



October 2, 2013

Dear Customer:

The following is the proof-of-delivery for tracking number **800793416020**.

Delivery Information:

Status:	Delivered	Delivered to:	Receptionist/Front Desk
Signed for by:	T.MAPP	Delivery location:	1200 N.J. AVE SE W41 304 DC 20590
Service type:	FedEx Standard Overnight	Delivery date:	Oct 2, 2013 10:57
Special Handling:	Deliver Weekday		

NO SIGNATURE IS AVAILABLE

FedEx Express proof-of-delivery details appear below; however, no signature is currently available for this shipment. Please check again later for a signature.

Shipping Information:

Tracking number:	800793416020	Ship date:	Oct 1, 2013
		Weight:	0.5 lbs/0.2 kg

Recipient:

DAVID STRICKLAND
WEST BLDG
1200 NEW JERSEY AVE SE
DC 20590 US

Shipper:

PAUL V. SHERIDAN
SHERIDAN, PAUL V
22357 COLUMBIA ST
DEARBORN, MI 481243431 US

Thank you for choosing FedEx.



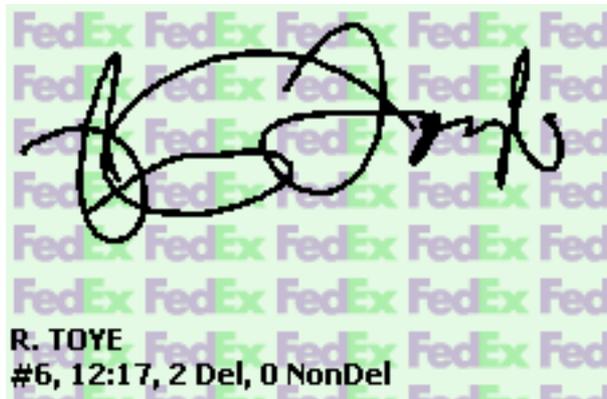
October 3, 2013

Dear Customer:

The following is the proof-of-delivery for tracking number **128318100004237**.

Delivery Information:

Status:	Delivered	Delivery location:	1200 NEW JERSEY AVE SE Washington, DC 20590
Signed for by:	RTOYE	Delivery date:	Oct 3, 2013 12:17
Service type:	FedEx Ground		
Special Handling:			



Shipping Information:

Tracking number:	128318100004237	Ship date:	Oct 1, 2013
		Weight:	0.4 lbs/0.2 kg

Recipient:

Sec Anthony R. Foxx

Shipper:

SHERIDAN, PAUL V
22357 COLUMBIA ST
DEARBORN, MI 481243431 US

Thank you for choosing FedEx.



October 3, 2013

Dear Customer:

The following is the proof-of-delivery for tracking number **128318100004244**.

Delivery Information:

Status:	Delivered	Delivery location:	Hyattsville, MD
Signed for by:	ANDERSON	Delivery date:	Oct 3, 2013 09:45
Service type:	FedEx Ground		
Special Handling:			

Signature image is available. In order to view image and detailed information, the shipper or payor account number of the shipment must be provided.

Shipping Information:

Tracking number:	128318100004244	Ship date:	Oct 1, 2013
		Weight:	0.4 lbs/0.2 kg

Recipient:

AG Eric Holder

Shipper:

DEARBORN, MI US

Thank you for choosing FedEx.

To: Mr. David L. Strickland
NHTSA Headquarters - West Building
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Date: 1 October 2013

[VIA FEDEX AIRBILL 8007-9341-6020](#)

From: Mr. Paul V. Sheridan
DDM Consultants
22357 Columbia Street
Dearborn, MI 48124-3431
313-277-5095 / pvs6@Cornell.edu

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)

Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTLC, et al.

Courtesy Copy List **

Attorney General Eric H. Holder, Jr.
U.S. Department of Justice
950 Pennsylvania Avenue, NW
Washington, DC 20530-0001
202-514-2000

Secretary Anthony R. Foxx
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC 20590
202-366-4000

Mr. Sid Wolinsky
Disability Rights Advocates
2001 Center Street
Berkeley, CA 94704-1204
510-665-8644

Ms. Julia Pinover
Disability Rights Advocates
40 Worth Street, 10th Floor
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Mr. Daniel Brown
Sheppard Mullin Richter & Hampton LLP
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New York, NY 10112-0015
212-653-8700

Mr. Clarence Ditlow, Director
Center for Auto Safety - Suite 330
1825 Connecticut Ave, NW
Washington, DC 20009-5708
(202) 328-7700

Mr. Courtney E. Morgan, Jr.
Morgan & Meyers, PLLC / Suite 320
3200 Greenfield Road
Dearborn, MI 48120
313-961-0130

* Available with active hyperlinks at: <http://pvsheridan.com/Sheridan2Strickland-TOT-1.pdf> .

** By email and/or USPS and/or FedEx Ground

DDM Consultants
22357 Columbia Street
Dearborn, MI 48124-3431
313-277-5095
pvs6@cornell.edu

1 October 2013

VIA FEDEX AIRBILL 8007-9341-6020

Mr. David L. Strickland, Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)
Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTL, et al.

Dear Mr. Strickland:

I have been retained to assist plaintiffs with their demand that the basic transportation needs of the wheelchair dependent be facilitated by the taxi fleet of New York City. My original role involves rebutting defendant's edict that the taxi version of the Nissan NV-200 is “not a van.” Mayor Bloomberg has deployed this proposal for the purpose of disavowing the Americans with Disabilities Act. ^A The reference is ongoing (ATTACHMENT 1).

Background : Historical Consequences of Incompetent Vehicle Classification

One of my first automotive industry duties included the title “CAFE Analyst.” This assignment at Ford Motor Company during 1982-3 involved submissions to NHTSA for Corporate Average Fuel Economy under the NHTSA classifications of ‘Passenger Car’ and ‘Truck.’ This assignment included a detailed understanding of these classifications.

These earlier classifications, as well as MPV, were retained by the Final Rule of October 15, 2012. Notably, the fuel economy status of base vehicle types such Sport Utility Vehicles (SUV), Pickup Trucks, Crossovers, Minivans, Compact Vans, and Full-Size Vans are now agglomerated into a CAFE submission under the ‘Light Truck’ classification. ^B

However, in the 1980s/1990s the NHTSA classification for ‘Truck’ did not specify that the minivan base vehicle type comply with the more stringent FMVSS of the ‘Passenger Car’. This occurred despite the reality that the minivan (with added second row seats, etc.) was known to be marketed and purchased as a passenger priority product (as opposed to prioritizing cargo). The notorious historical example is the Chrysler minivan, which had been submitted under the ‘Truck’ classification for the explicit but myopic tact of fortifying their CAFE compliance.

It was a passivity by-routine; a non-critical acquiescence by NHTSA that allowed Chrysler Corporation to submit its passenger priority minivan under the ‘Truck’ classification. NHTSA overlooked a real world pragmatism which was later severely criticized because of minivan non-compliance with passenger car FMVSS. NHTSA was responsible for placing the unsuspecting public in grave danger. The latter was horribly demonstrated by the accident facts of countless product liability lawsuits against my former employer (Chrysler).

As a direct result of this “*minivan = Light Truck*” tact, in 1992 I was assigned to chair the Chrysler Safety Leadership Team (SLT). Public awareness of this classification flim-flam resulted in discrediting of Chrysler claims of safety leadership, and a loss of sales (ATTACHMENT 2).

For two years as SLT chairman I made recommendations involving execution of minivan design, componentry and systems that would fully accredit Chrysler claims of safety leadership. A majority of SLT membership acknowledged that such claims were not merely false, but fraudulent. A corrective first-step was to provide a minivan that could comply with the “real world” minimums of passenger car FMVSS. We had also advised management to add design and componentry that established true safety leadership.

Rather than acting on these fundamental SLT recommendations, Chrysler executive management disbanded the SLT. Then Chrysler lawyers were deployed to argue a defense strategy that was based on the “*minivan = Light Truck*” classification; hiding behind the NHTSA strawman who declared: “*The government does not require (this-or-that).*”

NHTSA must not allow this latter scenario, or one of similar ilk, to be repeated with respect to the subject.

Background : Upcoming Consequences of Fraudulent Misuse of Vehicle Classification

The cargo van version of the Nissan NV-200 has been certified under the 'Light Truck' classification. The MPV classification of the 2014 NV-200 TOT will require that additional compliance be confirmed, such as FMVSS-214. To the best of my knowledge, this is not yet complete.

Reacting to the reference, defendants are coordinating an effort whereby the certification under the MPV classification will be deployed to mislead the court with the ruse that the taxi version is "not a van." Nissan is complicit with defendants' legalistic flim-flam, which is summarized as follows:

The government (i.e. NHTSA) has accepted the Taxi of Tomorrow as an MPV; it is therefore 'not a van' and now the verbiage, sincere intention, and spirit of the Americans with Disabilities Act (ADA) does not apply.

As you are aware, reclassification of the TOT under NHTSA FMVSS (as a result of adding second row seating and yellow exterior paint) does not obviate the base vehicle type/concept; these events are unrelated. I do not take issue with this MPV classification *per se*. But unbeknownst to the New York taxpayer, thousands are being spent by Bloomberg in litigation which will jeopardize the safety & well-being of the handicapped. This jeopardy will potentially be extended to all five NYC boroughs.

Referencing the 'Background' discussion above, the Chrysler "minivan = truck" classification tact was an act predicated on incompetence, lack-of-foresight and outright stupidity. In stark contrast, the Bloomberg classification flim-flam, and its legalistic deployment to subvert the ADA, has occurred with conscious forethought and with a concerted effort to conceal the safety consequences from the general public. I deem the latter to be malicious.

Rear Crashworthiness of 2014 NYC/Nissan NV-200 "Taxi of Tomorrow" (TOT)

I have discussed these issues with the staff of the NHTSA Office of Vehicle Safety Compliance ([OVSC](#)). ^C I have also alerted them to the following opinion:

I am alarmed at the reality that Nissan has proposed and has capitulated to the positioning of the wheelchair dependent in the rearmost cargo portion of the interior volume of the NV-200 van, but without establishing the crashworthiness of that rear compartment. Nissan and their customer Mayor Bloomberg have unilaterally declared that the same undetermined level of crashworthiness that is implicit to the TOT luggage compartment will be sufficient for the disabled human that is positioned similarly.

Nissan and Bloomberg have partnered with BraunAbility to convert the TOT to wheelchair accessibility. ^D A majority of the BraunAbility conversions do not involve rear access; these offer side access for wheelchair ingress. However, I contacted BraunAbility to discuss their rear access offerings, which involve conversions of base vehicle minivans from Chrysler, Honda and Toyota. ^E BraunAbility confirmed that none of these positions the wheelchair dependent human being in the rearmost luggage compartment.

At the BraunAbility YouTube, you find videos of rear crash tests on their wheelchair accessible minivans. ^F These appear to be FMVSS-301 certification tests; the fuel system crashworthiness minimum. ^G Please note the extent of intrusion into the rear luggage compartments (ATTACHMENT 4).

Again, existing BraunAbility rear access conversions do not position the wheelchair dependent human being in the luggage compartment. The only conversion where such conditions are proposed (by Nissan, Bloomberg and BraunAbility) is the NV-200 TOT. A Nissan YouTube promotional video of this untested configuration is available here:

<http://www.youtube.com/watch?v=GH6JxO-bMMQ>

The lack of luggage compartment crashworthiness development in the original design of the NV200 cargo van, and the positioning of the wheelchair in the rearmost position, is not esoteric with respect to anticipating the safety & well-being of the handicapped. The lay person anticipates injury and death in the real world; on the streets of Manhattan and the other four boroughs. Indeed, comments of this type from laypeople have already been rendered. ^H

Summary

The U.S. Department of Justice [Civil Rights Division](#) enforces the Americans with Disabilities Act (ADA). To the best of my knowledge they have not been informed of the subject or the reference. ¹

The base vehicle type (e.g. van) which originates during the manufacturer's Concept Development stage, is unaffected by end use configuration details (e.g. yellow paint), or by submissions to NHTSA under the Light Truck for CAFE or MPV classification for FMVSS:

For example, although the Jeep Grand Cherokee is agglomerated with the 'Light Truck' classification for CAFE, and is certified under the 'MPV' classification for FMVSS, at no time has Chrysler declared, on the basis of these various NHTSA classifications, that the Jeep is no longer an "SUV."

The defendant's notion, that the 2014 Nissan NV-200 Taxi of Tomorrow (TOT) is "*not a van*," on the basis of a recent Nissan submission to the MPV classification, is not ignorant; it is predicted on malice aforethought that intends to subvert the verbiage and spirit of the ADA (ATTACHMENT 5).

The Mayor Bloomberg intention to modernize the taxi fleet of New York City, and his associated "legacy," is not at issue. However, forcing the taxi operators to purchase a non U.S. brand, which will be manufactured in either Mexico or Turkey, while simultaneously proclaiming concern about "American workers," strains his credibility. This strain is furthered upon review of the proposed pricing for the NV-200 TOT, especially the accessible version. ²

Conclusion

It is unlikely that defendants will prevail with their "*not a van*" ruse. This outcome, and other edicts from Mayor Bloomberg, implies that the Nissan NV-200 TOT will soon be the only wheelchair accessible vehicle available within the NYCTLC fleet.

Given the recent [preliminary results](#) of EA12-005, an investigation which concluded that FMVSS-301 did not address well-known accident induced failure modes, but was specific to vehicle fuel systems only; NHTSA cannot rely on a similar test protocol when assessing the rear crashworthiness of the accessible version of 2014 Nissan NV-200 TOT.

The BraunAbility crash tests discussed above are not intended to assess the safety & well-being of wheelchair dependent humans that are positioned in the TOT luggage compartment. You will note that in those tests (linked under Footnote G below), an instrumented test dummy is not present.

Passive NHTSA acceptance of the Nissan submission of the TOT as an MPV has already occurred. However, to avoid a repeat of history, the true 'real world' crashworthiness of the Nissan/BraunAbility wheelchair accessible version must be confirmed by NHTSA.

Please do not hesitate to contact me at any time.

Respectfully,

Paul V. Sheridan

ENDNOTES

^A A copy of my declaration submitted by plaintiffs to the referenced litigation is available here:

http://pvsheridan.com/Sheridan_TOT_Declaration_Final.pdf

A copy of a draft level of my deposition of 19 September 2013 in the referenced matter is available here:

<http://pvsheridan.com/Sheridan-TOT-depDRAFT-19Sep2013.pdf>

^B Please see Table I-1 on page 62640 and Table I-6 on page 62648 of the Federal Register available here:

http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cale/2017-25_CAFE_Final_Rule.pdf

To the best of my knowledge, relative to the discussions regarding defendant's "not a van" ruse and the Nissan classification of their TOT version of the NV-200 as an MPV, no other manufacturer has ever been complicit with a fraudulent connection between CFR classifications and revisions to the base vehicle type/construct. **For example, although the Jeep Grand Cherokee is agglomerated with the 'Light Truck' classification under CAFE and is certified as an 'MPV' under FMVSS, at no time has Chrysler ever declared, on the basis of these various government classifications, that the Jeep is no longer an SUV.**

^C Mr. Harry Thompson 202-366-5289, Mr. Charles Case 202-366-5319, Mr. Coleman Sachs 202-366-3151; National Highway Traffic Safety Administration, Office of Vehicle Safety Compliance, 1200 New Jersey Avenue, SE, Washington, DC 20590

^D It was retrofitters of this competence level that I invited to the Chrysler Corporation design studios in 1991/2 (Cover letter only, please see top of Page 2 of 3 of ATTACHMENT 3).

^E To the best of my knowledge, at no time have these manufacturers ever conspired to subvert any aspect of the ADA.

^F The web addresses of the rear crash tests conducted by BraunAbility on its minivan wheelchair conversions:

<http://www.youtube.com/watch?v=HF72D0M14hk&list=PLD86AF0FAC414C4C9> (Chrysler)

http://www.youtube.com/watch?v=g-_m6tyjoXU&list=PLD86AF0FAC414C4C9 (Honda)

<http://www.youtube.com/watch?v=E7CHvqwNIYs&list=PLD86AF0FAC414C4C9> (Toyota)

^G Please see opening discussion under "Conclusion" below.

^H Other proposals for handicap transport, such as the Vehicle Production Group (VPG) MV-1, also do not propose the luggage compartment for positioning of the wheelchair dependent. Creation of the MV-1 occurred in-part due to a \$50,000,000 loan from the Department of Energy:

<http://pvsheridan.com/VPG-MV-1.pdf>

<http://www.youtube.com/watch?v=KGmZF84NElc>

<http://www.youtube.com/watch?v=vxKk8zgj-EM>

^I I have personally experienced prior DOJ "contributions" to passenger safety. A summary of such is available here, highlighted by the 'Colored Tab' (Please see pdf page 15 of 200) : <http://pvsheridan.com/DOJ-NHTSA-ChryslerConspiracy-1.pdf>

^J I test drove a loaded NV-200 van that stickered at \$21,000.00. It is my understanding that the base price of the non-accessible TOT will be \$29,000.00, while the accessible version of the TOT will be \$43,000.00. This is far above the price tendered in the single purchase of the VPG MV-1 of approximately \$39,000.00; fleet purchase may lower the latter (please see Footnote G).

ATTACHMENT 1

Mr. David L. Strickland
Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

1 October 2013

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)

Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTL, et al.

One Page:

New Yorkers With Disabilities File Major Challenge To Bloomberg's Taxi Of Tomorrow Initiative And Inaccessible Taxi Fleet



NEW YORKERS WITH DISABILITIES FILE MAJOR CHALLENGE TO BLOOMBERG'S TAXI OF TOMORROW INITIATIVE AND INACCESSIBLE TAXI FLEET

New York, New York. Aug 28 2013- In a pending federal lawsuit likely to have major implications for the City's future taxi fleet and the Bloomberg administration's "Taxi of Tomorrow" initiative, a coalition of disability groups today filed a motion for Summary Judgment, arguing that forcing medallion owners to purchase the Nissan NV200 van and use it as a taxi is a violation of the Americans with Disabilities Act ("ADA"). Under the ADA a vehicle which is a van and used as a taxicab must be accessible for persons with disabilities. Plaintiffs therefore are asking the court to rule that the Nissan NV200, selected as the Taxi of Tomorrow, is in fact a "van." Plaintiffs are represented by Disability Rights Advocates, a non-profit organization, and Sheppard Mullin Richter & Hampton LLP.

New York City has more taxis than any other city in America. Despite their importance to life in the City, less than 2% of the more than 13,000 taxis in New York are accessible. The Taxi of Tomorrow Initiative, an initiative to select a mandatory taxi vehicle for the next ten years, was a golden opportunity to rectify this injustice. The Bloomberg Administration ultimately squandered this opportunity. Instead of selecting a vehicle that could serve all New Yorkers, the City selected a van which is not usable by wheelchair users. "The failure to make the taxi fleet accessible to wheelchair users is not only unjust but an example of poor policy. The City spends over \$500 million per year on paratransit, an expenditure that could be significantly reduced if the City's taxi fleet were accessible," Plaintiffs' attorney, Kara Janssen from Disability Rights Advocates, said. "The City has an opportunity now to recognize their mistake and make the Taxi of Tomorrow accessible so it can be something that all New Yorkers can benefit from."

Contacts:

Julia Pinover of Disability Rights Advocates, (212) 644-8644, jpinover@dralegal.org

Kara Janssen of Disability Rights Advocates, (510) 665-8644; kjanssen@dralegal.org

Sid Wolinsky of Disability Rights Advocates, (510) 665-8644; swolinsky@dralegal.org

Daniel L. Brown of Sheppard Mullin Richter & Hampton, LLP, (212) 634-3095; dlbrown@sheppardmullin.com

Related Cases:

[Noel, et al. v. Taxi and Limousine Commission \(TLC\)](#)



[Read the Plaintiff's Memorandum Of Law](#)

ATTACHMENT 2

Mr. David L. Strickland
Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

1 October 2013

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)

Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTLC, et al.

Seven Pages:

Small sampling of minivan customer letters to Chrysler Corporation complaining of deception regarding passenger car safety status of Chrysler minivan products versus competitive brand (Toyota).

Customers were unaware that basis of a lack of passenger car safety compliance by Chrysler minivans was due to the latter’s submission to NHTSA FMVSS as a ‘Truck’ for the purposes of fortifying their CAFE compliance.

'92 APR -1 112:04

Boltz

Margie Scudder

OFF

RECEIVED

APR 6 1992

March 27, 1992

D. E. Dawkins

Mr. Lee Iaccoca
Chairman of the Board
Chrysler Corporation
Detroit, Michigan 48258

*DED -
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(Zawinitz)
MG
4-2-92*

R. B. BOLTZ

Dear Mr. Iaccoca,

My name is Margie Scudder and I am writing regarding mini vans and American car manufacturers competitiveness compared to foreign auto manufacturers, in particular, the Japanese. My concern is that American car makers are not competitive to Japan in regard to safety standards and my question is. Why not?

This letter is not meant to come across as an indictment, but rather as a challenge to your company to encourage you to be the leader in offering the best cars available, not only nationwide, but worldwide.

My husband and I are in our early 30's and have four children. The youngest is only a few weeks old. We own a '88 Dodge Colt DL wagon and recently sold our '88 Dodge Premier sedan. We have literally grown out of our car and have been checking out mini vans as the logical next step for our growing family.

Herein lies our problem. We support American manufacturers and purchase products made in the USA whenever possible. We want to buy an American car, in fact, we are very impressed with the Dodge Caravan Town and Country! It is gorgeous! And, built in car seats -- what a revolutionary idea -- something parents can get very excited about! The problem, however, is that the only mini van built to meet auto safety standards is the 1992 Toyota Previa -- period. We have read numerous article concerning the safety hazards of the unregulated mini vans and had crossed them off our list of vehicles to look at. Then we heard that Toyota's van met auto safety requirements.

This will be our last family vehicle purchase for some time. We can't afford to buy a mini van now, then trade it in in a couple of years for an American van that meets safety standards. And, we can't afford to wait for the 1993 cars to come out, hoping for an American van meeting auto safety standards, because we now need six seat belts and have only five in our Dodge Colt.

A friend of ours got mad at us recently when we mentioned that we were seriously considering the Toyota Previa. We were told to Buy American! Mr. Iaoccoca, we want to buy American, however, we have to be concerned about the safety of our family -- and no American auto manufacturer currently offers mini vans that are as safe as automobiles. We feel that our backs are to the wall. We want to support American manufacturers, but can't, because they aren't being competitive.

And again, my question is: Why not? Why did the Japanese score such a great marketing coup over the U.S.? Why didn't Chrysler offer the first mini van built to auto safety standards? Even if it meant additional cost and less profit to you initially, it would have given you great return on your investment in American consumer support toward your products.

In a day when American workers are being criticized as lazy by Japan and we are being encouraged from all sides to "Buy American!", why do I feel that we are getting the short end of the deal?

You have a customer, Mr. Iaoccoca, that likes your product, wants your product and needs your product. The problem is -- we can't buy your product because it is not competitive in regard to recognized auto safety standards. The problem is not our fault, but yours, yet we pay the price and have to look to Japanese products instead of being able to support America.

I have seen Chrysler's latest commercial in which you state that in your business you have to "Lead, follow or get out of the way!" I want American auto manufacturers to lead foreign competitors in all aspects and I encourage you to build Chrysler mini vans to meet auto safety standards. And not simply when the government requires you to, but before, because its the right thing to do for you and your customers.

I want to applaud you on all the advances you have made in Chrysler vehicles. You have really helped to turn American car manufacturers around and not only up to par with the Japanese, but excelling them in many areas! Congratulations! Thank you for taking time to read this lengthy letter and we pray for Chryslers continued success!

With Best Regards,



Margie Scudder

103 Grayland Hills Court, Lawrenceville, Georgia 30245

Telephone: 404.339.6941

Fax: 404.339.7070

19 Harding Road
Needham, MA 02192
October 12, 1992

Boltz

Mr. Lee A. Iacocca
Chairman and CEO
Chrysler Corporation
12000 Chrysler Drive
Highland Park, MI 48288

DED
Res. Required

Dear Mr. Iacocca,

Last Saturday I ordered a new Toyota Previa, and will be trading in the 1987 Voyager I've been very happy with since I bought it in 1987. Why did I leave Chrysler when I've been so happy with my Voyager?

The reason I went with the Toyota is because it meets car safety requirements and your car does not. I was particularly concerned by your lack of head cushions or restraints for back seat passengers. My oldest is now 5 and he likes the far back seat. He could be badly injured in the new Voyager in the event we are hit from the rear. I'm also very happy my Toyota will also have roll over and side protection as well.

I wanted to buy a new Chrysler mini-van and am very disappointed your cars have fallen so far behind Toyota. I understand you make a profit of about \$5,000. per car. Why couldn't you have brought it up to car safety standards ahead of Toyota? The Chrysler is superior to the Toyota in almost every way except for safety, the one area I will not compromise.

0011 46 P 2:26

I'm disappointed no mini-van maker yet has dual air bags and also meets car safety standards. If one existed I would have bought it.

In 5 to 10 years when I'll be looking to trade in my Previa (cost \$27,700) I hope your cars can meet car safety standards and have dual air bags because those requirements will be my minimum standards for a new car at that time.

By the way, your belly aching about Toyota dumping its mini-vans is totally out to lunch. Why don't you spend your time and energy making a better, safer car? I'm sure I paid a lot more than I should have because of your silly dumping claims.

Sincerely

Sheridan F. Carey
Sheridan F. Carey

RECEIVED

NOV 11 1992

D. E. Dawkins

RECEIVED

NOV 2 1992

R. R. BOLTZ

'92 MAY 22 P2:05

Boltz

OFFICE OF THE CHAIRMAN

RECEIVED

1992

REBOLTZ

D E Dawkins

As. Mgr.

MB 5-26

Chrysler Corporation
Lee Iacocca
12000 Chrysler Drive
Highland Park, MI 48288-0857

Dear Mr. Iacocca,

We currently own a 1988 Plymouth Voyager. This fall we will be looking for a new minivan or Jeep. It has been brought to my attention by the Pinellas County School Board, that these vehicles are not considered safe enough to transport children in during school related activities. The school board follows the recommendations of the U.S. Department of Highway Transportation and Safety. They say that they do not meet the safety requirements set for passenger cars. Apparently minivans have a different set of safety requirements. The only minivan that meets the passenger car safety standards is the 1992 Toyota Previa.

My questions to you are:

- Do your Jeeps meet passenger car safety requirements?
- Why don't your minivans meet these requirements?
- Why did the Japanese beat you in meeting these safety requirements?

We are true believers in buying American, but we feel cheated when it comes to safety in our American made minivan. Apparently the Japanese are paying attention to what is important to the American consumer.

I appreciate your time and attention to this letter and look forward to hearing your answers to the above questions.

Sincerely,

Valerie Hughes
2932 Windridge Oaks Dr.
Palm Harbor, FL 34684

RECEIVED

MAY 28 1992

D. E. Dawkins

4/27/92

STEVEN A. HARRIS

ATTORNEY AT LAW

222 U.S. HIGHWAY ONE

P.O. BOX 4015

TEQUESTA, FLORIDA 33469

TELEPHONE:
(407) 575-9955

MEMBER:
FLORIDA BAR- NEW YORK BAR

June 10, 1991

Mr. Lee Iacocca
President
Chrysler Corporation
1200 Chrysler Drive
Highland Park, MI 48203

RE: Chrysler minivans

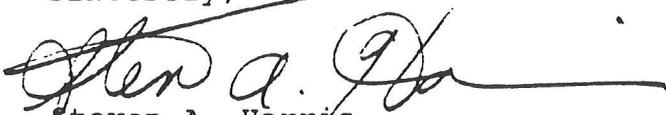
Dear Mr. Iacocca:

My wife and I have been considering the purchase of a minivan for some time and were impressed that Chrysler was safety conscious enough to include a driver's side airbag. However, other facts about minivans have convinced us to wait before making such a purchase.

The reasons are quite simple: Chrysler, along with the other minivan producers, have refused to voluntarily comply with the safety standards for passenger cars. I further understand that the auto makers are fighting passage in Congress of a bill to place minivans in the same category as passenger cars.

You are fully aware of the extra safety features required in cars. So, I ask you, instead of advertising your one air bag, why doesn't Chrysler take the lead and comply with the automobile safety standards. Don't my children and wife deserve the safest minivan than can be produced, one that complies with the passenger car safety standards?

Sincerely,


Steven A. Harris

SAH/ws

August 1, 1991

Mr. Ronald S. Zarowitz, Manager
Chrysler Car and Truck Safety
12000 Chrysler Drive
Highland Park, Michigan 48288-1919
CIMS 415-03-21

Dear Mr. Zarowitz:

I read with interest an article in Status Report, a publication put out by the Insurance Institute for Highway Safety, June 15, 1991 (Vol. 26, No. 26), regarding your built-in child seats in your minivans. Interestingly, in the same day's mail, I received the free consumer information provided by the Center for Auto Safety concerning minivans' lack of side reinforcement, roof reinforcement and passive restraints. I may be wrong, but my understanding is that this arises from the fact that minivans and light trucks are not required to comply with certain passenger safety requirements because they are considered "multi-use vehicles." I found it ironic that these regulations need not be complied with in vehicles you are obviously marketing to families, and including such things as built-in child seats. Many of the people I work with were interested in this information because, as you well know, minivans are very popular these days. Do you have any information concerning your company's products' compliance with passenger safety requirements? I would be very interested in knowing these, as we own a Jeep Cherokee and are having to consider selling it in favor of a station wagon (which I have no doubt will be a Volvo).

Sincerely yours,



JoJene E. Mills
54 West Verde Lane
Tempe, Arizona 85284

JEM/jmd

602-831-6028
285-4427

ATTACHMENT 3

Mr. David L. Strickland
Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

1 October 2013

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)

Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTLIC, et al.

Four Pages:

17 December 2012 letter from Paul V. Sheridan to Mr. John C. Liu (cover only)

Reference: Press Release: Comptroller Rejects Contract That Violates Civil Rights



December 18, 2012

Dear Customer:

The following is the proof-of-delivery for tracking number **800793415881**.

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Recipient:
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NEW YORK, NY 10007 US

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SHERIDAN, PAUL V
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17 December 2012

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Mr. John C. Liu
Office of the Comptroller
City of New York
One Centre Street
New York, NY 10007
212-669-3916

Subject: Common Decency: Accommodating the Handicapped/Disabled
Reference: Press Release: Comptroller Rejects Contract That Violates Civil Rights

Dear Mr. Liu:

I was utterly flabbergasted to learn that the mayor of my hometown has overtly rejected the minimal courtesy of accommodating the unfortunate, the handicapped. Although there is an issue of the mayor being potentially guilty of a crime (violation of the federal Americans with Disabilities Act), in my view, such is secondary. First and foremost, the mayor's contract edict is a safety issue, and therefore a liability issue.

Background

In 1991 my supervisor at Chrysler, Mr. Richard A. Winter, wrote the following words on my employee performance evaluation:

"(Paul Sheridan is) Very good at monitoring safety and regulatory needs"

In 1992 I was appointed, by staff to Mr. Lee Iacocca, to chair the Safety Leadership Team (SLT). After a two-year existence of the SLT, a lawyer in the Chrysler Regulatory Affairs Office, Mr. Ronald Zarowitz, wrote:

"Paul Sheridan does a thorough, detailed, organized and tireless job. He became an active promoter of advancing safety in the minivan program, only slowing when the reality of the interest from management became apparent to him."

In 2005 I won the coveted Civil Justice Foundation (CJF) National Consumer Champion Award for my work in transportation safety. I am the only person in-history so honored for automotive safety. At the CJF award gala in Toronto, Canada (to an audience of 1200+ lawyers, judges, and media people) I stated:

"Safety is not an engineering issue per se. Safety, first and foremost, is a management issue."

The City of New York organization chart indicates that you and the mayor are in management positions.

Chrysler Minivan Accommodation of the Handicapped: “The right thing to do”

During 1991 through 1994 I was a Product Planning Manager in the Chrysler Minivan Operations Group. During that time I called, attended, and documented several meetings with outside suppliers to educate our group with respect to the technical details that would accommodate the suppliers that offer aftermarket vehicle retrofit services/products which address the access and safety needs of the handicapped/disabled. I personally invited (i.e. prevailed upon) then-head of the Minivan Operations Group, a gentleman and friend named Mr. Thomas Gale, who attended my meetings.

Despite the fact that design revisions and incremental cost was involved in the retrofit accommodation, despite the fact that this incremental cost would potentially lower our price competitiveness, Mr. Gale decided, proverbially/representatively speaking, that such was “the right thing to do.” This retrofit accommodation was contained in the 1996 through 2000 NS-Body minivan, the 2001 through 2007 RS-Body minivan, and to the best of my knowledge the 2008 through current RT-Body Chrysler minivan vehicles. As you know, these vehicles are also sold very successfully overseas, including your home country of Taiwan.

The “Taxi of Tomorrow” is Retrograde

I am confident that if you confronted individual product managers at Nissan regarding the cost advantages of not accommodating handicapped/disabled access and/or outside supplier retrofit, many would openly admit to such (and would simultaneously ask for anonymity). I am also confident that if you posed the issue at the personal level, these same Nissan personnel would vie to overturn the mayor’s contract, at least to the extent that your recent rejection so specifies.

The notion of a taxi that not-so-tacitly accommodates a competitive bid cost, but fails to address the common decency that Mr. Gale and I initiated in 1991, is a notion steeped in the opposite of retrofit: Retrograde. The mayor is going backwards; any monies he believes he is saving the taxpayer will be forfeited in one jury verdict, presumably a jury that has at least one member that owns a vehicle that their tax dollars funded through the [Automotive Industry Financing Program](#) (AIFP) of 2009, et al.

Conclusion

You are correct in [your rejection](#) of the one-billion-dollar “Taxi of Tomorrow” contract. The most important rejection criteria should not be based on a misguided ruling of an appeals court judge. But one important “official” issue will be the effect my testimony will have on a New York jury after a disabled person is robbed or injured while waiting in an extended cue (on a New York City street) due to minimal/zero availability of accommodating transport, and the jury’s recognition that-that issue was essentially resolved in 1991.

Please do not hesitate to contact me at any time.

Respectfully

Paul V. Sheridan

Attachments

Courtesy Copy List *

Mr. David L. Strickland
NHTSA Headquarters, West Building
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

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Center for Auto Safety - Suite 330
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Washington, DC 20009-5708
(202) 328-7700

Mr. Courtney E. Morgan, Jr.
Morgan & Meyers, PLLC
Suite 320
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Dearborn, MI 48120
313-961-0130

Mr. Lex Frieden
Chairman of the Board
United Spinal Association
75-20 Astoria Blvd
East Elmhurst, NY 11370
800-404-2898

Mr. David Yassky, Commissioner
New York City Taxi & Limousine Commission
33 Beaver Street
New York, NY 10004
212-676-1013

Mr. Sergio Marchionne, Chairman
Chrysler Group LLC
1000 Chrysler Drive
Auburn Hills MI 48321-8004
248-576-5741

Mr. Alan Mulaly, CEO
Ford Motor Company
World Headquarters
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Mr. Daniel F. Akerson, CEO
General Motors Corporation
300 Renaissance Center
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313-556-5000

Mayor Michael R. Bloomberg
Office of the Mayor
City Hall
New York, NY 10007
(212) 788-8123

* By Email or USPS.

ATTACHMENT 4

Mr. David L. Strickland
Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

1 October 2013

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)

Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTLC, et al.

Two Pages:

Screenshots of rear intrusion during rear impact crash test by BraunAbility under FMVSS-301 for certification of their wheelchair accessible conversion minivans.

Note that under FMVSS-301 an impact directly to the rear bumper is implied.

Screenshots of rear intrusion during rear impact crash test by BraunAbility under FMVSS-301 for certification of their wheelchair accessible conversion minivans:

Chrysler/Dodge



Honda



Screenshots of rear intrusion during rear impact crash test by BraunAbility under FMVSS-301 for certification of their wheelchair accessible conversion minivans:

Toyota



ATTACHMENT 5

Mr. David L. Strickland
Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

1 October 2013

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)

Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTL, et al.

One Page:

Photographic sampling of van type base vehicles: Chrysler minivan and Nissan NV-200 vehicle versions.

Attachment 5

The original Chrysler minivan was submitted to NHTSA under the 'Truck' classification, but at no time was there any difficulty/play associated with its status as a van. Later editions of the Chrysler minivan were submitted as an MPV; but the original concept as a van was not problematic or controversial, let-alone legalistic.

As part of their effort to subvert the verbiage and spirit of the ADA, Mayor Bloomberg has gone to court, spending thousands in New York taxpayer dollars, to enforce his edict that the original NV-200 submitted as a Light Truck, and the 2014 NV-200 TOT recently submitted as an MPV, is **"not a van"** (Please see Nissan graphic at bottom.).



END OF DOCUMENT

Mr. David L. Strickland
Administrator
NHTSA Headquarters
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

1 October 2013

Subject: Rear Crashworthiness of 2014 NYC/Nissan NV-200 “Taxi of Tomorrow” (TOT)

Reference: Taxis for All, et al. v Mayor Michael Bloomberg, NYCTLC, et al.