



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

DEC - 9 2002

400 Seventh Street, S.W.  
Washington, D.C. 20590

**CERTIFIED MAIL -RETURN RECEIPT REQUESTED**

Michael S. Brooks  
Center for Auto Safety  
1825 Connecticut Avenue, NW  
Suite 330  
Washington, DC 20009-5708

RE: Freedom of Information Act Request

Dear Mr. Brooks:

This is in response to your letter dated May 14, 2002, pursuant to the Freedom of Information Act (FOIA) in which you request:

1. All records – including but not limited to notes, memoranda, correspondence, and reports – relating to the formation and application of the NHTSA Regional Recall Policy...
2. All correspondence and other communications with manufacturers on the subject of regional/geographic recalls since 1985, excluding Part 573 notices.

In subsequent telephone conversations with Ms. Julia Goldson and Mr. Alberto Jimenez of the Office of Defects Investigation, you modified the terms of your initial FOIA request. You indicated that you seek all letters sent to the major motor vehicle manufacturers concerning safety recalls in which the manufacturer had limited the geographic scope of the recall, as referenced in a September 4, 1998, letter to Susan M. Cischke of Chrysler Corporation, from Kenneth N. Weinstein.

In response to your request, we have searched for responsive records in the agency's Office of Defects Investigation and Office of Vehicle Safety Compliance. As a result of our search, we have located two letters dated July 9, 1997, to Chrysler Corporation and Ford Motor Company, and one letter dated July 10, 1997, to the Association of International Automobile Manufacturers, Inc. The letters are enclosed. There are no redactions.

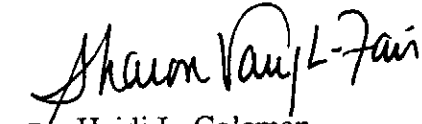
In accordance with the provisions of 49 C.F.R. Part 7, you will not be charged a fee for this search or for the enclosed documents.



DOT AUTO SAFETY HOTLINE  
888-DASH-2-DOT  
888-327-4236

I am the person responsible for this decision. If you wish to appeal my decision, you may do so by writing to the Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, D.C. 20590. An appeal must be submitted within 30 days after you receive this determination. It should contain any information and argument upon which you rely. The decision of the Chief Counsel will be administratively final.

Sincerely,

  
Heidi L. Coleman  
Assistant Chief Counsel

Enclosures

NSA-01

JUL 9 1997

**CERTIFIED MAIL**  
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Susan M. Cischke, Executive Director  
Vehicle Compliance and Safety Affairs  
Chrysler Corporation - CIMS 482-00-91  
800 Chrysler Drive  
Auburn Hills, MI 48326-2757

NSA-111jdw

Dear Ms. Cischke:

The National Highway Traffic Safety Administration (NHTSA) has concerns over recent safety recalls conducted by certain manufacturers which were structured to remedy safety-related defects in vehicles located in select regions of the United States.

We recognize that in a few instances where a manufacturer has sought to limit the geographical scope of a recall, we have authorized such a limitation. However, in view of the fact that safety-related defects should be remedied on a nationwide basis, except where the manufacturer can demonstrate otherwise, NHTSA's policy will be to request manufacturers seeking to conduct such recalls to discuss the need for limiting a recall's geographic scope with the agency before the manufacturer makes a public statement concerning the scope of the recall.

You should understand, however, that the 5-day period for filing a Defect Information Report prescribed in 49 CFR 573.5(b) may not be extended for the purpose of holding these discussions.

Chrysler should also be aware that as a matter of policy, NHTSA will audit all safety recalls with a limited geographic scope to verify the effectiveness of the recall and to identify the number of vehicles that received the remedy.

Sincerely,

**Original Signed by**

Kenneth N. Weinstein  
Associate Administrator  
for Safety Assurance

NHTSA:NSA:ODI

NSA-11:JWhite:kjs:7/8/97

cc: NSA-01; NSA-11 Subject/Chron/Public File--I:\TAB\BQ\lmtchr.ir

JUN 9 1997

NSA-01

**CERTIFIED MAIL**  
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L. W. Camp, Director  
Automotive Safety and Engineering Standards Office  
Ford Motor Company  
Fairlane Plaza South, Suite 400  
330 Town Center Drive  
Dearborn, MI 48126

NSA-111jdw

Dear Mr. Camp:

The National Highway Traffic Safety Administration (NHTSA) has concerns over several recent safety recalls conducted by Ford Motor Company (Ford) which were limited in terms of their geographic scope.

We recognize that in a few instances where a manufacturer has sought to limit the geographical scope of a recall, we have authorized such a limitation. However, in view of the fact that safety-related defects should be remedied on a nationwide basis, except where the manufacturer can demonstrate otherwise, NHTSA's policy will be to request manufacturers seeking to conduct such recalls to discuss the need for limiting a recall's geographic scope with the agency before the manufacturer makes a public statement concerning the scope of the recall.

You should understand, however, that the 5-day period for filing a Defect Information Report prescribed in 49 CFR 573.5(b) may not be extended for the purpose of holding these discussions.

Ford should also be aware that as a matter of policy, NHTSA will audit all safety recalls with a limited geographic scope to verify the effectiveness of the recall and to identify the number of vehicles that received the remedy.

Sincerely,

151

Mr. Kenneth N. Weinstein  
Associate Administrator  
for Safety Assurance

NHTSA:NSA:ODI  
NSA-11:JWhite:kjs:6/2/97  
cc: NSA-01; NSA-11 Subject/Chron/Public File  
Recall Files: 96V-251; 97V-019; 97V-025; 97V-079  
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JUL 10 1997

**CERTIFIED MAIL**  
**RETURN RECEIPT REQUESTED**

Mr. Philip A. Hutchinson  
President & CEO  
Association of International  
Automobile Manufacturers, Inc.  
1001 19th Street, North, Suite 1200  
Arlington, VA 22209

NSA-111jdw

Dear Mr. Hutchinson:

The National Highway Traffic Safety Administration (NHTSA) has concerns over recent safety recalls conducted by certain manufacturers which were structured to remedy safety-related defects in vehicles located in select regions of the United States. We ask that you share our concerns with your members.

We recognize that in a few instances where a manufacturer has sought to limit the geographical scope of a recall, we have authorized such a limitation. However, in view of the fact that safety-related defects should be remedied on a nationwide basis, except where the manufacturer can demonstrate otherwise, NHTSA's policy will be to request manufacturers seeking to conduct such recalls to discuss the need for limiting a recall's geographic scope with the agency before the manufacturer makes a public statement concerning the scope of the recall.

You should understand, however, that the 5-day period for filing a Defect Information Report prescribed in 49 CFR 573.5(b) may not be extended for the purpose of holding these discussions.

The Association of International Automobile Manufacturers, Inc. and its members should also be aware that as a matter of policy, NHTSA will audit all safety recalls with a limited geographic scope to verify the effectiveness of the recall and to identify the number of vehicles that received the remedy.

Sincerely,  
**Original Signed by**  
Kenneth N. Weinstein  
Associate Administrator  
for Safety Assurance

NHTSA:NSA:ODI  
NSA-11:JWhite:kjs:7-9-97  
cc: NSA-01; NSA-11 Subject/Chron/Public File--I:\TAB\RQ\lmtimp.ir