

Ford Motor Company

Jacques A. Nasser
President and
Chief Executive Officer

September 19, 2000

The Honorable W. J. Tauzin, Chairman
Subcommittee on Telecommunications,
Trade and Consumer Protection
Committee on Commerce
United States House of Representatives
2125 Rayburn House Office Building
Washington, D.C. 20515-6115

The Honorable Fred Upton, Chairman
Subcommittee on Oversight and Investigations
Committee on Commerce
United States House of Representatives
2125 Rayburn House Office Building
Washington, D.C. 20515-6115

Dear Chairman Tauzin and Chairman Upton:

I am in the process of reviewing the testimony that I gave before your Subcommittees on Tuesday, September 5 to ensure that it is accurate and responsive. As additional relevant information is developed, we will submit it for the record, and I remain prepared to answer the Subcommittees' questions.

Based upon the review to date, there is one point that bears clarification. During my testimony, Chairman Tauzin asked me whether in the early stages of development of the Explorer vehicles, Ford requested Firestone to conduct "high-speed" tests at 26 pounds per square inch of the tires that are now subject to recall. Based on the information available to me at the time, I responded that Ford did request such tests. As noted in the letter to the Subcommittees dated September 15, 2000, from Ford executives Helen Petrauskas and Thomas Baughman, and the testing documents which Ford has provided the Subcommittees, that answer appears not to be accurate with respect to the early division of responsibility between Ford Motor Company and Firestone. Ford, not Firestone, performed the "high-speed" testing on the tires at 26 pounds per square inch at its Arizona Proving Grounds. I described the Ford tests in my testimony.

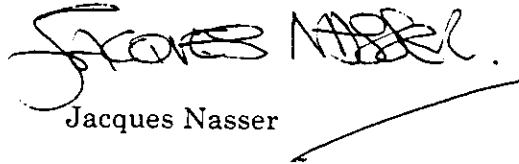
Since early 1998, Firestone has been required to perform a high-speed dynamometer test at the vehicle manufacturer's recommended cold tire pressure (26 psi in the case of the



recalled tires). Firestone, as have other tire vendors, always has been required by Ford engineering specifications to deliver tires for the Ford Explorer that meet certain functional and high-speed criteria at a recommended vehicle manufacturer's tire pressure.

I trust that the above clarification is responsive to the Committee's inquiry.

Very truly yours,


Jacques Nasser

cc: The Honorable Edward J. Markey
Ranking Minority Member
Telecommunications, Trade and
Consumer Protection Subcommittee

The Honorable Ron Klink
Ranking Minority Member
Oversight and Investigations Subcommittee
House Committee on Commerce

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