

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

[REDACTED]
Cranston, RI [REDACTED]

October 8, 2014

The Honorable David Friedman

Acting Administrator

National Highway Safety Administration

OCT 16 2014

1200 New Jersey Ave, SE, West Bldg.

Washington, DC 20590

Dear Administrator Friedman:

Recently I saw a segment on our local news channel, WPRI done by Susan Hogan the investigative reporter, regarding the [REDACTED] family from Bristol, RI. They are the owners of a 2010 Toyota Corolla that had experienced several unintended acceleration incidents. They wanted an investigation done and contacted you and Attorney David Kelley from Cahill, Gordon & Reindel of New York. I am writing this letter on behalf of my mother, [REDACTED] who is the owner of a 2012 Toyota Camry. My mom purchased the vehicle new from Balise Toyota of Warwick, RI. My mom had an incident with her car where she claims that she could not stop the vehicle after many attempts to stop the vehicle by pressing on the brake.

On August 22, 2013 at approximately 5:30 pm, she had an accident with the vehicle. Luckily she was not injured and no one else was involved in the car accident except for a fence! The police were called and made a report. Unfortunately there were no witnesses that came forward. My mother was [REDACTED] years old at the time of this accident. The car barely had over 2,000 miles on it I believe! She was returning home that evening and proceeded down a hill to a stop sign to take a right turn on to a usually very busy main street. She said that upon approaching the stop sign the vehicle felt funny when she began to brake. My mom stated that she was not going fast at all maybe 25 mph. As she continued to travel she noticed that she could not brake the vehicle and it seemed to pick up speed. At her age, she was able to control the vehicle enough as it continued traveling about 2 blocks. She had to go through a red light again avoiding other cars. Finally she was able to get the vehicle off the road and turn into a small shopping area parking lot. She says the whole time she was applying the brake but the car would not come to a stop. The car finally came to rest when she made a quick decision to make a sharp right between two brick buildings and crash into a wooden fence. At that time, the employees of the local donut shop ran outside to find her car against the fence. Again she was not injured, nor did she injure anyone else or hit any other vehicles on the road or in the parking lot! The police came to the scene and she explained best she could in broken English what happened. She did mention to the officer about the car sounding very loud like it was revving while up against the fence. The car was still running at that point. This was not articulated in the report. The car was towed to a local car repair business. The next day, I called Balise Toyota to explain what had happened and we brought the car to them for inspection. They had the vehicle in their possession until an inspector came to investigate. The person was Fran Cavanaugh

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from EAA Engineering Analysis Associates (I have enclosed his report.) He did tell me that when he ran his tests that are normally done the car performed as it should have. There were no unusual findings.

I really don't understand it, but the final result was that nothing was found on the vehicle's event data recorder. I followed up with Toyota like the letter said and was told the car was fine and we should pick it up. We did pick up the vehicle and had the front end damage repaired and repaired the fence. All of this was paid by my mom out of pocket. She did not go through her insurance company. My mom still has the vehicle and is still very hesitant to drive it. Again the vehicle doesn't even have 3,000 miles on it. She wants to get rid of it but would suffer a huge loss and I don't feel comfortable selling it on my own for her knowing the history of the vehicle and the many stories I have been reading about similar incidents involving Toyotas!

What would a proper remedy be for my mom?? Luckily she wasn't injured and didn't require any medical attention. I did contact an attorney but they didn't seem too interested maybe because there weren't any significant damages or injuries. I am writing this letter to add to the complaints that I have read and heard about and the local news reporter mentioned you in the report and that you would like to hear from anyone who had similar experiences.

Any guidance or information you can share would be appreciated. Please contact me if you have any questions at [REDACTED]. Thank you in advance.

Sincerely, [REDACTED]
[REDACTED]

Enclosure

9/12/13

[REDACTED]
Cranston, Rhode Island [REDACTED]

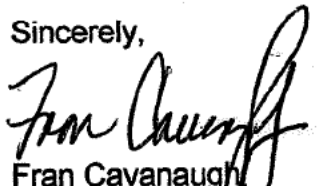
Re: 2012 Camry-4T4BF1FK8CR [REDACTED]

Dear Mrs. [REDACTED]:

Enclosed is the flash drive containing the Event Data Recorder (EDR) results for your Toyota Camry.

Toyota will contact you directly regarding your vehicle inspection results. If you have any further questions, please contact Toyota at 800-331-4331.

Sincerely,



Fran Cavanaugh
EAA Service Associate

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	4T4BF1FK8CR
User	Fran Cavanaugh
Case Number	
EDR Data Imaging Date	09/10/2013
Crash Date	08/22/2013
Filename	4T4BF1FK8CR 09102013 EDR_ACM.CDRX
Saved on	Tuesday, September 10 2013 at 09:43:06
Collected with CDR version	Crash Data Retrieval Tool 11.0
Reported with CDR version	Crash Data Retrieval Tool 11.0
EDR Device Type	Airbag Control Module
Event(s) recovered	None

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 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_r018

System Status at Time of Retrieval

ECU Part Number	89170-06660
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)	0
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
None	N/A	N/A	N/A	N/A	N/A

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	30 36 36 36 30 30 30 30 43 43 30 30 30 43 43 30 30 30 43 43 30 30 30 43 43 30 30 30 44 31 30 30 30 44 31 30 30 30 44 33 30 30 30 44 33
	04	02 01 01
	05	01
	06	00
	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 00
	40	80 00 00 01
	41	F6 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	00
	E2	00 5B 59 11 00
	EC	00

EEPROM	Address	Data (-- = data not imaged from ECU) (** = no response from ECU)
	0	-- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	10	-- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	20	-- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	30	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 -- --
	40	-- -- -- -- -- -- -- -- -- -- -- -- -- -- -- --
	50	-- -- 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	60	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	70	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	80	00 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 00
	A0	00 00 -- -- 00 00 00 00 00 00 00 00 00 00 00 00
	B0	00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
	C0	00 00 00 00 00 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 00
	E0	00 00 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

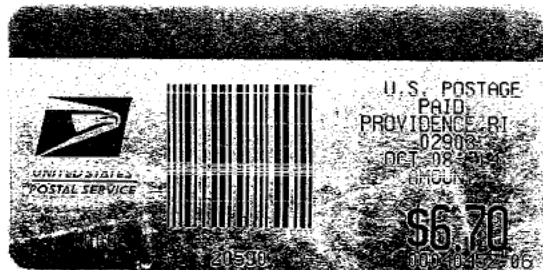
The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages 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.

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