

INFORMATION Redacted PURSUANT TO THE FREEDOM OF

INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)
Howell, Rosa (NHTSA)

From: Paul V. Sheridan <pvsheridan@wowway.com>
Sent: Thursday, June 21, 2012 9:49 PM
To: Foster, Lesli; 'Clarence Ditlow'; Wilson, Stephanie (WUSA)
Cc: Courtney Morgan
Subject: Re: Stories
Attachments: Chrysler Exhibits to NHTSA.eml; Re_ Jeep investigation.eml

Importance: High

Lesli:

I suggest that Mr. Palese plat catch-up with his own witness, Mr. [REDACTED].

And note that the statistical gamemanship, that I anticipated in my letter to NHTSA Administrator David Strickland, has begun . . . First, his email statement which, unlike Mr. [REDACTED], is not under oath, so he can arm-wave.

But even the Palese arm-waving is fundamentally flawed: The "*CAS used the criteria as indicated in your story*" routine is misdirection at-best. The CAS used rear-end collision data that resulted in an MHE of fire death, or colliision data the resulted in a fuel tank fire death. PERIOD! In some of that data the ongoing accident event may have included a rollover ala Stacey. Etc. etc. etc.

Has Palese presented that SPECIFIC data on his "*approximately the same volume*" comparators? Why was such not presented to NHTSA when they had the chance during the PE?

But note, and this is fundamental, Palese tries to get you misdirected to "*number of accidents.*" We'll get back to that. Let's do [REDACTED] first.

Please look at [REDACTED] deposition exhibit, page extracts, entered in-full in [REDACTED], extracted from to his presentation to NHTSA:

[http://links.veronicachapman.com/\[REDACTED\]-Extracts-1.pdf](http://links.veronicachapman.com/[REDACTED]-Extracts-1.pdf)

At-best Palese could refer to [REDACTED]-Chrysler-04, which is EWR data; that data set is NOT related to the CAS data which was the focus of in the WUSA report. CAS used FARS data, and some FARS entries that were MISSING!

Example: This Chrysler presentation to NHTSA begins the misdirection with "Total Number of Fire Events." That's nice, but if a fire in a Ford Explorer engine compartment was started because of a non-collision related fuel leakage (broken fuel injector or fuel rail return line spraying raw fuel onto the hot engine), it would be included at the EWR level . . . so what Mr. Palese?! That's not what was presented by WUSA9.

Chrysler [REDACTED]-08 is dumb, but even it was used to show that THEIR OWN PRESENTATION proved that the fuel tank system design of JGC was 22 TIMES MORE LIKELY TO CAUSE A REAR-END CRASH FIRE FATALITY than the Ford Explorer. Please see attached emails I sent awhile ago. Again, the 0.44 (for the JGC) is divided by the Dillon-confirmed 0.02 for the Ford Explorer = 22! Funny how that comparative detail is just glossed over at the NHTSA presentation of 16Apr2011.

But the arm-waving ends with Chrysler-[REDACTED]-16 (last extract at above link). Now we're into FARS (not EWR), and this is relevant. The Passport has lots of crashes "Per million years of use" (like I say, the statistical gamemanship has begun), but the Passport only had one FARS MHE fire death (numeral atop the bar chart). The JGC had lots of crashed "Per million years of use" but had 12 MHE fire deaths according to FARS. That number is now 14 (Orlando plus Bainbridge).

Please note the Palese misdirection; it's two-fold:

- 1) *"the number of accidents"*
- 2) *"major competitors that built vehicles during that time with approximately the same volume as the JGC the JGC has had approximately half as many of these accidents"*

We are not focused on *"number of accidents."* The way each individual brand is marketed and sold and used is NOT the *"metric"* we are focused-on for NHTSA EA or the WUAS9 report.

A detail that Palese implicitly and purposely glosses over: The Passport sales demographic may explain why it has more -16 accidents than the rest of that chart (younger people buy Passports!). But the Passport sales demographic and -16 can NOT explain why it only had one MHE rear fire death. The only data that explains that superior statistic versus the JGC is the Passport fuel tank system engineering design. The same holds true in-buckets for the Explorer.

As an aside, one wonders why Mr. [REDACTED] did not present data on the AN-Body based Dodge Durango SUV (!?). Hmmm.

Let's go radical to provide perspective . . . if you go to the "number of accidents" ruse, than EVERY Ford Explorer ever produced *"during that time" could* be involved in a rear end collision. **Every one of them.** We care, but what we REALLY care about, the *"metric"* that REALLY matters, is how many of such caused an MHE fire death. The *"metric"* we care about, the *"metric"* that matters is the engineering design that happily resulted in an MHE fire death statistic of **ZERO.**

Palese's *"number of accidents"* ruse ? That's not our instant concern for the WUSA report or NHTSA EA . . . that involves driver behavior. (The non-existent Dillon-16 accidents for the Trooper is a driver/use demographic datum, not an engineering data set.)

Again, anticipating/knowing that this statistical gamemanship would only get worse, I sent the following letter to Mr. Struckland:

[http://links.\[REDACTED\].com/Sheridan2Strickland-4-Links.pdf](http://links.[REDACTED].com/Sheridan2Strickland-4-Links.pdf)

The NHTSA EA and the WUSA9 report are focused on engineering data sets, not driver demographics . . . ala Palese.

Paul Sheridan

----- Original Message -----

From: Foster, Lesli

To: 'Clarence Ditlow' ; 'Paul V. Sheridan'

Sent: Thursday, June 21, 2012 6:48 PM

Subject: FW: Stories

Clarence and Paul,

Can you take a look at this statement from Chrysler? I'm trying to get my head around what their concern really is ... are they taking issue with the number of accidents that you counted per se, the criteria? Not sure ... I'm reaching out to them again too. But wanted to get your perspective.

Lesli.

Lesli Foster
WUSA 9 Weeknight Anchor
(202) 895-5601 (o)
(202) 487-5638 (c)
lfoster@wusa9.com

From: Michael Palese [mailto:michael.palese@chrysler.com]
Sent: Thursday, June 21, 2012 5:05 PM
To: Foster, Lesli
Subject: Re: Stories

Lesli

Did see your story. One very huge problem:

The reality is if the CAS used the criteria as indicated in your story (rear, side and rollover crashes in which fire was the most harmful event), then the number of accidents is approximately half the 51 that the CAS has claimed

If compared to our major competitors that built vehicles during that time with approximately the same volume as the JGC the JGC has had approximately half as many of these accidents as the major competitor vehicles.

Good story. False metrics. You should correct that tonight.

Mike

DP09-005

PAUL SHERIDAN

3-7-2012

MEMO CAS AND WUSA

CHRYSLER

EXHIBITS TO NHTSA

WITH

ATTACHMENT 8 AND 16

Howell, Rosa (NHTSA)

From: Paul V. Sheridan <pvsheridan@wowway.com>
Sent: Wednesday, March 07, 2012 4:17 PM
To: Wilson, Stephanie (WUSA)
Subject: Chrysler Exhibits to NHTSA
Attachments: Chrysler-16.pdf; Chrysler-8.pdf

Stephanie:

Let's look at Chrysler 9 . . . As is customary, the NEXT model year begins in approximately August/Sept of the previous numerical calendar year. Specifically, 1993 ZJ's are built beginning in August 1992 thru July 1993, then the 1994 model year ZJ's are built beginning in August 1993 thru July 1994, then the 1995 ZJ's are built beginning in August 1994 thru July 1995, etc.

During the final quarter of the 1992 calendar year approx 15,557 1993 ZJ's were registered (first vertical column). That's because the first 1993 MY ZJ was built beginning in August 1992 (again, as a 1993 **model** year vehicle)

So, in August 1993 the 1994 MY ZJs began being built, and would have been registered in the post August 1993 CY . . . where are those vehicles in the chart?? You go down to the right-most column titled "Reg. Year" to 1993. Then go across to the second column which is titled "Model Year 1994." That spot is empty on the chart . . . where are the 1994 ZJ's that were built post August 1993?? In other words, they were in a hurry to get this done, and then have their closed-door presentation with NHTSA who/whom don't have the time to look at the OBVIOUS mistakes in the Chrysler data. But this is somewhat minor.

In any case, let's look at this chart in greater detail, for what it REALLY says and what it CANNOT say.

Will someone please explain to the jury what REGISTRATION Frequency has to do with the big title of Chrysler-8: "Incident Rate Calculation"??? Who cares how many times a vehicle has been REGISTERED? What has that got to do with an incident rate calculation?

By way of example . . . Customer A buys a new 1994 ZJ in January 1994. They don't like it, and they trade it in. Customer B buys it and re-registers it in February 1994, They keep it until September 1994, and trade it for a new 1995 model year ZJ. Now a Customer C shows up and buys that 2-owner used 1994 ZJ. So, this same ZJ has been REGISTERED 3 times in the same calendar year. So what?

In other words, ANYTHING that gives them a bigger denominator is used to "normalize" the data (i.e. bamboozle the public/NHTSA). Who cares how many times a vehicle has been REGISTERED? Those who foster a ruse, that's who.

The 0.44 (actually 0.4429049) is based on a shell game derived from their irrelevant double-counting of registrations and a resulting nonsensical artificially large denominator of "27,093,848." See Chrysler-8.

BTW, (not that it concerns me) did Chrysler present the same detailed nonsense WRT the Ford Explorer? The Passport? The Rodeo? Yes, but only indirectly on Chrysler-16. So we have to use estimates.

At Chrysler-16 they show their "12" for the ZJ/WJ and a "1" for the Ford Explorer. But it is well-known that the Explorer was the sales king of mid-size SUVs. Assuming one wishes to waste time on this silliness, the denominator for the Explorer is much larger than the ZJ/WJ. Originally (about a year ago) I had estimated the Explorer at 50,000,000 (versus the ZJ/WJ Chrysler Exhibit-8 number of "27,093,848."). That results in a **normalized** ZJ/WJ to Explorer incidence ratio of 22 to 1. Again, we're using **THEIR** normalizer dimension of registrations and millions-of-miles; so how can they complain/rebut?

But, if you assume Mr. [REDACTED] estimate of a normalized incidence ratio of 20 to 1, then the denominator is slightly lower for the Explorer at 45,156,411 (a detailed Explore number they did not provide in-equivalence to their Exhibit-8.) *

In terms of real world safety, I don't care about how many times the ZJ/WJ was lucky with respect to million miles of use, or years of use, and I certainly could not care less about the number of times a ZJ/WJ was sold/re-sold/re-registered; what Chrysler reports to NHTSA as "exposure."

What I care about is what happens when the ZJ/WJ endures a direct impact to the fuel tank due to its location (behind axle and fully below the bumper) and its unprotected condition (no "impact deflecting structure") . . . **I care about the FMEA; THAT'S the exposure that I am concerned about and, unbeknownst to Mrs. [REDACTED], so was Mr. [REDACTED] in 1978!** Please see my discussion to Mr. Strickland here on Page 3 of 5 under Concern #2:

<http://links.veronicachapman.com/Sheridan2Strickland-Partial.pdf>

Paul Sheridan

* 50,000,000 divided by 27,093,848 = 1.8445 x 12 = 22.14. Or for [REDACTED] estimate: 45,156,411 divided by 27,093,848 = 1.6666 x 12 = 20.0 In other words, if the ZJ/WJ had the same registration/mileage data as the better selling Explorer, the number atop their Exhibit-16 bar would theoretically read 20.

----- Original Message -----

From: [Wilson, Stephanie \(WUSA\)](#)

To: '[Paul V. Sheridan](#)'

Sent: Wednesday, March 07, 2012 8:52 AM

Subject: RE: Referred by CAS' Clarence Ditlow

Good morning Paul,

I wanted to ask if we could move the conference call up to 12:00 pm EST?

Please let me know.

Thank you so much for your help.

Stephanie Wilson

Senior Multimedia Producer

WUSA 9

4100 Wisconsin Avenue, N.W.

Washington, D.C. 20016

swilson@wusa9.com

202-895-5771 (o)

202-487-5771 (m)

From: Paul V. Sheridan [mailto:pvsheridan@wowway.com]

Sent: Tuesday, March 06, 2012 1:28 PM

To: Wilson, Stephanie (WUSA)

Cc: Clarence Ditlow

Subject: Re: Referred by CAS' Clarence Ditlow

I just left you a voice mail.

I have to leave for a few hours. 'Hopefully back by 4pm.

----- Original Message -----

From: [Paul V. Sheridan](#)

To: [Wilson, Stephanie \(WUSA\)](#)

Sent: Monday, March 05, 2012 8:53 PM

Subject: Re: Referred by CAS' Clarence Ditlow

I will try for 1pm...I screen my calls so please begin voice mail, etc.

----- Original Message -----

From: [Wilson, Stephanie \(WUSA\)](#)

To: 'Paul V. Sheridan'

Sent: Monday, March 05, 2012 6:21 PM

Subject: RE: Referred by CAS' Clarence Ditlow

I'm sorry, I miss read your email.

How about 1:00 PM EST...will that work for you.

Please let me know.

Stephanie Wilson

Senior Multimedia Producer

WUSA 9

4100 Wisconsin Avenue, N.W.

Washington, D.C. 20016

swilson@wusa9.com

202-895-5771 (o)

202-487-5771 (m)

From: Paul V. Sheridan [<mailto:pvsheridan@wowway.com>]

Sent: Monday, March 05, 2012 5:33 PM

To: Wilson, Stephanie (WUSA)

Subject: Re: Referred by CAS' Clarence Ditlow

Importance: High

Stephanie:

I have been "at it" all day, on toast and coffee. My stomach is now in revolt, etc. Can we talk tomorrow early PM?

In the meantime, please review these links:

Chief engineer responsible for JGC engineering and product design, Francois Castaing:

<http://links.██████████.com/ChryslerTimesOrgChart.pdf>

<http://links.██████████.com/CastaingTenagliaDep-Jeep-Partial.pdf> (Please note red arrows on dep pages 10 & 11)

Sheridan safety background (VERY brief):

<http://links.██████████.com/Sheridan-PerfApprls.pdf>

<http://links.██████████.com/SheridanSafetyLeadershipAward.pdf>

Paul Sheridan install is Ford Crown Victoria "Fuel Tank Protection" kit:

<http://links.██████████.com/FordCrownVic-FTB%20Photos.pdf>

Paul Sheridan JGC frame/fuel filler location history report:

http://links.██████████.com/Jeep_FuelFillerNeckReport.pdf

Paul Sheridan oversight of JGC fuel tank integrity crash test @ Karco test center in California . . . Tank emptied in ~ 35 seconds post 30 mph test; complete catastrophic failure, please note pdf pages 57 thru 65):

<http://links.██████████.com/KarcoTrip.pdf>

COMMUNICATIONS WITH NHTSA (direct and indirect, beginning with most recent):

<http://links.██████████.com/cc-SPODs.pdf> (Courtesy copu version; Congressmen received 2" binders)

<http://links.██████████.com/Sheridan2Strickland-3.pdf>

<http://links.██████████.com/Sheridan2Strickland-2-comp.pdf>

<http://links.██████████.com/Sheridan2Strickland-Partial.pdf>

<http://links.██████████.com/Sheridan2Strickland-1.pdf> (This is complete letter #1; VERY large file, "Partial" link is cover ltr only.)

Important Chrysler historical documents:

http://links.██████████.com/Baker-Sinclair_FuelMemo1978.pdf

http://links.██████████.com/Chrysler_Fuel_Supply_%20Systems_Design_Guidelines.pdf

Paul Sheridan

313-277-5095

----- Original Message -----

From: [Wilson, Stephanie \(WUSA\)](#)

To: ['pvsheridan@wowway.com'](mailto:pvsheridan@wowway.com)

Sent: Monday, March 05, 2012 4:46 PM

Subject: Referred by CAS' Clarence Ditlow

Good evening Mr. Sheridan,

Our consumer team is working on a story pertaining to 1993 to 2004 Jeep Grand Cherokees. The Center For Auto Safety's Clarence Ditlow interviewed with us. He also says you may be able to help us.

We wanted to know if you could tell us more about the "skid plate" Chrysler retrofitted on certain model year Jeep Grand Cherokees.

What was the cost to install the "skid plate" on those models?

And we'd like to speak with more regarding these vehicles and Chrysler.

Consumer correspondent Lesli Foster and I can call you so you will not have to incur the cost of the long distance call, just let us know what would be a good time to call you.

We look forward to speaking with you.

We appreciate your help, and thank you.

Stephanie Wilson

Senior Multimedia Producer

WUSA 9

4100 Wisconsin Avenue, N.W.

Washington, D.C. 20016

swilson@wusa9.com

202-895-5771 (o)

202-487-5771 (m)

DP09-005

PAUL SHERIDAN

3-7-2012

MEMO CAS AND WUSA

CHRYSLER

EXHIBITS TO NHTSA

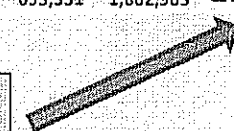
ATTACHMENT 8

Sample Incident Rate Calculation

This table contains Jeep Grand Cherokee US registration data by Model Year and Year of Registration*

Reg. Year	Model Year												Total	
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004		
1993	15,557													15,557
1994	152,590													152,590
1995	201,380	185,063												386,443
1996	198,787	215,859	205,594											620,240
1997	192,146	206,275	247,874	213,115	417									859,827
1998	186,201	204,833	241,654	265,931	181,782									1,080,401
1999	180,411	199,728	239,394	254,131	234,468	187,003								1,295,135
2000	171,394	193,034	234,262	252,569	233,814	224,977	189,599							1,499,649
2001	163,764	185,538	225,554	245,998	229,968	224,297	258,487	200,214	1					1,733,821
2002	158,197	179,375	217,590	237,817	222,867	216,903	253,066	267,864	153,083	2				1,906,764
2003	151,247	172,498	209,726	230,680	215,784	214,271	245,484	265,797	196,984	149,021	4			2,051,496
2004	145,330	167,653	202,689	222,840	211,072	207,616	239,147	260,062	192,255	189,037	103,251	48,167		2,189,119
2005	139,625	162,542	196,462	218,004	204,903	203,983	233,767	254,016	190,969	186,545	103,478	238,700		2,332,994
2006	135,294	159,052	193,717	215,808	203,297	202,798	232,005	252,982	188,645	185,680	102,738	287,340		2,359,356
2007	126,766	151,248	186,154	208,635	198,872	198,465	225,851	246,550	184,349	180,885	100,191	281,213		2,289,179
2008	119,757	139,793	174,724	195,281	189,619	191,481	219,554	241,270	180,073	177,706	97,274	275,882		2,202,414
2009	107,796	127,157	161,633	179,930	175,855	181,922	211,157	234,336	174,475	171,644	94,248	266,164		2,086,317
2010	97,807	118,323	153,545	172,924	170,370	175,256	206,227	231,499	174,341	172,470	94,347	265,437		2,032,546
Total	2,644,049	2,767,971	3,090,572	3,113,663	2,673,088	2,428,972	2,514,344	2,454,590	1,635,175	1,412,990	695,531	1,662,903		27,093,848

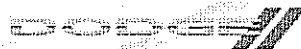
Years of Use, or Registered Vehicle Years (RVY), found by summing registration data by model year and calendar year



Assume that for MY 1993-2004 Jeep Grand Cherokees, there are 12 incidents.
 Incident Rate = $12 / 27,093,848 * 1,000,000 = 0.44$ incidents per million years of use



CHRYSLER



* Registration data from RL Polk and Company

DP09-005

PAUL SHERIDAN

3-7-2012

MEMO CAS AND WUSA

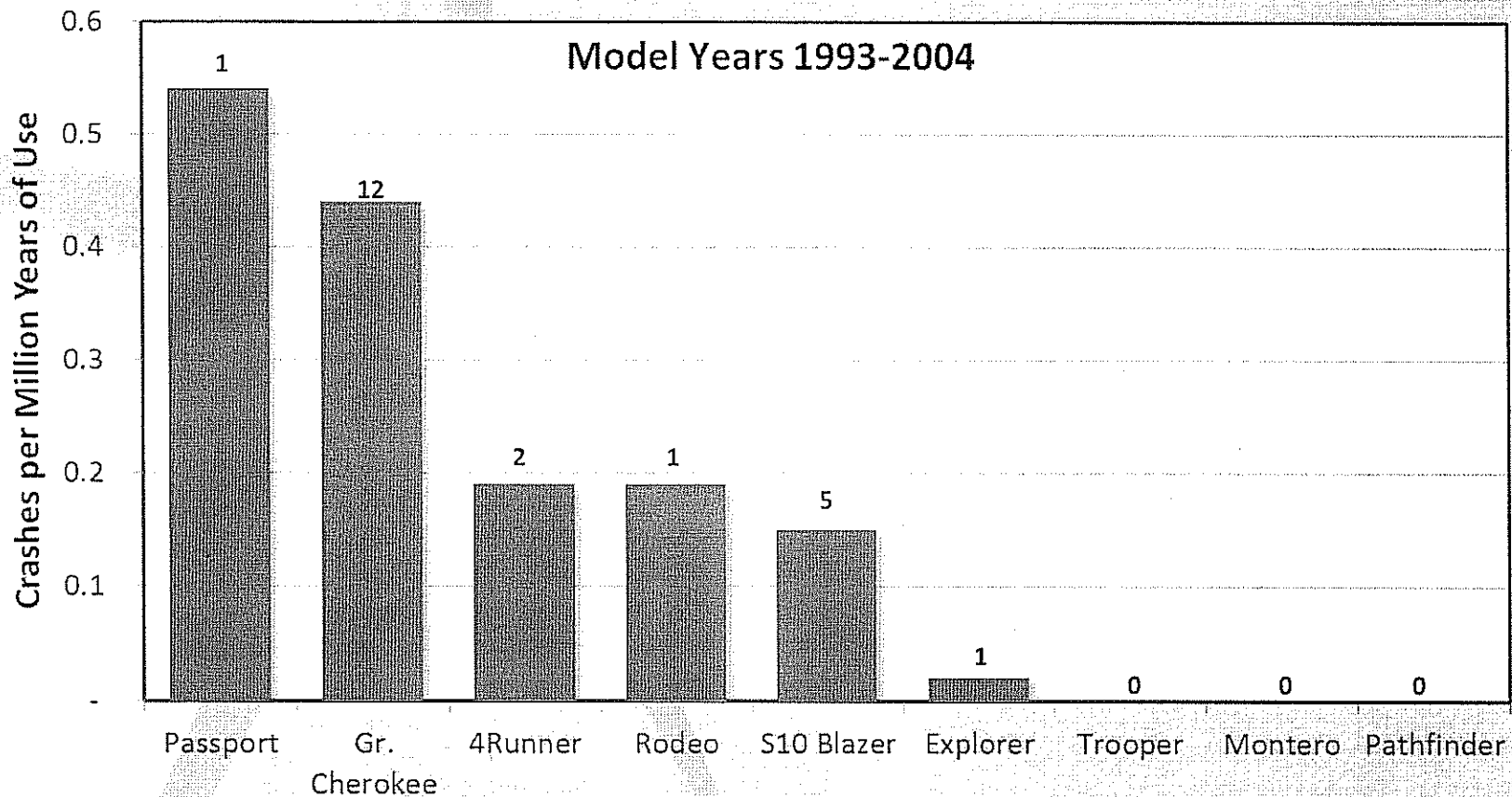
CHRYSLER

EXHIBITS TO NHTSA

ATTACHMENT 16

Initial FARS Assessment – Rear Impacts with Fire

Assessment of rear impacts with fatalities and fire = MHE



The 1993-2004 Jeep Grand Cherokee vehicles have rates of fatal rear impacts, where fire was the most harmful event, that are comparable to peer SUVs

FARS data from 1992-2009. Registration data from RL Polk. Rates are not staggered. Includes crashes to the rear of the SUV where either initial or principal impact was coded as 5,6 or 7, with a fatality in the SUV, and with Most Harmful Event coded as fire. Explorer includes Mountaineer and Navajo. Montero includes Montero Sport. S10 Blazer includes T10 Blazer, Trailblazer, Jimmy, Envoy and Bravada.

DP09-005

PAUL SHERIDAN

6-14-2012

MEMO CAS AND WUSA
JEEP INVESTIGATION

Howell, Rosa (NHTSA)

From: Paul V. Sheridan <pvsheridan@wowway.com>
Sent: Thursday, June 14, 2012 12:52 PM
To: Wilson, Stephanie (WUSA); Foster, Lesli
Subject: Re: Jeep investigation

Importance: High

Please telephone Angel DeFilippo, plaintiff attorney for the [REDACTED] JGC death case, at **973-243-2099 x106 (or x105)** regarding the statements Chrysler representative [REDACTED] made, not to the media post EA-12-005, but while **UNDER OATH**.

He admitted, on the record, that the JGC is **22 times more likely** to have a rear end collision fire death than its "peer vehicle" Ford Explorer.

Is that the rhetoric he/they are claiming to the media post EA-12-005?!

You may also wish to inquire with Ms. [REDACTED] regarding the deposition of Mr. Clarence Ditlow.

Paul Sheridan

----- Original Message -----

From: [Foster, Lesli](#)
To: '[Paul V. Sheridan](#)'
Sent: Thursday, June 14, 2012 10:56 AM
Subject: Jeep investigation

Paul,

Hope this message finds you well.

Did you see the government has expanded it's investigation into fires in later model Jeep Grand Cherokees? It's now including 1993-2001 Jeep Cherokees and 2006-2007 Jeep Liberty vehicles in the mix.

Let's chat when you get a chance. I just left you a voicemail message. I tried reaching Clarence too – but I understand that he's in meetings for most of the day.

Lesli.

Lesli Foster
WUSA 9 Weeknight Anchor
(202) 895-5601 (o)
(202) 487-5638 (c)
lfoster@wusa9.com