U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

Via USPS Certified Mail

June 30, 2014

Ferrari North America, Inc.
Attn: Mr. Bradley Scott
250 Sylvan Avenue
Englewood Cliffs, NJ 07632-2500

NVS-215cg
EQ 14-007
13V-546
14V-061
14V-105
14V-277
14E-022

Subject: Safety Recalls 13V-546, 14V-061, 14V-105, 14V-277 and 14E-022

Dear Mr. Bradley Scott:

The National Highway Traffic Safety Administration's (NHTSA), Office of Defects Investigation (ODI), Recall Management Division (RMD) is conducting an equipment query (EQ) investigation in relation to a software fault on certain tire pressure monitoring systems (TPMS) manufactured July 1, 2007 through January 31, 2014, that may render certain vehicles noncompliant to Federal Motor Vehicle Safety Standard No. 138, "Tire Pressure Monitoring Systems." During a specific scenario, the vehicle's Malfunction Indicator Light (MIL) may not illuminate when it should illuminate and alert the driver to a potential TPMS malfunction. This investigation has been assigned the identification number EQ 14-007.

On November 4, 2013, Aston Martin Lagonda Limited (Aston Martin) notified the NHTSA that it decided certain Model Year (MY) 2010-2013 DB9 Coupe, DB9 Volante, DBS Coupe, DBS Volante, V8 Vantage Coupe, V8 Vantage Roadster, V8 Vantage S Coupe, V8 Vantage S Roadster, and Rapide; MY 2011-2012 Virage Coupe and Virage Volante; and, MY 2013 Rapide S and Vanquish Coupe vehicles fail to comply to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 138, "Tire Pressure Monitoring Systems." The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated after a period of five minutes. Aston Martin petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. The potential safety recall matter was assigned recall number 13V-546. A copy of the notification is enclosed for your information.

On February 19, 2014, McLaren Automotive, Inc. (McLaren) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2012-2015 MP4-12C Spider and Coupe vehicles. The TPMS malfunction indicator will not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. McLaren petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with

the agency. This potential safety recall matter was assigned recall number 14V-061. A copy of the notification is enclosed for your information.

On March 5, 2014, Maserati North America, Inc. (Maserati) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2011-2013 Maserati Quattroporte, and MY 2011-2014 Granturismo and Granturismo Convertible vehicles. The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. Maserati has petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. This potential safety recall matter was assigned recall number 14V-105. A copy of the notification is enclosed for your information.

On May 23, 2014 Automobili Lamborghini America, LLC (Lamborghini) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2012-2014 Aventador vehicles manufactured July 15, 2011, through May 13, 2014; MY 2008-2010 Murcielago vehicles manufactured April 3, 2007, through April 29, 2010; and, MY 2008-2014 Gallardo vehicles manufactured June 14, 2007, through November 20, 2013. The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. Lamborghini has petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. This potential safety recall matter was assigned recall number 14V-277. A copy of the notification is enclosed for your information.

BF1 supplied NHTSA with a purchaser list identifying the vehicle manufacturers that may have incorporated the subject TPMS into their vehicles. A review of this list, however, shows that a noncompliance decision and the associated notification and Part 573 Report have not been filed by all of the potentially affected manufacturers at this time. BF1 reported to NHTSA that it sold **3289** of the subject TPMS to Ferrari North America, Inc. (your company) for possible installation into vehicles. The purpose of this letter is to make you aware of a potential noncompliance in vehicles your company may have manufactured, and to remind you of your responsibility under Federal Law.

Manufacturers of motor vehicles sold, offered for sale, delivered, or imported into the United States must notify NHTSA, within five (5) business days, when they first learn a safety defect or a noncompliance with a Federal Motor Vehicle Safety Standard exists in one of their vehicles. In the case of a defect or noncompliance in original equipment installed in the vehicles of more than one manufacturer, notification to NHTSA must be made by the original equipment manufacturer as to the equipment item, and by each vehicle manufacturer as to those vehicles it manufactured in which the defective equipment was installed. The content of that notification is specified in 49 U.S.C. 573.6, Defect and Noncompliance Information Report. As of this date, we have not received the required report from your company.

In view of this safety risk and your company's obligations under Federal law should you decide your vehicles contain a noncompliance, we are also reminding your company that it is required to issue timely notification to owners who may have purchased vehicles with the non-compliant TPMS ECUs. In advance of issuing its owner notification letters, your company must submit a draft of its letter to NHTSA for review. Your company is reminded that this letter must meet the requirements of 49 CFR 577.5, "Notification pursuant to a

manufacturer's decision." Your company is further reminded that notifications must be sent to those persons registered under State law as the owners of the vehicles. If particular owners cannot be reasonably ascertained by State records, notifications must be sent to those persons you identify as the most recent purchasers. We are also reminding your company that it is required to notify dealers and distributors as required by 49 CFR 577.13.

In addition to the Noncompliance Information Report and the draft owner notification letter, please also provide a proposed schedule for conducting the required owner and dealer notifications that includes the following information:

a. the approximate date on which the owner notification will begin;
b. the approximate date on which the owner notification will be completed (if the owner notification is to be staggered, give the beginning and ending owner notification date for each segment); and,
c. the approximate date on which the dealer notification will be completed.

Please further note that you must file six quarterly recall status reports as required by 49 CFR 573.7. These reports are to be filed on consecutive yearly quarters beginning with the quarter in which notification to owners begins.

If your company has not received any of this equipment, or if your products are not available to be sold, offered for sale, delivered, or imported into the United States, please so state. If your company does not agree that vehicles it manufactured with these TPMS fail to meet the requirements of the FMVSS, and therefore will not conduct a safety recall of the vehicles, you must submit a written response explaining that decision and include all supporting documents, analysis, and/or test reports.

Additionally, as some of the vehicle manufacturers identified earlier chose, Ferrari North America, Inc. has the option of filing a petition that this noncompliance is inconsequential to motor vehicle safety. Please carefully review the requirements for filing any such petition, including the strict requirements for timing of a petition that are specified within 49 CFR Part 556.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, your company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing

information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

Your company's written response must be submitted to this office within 10 days of receiving this letter. In your response, please be certain to include a reference to this matter's identification number which is EQ 14-007.

If you have any questions concerning this matter, please contact Cynthia Glass of my staff at (202) 366-2920 or by e-mail at cynthia.glass@dot.gov. Response submissions may be made by US Mail, fax (202) 366-7882, or e-mail rmd.odi@dot.gov and cynthia.glass@dot.gov.

Sincerely,

Jennifer Timian
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosures

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

Via USPS Certified Mail

June 30, 2014

Tesla Motors, Inc.
Attn: Mr. Greg Zanghi
3500 Deer Creek Road
Palo Alto, CA 94304

NVS-215cg
EQ 14-007
13V-546
14V-061
14V-105
14V-277
14E-022

Subject: Safety Recalls 13V-546, 14V-061, 14V-105, 14V-277 and 14E-022

Dear Mr. Greg Zanghi:

The National Highway Traffic Safety Administration's (NHTSA), Office of Defects Investigation (ODI), Recall Management Division (RMD) is conducting an equipment query (EQ) investigation in relation to a software fault on certain tire pressure monitoring systems (TPMS) manufactured July 1, 2007 through January 31, 2014, that may render certain vehicles noncompliant to Federal Motor Vehicle Safety Standard No. 138, "Tire Pressure Monitoring Systems." During a specific scenario, the vehicle's Malfunction Indicator Light (MIL) may not illuminate when it should illuminate and alert the driver to a potential TPMS malfunction. This investigation has been assigned the identification number EQ 14-007.

On November 4, 2013, Aston Martin Lagonda Limited (Aston Martin) notified the NHTSA that it decided certain Model Year (MY) 2010-2013 DB9 Coupe, DB9 Volante, DBS Coupe, DBS Volante, V8 Vantage Coupe, V8 Vantage Roadster, V8 Vantage S Coupe, V8 Vantage S Roadster, and Rapide; MY 2011-2012 Virage Coupe and Virage Volante; and, MY 2013 Rapide S and Vanquish Coupe vehicles fail to comply to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 138, "Tire Pressure Monitoring Systems." The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated after a period of five minutes. Aston Martin petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. The potential safety recall matter was assigned recall number 13V-546. A copy of the notification is enclosed for your information.

On February 19, 2014, McLaren Automotive, Inc. (McLaren) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2012-2015 MP4-12C Spider and Coupe vehicles. The TPMS malfunction indicator will not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. McLaren petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with

the agency. This potential safety recall matter was assigned recall number 14V-061. A copy of the notification is enclosed for your information.

On March 5, 2014, Maserati North America, Inc. (Maserati) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2011-2013 Maserati Quattroporte, and MY 2011-2014 Granturismo and Granturismo Convertible vehicles. The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. Maserati has petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. This potential safety recall matter was assigned recall number 14V-105. A copy of the notification is enclosed for your information.

On May 23, 2014 Automobili Lamborghini America, LLC (Lamborghini) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2012-2014 Aventador vehicles manufactured July 15, 2011, through May 13, 2014; MY 2008-2010 Murcielago vehicles manufactured April 3, 2007, through April 29, 2010; and, MY 2008-2014 Gallardo vehicles manufactured June 14, 2007, through November 20, 2013. The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. Lamborghini has petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. This potential safety recall matter was assigned recall number 14V-277. A copy of the notification is enclosed for your information.

BF1 supplied NHTSA with a purchaser list identifying the vehicle manufacturers that may have incorporated the subject TPMS into their vehicles. A review of this list, however, shows that a noncompliance decision and the associated notification and Part 573 Report have not been filed by all of the potentially affected manufacturers at this time. BF1 reported to NHTSA that it sold **897** of the subject TPMS to Tesla Motors, Inc. (your company) for possible installation into vehicles. The purpose of this letter is to make you aware of a potential noncompliance in vehicles your company may have manufactured, and to remind you of your responsibility under Federal Law.

Manufacturers of motor vehicles sold, offered for sale, delivered, or imported into the United States must notify NHTSA, within five (5) business days, when they first learn a safety defect or a noncompliance with a Federal Motor Vehicle Safety Standard exists in one of their vehicles. In the case of a defect or noncompliance in original equipment installed in the vehicles of more than one manufacturer, notification to NHTSA must be made by the original equipment manufacturer as to the equipment item, and by each vehicle manufacturer as to those vehicles it manufactured in which the defective equipment was installed. The content of that notification is specified in 49 U.S.C. 573.6, Defect and Noncompliance Information Report. As of this date, we have not received the required report from your company.

In view of this safety risk and your company's obligations under Federal law should you decide your vehicles contain a noncompliance, we are also reminding your company that it is required to issue timely notification to owners who may have purchased vehicles with the non-compliant TPMS ECUs. In advance of issuing its owner notification letters, your company must submit a draft of its letter to NHTSA for review. Your company is reminded that this letter must meet the requirements of 49 CFR 577.5, "Notification pursuant to a

manufacturer's decision." Your company is further reminded that notifications must be sent to those persons registered under State law as the owners of the vehicles. If particular owners cannot be reasonably ascertained by State records, notifications must be sent to those persons you identify as the most recent purchasers. We are also reminding your company that it is required to notify dealers and distributors as required by 49 CFR 577.13.

In addition to the Noncompliance Information Report and the draft owner notification letter, please also provide a proposed schedule for conducting the required owner and dealer notifications that includes the following information:

a. the approximate date on which the owner notification will begin;
b. the approximate date on which the owner notification will be completed (if the owner notification is to be staggered, give the beginning and ending owner notification date for each segment); and,
c. the approximate date on which the dealer notification will be completed.

Please further note that you must file six quarterly recall status reports as required by 49 CFR 573.7. These reports are to be filed on consecutive yearly quarters beginning with the quarter in which notification to owners begins.

If your company has not received any of this equipment, or if your products are not available to be sold, offered for sale, delivered, or imported into the United States, please so state. If your company does not agree that vehicles it manufactured with these TPMS fail to meet the requirements of the FMVSS, and therefore will not conduct a safety recall of the vehicles, you must submit a written response explaining that decision and include all supporting documents, analysis, and/or test reports.

Additionally, as some of the vehicle manufacturers identified earlier chose, Tesla Motors, Inc. has the option of filing a petition that this noncompliance is inconsequential to motor vehicle safety. Please carefully review the requirements for filing any such petition, including the strict requirements for timing of a petition that are specified within 49 CFR Part 556.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, your company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing

information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

Your company's written response must be submitted to this office within 10 days of receiving this letter. In your response, please be certain to include a reference to this matter's identification number which is EQ 14-007.

If you have any questions concerning this matter, please contact Cynthia Glass of my staff at (202) 366-2920 or by e-mail at cynthia.glass@dot.gov. Response submissions may be made by US Mail, fax (202) 366-7882, or e-mail rmd.odi@dot.gov and cynthia.glass@dot.gov.

Sincerely,

Jennifer Timian
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosures

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

Via USPS Certified Mail

June 30, 2014

Koenigsegg Automotive AB
Attn: Mr. Lance Tunick
P.O. Box 23078
Santa Fe, NM 87502

NVS-215cg
EQ 14-007
13V-546
14V-061
14V-105
14V-277
14E-022

Subject: Safety Recalls 13V-546, 14V-061, 14V-105, 14V-277 and 14E-022

Dear Mr. Lance Tunick:

The National Highway Traffic Safety Administration's (NHTSA), Office of Defects Investigation (ODI), Recall Management Division (RMD) is conducting an equipment query (EQ) investigation in relation to a software fault on certain tire pressure monitoring systems (TPMS) manufactured July 1, 2007 through January 31, 2014, that may render certain vehicles noncompliant to Federal Motor Vehicle Safety Standard No. 138, "Tire Pressure Monitoring Systems." During a specific scenario, the vehicle's Malfunction Indicator Light (MIL) may not illuminate when it should illuminate and alert the driver to a potential TPMS malfunction. This investigation has been assigned the identification number EQ 14-007.

On November 4, 2013, Aston Martin Lagonda Limited (Aston Martin) notified the NHTSA that it decided certain Model Year (MY) 2010-2013 DB9 Coupe, DB9 Volante, DBS Coupe, DBS Volante, V8 Vantage Coupe, V8 Vantage Roadster, V8 Vantage S Coupe, V8 Vantage S Roadster, and Rapide; MY 2011-2012 Virage Coupe and Virage Volante; and, MY 2013 Rapide S and Vanquish Coupe vehicles fail to comply to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 138, "Tire Pressure Monitoring Systems." The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated after a period of five minutes. Aston Martin petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. The potential safety recall matter was assigned recall number 13V-546. A copy of the notification is enclosed for your information.

On February 19, 2014, McLaren Automotive, Inc. (McLaren) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2012-2015 MP4-12C Spider and Coupe vehicles. The TPMS malfunction indicator will not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. McLaren petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with

the agency. This potential safety recall matter was assigned recall number 14V-061. A copy of the notification is enclosed for your information.

On March 5, 2014, Maserati North America, Inc. (Maserati) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2011-2013 Maserati Quattroporte, and MY 2011-2014 Granturismo and Granturismo Convertible vehicles. The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. Maserati has petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. This potential safety recall matter was assigned recall number 14V-105. A copy of the notification is enclosed for your information.

On May 23, 2014 Automobili Lamborghini America, LLC (Lamborghini) notified the NHTSA that it decided the same TPMS noncompliance with FMVSS No. 138 exists in certain MY 2012-2014 Aventador vehicles manufactured July 15, 2011, through May 13, 2014; MY 2008-2010 Murcielago vehicles manufactured April 3, 2007, through April 29, 2010; and, MY 2008-2014 Gallardo vehicles manufactured June 14, 2007, through November 20, 2013. The TPMS malfunction indicator may not illuminate to signal the continued presence of a malfunction after the vehicle ignition is de-activated and then reactivated. Lamborghini has petitioned the agency for a determination that this noncompliance is not consequential to motor vehicle safety, and that petition is pending with the agency. This potential safety recall matter was assigned recall number 14V-277. A copy of the notification is enclosed for your information.

BF1 supplied NHTSA with a purchaser list identifying the vehicle manufacturers that may have incorporated the subject TPMS into their vehicles. A review of this list, however, shows that a noncompliance decision and the associated notification and Part 573 Report have not been filed by all of the potentially affected manufacturers at this time. BF1 reported to NHTSA that it sold **40** of the subject TPMS to Koenigsegg Automotive AB (your company) for possible installation into vehicles. The purpose of this letter is to make you aware of a potential noncompliance in vehicles your company may have manufactured, and to remind you of your responsibility under Federal Law.

Manufacturers of motor vehicles sold, offered for sale, delivered, or imported into the United States must notify NHTSA, within five (5) business days, when they first learn a safety defect or a noncompliance with a Federal Motor Vehicle Safety Standard exists in one of their vehicles. In the case of a defect or noncompliance in original equipment installed in the vehicles of more than one manufacturer, notification to NHTSA must be made by the original equipment manufacturer as to the equipment item, and by each vehicle manufacturer as to those vehicles it manufactured in which the defective equipment was installed. The content of that notification is specified in 49 U.S.C. 573.6, Defect and Noncompliance Information Report. As of this date, we have not received the required report from your company.

In view of this safety risk and your company's obligations under Federal law should you decide your vehicles contain a noncompliance, we are also reminding your company that it is required to issue timely notification to owners who may have purchased vehicles with the non-compliant TPMS ECUs. In advance of issuing its owner notification letters, your company must submit a draft of its letter to NHTSA for review. Your company is reminded that this letter must meet the requirements of 49 CFR 577.5, "Notification pursuant to a

manufacturer's decision." Your company is further reminded that notifications must be sent to those persons registered under State law as the owners of the vehicles. If particular owners cannot be reasonably ascertained by State records, notifications must be sent to those persons you identify as the most recent purchasers. We are also reminding your company that it is required to notify dealers and distributors as required by 49 CFR 577.13.

In addition to the Noncompliance Information Report and the draft owner notification letter, please also provide a proposed schedule for conducting the required owner and dealer notifications that includes the following information:

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Please further note that you must file six quarterly recall status reports as required by 49 CFR 573.7. These reports are to be filed on consecutive yearly quarters beginning with the quarter in which notification to owners begins.

If your company has not received any of this equipment, or if your products are not available to be sold, offered for sale, delivered, or imported into the United States, please so state. If your company does not agree that vehicles it manufactured with these TPMS fail to meet the requirements of the FMVSS, and therefore will not conduct a safety recall of the vehicles, you must submit a written response explaining that decision and include all supporting documents, analysis, and/or test reports.

Additionally, as some of the vehicle manufacturers identified earlier chose, Koenigsegg Automotive AB has the option of filing a petition that this noncompliance is inconsequential to motor vehicle safety. Please carefully review the requirements for filing any such petition, including the strict requirements for timing of a petition that are specified within 49 CFR Part 556.

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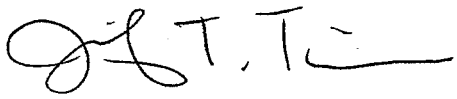
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Sincerely,



Jennifer Timian
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosures