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William Clay Ford, Jr.
Chief Executive Officer
Ford Motor Company
P.O. Box 6248
Dearborn, Michigan 48126

Re: Ford Crown Victoria Police Interceptor Safety Issues

Dear Mr. Ford:

The State of Louisiana is very concerned about the safety issues surrounding the Ford Crown Victoria Police Interceptor ("CVPI"). I have reviewed the March 4, 2002 correspondence directed to your attention from The State of Arizona. In addition, I have had the benefit of reviewing the materials provided by Ford Motor Company in support of its latest attempts to improve the safety margins of the fuel tank. Despite the attention to this issue, two more police officers have been burned to death in Ford Crown Victoria's during explosive car fires after being rear-ended.

Each day, law enforcement officers in the State of Louisiana risk their lives in the line of duty. They do so often times with little regard for their own safety. However, considering the evidence that many, if not all, of the officers who burned to death would have survived the crash but for the fire injuries, I am particularly disturbed that Ford Motor Company has not solved these issues with greater expediency.

The issue of bladders and full protective shields have been the subject of great debate in the public forum. In addition, fire suppression technology is apparently available. These appear, from the public discussion, to potentially improve the safety margin for our officers. While I appreciate the efforts of Ford Motor Company at proposing anything to improve safety margins, I am unclear as to what testing was done by Ford Motor Company of the shields, whether that testing was adequate, whether or not there were any failures during testing, what other testing of companion technology is contemplated, what other potential technology was considered and rejected by Ford, and why other available technology was rejected.

Therefore, I want Ford Motor Company to give me assurances that these proposed fixes will protect our officers and I want Ford Motor Company to back that representation up with independent testing. I want to know why Ford Motor Company believes this proposed fix is superior to alternative technology to offer the best and safest level of

protection available. It is my understanding that while the CVPI involved in the Dallas accident was not equipped with a shield, at least one of the punctures to the fuel tank would not have been prevented by the shield system Ford Motor Company proposes.

I do not wish this dialogue to be conducted by those who only make presentations or who are more accurately described as "company spokespersons." Instead, I am requesting real answers from those engineers and executives of Ford Motor Company with the knowledge to answer our questions.

We will require independent testing of these proposed shields and available technology. Engineers selected by my office with Ford's input will develop protocols for the testing. I believe that where our officers are involved, proposed fixes, which might save lives, must be subjected to the independent analysis of the scientific community. I am, therefore, also requesting that Ford work with my office to institute and fund such independent testing.

If Ford Motor Company is confident the proposed shields are the most effective and reasonable fix, then Ford should be willing to pay for such an independent study. To shift the costs of this testing to the law enforcement community and the political subdivisions which purchase your vehicles, and considering the issue is one of an alleged defect, is in my opinion patently unfair to the citizens of my State.

I am hopeful that we may open this dialogue immediately. It is my intention to make my office and myself available to discuss these issues. However, so we are clear, while I await these answers and the results of independent testing I am recommending to all law enforcement in Louisiana a full moratorium on the purchase of any new Ford Crown Victoria Police Interceptors.

I look forward to hearing from you in the near future.

Very truly yours,

RICHARD P. IEYOUB
Attorney General