters/West Building  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
888-327-4236

- Individuals directly involved with the portent and consequences of Tab 10.
- Individuals familiar with the portent and/or consequences of Tab 10.





MINIVAN LATCH ISSUE

Proposed Agreement with NHTSA

1. Crash Test Video and the Public Record:

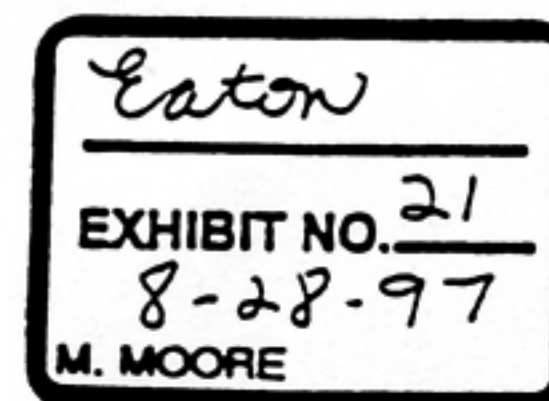
- NHTSA has agreed that they will deny all FOIA requests to place their investigative files, including the crash test video, on the public record and that the Department of Justice will defend any lawsuits seeking to compel production under FOIA.

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.