

EXHIBIT D

Cory S. Fein

From: Robert B. [REDACTED]
Sent: Thursday, February 28, 2013 4:50 PM
To: Cory S. Fein
Subject: Re: Ford Diesel / RE: Mr Fein - concerning class action suit 6.0 diesel ford trucks

Follow Up Flag: Follow up
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Cory,

I appreciate you quick reply and understand your reasons and grateful you're firm has taken the issue. I hope for the best possible outcome in hopes that many of us will get a token of our cost and the satisfaction they were held accountable.

Thank you Cory and keep up a good fight for those that need your service.

Sincerely,

Rob B. [REDACTED]

Sent from my iPhone

On Feb 28, 2013, at 4:53 PM, "Cory S. Fein" <csf@caddellchapman.com> wrote:

> Robert -
>
> Thanks for your email. I truly feel for you. Unfortunately, I have heard hundreds of stories like yours and they are really heartbreaking.
>
> Unfortunately, not all types of damages are included in our settlement.
>
> We would have liked to recover for the diminished value of these vehicles as well as the lost income and inconvenience caused by being unable to use the vehicle and having to bring it in for repair repeatedly. Unfortunately, we were not able to obtain that as a component of the settlement. Settlements like these rarely include payments for diminished value and vehicle downtime, because vehicle warranties generally limit recovery to the cost of repairs.
>
> This is a settlement that was reached before trial. Plaintiffs did not win this case. Ford strongly contested both the merits of this case and whether it could be pursued as a class action. Plaintiffs are confident that they negotiated for the best settlement Ford was willing to offer. At that point, the choice was to either accept the settlement or continue pursuing the case and risk getting nothing at all. We used a respected former judge as our mediator to assist us in reaching this settlement. Plaintiffs' attorneys include several very experienced attorneys, and our judgment based on all the circumstances was that accepting this settlement was best for the Plaintiff class.
>
> We agree that there is strong evidence that the engine had some serious problems. Nevertheless, Ford has several strong arguments that could have precluded us from recovering. For example, Ford would have argued that these cases would have to be tried one at a time because not all the engines experienced these problems (about 250,000 did not need a repair during the warranty) and there are too many individual issues, including (1) differences between the different model year engines, (2) modifications made by some owners to their

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engines, (3) different types of vehicle malfunctions and different components malfunctioning, (4) individual questions regarding how well the vehicles were maintained, (5) individual questions regarding whether Ford's repairs during the warranty fixed the problem.

>
> Even if we could win each of these cases, if the Court precluded us from trying all cases together as a class, it would be impossible to try all those cases individually; there are simply too many.

>
> I wish I had better news for you, and I hope you are able to recover something via the settlement. If you want to make a claim, you should start gathering your documents regarding relevant repairs now. Claims may not be submitted until after the Court approves the settlement, and the settlement becomes effective. The Court will consider approval at a hearing on May 22, 2013. Please check back at the website (www.dieselsettlement.com) after May 27, 2013 to learn if the Court has approved the settlement and to learn when claims may be submitted.

>
> Regards,
>
> Cory Fein

>
>
> Cory Fein
> Caddell & Chapman
> 1331 Lamar, Suite 1070
> Houston, TX 77010-3027
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>
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>
> -----Original Message-----
> From: Robert B [REDACTED]
> Sent: Thursday, February 28, 2013 3:03 PM
> To: Cory S. Fein
> Cc: Rob B [REDACTED]
> Subject: Mr Fein - concerning class action suit 6.0 diesel ford trucks

>
> I received a letter informing me of the law suit for the many costly issues of my 2005 F-350 6.0 diesel truck. I wanted to make a statement and also ask of some concerns I still have with my truck.

>
> As listed in the documented issues, I have had all of these failures quite a few times over and over. It was not until 2 years ago, I found some of the solutions to include, changing to a different type of Anti-freeze (non silicate based), all Fuel Injectors (some of them a few times), an after market EGR cooler that is guaranteed for life (\$\$\$), as well as another Oil cooler, and several Degas bottles that fail because of the heat generated from the extreme temperatures from design flaw when simply driving down the road without a load or trailer behind (which, is why I purchased the truck in the first place, transporting horses).

>
> This truck which I purchased brand new in 2005 has cost me well over \$15,000 in repairs (excluding normal required maintenance). My first encounter was transporting a horse, I believe in 2006 to the Midwest from the East coast where the truck broke down and it was the entire right bank of injectors and I believe the EGR/OIL coolers. The Ford dealership blamed it on water in the gasoline and would not cover it on my Premium Warranty. The bill was over \$3k as well as the cost of 4 days in a hotel and fee's for housing the horse at a local facility. The trip cost me over \$4k along with the "Cause and Effect" it had on making a living and paying bills on time. I had at least 5 other occasion's with the same Failures that have a minimum cost each occasion on average of \$2,500 or more.

>
> Today, I have most of the defects in engineering worked out with the EGR Cooler, Oil Cooler, Silicate free Anti-freeze, and all new Injectors. The over-heating still occurs. I cannot trust my Truck to make extended Transports because of over-heating and psychological worries that it will break down and cost me another \$2,500 which I no longer have with the position the Ford Company has put me in over the years. I am a disabled Veteran that relies on horses for a living and can no longer afford a \$48k vehicle to replace the one I have which now is over \$50k for the same vehicle. I am disheartend and at times feel paralyzed by what they have caused over the years when all they had to do is fix the engineering defect or give those of us with problems another truck that may last appropriately

>
> I cannot afford attorney's fee's to fight this massive corporation and never could. I find it a shame on Ford's part that there are many people out there and still today that are in similar positions I have been and still in today that cannot do anything about this.

>
> My concern is that for those of us that still have our trucks and cannot afford the same truck to "Right the Wrong" and position FORD has put us in will go un-noticed. Even getting a small part of the money back is a travesty, yet anything I can get back will help me with future repairs I "know" I will have, because of the faulty design FORD refuses to make right with it's CUSTOMERS.

>
> I hope that you may be able to add to the suit to address the many implications I have reported here and sure I am a voice for others in similar circumstances. I ask that you express my concerns to the Court and I pray they have compassion and a reasonable judgement for those of us that cannot fight Major Corporations like FORD Motor Co.

>
>
> Respectfully,

> Robert A. B [REDACTED]
> [REDACTED], Rhode Island