

CL-10396415-9885

NVS-200

APR 12 2011

[REDACTED] & [REDACTED] L.L.P.

2011 APR 11 AM 11:43

LAWYERS

[REDACTED]
Of Counsel

[REDACTED]
Beaumont, Texas

[REDACTED]
Of Counsel

[REDACTED]
Of Counsel

January 7, 2011

CERTIFIED MAIL, RETURN RECEIPT REQUESTED

William Ford, Jr., Executive Chairman
Ford Motor Company
One American Road
Dearborn, MI 48126

RE: FORD F-250

To Whom It May Concern:

I must inform you that you have a defective design in your F-250 trucks that will eventually, if it hasn't already, kill someone. You sent out a notice describing a "shimmy". You have understated the situation. It is not a "shimmy" it is a violent shaking that prevents you from seeing where you are or where you are going. Prior to the shaking getting to that point, the shaking causes the truck to "walk" into the next lane or off the road depending on where you are when it occurs. Inflation of tires is not the cause although may exacerbate the situation. It comes without warning and is not dependent upon any particular set of road conditions, situations or circumstances. Any pothole, transition of pavement (especially an angled transition), or uneven pavement translates through the steering column to the steering wheel and is likely to cause this unsafe condition.

Recently, I was traveling on the ramp that curves from highway 96/69/287 to Interstate 10 when, without notice, the truck started shaking. I had to brake and slow my speed to 30 miles an hour before the shaking would stop. As you can imagine, rapidly braking from highway speeds to 30 miles per hour on Interstate 10 at night could result in a very serious and potentially fatal accident.

I had a 2007 F-250 prior to my new truck and had a similar incident in Houston, Texas. Me and my family were coming back from an Astros game on Interstate 10 when, about 11:00 p.m., I

MAH
04/13/11
TW

William Ford, Jr., Executive Chairman
January 7, 2011
Page 2

hit a pothole that set up the violent shaking. Once again I had to brake in order to stop the shaking. It was just a wonder that no one ran over us that night.

To the extent that you do not know this already, I'm putting you on notice of this dangerous condition in at least your F-250 Ford trucks. Someone will die one day, if they haven't already, because of this condition. I believe you know of this condition and like so many other decisions Ford has made (Pinto and most recently seat belts) this may be another example of Ford choosing to ignore an unsafe condition, allowing people to die before they decide to do something. Unfortunately, what usually happens, at least historically, is it takes a jury verdict to get Ford's attention.

I'm told that the fix is simple and inexpensive. Please take the time to fix this problem so that people don't have to die before you do something, **THIS TIME**.

I am sending a copy of this letter to the following:

Alan R. Mulally, Chief Executive Officer, President
Ford Motor Company
One American Road
Dearborn, MI 48126

Ford Motor Company Investor Relations
One American Road, Suite 1026
Dearborn, MI 48126

Ford Motor Company
One American Road
Dearborn, MI 48126

NHTSA
1200 New Jersey Avenue, SE, West Building
Washington, DC 20590

Consumer Reports
101 Truman Ave.
Yonkers, NY 10730

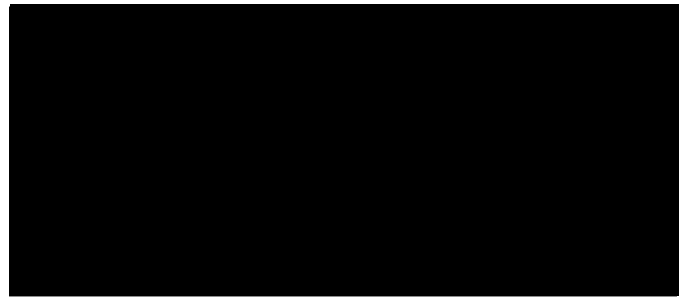
The Wall Street Journal's Editorial and Business Headquarters
1211 Avenue of the Americas
New York, NY 10036

William Ford, Jr., Executive Chairman
January 7, 2011
Page 3

Sixty Minutes
CBS Headquarters
51 West 52nd Street
New York, NY 10019

20/20
ABC Headquarters
77 West 66th Street to West 67th Street
New York, NY 10023

Very truly yours,



GWM/dm

BEAUMONT, TEXAS

862C

CERTIFIED MAIL™

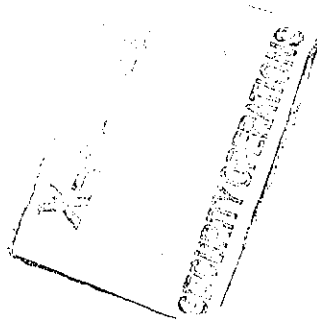


7008 3230 0002 3692 8121

UNITED STATES POSTAGE
02 1M
0004240933
MAILED FROM ZIP CODE 77701

\$ 05.54⁰

APR 05 2011



Mr. David L. Strickland
NHTSA
1200 New Jersey Avenue, SE, West Building
Washington, DC 20590

W40-304

