

INFORMATION Redacted PURSUANT TO THE FREEDOM OF  
INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6) - 10395779-3274

4

up to  
NHTSA

[Redacted]  
[Redacted] Corona, CA [Redacted]  
[Redacted]

July 28, 2011

NOV 1 3 2011

**U.S. Consumer Product Safety Commission**  
**4330 East West Highway**  
**Bethesda, MD 20814**

Attn. Ms. Inez Moore Tenenbaum

Re: Toyota Avalon Sudden Unintended Acceleration accident.

Dear Ms. Tenenbaum ,

Attached please find the report on our Toyota Avalon Sudden Unintended Acceleration accident. We are fortunate enough to be alive to let you and others to know that the problem of Toyota SUA problem is real even though NASA, NHTSA and other US government agencies believe that there is no such problem despite hundreds of accidents caused by it. In addition to that no law firm is willing to take the case because of everyone's denial.

We urge you to please do what ever you can to help us and hundreds of others to provide assistance in having Toyota be responsible for SUA problem.

Your help will be greatly appreciated.

[Redacted]

RR  
11-17-11  
DW

## **Toyota Avalon Unintended Sudden Acceleration Accident – 3/27/2011**

Driver: [REDACTED]

Passenger: [REDACTED] (Wife of [REDACTED])

Vehicle: 2005 Toyota Avalon 4 door sedan, VIN: 4T1BK36B75U [REDACTED]

LP: [REDACTED] Purchased new from Longo Toyota 4/30/2005

On Sunday morning around 2:30 am We, Myself and my wife [REDACTED] left home of my sister [REDACTED] at [REDACTED] Corona, Ca [REDACTED] to come home at [REDACTED] corona, Ca [REDACTED]. I was driving and after a short street driving took freeway 91 East bound, to Freeway 15 North bound at a speed between 60 and 65 MPH. As we were approaching the exit of Limonite Ave to go to our house I took my foot off the gas paddle to let the car slow down. As we reached the exit I applied break to slow down even more and turn right into the exit ramp and as soon as pressed the break paddle the car suddenly accelerated. I pushed the break paddle all the way to the floor but the car kept accelerating as if there is no break. I pumped break paddle two more times but there was no response so I pressed parking break paddle all the way down to the floor but there was no response. At this point my both feet are pressing both break paddles down to the floor and car kept accelerating.

At this point the car speed was estimated to be over 90 mph and I realized that this is the Toyota SUA (Sudden Unintended Acceleration) problem that I have been reading and hearing, and I will not be able to stop the car. So I had to make a decision to save ourselves and avoid any disastrous accident. Since the car kept accelerating and we are now at approximately mid point of the length of the ramp I saw some car standing at the intersection of the ramp and Limonite Ave. (The ramp is running uphill and Limonite Ave. runs over the freeway) It was clear to me that I have to avoid going through the intersection. So the only option I had was to get off the ramp. On the right hand side of the ramp is an open field so I immediately steer the car to the right. There is a sloping inclined embankment along side of the ramp so the car went over it, became airborne, landed in the field rolling several times before coming to rest right side up approx 340 feet away from the ramp.

I was felt all right soon as the car came to rest. I heard the car engine was still running at high idle so I tried to turn the key to turn off the engine but it

didn't turn off. I disregarded that problem and wanted to see how my wife was doing. Her head was resting on her left shoulder and appear to be unconscious. I tried to see if she was all right by slowly lifting her head and calling her but she didn't respond. So I called 911 with my cell phone and gave all the information and location to them. Then I noticed that none of car's airbags were deployed. Now I wanted to know if I can move around so I opened the door and stepped out of the car and stood up. My left side lower ribs were hurting but my legs, arms and head appear to have no pain. So I set down and tried again to see if my wife will respond. Again I slowly lifted her head and called her and she mumbled something so I was relieved that at least she was alive. Then I heard someone saying "Are you all right?" I saw a man standing by the car. I told him that "Yes I am OK but my wife appears to be in bad shape". So he walked around and came on passenger side of the car. By then paramedics came and got me out of the car and started preparing me to transport to the hospital. I noticed that the paramedics were trying to open the passenger side of door but were having hard time opening it as that side was damaged very badly. At this point I remember they put me on the stretcher but after that I don't remember anything. The next thing I remember is that I was being taken inside of the hospital from the Ambulance.

Our car was recalled for gas paddle modification which was completed in April 2010. This is a deliberate diversion to the problem of SUA by Toyota.

Prior to the accident we never experienced any type of acceleration problem with our car and were kept up with the maintenance.

It appears obvious from NHTSA website that Toyota has convinced NHTSA that there is no SUA problem with Toyota cars. But from our experience and hundreds of others who have gone through the experience of SUA accidents it is obvious that the SUA problem with Toyota cars is real.

re: NHTSA

[REDACTED]  
[REDACTED] Corona, CA [REDACTED]  
[REDACTED]

May 28, 2011

**U.S. Consumer Product Safety Commission  
4330 East West Highway  
Bethesda, MD 20814**

Re: Toyota Avalon Sudden Unintended Acceleration accident.

Dear Sir/Madam,

Attached please find the report on our Toyota Avalon Sudden Unintended Acceleration accident. We are fortunate enough to be alive to let you and others to know that the problem of Toyota SUA problem is real even though NASA, NHTSA and other US government agencies believe that there is no such problem despite hundreds of accidents caused by it. In addition to that no law firm is willing to take the case because of everyone's denial.

We urge you to please do what ever you can to help us and hundreds of others to provide assistance in having Toyota be responsible for SUA problem.

Your help will be greatly appreciated.

[REDACTED]

## **Toyota Avalon Unintended Sudden Acceleration Accident – 3/27/2011**

Driver: [REDACTED]

Passenger: [REDACTED] (Wife of [REDACTED])

Vehicle: 2005 Toyota Avalon 4 door sedan, VIN: 4T1BK36B75U [REDACTED]

LP: [REDACTED] Purchased new from Longo Toyota 4/30/2005

On Sunday morning around 2:30 am We, Myself and my wife [REDACTED], left home of my sister Aruna at [REDACTED], Corona, Ca [REDACTED] to come home at [REDACTED] corona, Ca [REDACTED] I was driving and after a short street driving took freeway 91 East bound, to Freeway 15 North bound at a speed between 60 and 65 MPH. As we were approaching the exit of Limonite Ave to go to our house I took my foot off the gas paddle to let the car slow down. As we reached the exit I applied break to slow down even more and turn right into the exit ramp and as soon as pressed the break paddle the car suddenly accelerated. I pushed the break paddle all the way to the floor but the car kept accelerating as if there is no break. I pumped break paddle two more times but there was no response so I pressed parking break paddle all the way down to the floor but there was no response. At this point my both feet are pressing both break paddles down to the floor and car kept accelerating.

At this point the car speed was estimated to be over 90 mph and I realized that this is the Toyota SUA (Sudden Unintended Acceleration) problem that I have been reading and hearing, and I will not be able to stop the car. So I had to make a decision to save ourselves and avoid any disastrous accident. Since the car kept accelerating and we are now at approximately mid point of the length of the ramp I saw some car standing at the intersection of the ramp and Limonite Ave. (The ramp is running uphill and Limonite Ave. runs over the freeway) It was clear to me that I have to avoid going through the intersection. So the only option I had was to get off the ramp. On the right hand side of the ramp is an open field so I immediately steer the car to the right. There is a sloping inclined embankment along side of the ramp so the car went over it, became airborne, landed in the field rolling several times before coming to rest right side up approx 340 feet away from the ramp.

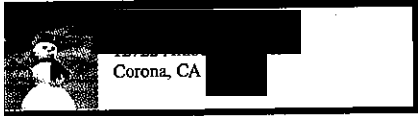
I was felt all right soon as the car came to rest. I heard the car engine was still running at high idle so I tried to turn the key to turn off the engine but it

didn't turn off. I disregarded that problem and wanted to see how my wife was doing. Her head was resting on her left shoulder and appear to be unconscious. I tried to see if she was all right by slowly lifting her head and calling her but she didn't respond. So I called 911 with my cell phone and gave all the information and location to them. Then I noticed that none of car's airbags were deployed. Now I wanted to know if I can move around so I opened the door and stepped out of the car and stood up. My left side lower ribs were hurting but my legs, arms and head appear to have no pain. So I set down and tried again to see if my wife will respond. Again I slowly lifted her head and called her and she mumbled something so I was relieved that at least she was alive. Then I heard someone saying "Are you all right?" I saw a man standing by the car. I told him that "Yes I am OK but my wife appears to be in bad shape". So he walked around and came on passenger side of the car. By then paramedics came and got me out of the car and started preparing me to transport to the hospital. I noticed that the paramedics were trying to open the passenger side of door but were having hard time opening it as that side was damaged very badly. At this point I remember they put me on the stretcher but after that I don't remember anything. The next thing I remember is that I was being taken inside of the hospital from the Ambulance.

Our car was recalled for gas paddle modification which was completed in April 2010. This is a deliberate diversion to the problem of SUA by Toyota.

Prior to the accident we never experienced any type of acceleration problem with our car and were kept up with the maintenance.

It appears obvious from NHTSA website that Toyota has convinced NHTSA that there is no SUA problem with Toyota cars. But from our experience and hundreds of others who have gone through the experience of SUA accidents it is obvious that the SUA problem with Toyota cars is real.



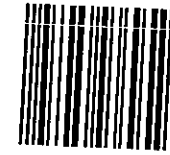
7010 2780 0003 5576 7299  
 PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT  
 OF THE RETURN ADDRESS. FOLD AT DOTTED LINE  
**CERTIFIED MAIL™**



7010 2780 0003 5576 7299



1000



20814

U.S. POSTAGE  
 PAID  
 NORCO, CA  
 92860  
 JUL 28, 11  
 AMOUNT

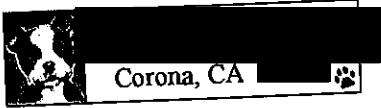
**\$3.29**  
 00066012-10

**U.S. Consumer Product Safety Commission  
 4330 East West Highway  
 Bethesda, MD 20814**

**Attn. Ms. Inez Moore Tenenbaum**

20814\$4423 0015

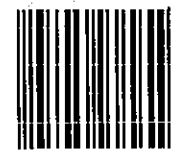




**U.S. Consumer Product Safety Commission**  
**4330 East West Highway**  
**Bethesda, MD 20814**



Apply Priority Mail Postage



1006

20814

U.S. POSTAGE  
PAID  
NORCO, CA  
92860  
JUN 01 11  
AMOUNT  
**\$5.65**  
00063305-09

United States Postal Service®  
**DELIVERY CONFIRMATION™**



0311 0240 0001 7824 0962