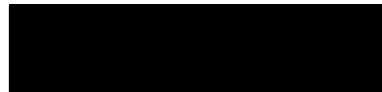
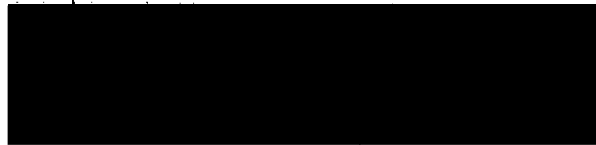


 U.S. Department of Transportation National Highway Traffic Safety Administration		INFORMATION ACT (EOIA), 5 U.S.C. 552(B)(6) DOT Auto Safety Hotline Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline		FOR AGENCY USE ONLY 100148	
OWNER INFORMATION (Type or Print)		Date Received 08-APR-2014		Repository ☐ Reference No. 10578327	
Name Address City LAFAYETTE State IN Zip Code		Daytime Telephone Number Evening Telephone Number		E-mail Address	
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 JTDZN3EUXC3		Make TOYOTA		Model PRIUS V	
Model Year 2012		Date Purchased		Dealer's Name and Telephone Number	
Original Owner ☐		Dealer's City		State Zip Code	
Transmission Type ☐ Antilock Brakes ☐ Cruise Control		Powertrain		Multiple Failure:	
				Incident Date(s) 02-APR-2014	
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: 140000 AIR BAGS				Failure Mileage 30150	
				Failure Speed 20	
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:	
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 1	
				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).					
DRIVER IN A 2005 FORD FOCUS 4 DOOR TURNED LEFT IN FRONT OF ME. MY PRIUS V HIT THE FORD FOCUS ON THE FRONT PASSENGER SIDE CORNER. MY PRIUS WAS DAMAGED IN THE CENTER OF THE FRONT. THE SPEED OF MY VEHICLE IS LESS THAN 40 MPH, THE SPEED LIMIT. I BELIEVE I WAS TRAVELING ABOUT 30 MPH BEFORE I HIT THE BRAKES HAD ABOUT 25 FEET TO STOP. WHEN WE HIT THE FORD IT WAS LIKE HITTING A BRICK WALL, MY PRIUS POPPED UP OFF THE GROUND ABOUT A FOOT. NEITHER OF THE FRONT AIR BAGS DEPLOYED. MY WIFE, THE PASSENGER IN MY PRIUS FRACTURED HER STERNUM DUE TO THE PRESSURE OF THE SEAT BELT.					
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 to 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.					

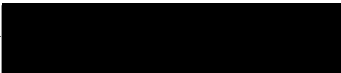
May 23, 2014

Enclosed please find a police report,
black box information from my Prius V and photos
that I took of my damaged auto.

I spoke to your office on May 21, 2014 and
was given this reference number 640769.



10578327

Acknowledgement from NHTSA/ODI of your safety complaint Tuesday, April 8, 2014 4:44 PM**From:** "US DOT NHTSA" <donotreplyodi@dot.gov>**To:** 

JUN -3 2014

[Full Headers Printable View](#)

Thank you for filing your safety-related complaint via our Web site or our Vehicle Safety Hotline. The ODI Number listed below will be a direct link to your complaint as soon as it is ready to view. Please allow at least two business days for approval and processing before trying to view your complaint online. You will then be able to view it and search any associated documents.

Your Confirmation number (ODI Number) is: 10578327

Your complaint information will be entered into the NHTSA vehicle owner complaint database. NHTSA technical staff review this information to identify potential safety problems. While you may or may not be contacted by a NHTSA investigator to clarify the information submitted, all reports are reviewed and analyzed for potential defects trends. Also, the NHTSA complaint database provides valuable information to other consumers and to manufacturers. If you have any questions regarding this complaint, please contact ODI:

By phone: 1-888-327-4236 Monday-Friday, 8:00AM to 8:00PM Eastern

TTY: 1-888-424-9153

Have your ODI Number available.

(Spanish-speaking operators available)

- By e-mail: <http://www-odi.nhtsa.dot.gov/contact.cfm>
- Indicate your ODI Number in the contact form.

Thank you,
Office of Defects Investigation (ODI)
National Highway Traffic Safety Administration (NHTSA)
U.S. Department of Transportation (DOT)

Did you know you can receive real-time information about safety recalls? There are two options:

Recall notification via email: <http://www-odi.nhtsa.dot.gov/subscriptions/index.cfm?refurl=email>

Recall notification via RSS: <http://www-odi.nhtsa.dot.gov/rss/index.cfm?refurl=email>

To find out more about NHTSA, please go to the [Safercar.gov](http://www.safercar.gov) website or call our Vehicle Safety Hotline toll-free at 1-888-327-4236.

Our [Privacy Policy](#) can be found at this Web page.

If you have questions regarding these emails, please go to our [Contact](#) Web page.

This is a system-generated e-mail. Do NOT respond to the sender of this e-mail.



Thank you for your Vehicle Safety Complaint

Your Complaint Information has been successfully submitted.

Your Confirmation Number (ODI Number) is: 10578327.

Your Complaint will be available within 72 hours at <http://www-odi.nhtsa.dot.gov/complaints/>.

An acknowledgement was sent to [REDACTED]

1. Vehicle Information

Vehicle Identification Number (VIN): JTDZN3EUXC3 [REDACTED]

Make / Model / Year: TOYOTA PRIUS V 2012

2. Incident Information

Approximate Incident Date: 04/02/2014

Vehicle mileage at time of incident: 30,150

Vehicle speed at time of incident: 20 (mph)

Affected Parts: Air Bags

Fire: No

Crash: Yes

Injury or Fatality: Yes

Persons Injured: 1

Deaths: 0

Tell us what happened:

Driver in a 2005 Ford Focus 4 door turned left in front of me. My Prius V hit the Ford Focus on the front passing side corner. My Prius was damaged in the center of the front. The speed of my vehicle is less than 40 mph, the speed limit. I believe I was traveling about 30 mph before I hit the brakes had about 25 feet to stop. When we hit the Ford Focus was like hitting a brick wall, My Prius popped up off the ground about a foot. Neither of the front air bags deployed. My wife, the passenger in my Prius fractured her sternum due to the pressure of the seat belt.

3. Personal Information

Name: [REDACTED]

Email: [REDACTED]

Daytime Phone: [REDACTED]

Evening Phone: [REDACTED]

Address1: [REDACTED]

Address2: [REDACTED]

City, State, Zip: Lafayette, IN [REDACTED]

1200 New Jersey Avenue, SE, West Building Washington DC 20590 USA 1.888.327.4236 TTY 1.800.424.9153

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	JTDZN3EUXC3 [REDACTED]
User	DONALD WADE
Case Number	C3031412
EDR Data Imaging Date	04/15/2014
Crash Date	04/02/2014
Filename	JTDZN3EUXC3 [REDACTED].ACM.CDRX
Saved on	Tuesday, April 15 2014 at 12:40:58
Collected with CDR version	Crash Data Retrieval Tool 12.2.1
Reported with CDR version	Crash Data Retrieval Tool 12.2.1
EDR Device Type	Airbag Control Module
Event(s) recovered	Front/Rear (1), Side (1)

Comments

VEHICLE WAS INSPECTED AT DEFOUW BODYSHOP, 320 SAGAMORE PARKWAY, LAFAYETTE, INDIANA 47905 765-449-2800. THE VEHICLE HAD A GLANCING TYPE IMPACT ACROSS THE FRONT END OF THE VEHICLE, THE BRUNT OF THE IMPACT WAS AT RIGHT CORNER, THE GRILLE AND FRONT BUMPER FASCIA WAS DAMAGED, THE FRONT WINDSHIELD WAS CRACKED ON THE RIGHT LOWER CORNER.

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 seven categories. The specifications for 12EDR or later are designed to be compatible with NHTSA's 49CFR Part 563 rule.
 - 00EDR / 02EDR / 04EDR / 06EDR / 10EDR / 12EDR / 13EDR
- 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.
 - In some situations, pre-crash data may be re-recorded if an event continues for more than 0.5 seconds.
- 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, Front Door 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, 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:

- 1)
 - 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" has two recording specifications. Both the recorded value increases as the driver depresses the accelerator.
 - Percentage of accelerator pedal depressed (recorded as 0-100(%)).
 - Output voltage of accelerator pedal module (recorded as 0-5(V)).
 - 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 four recording formats for "Occupancy Status, Passenger" will be utilized.
 - Occupied / Not Occupied
 - Adult / Child / Not Occupied
 - AM50 / AF05 / Child / Not Occupied
 - AM50 / AF05 / Child or Not Occupied
 - "Ignition Cycle Since DTC was Set" records the cumulative amount of times that the ignition is switched ON after an airbag system diagnostics code was set for the first time.
 - "Air Bag Warning Lamp ON Time Since DTC was Set" records the total time that the ignition has been switched ON after the warning lamp was illuminate, due to an airbag system fault, for the first time. The resolution 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.

- "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.

05006_ToyotaF-TEN_r019

System Status at Time of Retrieval

ECU Part Number	89170-47270
ECU Generation	06EDR
Recording Status, All Pages	Complete
Freeze Signal	OFF
Freeze Signal Factor	None
Diagnostic Trouble Codes Exist	No
Time from Previous Pre Crash TRG (msec)	16381 or greater
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	2	Side Crash	0	Complete (Page 0)	Complete (Side Page 0)
1st Prior Event	1	Front/Rear Crash	-12	Complete (Page 0)	Complete (Front/Rear Page 0)

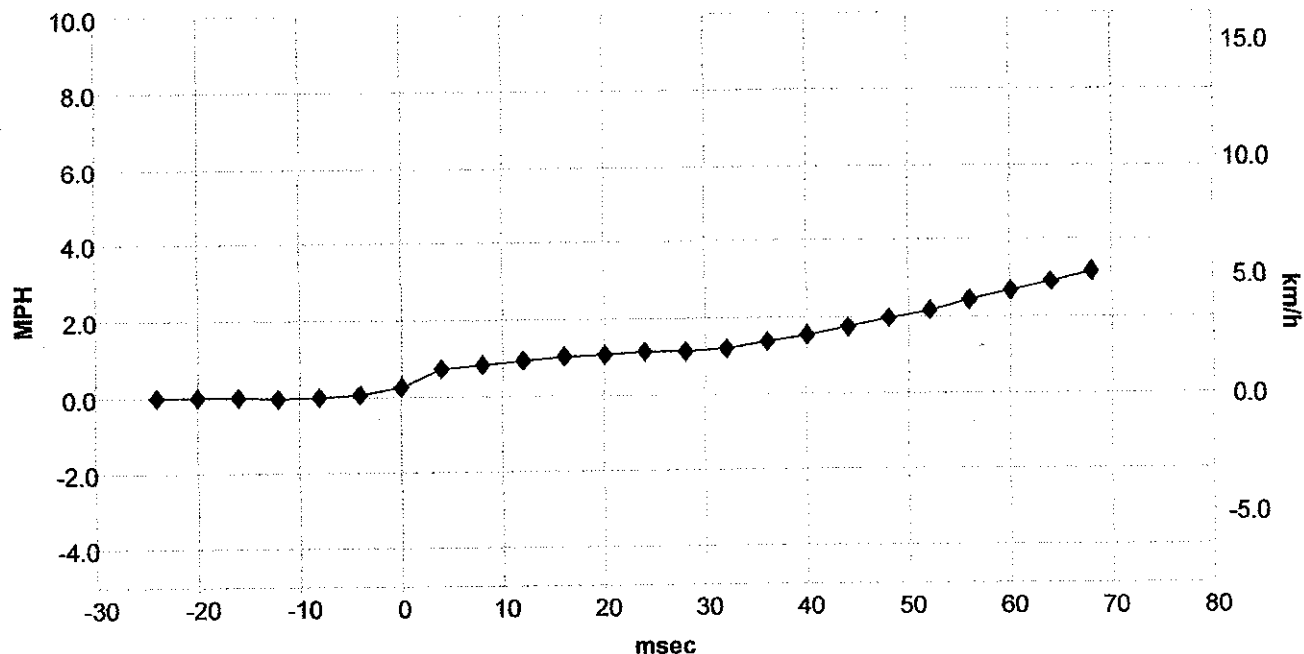
System Status at Event (Most Recent Event, TRG 2)

Recording Status, Side Crash Info.	Complete
Crash Type	Side Crash
TRG Count (times)	2
Recorded Side	Driver's Side
Previous Crash Type	Frontal/Rear
Time from Pre-Crash TRG (msec)	12
Linked Pre-Crash Page	0
Time to Deployment Command, B-Pillar Sensor (msec)	Not Commanded
Time to Deployment Command, C-Pillar Sensor (msec)	Not Commanded

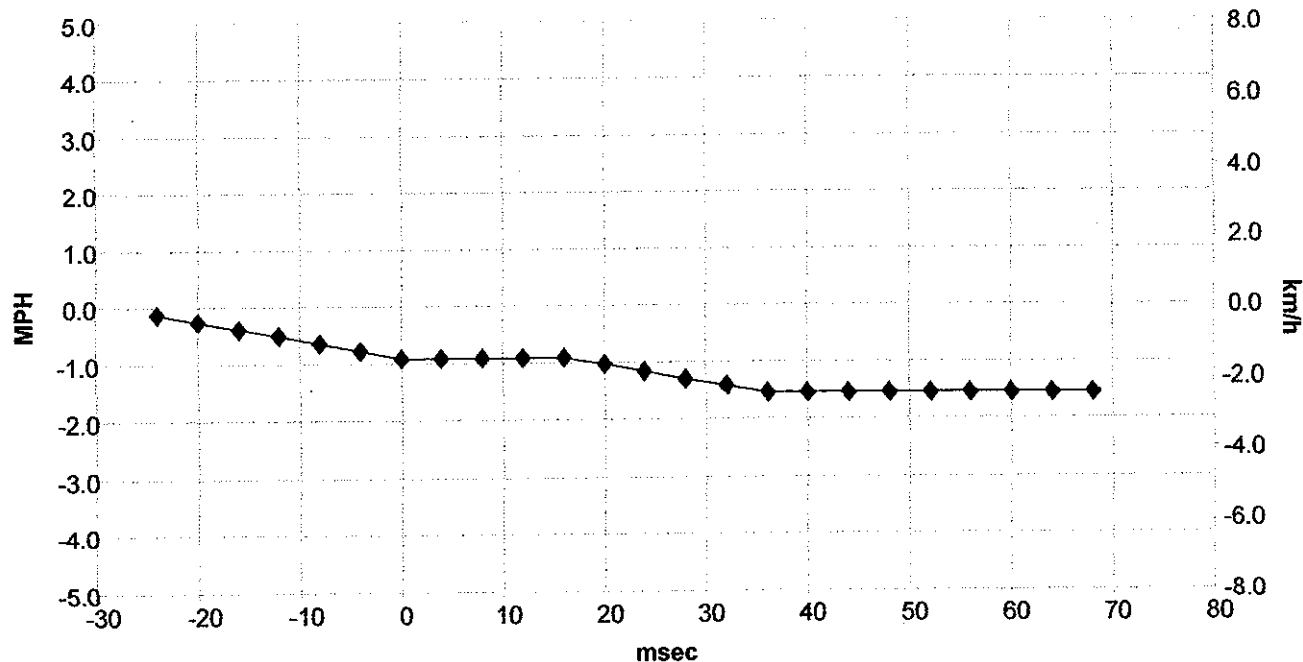
Lateral Crash Pulse (Most Recent Event, TRG 2 - table 1 of 2)

Recording Status, Time Series Data	Complete
Time from TRG to Next Sample (msec)	0
Max. Lateral Delta-V, Front Door Sensor (MPH [km/h])	1.2 [2.0]
Max Lateral Delta-V, B-Pillar Sensor (MPH [km/h])	-1.5 [-2.5]
Max Lateral Delta-V, C-Pillar Sensor (MPH [km/h])	-3.4 [-5.5]

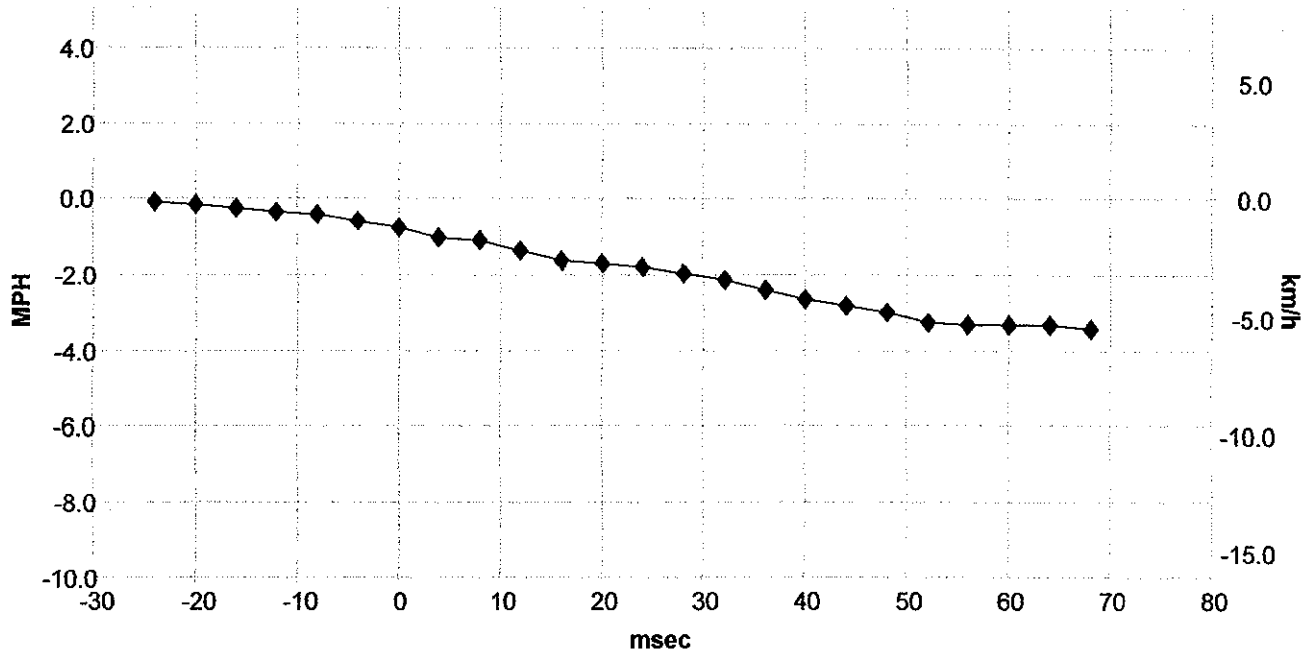
Lateral Delta-V, Airbag ECU Sensor



Lateral Delta-V, B-Pillar Sensor



Lateral Delta-V, C-Pillar Sensor



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

Time (msec)	Lateral Delta-V, Airbag ECU Sensor (MPH [km/h])	Lateral Delta-V, B-Pillar Sensor (MPH [km/h])	Lateral Delta-V, C-Pillar Sensor (MPH [km/h])
-24	0.0 [0.0]	-0.1 [-0.2]	-0.1 [-0.1]
-20	0.0 [0.0]	-0.3 [-0.4]	-0.2 [-0.3]
-16	0.0 [0.0]	-0.4 [-0.6]	-0.3 [-0.4]
-12	0.0 [-0.1]	-0.5 [-0.8]	-0.3 [-0.6]
-8	0.0 [0.0]	-0.6 [-1.0]	-0.4 [-0.7]
-4	0.1 [0.1]	-0.8 [-1.2]	-0.6 [-1.0]
0	0.3 [0.4]	-0.9 [-1.4]	-0.8 [-1.2]
4	0.7 [1.2]	-0.9 [-1.4]	-1.0 [-1.7]
8	0.8 [1.3]	-0.9 [-1.4]	-1.1 [-1.8]
12	0.9 [1.5]	-0.9 [-1.4]	-1.4 [-2.2]
16	1.0 [1.7]	-0.9 [-1.4]	-1.6 [-2.6]
20	1.1 [1.7]	-1.0 [-1.7]	-1.7 [-2.8]
24	1.1 [1.8]	-1.2 [-1.9]	-1.8 [-2.9]
28	1.1 [1.8]	-1.3 [-2.1]	-2.0 [-3.2]
32	1.2 [2.0]	-1.4 [-2.3]	-2.1 [-3.4]
36	1.4 [2.2]	-1.5 [-2.5]	-2.4 [-3.9]
40	1.5 [2.5]	-1.5 [-2.5]	-2.7 [-4.3]
44	1.7 [2.8]	-1.5 [-2.5]	-2.8 [-4.6]
48	2.0 [3.2]	-1.5 [-2.5]	-3.0 [-4.8]
52	2.2 [3.5]	-1.5 [-2.5]	-3.3 [-5.2]
56	2.4 [3.9]	-1.5 [-2.5]	-3.3 [-5.4]
60	2.7 [4.3]	-1.5 [-2.5]	-3.3 [-5.4]
64	2.9 [4.7]	-1.5 [-2.5]	-3.3 [-5.4]
68	3.2 [5.2]	-1.5 [-2.5]	-3.4 [-5.5]

DTCs Present at Time of Event (Most Recent 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 (Most Recent Event, TRG 2)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	300
Buckle Switch, Left Seat	Buckled
Buckle Switch, Right Seat	Buckled
Occupancy Status, Passenger	AM50
Seat Position, Driver	Rearward
Shift Position	Drive

Pre-Crash Data, -5 to 0 seconds (Most Recent Event, TRG 2)

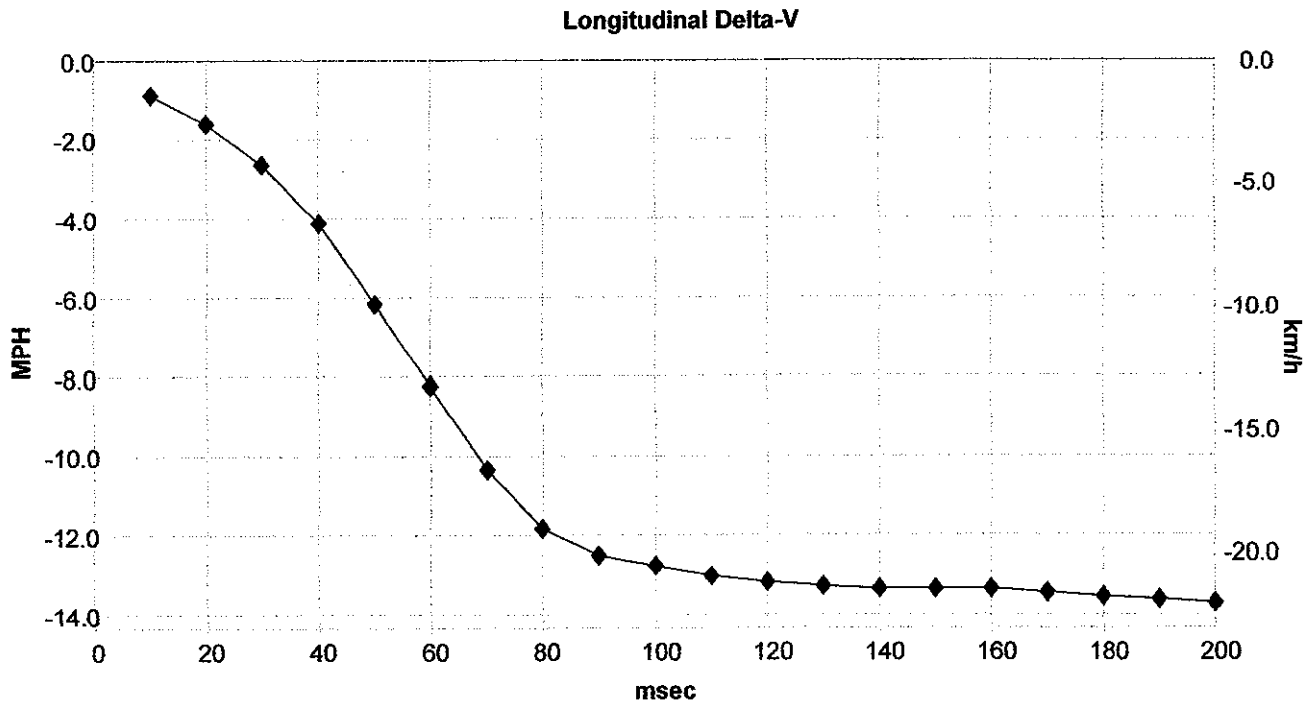
Time (sec)	-4.3	-3.3	-2.3	-1.3	-0.3	0 (TRG)
Vehicle Speed (MPH [km/h])	39.8 [64]	39.8 [64]	39.8 [64]	38.5 [62]	31.1 [50]	26.1 [42]
Brake Switch	OFF	OFF	OFF	OFF	ON	ON
Accelerator Rate (V)	1.37	0.78	0.78	0.78	0.78	0.78
Engine RPM (RPM)	800	800	800	800	800	800

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

Recording Status, Front/Rear Crash Info.	Complete
Crash Type	Front/Rear Crash ?
TRG Count (times)	1
Previous Crash Type	No Event
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 (1st Prior Event, TRG 1 - table 1 of 2)

Recording Status, Time Series Data	Complete
Max Longitudinal Delta-V (MPH (km/h))	-13.7 [-22.1]



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

Time (msec)	Longitudinal Delta-V (MPH [km/h])
10	-0.9 [-1.4]
20	-1.6 [-2.6]
30	-2.7 [-4.3]
40	-4.1 [-6.6]
50	-6.2 [-9.9]
60	-8.2 [-13.2]
70	-10.4 [-16.7]
80	-11.8 [-19.0]
90	-12.5 [-20.1]
100	-12.8 [-20.5]
110	-13.0 [-21.0]
120	-13.2 [-21.2]
130	-13.3 [-21.4]
140	-13.4 [-21.5]
150	-13.4 [-21.5]
160	-13.4 [-21.5]
170	-13.5 [-21.7]
180	-13.5 [-21.8]
190	-13.6 [-21.9]
200	-13.7 [-22.1]

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

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 1)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	300
Buckle Switch, Left Seat	Buckled
Buckle Switch, Right Seat	Buckled
Occupancy Status, Passenger	AM50
Seat Position, Driver	Rearward
Shift Position	Drive

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

Time (sec)	-4.3	-3.3	-2.3	-1.3	-0.3	0 (TRG)
Vehicle Speed (MPH [km/h])	39.8 [64]	39.8 [64]	39.8 [64]	38.5 [62]	31.1 [50]	26.1 [42]
Brake Switch	OFF	OFF	OFF	OFF	ON	ON
Accelerator Rate (V)	1.37	0.78	0.78	0.78	0.78	0.78
Engine RPM (RPM)	800	800	800	800	800	800

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 40 00 01
	01	00
	03	34 37 32 37 30 30 30 30 43 43 30 30 30 43 43 30 30 30 43 42 30 30 30 43 42 30 30 30 44 31 30 30 30 44 31 30 30 30 44 33 30 30 30 44
	04	02 FF 01 01
	05	01
	06	18
	07	30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30
	0A	02
	20	80 00 C0 01
	21	00 31
	31	03 03 00
	32	03 03 01 01 00 00 00 00 00 00 00 00 00 00 00 40 00 4E
	40	80 00 00 01
	41	BA 0E 02 47 30 05 00 7D
	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	01
	E2	00 5B 59 11 00
	EC	FF

EEPROM	Address	Data (-- = data not imaged from ECU) (** = no response from ECU)
	0	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	10	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	20	-- -- -- -- -- -- -- -- -- -- -- -- -- -- 80 01
	30	00 00 00 00 3F FD 80 01 00 00 00 18 00 00 -- --
	40	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	50	-- -- 11 31 01 55 14 22 65 14 22 7C 14 22 80 14
	60	80 14 80 23 03 00 00 55 00 00 00 00 00 00 00
	70	00 00 00 00 00 00 00 00 00 00 55 00 00 00 00
	80	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	90	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	A0	00 00 -- -- 0A 09 0C 11 18 18 19 11 08 03 03 02
	B0	01 01 00 00 01 01 01 01 02 53 00 55 00 01 E0 00
	C0	FE FE 00 55 00 00 00 00 00 00 00 00 00 00 00
	D0	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	E0	00 00 00 00 -- -- FF FF FF FF FF FF FF 00 00 00
	F0	00 FF FF FF FF FF FF 00 00 00 00 00 00 00 FF FF
	100	FF FF FF FE FE FD FF FD FD FF FF FE FE FD FD FE
	110	FE FD FF 00 00 FF 00 01 00 01 FF FB F4 E6 FA FA
	120	FA FE FC FF FC F8 F5 F4 F3 F4 F1 F2 F2 EF 00 39
	130	00 00 00 55 00 02 00 0C FE FE 00 55 00 00 00 00
	140	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
	160	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
	180	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.

TOYOTA

Nekii Montgomery
Direct Phone (310) 468-7436
Fax (310) 381-6982

Toyota Motor Sales, U.S.A., Inc.
19001 South Western Avenue
Torrance, CA 90501

May 12, 2014

[REDACTED]
Lafayette, IN [REDACTED]

RE: Date of Loss: April 2, 2014
 Vehicle: 2012 Toyota Prius V
 VIN: JTDZN3EUXC3 [REDACTED]

Dear [REDACTED]

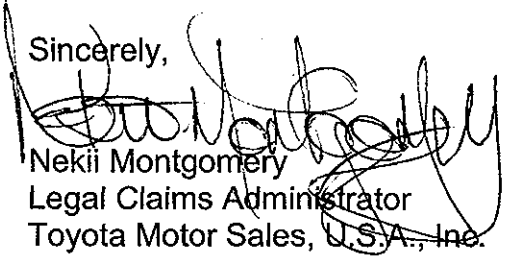
Thank you for contact with our Toyota Customer Experience Center regarding the incident reported on April 9, 2014.

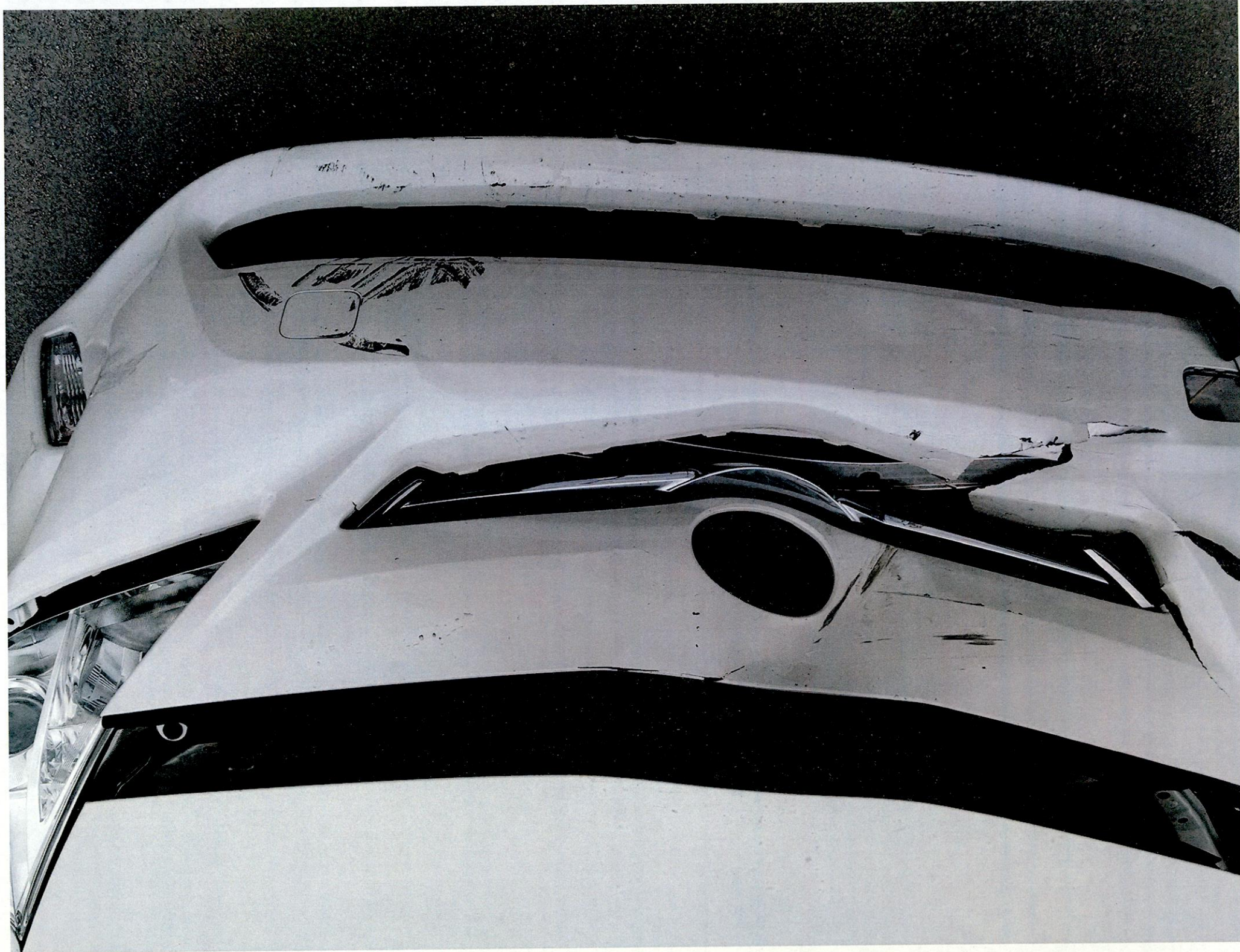
It is our understanding that you were driving when the vehicle in the opposite direction made a left turn in front of you causing the collision. The vehicle was inspected on April 15, 2014 at Defouw Body Shop.

In reference to the non- deployment of the airbags, there was no rearward deformation of the frame rails. There was insufficient abrupt forward deceleration of the vehicle to deploy the air bags and the frontal impact was not of significant severity to cause airbag deployment. There were no diagnostic trouble codes relating to the operation of the Supplemental Restraint System.

We are sorry to hear about the unfortunate accident and injuries however at this time we cannot honor the claim as there is no indication that a manufacturing or design defect caused this incident. Thank you for allowing us to address your concerns.

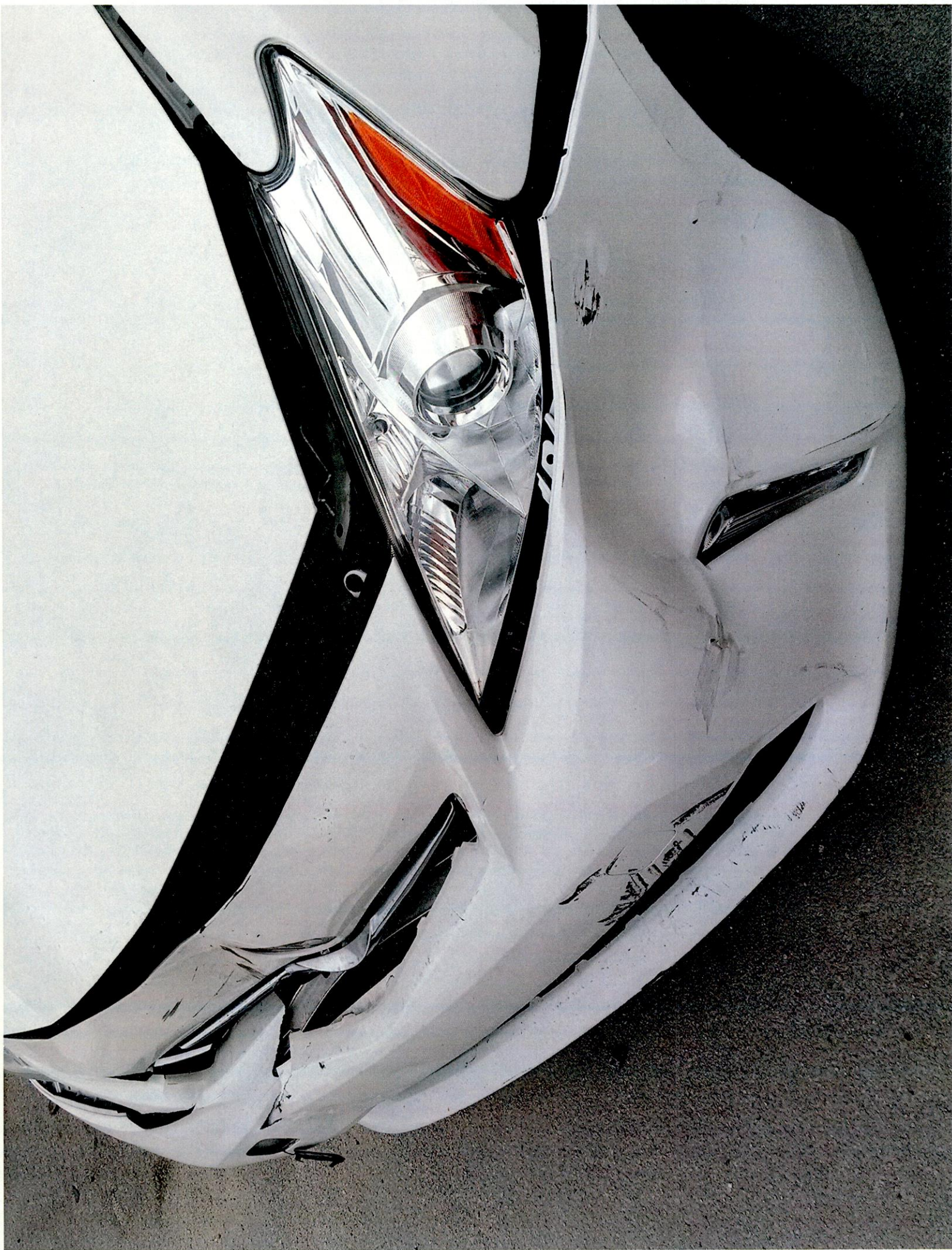
Sincerely,


Nekii Montgomery
Legal Claims Administrator
Toyota Motor Sales, U.S.A., Inc.



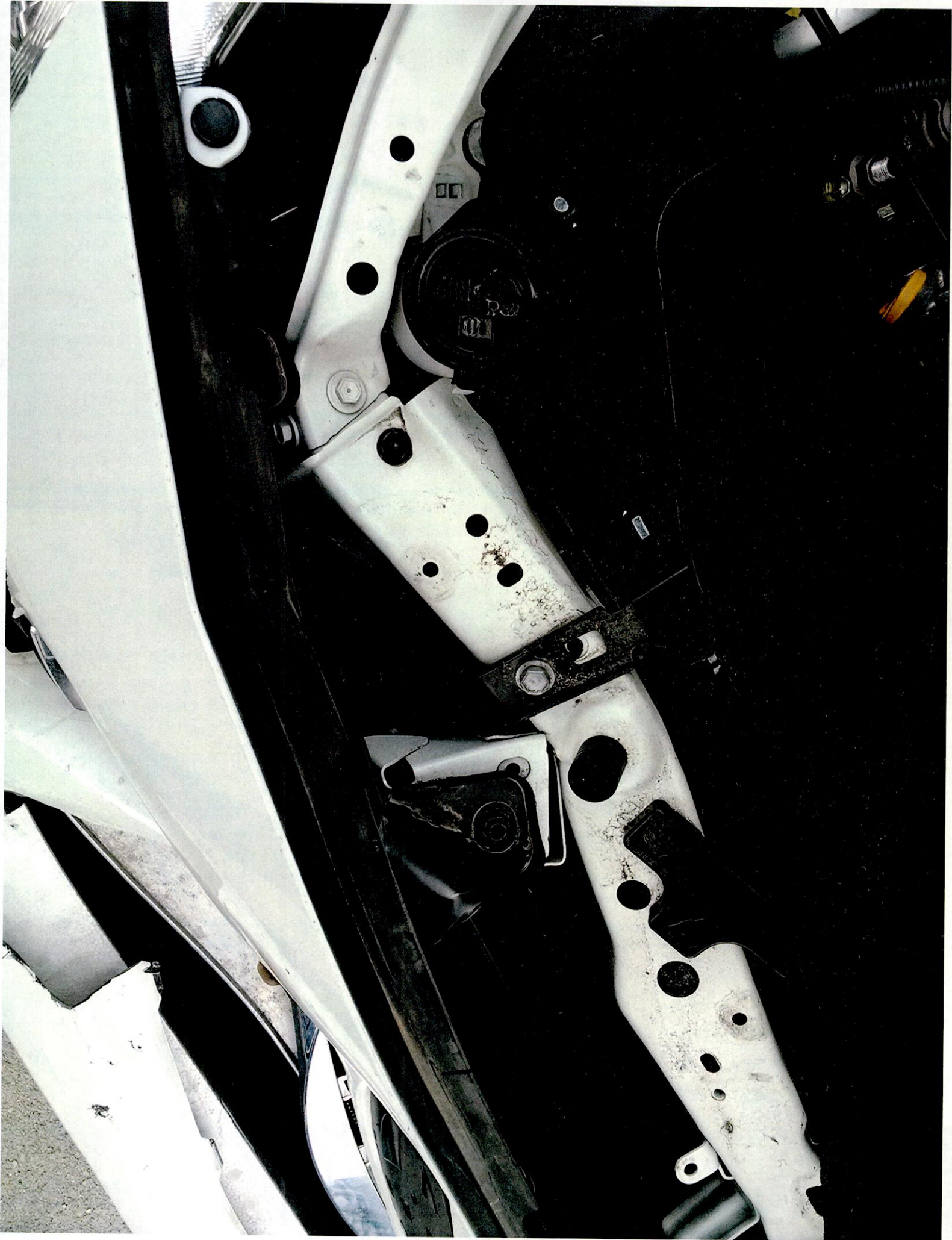
























INDIANA OFFICER'S STANDARD CRASH REPORT

Electronic Version

Page 1 of 6

Local ID

2014003936

Date of Crash	Day of Week	Actual Local Time	County	Township	# Motor Vehicles	# Injured	# Dead	# Commercial Vehicles	# Deer
04/02/2014	WED	4:57 PM	TIPPECANOE	FAIRFIELD	2	1	0	0	0
Road Crash Occurred On			Nearest/Intersecting Road/MileMarker/Interchange		If not an intersection, number of feet from		Direction		Road Classification
FRONTAGE RD			STATE RD 26 E		150		N		LOCAL/CITY ROAD
Inside Corporate Limits?		City/Town or Nearest City/Town			Property?		Crash Latitude		Crash Longitude
YES		LAFAYETTE			OTHER		N 40 25 8 07		W 86 49 5 99
Driver #1			Driver #2		Driver #3		Driver #4		

Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4	Driver Contributing Circumstances	Vehicle Contributing Circumstances	Environment Contributing Circumstances
					☐ Alcoholic Beverages	☐ Engine Failure or Defective	☐ Glare
					☐ Illegal Drugs	☐ Accelerator Failure or Defective	☐ Roadway Surface
					☐ Prescription Drugs	☐ Brake Failure or Defective	☐ Holes/Ruts in Surface
					☐ Driver Asleep or Fatigued	☐ Tire Failure or Defective	☐ Shoulder Defective
					☐ Driver Illness	☐ Headlight(s) Defective or Not On	☐ Road Under Construction
					☐ Unsafe Speed	☐ Other Lights Defective	☐ Severe Crosswinds
					☐ Failure to Yield	☐ Steering Failure	☐ Obstruction Not Marked
					☐ Disregard Signal	☐ Window/Windshield Defective	☐ Lane Marking Obscured
					☐ Left of Center	☐ Oversize/Overweight Load	☐ View Obstructed
					☐ Improper Passing	☐ Insecure/Leaky Load	☐ Animal/Object in Roadway
					☐ Improper Turning	☐ Tow Hitch Failure	☐ Traffic Ctl Inop/Missing/Obscure
					☐ Improper Lane Usage	☐ Other	☐ Utility Work
					☐ Following Too Closely	☐ None	☐ Other
					☐ Unsafe Backing		☐ None
					☐ Overcorrecting		
					☐ Ran off Road		
					☐ Wrong Way on One Way		
					☐ Pedestrian's Action		
					☐ Passenger Distraction		
					☐ Restriction Violation		
					☐ Jackknifing		
					☐ Cell Phone Usage		
					☐ Other Telematics		
					☐ Driver Distracted		
					☐ Speed/Weather Conditions		
					☐ Unsafe Lane Movement		
					☐ Other		
					☐ None		

Area Information	
Hit and Run	NO
School Zone	NO
Rumble Strips	NO
Locality	URBAN
Light Condition	DAYLIGHT
Weather Conditions	CLOUDY
Surface Condition	DRY
Type of Median	NONE
Type of Roadway Junction	NO JUNCTION INVOLVED
Road Character	CURVE / LEVEL
Roadway Surface	ASPHALT
Construction	If Yes, Construction Type
NO	
Traffic Control Devices	NONE
Traffic Control Device Operational?	NO
Was this crash the result of aggressive driving?	NO

Total Estimate of all damage in the Crash:

\$10,001 TO \$25,000

Other Property Damage (1)	State Property	Owner's Name and Address
Other Property Damage (2)	State Property	Owner's Name and Address

Witness/Other Participant			Non-Motorist		
☐ Witness	#	Name	(Last Name, First Name, MI)		
☐ Other Participant					
Address etc.			Non-Motorist Type	Non-Motorist Action	
Phone #			Apparent Physical Condition		
Location at Time of Crash			Cited?	Direction	
☐ Witness	#	Name			
☐ Other Participant					
Address etc.			Street/Highway		
Phone #			Location at Time of Crash		
			Traffic Control?		
			If yes, was traffic control operational?		

Local ID

2014003936

Page 2 of 6

Type of Crash LEFT TURN					
Time Notified 4:57 PM		Time Arrived 5:00 PM		Other Location of Investigation NONE	
Assisting Officer		ID No.	Agency	Investigation Complete? YES	Photos Taken? NO
Assisting Officer		ID No.	Agency	Date of Report 04/02/2014 17:08:21	
Investigating Officer GARD, MATTHEW J.		ID No. 0352	Agency Lafayette Police Department	Reviewing Officer DEVINE, MATTHEW F.	

Narrative

Vehicle 1 Policy No. [REDACTED]

Vehicle 2 Policy No. [REDACTED]

Vehicle 1 struck the front center of Vehicle 2 with the front center of V1.

Driver 1 stated he was heading west and turned left to pull into the parking lot for Cracker Barrel. D1 stated he didn't see V2 coming on Frontage Rd.

Driver 2 stated he was heading east on Frontage Rd. D2 stated that V1 turned left in front of him and they collided.

END

UNIT INFORMATION

Local ID

2014003936

Page 3 of 6

1 Driver's Name (Last, First, MI)		Safety Equipment Used LAP BELT AND HARNESS	
Address (Street, City, State, Zip)		Safety Equipment Effective YES	
LAFAYETTE, IN		Ejection/Trapped NOT EJECTED OR TRAPPED	
Date of Birth	Age	Gender MALE	EMS No.
			Immed Attn NO
Driver's License #		Lic Type OP	CDL Class
		IN	Driver Injury Status
Apparent Physical Status		Nature of Most Severe Injury	
☒ Normal		Location of Most Severe Injury	
☐ Had Been Drinking		If Cited?	
☐ Handicapped		☐ Infraction	
☐ Ill		☐ Misdemeanor	
☐ Asleep/Fatigued		☐ Felony	
☐ Drugs/Medication		IC Codes	
☐ Unknown			
Restrictions			
☐ Glasses/Contact Lenses			
☐ Outside Rearview Mirror			
☐ Daylight Driving			
☐ Automatic Transmission			
☐ Special Controls			
☐ Employment Only			
☐ Motorcycle Only			
☐ To/From Employment			
☐ Employer's Vehicle Only			
☐ State-Owned Vehicles			
☐ PP Chauffeurs Taxi Only			
☐ Power Steering			
☐ Special Restrictions			
☐ Probation DWI			
☐ Probation HTV			
☒ None			
Test Given	Type Given		
	☐ Blood ☐ Urine ☐ Breath ☐ SFST ☐ PBT		
Alcohol Results		Drug Results	
PBT			
Certified Test	☐ Pending		
Veh#	Color	Vehicle Year	Make
1	White	2005	Ford
			Model
			FOCUS
			Style
			4D
# Occupants	Lic Year	License #	License State
1	2015		IN
# Axles	Speed Limit	Insured By	Phone Number
2	40	FIRST CHICAGO INS	
Vehicle Identification #			
1FAPP34N95W			
Registered Owner's Name (Last, First, MI)			
☐ Same as Driver			
Address (Street, City, State, Zip)			
LAFAYETTE, IN			
Towed?	To	Due to Disabling Damage	
	By JIM'S	JIMS	
	Lic State	Lic Year	Registered Owner's Name (Last, First, MI)
			☐ Same as Driver
License #	Address (Street, City, State, Zip)		
Veh Year	Make		
Lic State	Lic Year	Registered Owner's Name (Last, First, MI)	☐ Same as Driver
License #	Address (Street, City, State, Zip)		
Veh Year	Make		
Commercial Vehicle: Carrier's Name and Address			
HAZMAT Proper Shipping Name:			
State DOT#			
US DOT#	ICC#	CMV Inspection	If Yes
Gross Vehicle Weight Rating	Cargo Body Type		
HAZMAT Placard	HAZMAT Release of Cargo	HAZMAT 4-Digit ID#	Hazard Class #
Event Collision With			
ANOTHER MOTOR VEHICLE			

UNIT INFORMATION

Page 4 of 6

Local ID

2014003936

Driver's Name (Last, First, MI) 2 [REDACTED]		Safety Equipment Used LAP BELT AND HARNESS	
Address (Street, City, State, Zip) [REDACTED]		Safety Equipment Effective YES	
LAFAYETTE, IN [REDACTED]		Ejection/Trapped NOT EJECTED OR TRAPPED	
Date of Birth [REDACTED]	Age [REDACTED]	Gender MALE	EMS No. [REDACTED]
Driver's License # [REDACTED]		Lic Type OP	Immed Attn NO
CDL Class [REDACTED]		Lic State IN	Driver Injury Status [REDACTED]
Apparent Physical Status ☒ Normal ☐ Had Been Drinking ☐ Handicapped ☐ Ill ☐ Asleep/Fatigued ☐ Drugs/Medication ☐ Unknown		Restrictions ☐ Glasses/Contact Lenses ☐ Outside Rearview Mirror ☐ Daylight Driving ☐ Automatic Transmission ☐ Special Controls ☐ Employment Only ☐ Motorcycle Only ☐ To/From Employment ☐ Employer's Vehicle Only ☐ State-Owned Vehicles ☐ PP Chauffeurs Taxi Only ☐ Power Steering ☐ Special Restrictions ☐ Probation DWI ☐ Probation HTV ☐ None	
Test Given [REDACTED]		Nature of Most Severe Injury [REDACTED]	
Type Given ☐ Blood ☐ Urine ☐ Breath ☐ SFST ☐ PBT		Location of Most Severe Injury [REDACTED]	
Alcohol Results PBT [REDACTED] Certified Test [REDACTED] Pending [REDACTED]		IC Codes ☐ Infraction ☐ Misdemeanor ☐ Felony	
Drug Results [REDACTED]		Initial Impact Area ☐ Undercarriage ☐ Trailer ☐ None ☐ Unknown	
Veh# 2	Color White	Vehicle Year 2012	Make Toyota
Model PRIUS		Style 4D	
# Occupants 2	Lic Year [REDACTED]	License # [REDACTED]	License State [REDACTED]
# Axles 2	Speed Limit 40	Insured By HASTINGS MUTUAL	Phone Number [REDACTED]
Vehicle Identification # JTDZN3EUXC3 [REDACTED]			
Registered Owner's Name (Last, First, MI) [REDACTED] ☐ Same as Driver			
Address (Street, City, State, Zip) [REDACTED]			
LAFAYETTE, IN [REDACTED]			
Towed? To By DEFOUW		Due to Disabling Damage JIMS	
Lic State [REDACTED]	Lic Year [REDACTED]	Registered Owner's Name (Last, First, MI) [REDACTED] ☐ Same as Driver	
License # [REDACTED]		Address (Street, City, State, Zip) [REDACTED]	
Veh Year [REDACTED]	Make [REDACTED]	Registered Owner's Name (Last, First, MI) [REDACTED] ☐ Same as Driver	
Lic State [REDACTED]	Lic Year [REDACTED]	Address (Street, City, State, Zip) [REDACTED]	
Veh Year [REDACTED]	Make [REDACTED]	Commercial Vehicle: Carrier's Name and Address [REDACTED]	
HAZMAT Proper Shipping Name: [REDACTED]		State DOT# [REDACTED]	
US DOT# [REDACTED]	ICC# [REDACTED]	CMV Inspection [REDACTED]	If Yes [REDACTED]
Gross Vehicle Weight Rating [REDACTED]		Cargo Body Type [REDACTED]	
HAZMAT Placard [REDACTED]	HAZMAT Release of Cargo [REDACTED]	HAZMAT 4-Digit ID# [REDACTED]	Hazard Class # [REDACTED]
Event Collision With ANOTHER MOTOR VEHICLE		Area Damaged (Multiples) ☐ Undercarriage ☐ Trailer ☐ None ☐ Unknown	
Vehicle Use PERSONAL (FARM, COMPANY)		Area Damaged (Multiples) ☐ Undercarriage ☐ Trailer ☐ None ☐ Unknown	
Emergency Run? [REDACTED]		Fire? [REDACTED]	
Vehicle Type PASSENGER CAR / STATION WAGON			
Pre-Crash Vehicle Action GOING STRAIGHT			
Direction of Travel EAST			
Type of Primary/Secondary Roadway One Way Traffic ☐ One Lane ☐ Two Lanes ☐ Multi-Lanes (3 or more)			
Two Way Traffic ☒ Two Lanes ☐ Multi-Lane Divided (3 or more) ☐ Multi-Lane Undivided 2 way left turn ☐ Multi-Lane Undivided (3 or more)			
☐ Private Drive ☐ Alley			

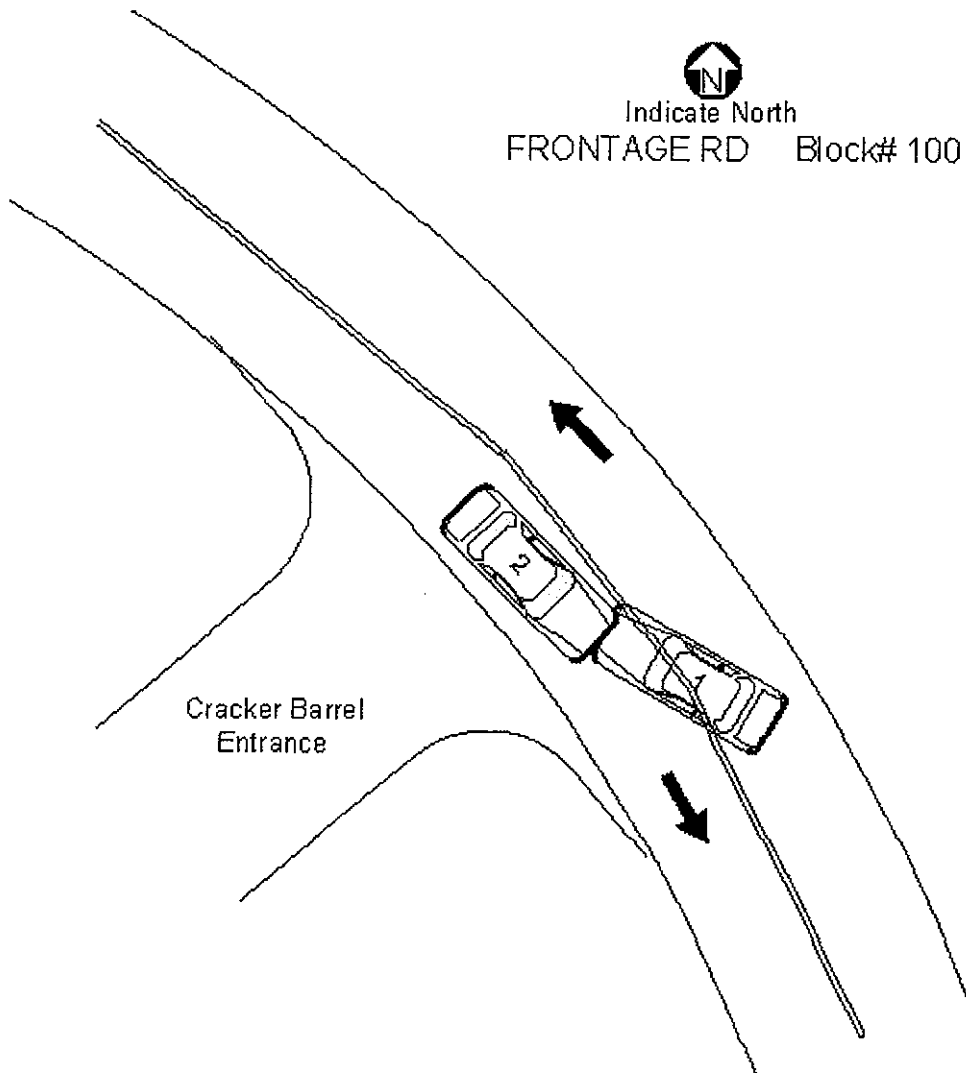
NON-DRIVER INJURED INFORMATION

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Local ID
2014003936

Injured Pre-crash Location: Veh # 2		Safety Equipment Used LAP BELT AND HARNESS	
Name (Last, First, MI) [REDACTED]		Safety Equipment Effective YES	
Address (Street, City, State, Zip) [REDACTED]		Ejection/Trapped NOT EJECTED OR TRAPPED	
LAFAYETTE, IN [REDACTED]		EMS No. 0026	Immed Attn NO
Date of Birth [REDACTED]		Driver Injury Status NON-INCAPACITATING	
Age [REDACTED]		Nature of Most Severe Injury COMPLAINT OF PAIN	
Gender Female		Location of Most Severe Injury CHEST	
Position in or on Vehicle ☐ Front ☒ ☐ ☐ ☐ ☐ ☐ ☐ Rear		Test Given ☐ Blood ☐ Urine ☐ Breath ☐ SFST ☐ PBT Type Given ☐	
		Alcohol Results PBT ☐ Certified Test ☐ Pending ☐ Drug Results	
Injured Pre-crash Location: Veh #		Safety Equipment Used	
Name (Last, First, MI)		Safety Equipment Effective	
Address (Street, City, State, Zip)		Ejection/Trapped	
		EMS No.	Immed Attn
Date of Birth		Driver Injury Status	
Age		Nature of Most Severe Injury	
Gender		Location of Most Severe Injury	
Position in or on Vehicle ☐ Front ☐ ☐ ☐ ☐ ☐ ☐ ☐ Rear		Test Given ☐ Blood ☐ Urine ☐ Breath ☐ SFST ☐ PBT Type Given ☐	
		Alcohol Results PBT ☐ Certified Test ☐ Pending ☐ Drug Results	
Injured Pre-crash Location: Veh #		Safety Equipment Used	
Name (Last, First, MI)		Safety Equipment Effective	
Address (Street, City, State, Zip)		Ejection/Trapped	
		EMS No.	Immed Attn
Date of Birth		Driver Injury Status	
Age		Nature of Most Severe Injury	
Gender		Location of Most Severe Injury	
Position in or on Vehicle ☐ Front ☐ ☐ ☐ ☐ ☐ ☐ ☐ Rear		Test Given ☐ Blood ☐ Urine ☐ Breath ☐ SFST ☐ PBT Type Given ☐	
		Alcohol Results PBT ☐ Certified Test ☐ Pending ☐ Drug Results	
Injured Pre-crash Location: Veh #		Safety Equipment Used	
Name (Last, First, MI)		Safety Equipment Effective	
Address (Street, City, State, Zip)		Ejection/Trapped	
		EMS No.	Immed Attn
Date of Birth		Driver Injury Status	
Age		Nature of Most Severe Injury	
Gender		Location of Most Severe Injury	
Position in or on Vehicle ☐ Front ☐ ☐ ☐ ☐ ☐ ☐ ☐ Rear		Test Given ☐ Blood ☐ Urine ☐ Breath ☐ SFST ☐ PBT Type Given ☐	
		Alcohol Results PBT ☐ Certified Test ☐ Pending ☐ Drug Results	

Diagram



Drawing Not To
Scale.

Lafayette, IN



**FIRST
CLASS**

U.S. Department of Transportation NHTSA
Office of Defects Investigation CNVS-210
1200 New Jersey Avenue, SE
West Building
Washington, DC 20590

