

 U.S. Department of Transportation National Highway Traffic Safety Administration		DOT Auto Safety Hotline Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline		FOR AGENCY USE ONLY 100148 Date Received: JUL - 9 2013 11-JUN-2013		Repository ☐ Reference No. 10516217	
OWNER INFORMATION (Type or Print)							
Name				Daytime Telephone Number		E-mail Address	
Address				Evening Telephone Number			
City		State		Zip Code			
WORCESTER		MA					
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).							
VEHICLE INFORMATION							
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side				Make		Model	
4T4BE46K19R				TOYOTA		CAMRY LE	
Date Purchased		Dealer's Name and Telephone Number				Model Year	
6/11		Harr Toyota (877) 537-0985				2009	
Original Owner		Dealer's City		State		Zip Code	
☐							
Transmission Type		☐ Antilock Brakes		Powertrain		Multiple Failure:	
		☒ Cruise Control				Incident Date(s)	
						08-JUN-2013	
FAILED COMPONENT(S)/PART(S) INFORMATION							
Vehicle Component Code: 180000 VEHICLE SPEED CONTROL						Failure Mileage	
Brake Pedal triggered Accelerator (ETCS-i)						63800	
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE							
Tire Make		Tire Model (Name or Number)			Tire Size (Example P215/65R15)		
DOT No. (Example: DOTM19ABC036)		☐ Original Equipment ☐ Prior Repair		Failure Location: Park Ave Worcester, MA			
Tire Component Code					Tire Failure Type:		
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE							
Make:		Date Manufactured:		Model No./Name:			
Seat Type:		Installation System:					
Child Seat Component Code:		Failed Part:					
APPLICABLE INCIDENT INFORMATION (Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)							
Crash ☒ Yes ☐ No		Fire ☐ Yes ☒ No		Number of Persons Injured 0		Number of Deaths 0	
						Reported to Police N	
Narrative Description of Incident(s), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).							
TL* THE CONTACT OWNS A 2009 TOYOTA CAMRY. THE CONTACT STATED THAT WHILE STOPPED AT A TRAFFIC LIGHT, THE VEHICLE ACCELERATED INDEPENDENTLY AND CRASHED INTO TWO VEHICLES. THE CONTACT WAS NOT INJURED. THE VEHICLE WAS TOWED TO AN INDEPENDENT MECHANIC AND THE CONTACT WAS AWAITING DIAGNOSIS. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE VIN WAS UNAVAILABLE. THE FAILURE AND CURRENT MILEAGE WAS 63,800.							
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY.							
The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.							



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

Dear Consumer:

NVS-216rr

As a follow-up to your report to the Vehicle Safety Hotline (VSH), we have recorded your information on the enclosed Vehicle Owner's Questionnaire (VOQ) form. Please review the form and make changes, additions and corrections as necessary. Additionally, please provide a more detailed description of the failures(s) you reported that you believe relevant to safety. Also, if available, include copies of repair invoices, letters to the manufacturer, or any other document related to the problem(s) you reported. If a crash or fire occurred, include a copy of the police or fire department report.

It is helpful to be as thorough as possible in your report so that our ability to use your report will be maximized. If you do not have the information, it is not necessary to complete all the boxes. However, it is very difficult to identify the scope of a vehicle problem unless the vehicle identification number (VIN) is known. The VIN is located inside the vehicle on the dashboard adjacent to the left (driver's side) of the windshield pillar and on the drivers' door or the driver's door jam. It may also be listed on a dealer repair invoice or your insurance or registration cards. When reporting a tire problem, the brand name, tire line and complete tire size should be included. Be certain to provide the DOT tire identification number. It is usually located near the rim flange of the tire on either side of the tire.

We do not make your personal information (name, address, phone numbers, etc.) available to the general public. However, if we open an investigation that involves your vehicle, we will provide the manufacturer of your vehicle with a complete copy of your report. The information you provide may assist the manufacturer and NHTSA in determining if a safety-related defect exists.

Any information provided is entirely voluntary. There is no consequence or penalty of any kind if you do not wish to provide it. We seek this information to develop both statistical and investigative evidence that will help identify potential safety related problems in vehicles or vehicle equipment, e.g., tires, child safety seats, jacks, etc.

When completed, please fold and staple or tape the form so that the pre-addressed portion of the form is on the outside. If a larger envelope is used, tape the VOQ form to the larger envelope so that the pre-addressed portion of the form is showing.

If further assistance is needed, please contact the VSH at their toll-free number, 1-888-327-4236.

Thank you for your cooperation.

Sincerely,

Randy Reid Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosure: VOQ



IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	4T4BE46K19R [REDACTED]
User	J. Siegfried
Case Number	M51004.1
EDR Data Imaging Date	06/17/2013
Crash Date	06/08/2013
Filename	M51004 4T4BE46K19R [REDACTED].ACM.CDRX
Saved on	Monday, June 17 2013 at 09:17:17
Collected with CDR version	Crash Data Retrieval Tool 10.2
Reported with CDR version	Crash Data Retrieval Tool 10.2
EDR Device Type	Airbag Control Module
Event(s) recovered	Front/Rear (2)

Comments

No comments entered.

Data Limitations

CDR Record Information:

- Due to limitations of the data recorded by the airbag ECU, such as the resolution, data range, sampling interval, time period of the recording, and the items recorded, the information provided by this data may not be sufficient to capture the entire crash.
- Pre-Crash data is recorded in discrete intervals. Due to different refresh rates within the vehicle's electronics, the data recorded may not be synchronous to each other.
- Airbag ECU data should be used in conjunction with other physical evidence obtained from the vehicle and the surrounding circumstances.
- If the airbags did not deploy or the pretensioners did not operate during an event that meets a specified recording threshold, it is called a Non-Deployment Event. Data from a Non-Deployment Event can be overwritten by a succeeding event that meets the specified recording threshold. If the airbag(s) deploy or the pretensioners are operated, it is called a Deployment Event. Deployment Event data cannot be overwritten or deleted by the airbag ECU following that event.
- If power supply to the airbag ECU is lost during an event, all or part of the data may not be recorded.
- "Diagnostic Trouble Codes" are information about faults when a recording trigger is established. Various diagnostic trouble codes could be set and recorded due to component or system damage during an accident.
- The airbag ECU records only diagnostic information related to the airbag system. It does not record diagnostic information related to other vehicle systems.
- The TaSCAN, Global TechStream, or Intelligent Tester II devices (or any other Toyota genuine diagnostic tool) can be used to obtain detailed information on the diagnostic trouble codes from the airbag system, as well as diagnostic information from other systems. However, in some cases, the diagnostic trouble codes of the airbag system recorded by the airbag ECU when the event occurred may not match the diagnostic trouble codes read out when the diagnostic tool is used.

General Information:

- The data recording specifications of Toyota's airbag ECUs are divided into the following six categories. The specifications for 12EDR are designed to be compatible with NHTSA's 49CFR Part 563 rule.
 - 00EDR / 02EDR / 04EDR / 06EDR / 10EDR / 12EDR
- The airbag ECU records data for all or some of the following accident types: frontal crash, rear crash, side crash, and rollover events. Depending on the installed airbag ECU, data for side crash and/or rollover events may not be recorded.
- This airbag ECU records post-crash data, and depending on the airbag ECU, may record pre-crash data.
 - If a single event occurs independently, the data for that event is recorded on a one-to-one basis.
 - If multiple events occur successively (within a period of approximately 500ms), the establishment of the recording trigger for the first event is defined as the "pre-crash recording trigger". Pre-crash data for the first event and post-crash data for each successive event is then recorded.
- The airbag ECU has two recording pages (memory maps) to store pre-crash data. Additionally, to store post-crash data, the airbag ECU has two recording pages for each accident type: two pages for frontal and rear crash, two pages for a side crash, and two pages for rollover event.
- The data recorded by the airbag ECU includes correlating information between each previously occurring event (i.e., information that clarifies the collision event sequence. This correlation information consists of the following items.
 - Time from Previous Pre-Crash TRG

- Linked Pre-Crash Page
- Time from Pre-Crash TRG
- TRG Count
- Previous Crash Type
- The point in time at which the recording trigger is established is regarded as time zero for the recorded data.
- The recording trigger judgment threshold value differs depending on the collision type (i.e., frontal crash, rear crash, side crash, or rollover event).
- Time series data for side crash may have 24 or 25 sampling points.
- Some of the data recorded by the airbag ECU is transmitted to the airbag ECU from various vehicle control modules by the vehicle's Controller Area Network (CAN).
- In some cases, the airbag ECU part number printed on the ECU label may not match the airbag ECU part number that the CDR tool reports. The part number retrieved by the CDR tool should be considered as the official ECU part number.

Data Element Sign Convention:

The following table provides an explanation of the sign notation for data elements that may be included in this CDR report.

Data Element Name	Positive Sign Notation Indicates
Max. Longitudinal Delta-V	Forward
Longitudinal Delta-V	Forward
Max. Lateral Delta-V , B-Pillar Sensor	Outside to Inside
Max. Lateral Delta-V , C-Pillar Sensor	Outside to Inside
Max. Lateral Delta-V , Slide Door Sensor	Outside to Inside
Lateral Delta-V , B-Pillar Sensor	Outside to Inside
Lateral Delta-V , C-Pillar Sensor	Outside to Inside
Lateral Delta-V , Slide Door Sensor	Outside to Inside
Lateral Delta-V , Airbag ECU Sensor	Outside to Inside
Roll Angle Peak	Clockwise Rotation
Roll Angle	Clockwise Rotation
Lateral Acceleration , Airbag ECU Sensor *	Right to Left

* For sensing a rollover

Data Definitions:

- The "ON" setting for the "Freeze Signal" indicates a state in which the non-volatile memory can not be overwritten or deleted by the airbag ECU. After "Freeze Signal" has been turned ON, subsequent events will not be recorded.
- "Recording Status" indicates a state in which all recorded event data has been written into the non-volatile memory, or a state in which this process was interrupted and not fully written into the non-volatile memory. If "Recording Status" is "Incomplete", recorded event data may not be valid.
- "Time to Deployment Command" indicates the time between recording trigger establishment and the determination of airbag deployment. This value may differ from the actual time it takes for the airbag to fully deploy.
- Even if an airbag/pretensioner did not deploy due to the "front passenger airbag disable switch and/or "RSCA Disable Switch" in the ON position or other disabling criteria are met, the "Time to deployment command" data element for that airbag/pretensioner may still be recorded.
- "Engine RPM" indicates the number of engine revolutions, not the number of motor revolutions. The recorded value has an upper limit of 5,200 rpm. Resolution is 400 rpm and the value is rounded down and recorded. For example, if the actual engine speed is 799 rpm, the recorded value will be 400 rpm.
- The upper limit for the recorded "Vehicle Speed" value is 122 km/h (75.8mph). Resolution is 2km/h (1.2mph) and the value is rounded down and recorded. The accuracy of the "Vehicle Speed" value can be affected by various factors. These include, but not limited, to the following:
 - Significant changes in the tire's rolling radius
 - Wheel lock and wheel slip
- "Accelerator Rate" value is recorded as a voltage. The voltage increases as the driver depresses the accelerator.
- The "Drive" setting for the "Shift Position" value indicates the shift position state is other than "R,"(Reverse), "N" (Neutral), or "P" (Park).
- Depending on the type of occupant sensor installed in the vehicle, one of the following three recording formats for "Occupancy Status, Passenger" will be utilized.
 - Occupied / Not Occupied
 - Adult / Child / Not Occupied
 - AM50 / AF05 / Child / Not Occupied
- Resolution of the "Air Bag Warning Lamp ON Time Since DTC was Set" is 15 minutes, and the value is rounded down and recorded.
- "Longitudinal Delta-V" indicates the change in forward speed after establishment of the recording trigger. This does not refer to vehicle speed, and it does not include the change in speed during the period from the start of the actual collision to establishment of the recording trigger.
- Depending on the specifications, "Roll Angle peak" can be recorded as absolute value.
- "Roll Angle peak" may not always match the peak value within the "Roll Angle" sampling points due to differences in data calculation method.
- For "Lateral Delta-V", the sensor location (B-pillar, front door, C-pillar, and slide door) shows the outline of a typical sensor position.

Sensory location can be confirmed using the repair manual.

- "Time from Previous Pre-Crash TRG" indicates the time between the establishment of an event's pre-crash recording trigger to the establishment of a more recent event's pre-crash recording trigger. The upper limit for the recorded value is 16,381 milliseconds. In the event of establishment of the first pre-crash recording trigger after the ignition is switched ON, the upper limit value(max value) is recorded.
- "TRG Count" indicates a calculated value of the number of times recording triggers have been established for all crash types. The sequence in which each event occurred can be verified from the "TRG Count". The smaller the "TRG Count" value, the older the data. The upper limit for the recorded value is 65,533 times. When more than one event reaches the upper limit, the actual "TRG Count" may be greater than what is displayed for that event.
- "Linked Pre-Crash Page" is used to link 'paged" pre-crash data with 'paged" post-crash data. When old pre-crash data is overwritten by new pre-crash data, the "Linked Pre-Crash Page" value may record a page number that is not actually linked.
- Resolution of the "Time from Pre-Crash to TRG" is 100 [ms], and the value is rounded down and recorded.

05004_ToyotaDENSO_r016

System Status at Time of Retrieval

ECU Part Number	89170-33490
ECU Generation	04EDR
Recording Status, All Pages	Complete
Freeze Signal	OFF
Freeze Signal Factor	None
Diagnostic Trouble Codes Exist	No
Time from Previous Pre Crash TRG (msec)	3323
Latest Pre-Crash Page	0
Contains Unlinked Pre-Crash Data	No

Event Record Summary at Retrieval

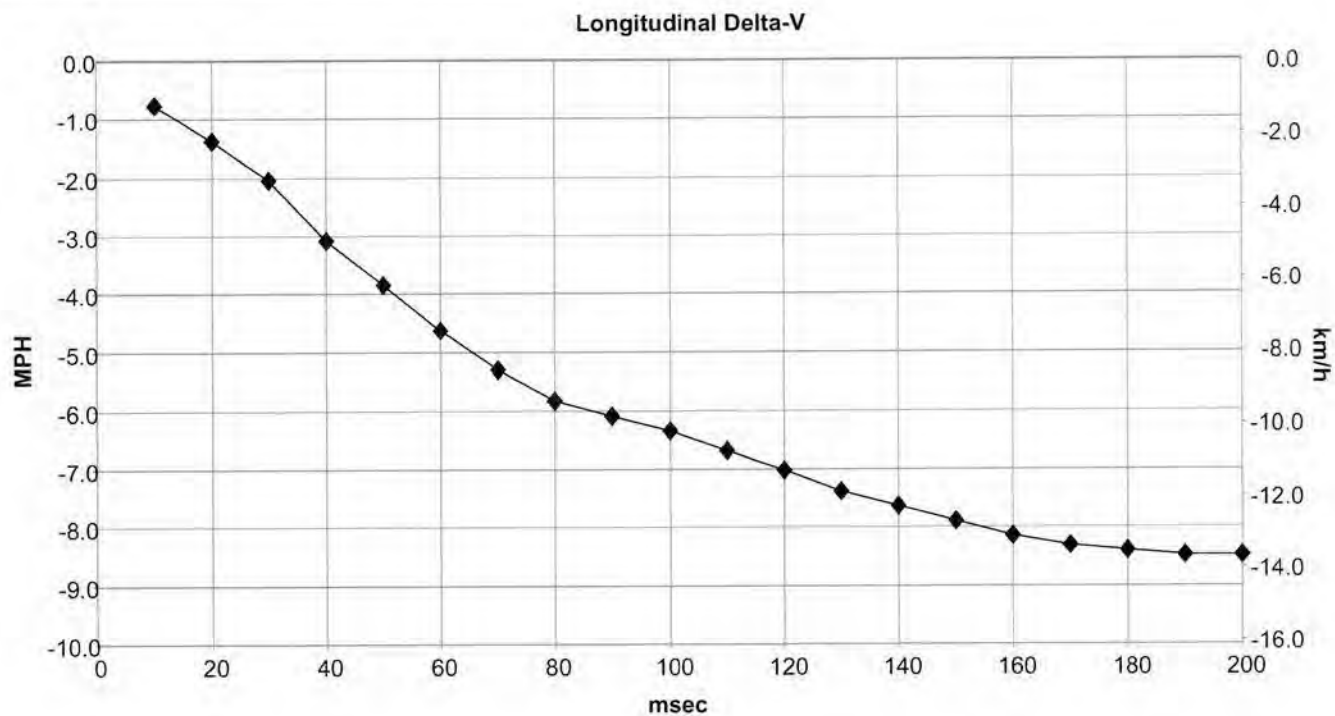
Events Recorded	TRG Count	Crash Type	Time (msec)	Pre-Crash & DTC Data Recording Status	Event & Crash Pulse Data Recording Status
Most Recent Event	3	Front/Rear Crash	0	Complete (Page 0)	Complete (Front/Rear Page 0)
1st Prior Event	2	Front/Rear Crash	-3323	Complete (Page 1)	Complete (Front/Rear Page 1)

System Status at Event (Most Recent Event, TRG 3)

Recording Status, Front/Rear Crash Info.	Complete
Crash Type	Front/Rear Crash
TRG Count (times)	3
Previous Crash Type	Frontal/Rear
Time from Pre-Crash TRG (msec)	0
Linked Pre-Crash Page	0
Time to Deployment Command, Front Airbag, Driver (msec)	Not Commanded
Time to Deployment Command, Front Airbag, Passenger (msec)	Not Commanded
Event Severity Status, Driver	N/A
Event Severity Status, Passenger	N/A
Time to Deployment Command, Pretensioner (msec)	Not Commanded

Longitudinal Crash Pulse (Most Recent Event, TRG 3 - table 1 of 2)

Recording Status, Time Series Data	Complete
Max Longitudinal Delta-V (MPH [km/h])	-8.5 [-13.7]



Longitudinal Crash Pulse (Most Recent Event, TRG 3 - table 2 of 2)

Time (msec)	Longitudinal Delta-V (MPH [km/h])
10	-0.8 [-1.2]
20	-1.4 [-2.2]
30	-2.1 [-3.3]
40	-3.1 [-5.0]
50	-3.9 [-6.2]
60	-4.6 [-7.4]
70	-5.3 [-8.6]
80	-5.8 [-9.4]
90	-6.1 [-9.8]
100	-6.3 [-10.2]
110	-6.7 [-10.8]
120	-7.0 [-11.3]
130	-7.4 [-11.9]
140	-7.6 [-12.3]
150	-7.9 [-12.7]
160	-8.1 [-13.1]
170	-8.3 [-13.4]
180	-8.4 [-13.5]
190	-8.5 [-13.7]
200	-8.5 [-13.7]

DTCs Present at Time of Event (Most Recent Event, TRG 3)

Recording Status, Diagnostic	Complete
Ignition Cycle Since DTC was Set (times)	0
Airbag Warning Lamp ON Time Since DTC was Set (min)	0
Diagnostic Trouble Codes	None

Pre-Crash Data, 1 Sample (Most Recent Event, TRG 3)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	900
Buckle Switch, Driver	Buckled
Buckle Switch, Passenger	Unbuckled
Occupancy Status, Passenger	Not Occupied
Seat Position, Driver	Rearward
Shift Position	Drive

Pre-Crash Data, -5 to 0 seconds (Most Recent Event, TRG 3)

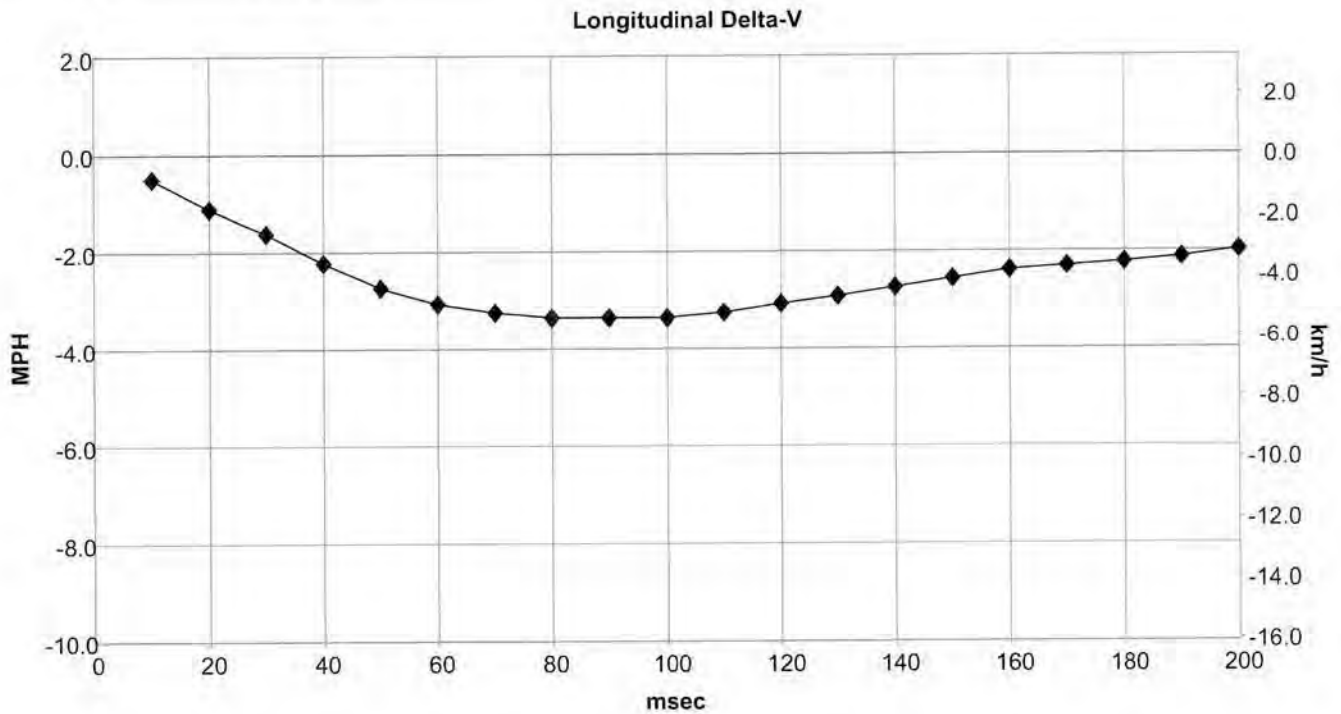
Time (sec)	-4.9	-3.9	-2.9	-1.9	-0.9	0 (TRG)
Vehicle Speed (MPH [km/h])	16.2 [26]	23.6 [38]	29.8 [48]	29.8 [48]	29.8 [48]	32.3 [52]
Brake Switch	OFF	OFF	OFF	OFF	OFF	OFF
Accelerator Rate (V)	1.84	2.30	2.58	3.28	3.44	3.48
Engine RPM (RPM)	3,600	4,800	4,800	3,200	3,200	3,600

System Status at Event (1st Prior Event, TRG 2)

Recording Status, Front/Rear Crash Info.	Complete
Crash Type	Front/Rear Crash
TRG Count (times)	2
Previous Crash Type	Frontal/Rear
Time from Pre-Crash TRG (msec)	0
Linked Pre-Crash Page	1
Time to Deployment Command, Front Airbag, Driver (msec)	Not Commanded
Time to Deployment Command, Front Airbag, Passenger (msec)	Not Commanded
Event Severity Status, Driver	N/A
Event Severity Status, Passenger	N/A
Time to Deployment Command, Pretensioner (msec)	Not Commanded

Longitudinal Crash Pulse (1st Prior Event, TRG 2 - table 1 of 2)

Recording Status, Time Series Data	Complete
Max Longitudinal Delta-V (MPH [km/h])	-3.3 [-5.4]



Longitudinal Crash Pulse (1st Prior Event, TRG 2 - table 2 of 2)

Time (msec)	Longitudinal Delta-V (MPH [km/h])
10	-0.5 [-0.8]
20	-1.1 [-1.8]
30	-1.6 [-2.6]
40	-2.2 [-3.6]
50	-2.7 [-4.4]
60	-3.1 [-5.0]
70	-3.3 [-5.2]
80	-3.3 [-5.4]
90	-3.3 [-5.4]
100	-3.3 [-5.4]
110	-3.3 [-5.2]
120	-3.1 [-5.0]
130	-2.9 [-4.7]
140	-2.7 [-4.4]
150	-2.6 [-4.1]
160	-2.4 [-3.9]
170	-2.3 [-3.7]
180	-2.2 [-3.6]
190	-2.1 [-3.4]
200	-2.0 [-3.2]

DTCs Present at Time of Event (1st Prior Event, TRG 2)

Recording Status, Diagnostic	Complete
Ignition Cycle Since DTC was Set (times)	0
Airbag Warning Lamp ON Time Since DTC was Set (min)	0
Diagnostic Trouble Codes	None

Pre-Crash Data, 1 Sample (1st Prior Event, TRG 2)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	600
Buckle Switch, Driver	Buckled
Buckle Switch, Passenger	Unbuckled
Occupancy Status, Passenger	Not Occupied
Seat Position, Driver	Rearward
Shift Position	Drive

Pre-Crash Data, -5 to 0 seconds (1st Prior Event, TRG 2)

Time (sec)	-4.6	-3.6	-2.6	-1.6	-0.6	0 (TRG)
Vehicle Speed (MPH [km/h])	3.7 [6]	8.7 [14]	11.2 [18]	16.2 [26]	23.6 [38]	29.8 [48]
Brake Switch	OFF	OFF	OFF	OFF	OFF	OFF
Accelerator Rate (V)	1.88	1.95	1.60	1.84	2.30	2.54
Engine RPM (RPM)	2,000	2,400	2,400	3,600	4,800	5,200

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

PIDs	PID	Data
	00	BE E0 00 01
	01	00
	03	33 33 34 39 30 30 30 30 43 44 30 30 30 43 44 30 30 30 43 42 30 30
		30 43 42 30 30 30 44 32 30 30 30 44 32
	04	02 02 01 01
	05	02
	06	00
	07	30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30
	09	
	0A	01
	0B	00
	20	80 00 00 01
	21	00 31
	40	00 00 00 01
	60	00 00 00 01
	80	00 00 00 01
	A0	00 00 00 01
	C0	00 00 00 01
	E0	C0 10 00 00
	E1	00 00
	E2	00 5B 1F 11 00
	EC	00

EEPROM	Address	Data (-- = data not imaged from ECU) (** = no response from ECU)
	0	-- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	10	-- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	20	-- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	30	00 00 4F 01 0C FB 00 00 00 00 00 00 FF FF FF FF
	40	FF FF FF FF FF FF FF FF FF FF FF FF FF FF -- --
	50	-- -- 10 01 01 68 59 98 60 58 8C 60 54 C9 60 42
	60	4C 3B 34 2F 09 00 00 00 00 00 00 00 00 00 00
	70	00 00 00 00 00 00 00 00 00 00 00 10 01 01 60 41 DC
	80	4C 3B 96 34 2F 65 24 29 1C 32 0C 30 06 00 00 00
	90	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	A0	00 00 -- -- 09 07 08 0C 09 09 08 06 03 03 04 04
	B0	04 03 03 03 02 01 01 00 01 4D 00 00 00 03 00 00
	C0	FE FE 00 00 06 07 06 07 06 04 02 01 00 00 FF FE
	D0	FE FE FE FE FF FF FF FE 00 88 00 00 00 02 04 00
	E0	FE FE 00 00 -- -- 00 00 00 00 00 00 00 00 00 00
	F0	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	100	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	110	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	120	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	130	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	140	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	150	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	160	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	170	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	180	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	190	00 00

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

On Saturday, June 8th, 2013 at approximately 4:30pm, I [REDACTED] was at a red light on the corner of Park ave and Chandler street in Worcester, Ma. In my 2009 Toyota Camry LE. I was about the third car back the light was red and I had my foot on the brake, as it turned green, I lifted my foot slowly, traffic inched up then slowed again, I then pushed the brake pedal again and suddenly the car accelerated and took off into three cars.

I can recall my car hitting one car pushing it off to the side, as I pushed the brake harder the more it accelerated and ran into the back of a pickup truck.

I personally thank God for the truck being there because the more I pushed that brake the faster it accelerated. I pushed the truck about a quarter mile down the road until I was finally able to shut the car down somehow.

Very scared and confused, I got out of the car and noticed my tires had torn up the tar off the road from stomping on the brake, accelerating and pushing the truck down the road, as it held the car back from taking off.

When the police arrived I tried to explain to them what had happened. They did not believe me at all, in fact, they really took notice of how I appeared. I am a young black man, I was dressed well and had on nice jewelry, my car had tints and nice rims. They used what I was saying about the car accident as an excuse to section 12 me so they could legally check me and my car. As they cuffed and wrestled me into the ambulance, I noticed them searching my vehicle.

After we arrived at the hospital the officers were still being aggressive and one even had the nerve to say "wow, I'm suprized, you don't even have a criminal record!"

After about an hour in the hospital all the nurses and doctors sent me home with no problem because they knew nothing was wrong with me. The head doctor also told me I should file a complaint against the Worcester police, she felt they had no reason to section 12 me.

After I got home I decided to look on the Internet about Toyota recalls and was shocked at what I found. Thousands of lawsuits due to the brake and gas pedal along with the floor mat problem, none of those are what went wrong with me. I then read further and saw the problem they are having with the ETCS-i, electronic throttle control system with intelligence.

I read there are approximately 29 or more lawsuits about this. From my understanding what happens is when you hit the brake pedal it is supposed to signal the brake, same with the gas. When I hit the brake it signaled the gas and caused it to accelerate instead of slow down.

After looking this up I called Toyota and told them. They sent out a tech to check the car, at the same time I hired my own tech to check the car computer which is considered to be the "black box" of the car. Both test came back showing only what the computer was able to read, that the car was accelerating, which it was, but it didn't record what was causing the accelerating, that was the brake pedal.

Both my tech and the tech sent by Toyota believe me 100% and claim they see this all the time. A tech I spoke with even has a theory on why this is happening but because he has never been in the car when it happens, he is not able to prove it.

Now, since the so called "black box" said I wasn't on the brake, Toyota has totally shafted me, said they weren't going to help me in any way and that I needed to hire a lawyer and take legal action.

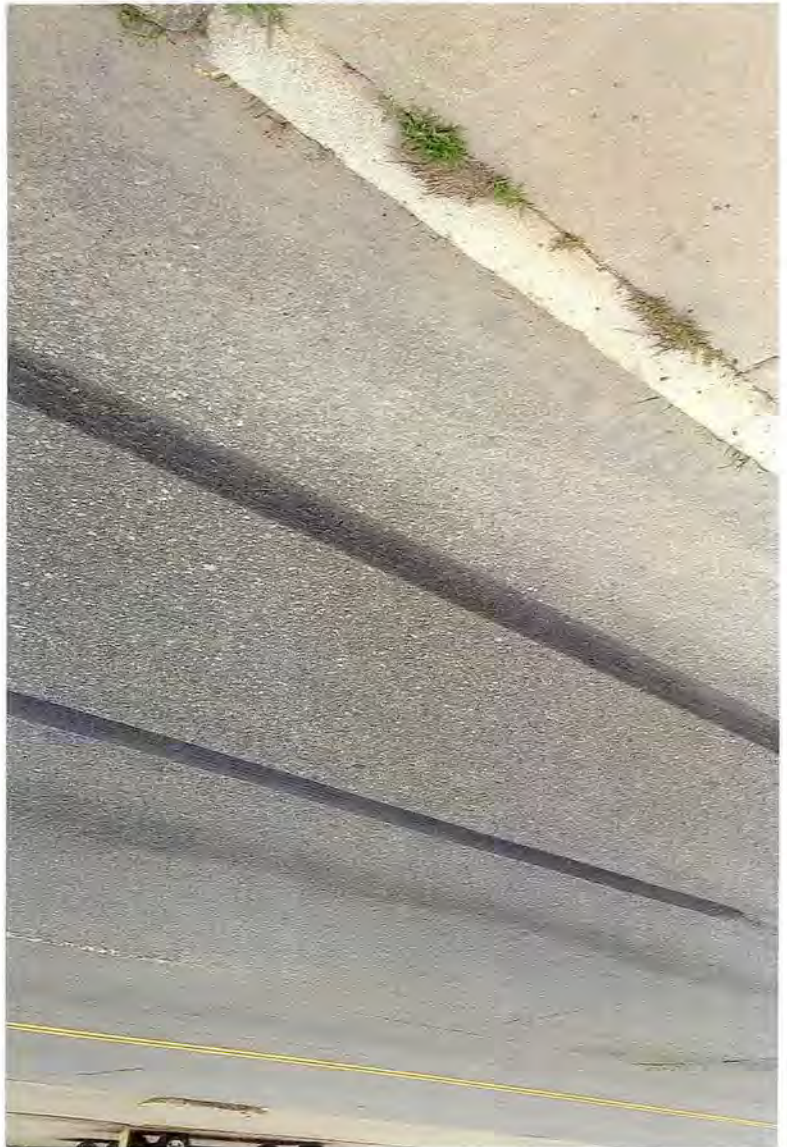
I hit three cars all of which were 7 to 10 years older then mine. Three weeks prior to the accident, I had the required maintenance done on the car, I also had the brakes done. At the same time I spent over two thousand dollars on brand new rims, tires, a chrome grill, chrome outlining and tinted windows, why in

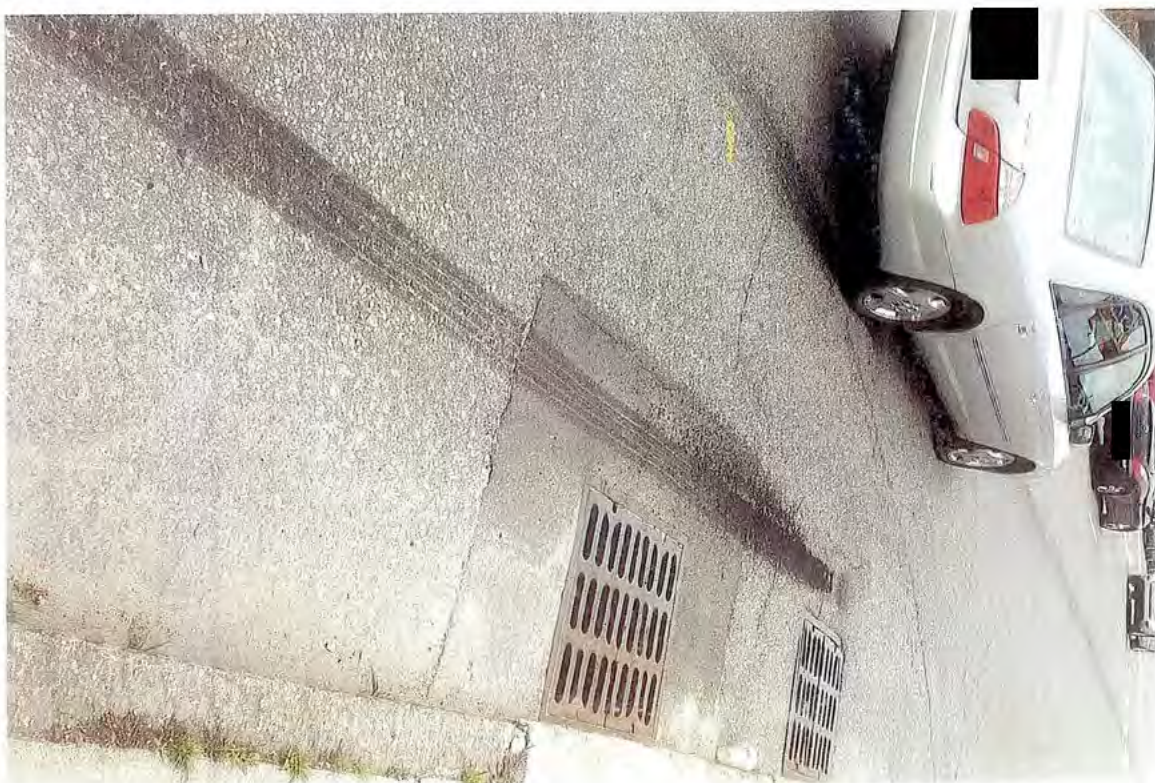
the world would I smash up my car in such a way?

My insurance is now going to double, a man who was standing out laughing and joking with the cops while they harassed me is now claiming an injury and I had to release my medical records because the police reported me as having a stroke while driving, I didn't have the stroke, my 2009 Toyota Camry LE had the stroke!

I am begging for help, this is going to continue to happen and all I think of is if that pick up were not there, an innocent child could have been killed. I know factually that my foot was on that brake pedal, and Toyota does too.







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