

CENTER FOR AUTO SAFETY

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June 19, 2013

John Elkann, Chairman
Fiat SpA
250 Via Nizza
Turin, Italy 10126

Sergio Marchionne, Chairman
Chrysler Group LLC
1000 Chrysler Drive
Auburn Hills MI 48321-8004

Dear Chairmen Elkann & Marchionne:

Chrysler's proposed recall of the Jeeps would not have saved the lives of the three children in child seats pictured below. Cassidy died in a 1993 Grand Cherokee with a trailer hitch, Cole died in a 1996 Cherokee, Remi died in a 1999 Grand Cherokee. None of these vehicles would be repaired under the recall announced by Chrysler on June 18, 2013. Any recall that does not save the kids is woefully inadequate.



Cassidy Jarmon

Cole Hazleton

Remington Cole Walden

Chrysler admits the trailer hitch remedy addresses only low speed impacts. Crash tests done by FHWA and CAS show the Grand Cherokee suffered catastrophic fuel system failures at energy levels both significantly below and slightly above present FMVSS 301 levels while its biggest competitor, the Ford Explorer had no fuel system damage in a 75 mph impact with an energy level over twice that of FMVSS 301. (See Table below.)

Test	Impactor	Impactor Weight	Impactor Speed	Crash Energy
old FMVSS 301	flat face barrier	4,000 pounds	30 mph	121,000 lb-ft
new FMVSS 301	contoured barrier	3,015 pounds	50 mph	253,000 lb-ft
FHWA Explorer	2003 Taurus sedan	3,110 pounds	68 mph	483,000 lb-ft
FHWA Explorer	2001 Taurus SW	3,335 pounds	75 mph	630,500 lb-ft
FHWA Grand Cherokee	2000 Taurus SW	3,296 pounds	49.7 mph	274,000 lb-ft
First Karco test	1987 Taurus sedan	3,387 pounds	51.4 mph	301,000 lb-ft
Second Karco test	1988 Taurus sedan	3,364 pounds	40.7 mph	187,000 lb-ft

Chairmen Elkann and Marchionne

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The fact that the Ford Explorer can sustain at least a 630,500 lb-ft rear crash impact when a Grand Cherokee's fuel tank ruptures at 187,000 lb-ft explains why the Grand Cherokee is more than 20 times as likely as the Explorer to be involved in a fatal rear impact fire crash where fire is the most harmful event according to Chrysler own submission to NHTSA in April 2011. (Attachment A.) Even though many of Chrysler's energy calculations for crashes in NHTSA's list of 44 fatal Jeep fires are questionable, nonetheless the 630,500 lb-ft that an Explorer can sustain is above most of the crash energy estimates used by Chrysler.

In its June 3 "White Paper on NHTSA's Recall Request," Chrysler alleged that many vehicles had a higher death rate in rear impact crashes where there was a fire in the vehicle. Not only was this a misleading analysis but the numbers were false. Chrysler misled the public with both trauma and fire deaths in a rear impact based on an analysis of NHTSA's FARS. The issue is whether someone dies from fire in a rear impact, not whether there is a trauma death in a rear impact where there is a fire in some other part of the vehicle.

The Center for Auto Safety did an independent analysis of Chrysler's worst 31 vehicles where some or all of the vehicles were made in 1993. Three vehicles which Chrysler said had a higher death rate than the Jeeps did not have a single rear impact fire crash, let alone a fire crash where fire was the most harmful event (MHE). Eleven vehicles had no rear impact fire crash with fire as the most harmful event. The Liberty had 6 fire-MHE crashes while the Grand Cherokee had 15 (Attachment B).

Chrysler's proposed recall will not stem the fires deaths due to defective fuel systems in 1993-2004 Grand Cherokees, 2002-2007 Liberty's and 1993-2001 Cherokees still under investigation by NHTSA. Chrysler can best save lives, its image and restore consumer confidence by recalling all the Jeeps with a remedy designed by engineers, not lawyers.

Sincerely,

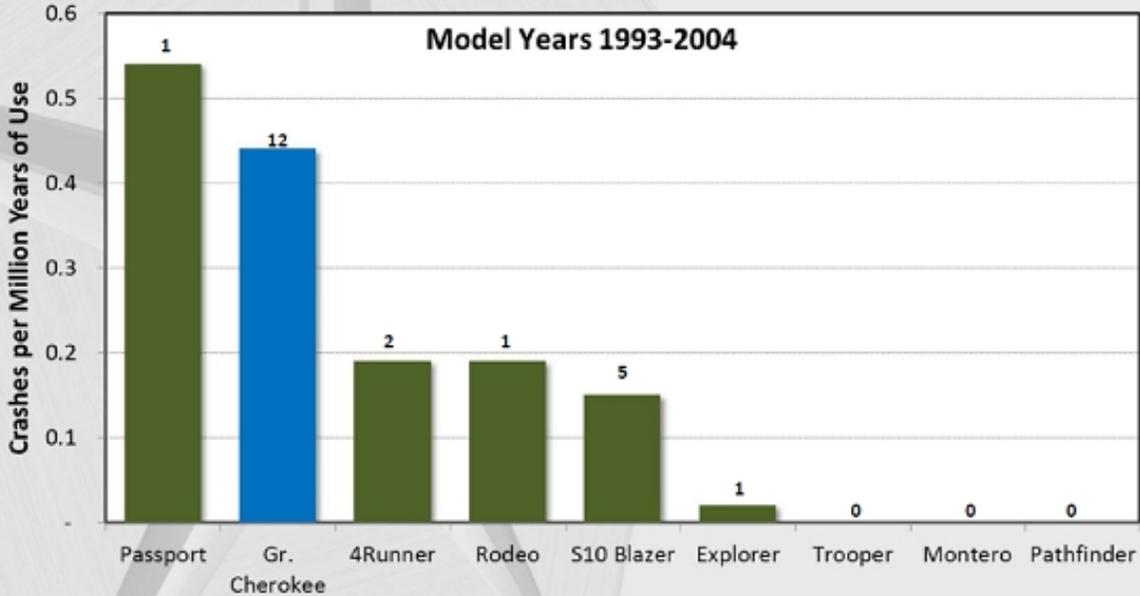
A handwritten signature in black ink, appearing to read "Clarence Ditlow". The signature is written in a cursive, flowing style.

Clarence Ditlow
Executive Director

Attachment A

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.

Attachment B

