
CENTER FOR AUTO SAFETY

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February 23, 2016

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

The Honorable Mark Rosekind
Administrator
National Highway Traffic Safety Administration (NHTSA)
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx & Administrator Rosekind:

[On February 19, the Center for Auto Safety \(CAS\) wrote you](#) that the most lethal vehicle safety defect in America today is not the Takata airbag inflator but the fuel tank behind the rear axle in the 1993-2007 Jeeps investigated by NHTSA in [EA12-005](#). In the four days since, CAS has learned of 3 more deaths in rear impact fire crashes in these Jeeps bringing the death toll to 50 in fatal fire crashes in the investigated Jeeps – the 1993-2004 Grand Cherokee, the 1993-2001 Cherokee and the 2002-2007 Liberty. All 50 deaths occurred since NHTSA asked Chrysler to recall the 1993-2004 Grand Cherokee and the 2002-2007 Liberty on June 3, 2013. At least 21 of these deaths were caused by fire according to NHTSA, police or medical records. The Grand Cherokee and Liberty accounted for 16 of the 21 fire deaths.

The latest Jeep victims are [Rosalia Reyes and Juventio Diaz who died in a 2000 Grand Cherokee on January 22, 2015 in San Bernardino CA](#) and [Jamal Brown who died in a 1994 Cherokee on February 12, 2016 in Burnett County TX](#). Both crashes were direct rear impacts from another passenger vehicle. There are more Jeep fire crash deaths in 2015 and 2016 than these three but NHTSA does not release FARS (Fatal Analysis Reporting System) death records until a year after the end of the FARS calendar year. Nor does the agency keep a running public toll of Jeep fuel tank fire deaths as it does for Takata airbag inflators. Why the difference when Jeep rear impact fire crashes kill more consumers than do Takata airbag inflators any way one looks at the data?

The Center for Auto Safety repeats its February 19 request to reopen the Jeep fuel tank investigation (EA12-005) the 1993-2004 Grand Cherokee, the 1993-2001 Cherokee and the 2002-2007 Liberty and obtain a remedy that saves lives versus the fire deaths that will continue to occur if Fiat-Chrysler is left alone. The Center also requests that DOT and NHTSA publish Jeep rear impact fire crash deaths as they occur just as the agency publishes Takata airbag inflator deaths as they occur.

Sincerely,



Clarence Ditlow
Executive Director

