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President

## **POLICE BENEVOLENT ASSOCIATION**

of the **NEW YORK STATE TROOPERS, INC.**

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June 3, 2003

Mr. William Clay Ford, Jr.  
Chairman of the Board and Chief Executive Officer  
Ford Motor Company  
P.O. Box 6248  
Dearborn, MI 48126

Dear Mr. Ford,

We are writing to express our outrage as we learn that two more police officers just died in Crown Victoria Police Interceptors (CVPI). As you know, Missouri Trooper Michael Newton died on May 22 and North Carolina Trooper Anthony Cogdill died on May 30, both trapped in burning CVPIs. In just the month of May 2003, four CVPIs caught on fire. Luckily, the other two CVPIs were unoccupied at the time of the fires.

Trooper Cogdill's horrific death brings the number of police officers who have died in burning CVPIs since 1983 to 16. The 16 innocent victims include our own New York State Trooper Robert Ambrose. Several other officers have been seriously injured and nearly killed. Leaders at Ford Motor Company can not keep sticking their heads in the sand pretending there is no problem. Our nation's police officers are driving ticking time bombs, and we intend to hold Ford responsible. We are outraged, upset and ready to lead a boycott of all Ford products if we must.

What is most disturbing about these recent crashes is that all four vehicles were equipped with the safety shields provided by your company. At the New York State Senate hearings on the CVPIs on March 12, 2003, your vice president of environmental and safety engineering, Susan Cischke, testified that the Ford-designed and installed shields were the best technology the company could provide.

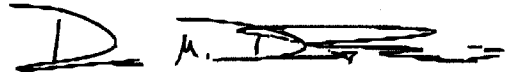
Specifically, Ms. Cischke stated, "Our upgrade kit is working. We are aware of seven high-speed, high-energy, rear crashes into Police Interceptors equipped with the shields. The good news is none of them have resulted in a fuel tank puncture from any vehicle components." Contrary to Ms. Cischke's testimony, the four recent fires expose the reality that the upgrade kit is not fully effective. Police officers, who face enough potential sources of death everyday, need Ford to take decisive action immediately.

Ford must take several steps to enhance the safety of the CVPI. These steps must include, but not be limited to, the following elements:

1. Immediately providing police agencies with trunk packs designed to prevent the contents of the trunk from puncturing the gas tank at no expense to the agencies. Ford previously promised to have these available by 2002, but these are still unavailable.
2. Ford must actively embrace high-technology safety items designed to prevent gas tank punctures and fires, and install them at the factory. These should include but not be limited to fire-suppression systems and fuel tank bladders. Ford has used fuel tank bladders in some versions of the Mustang, however, the company refuses to consider them for our police officers. This is simply unacceptable. Also, instead of continuing to criticize bladder manufacturers and vendors, Ford should use its expertise to collaborate with these vendors to develop the technology even further. Anything less is disingenuous.
3. Continue to explore and develop alternative vehicle designs that put police officer and consumer safety, not corporate profits, first.

Our nation's police officers are responsible for the public safety of our citizens, including you and your family. We will not stand by and watch our brothers and sisters in law enforcement burn alive in rear-end collisions in which they would otherwise survive. We await a response from your company on a comprehensive plan that addresses short-term and long-term solutions to make the CVPI a safer vehicle.

Sincerely,



Daniel M. De Federicis,  
PBA President