

April 11, 2014

CL-10 584847-2080

APR 17 2014

Mr. David J. Friedman  
Administrator  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, SE  
West Building  
Washington, D.C. 20590

INFORMATION Redacted PURSUANT TO THE FREEDOM OF  
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Dear Mr. Friedman:

After learning about the recent tragedies caused by General Motors' failure to recall vehicles with ignition switch flaws, I felt compelled to inform you of what I consider to be a serious cover up being perpetrated by the Chrysler Corporation regarding their Jeep 2014 Compass models.

My wife had leased a 2014 Jeep Compass on 1-28-14. On 2-22, after only three weeks and but 1,000 miles, the car broke down while I was driving and fortunately, I was able to coast down a hill and get off the road out of harm's way. Earlier that day, I had traveled to JFK Airport in New York City and was fortunate the car didn't break down on a major highway with speeding cars.

The car had to be flat bedded to the dealer. The tow truck operator informed me that the transmission had blown, as evidenced among other things by all of the fluid that leaked all over his truck as it was being towed up onto the flatbed. Furthermore, he told me it was common industry knowledge that 3,000 Jeeps that had been delivered by rail to the NY-NJ metropolitan area had to be transported by carrier to a facility in Long Island even before the Moroney stickers were affixed at the dealer in order to correct "potential transmission" problems,

Our car was at the dealer DeCozen Chrysler, Jeep, Dodge (Dealer License #: 12369N) at 225 Bloomfield Avenue, Verona, NJ, for three weeks. Despite what I had told the service manager regarding the tow truck operator's allegation, I was surprised to learn that my repair records indicated that the "customer states transmission slipping" [see attached]. In my opinion, this completely contradicted what I told them and implies that the car was still operable at the time I broke down when in fact, had I been unable to coast down a hill and off the road, I would have been prone to being rear-ended with great risk to myself and other cars.

In conclusion, I feel obligated to have informed you of this situation and I hope that your administration is motivated to look into the allegation that I have raised regarding the 2014 Jeep line of cars. If you need to contact me you may do so at home, [REDACTED], or via my wife's email, [REDACTED]

Thanks again for your follow up on this matter.

Sincerely,  
[REDACTED]

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National Highway Traffic Safety Administration  
1200 New Jersey Ave, SE  
West Building  
Washington, DC 20590

att. Mr. D. J. Friedman

20590

