

Reference #: 11206504.

"BLOW-UP"

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



1 of 2 identical images in Package.

95

close-up - steering wheel, & Directional Signal.

Photo ID. No: March 25, 2019 - Monday - 12:04 PM. IMC 20190325 120454.jpg; 2.8MP 1639x
1694 310MB; Google Pixel 3 XL; 51.8 1258 4.4mm 15053

1 of 2 identical images in package.

POST-CRASH Photo - Actual vector is a partial ellipse, a short arc, which must be carefully selected to avoid accidental activation



A straight vector line showing 1-potential travel-vector to activate controls: 1st Cruise- Control, and 2nd Directional Signals. #

Actual Direction of Left-hand travel

on 2/23/2019.

"Lever Confusion" - Please see article by Tom Murphy:

Source: URL: <https://www.wardsauto.com/news-analysis/m-class-signals-change-blinker-placement>

See Internet article © by Ray Magliozzi &
Doug Berman, 2016:

<https://www.sfgate.com/cars/clickandclack/article/leaving-master-switch-on-cruise-control-on-does-13535870.php>

See Article: <https://forums.tesla.com/forums/mercedes-style->

"...cruise-control-SUCKS!" Tesla. (Continued from other side, right margin) ... of the lever selected. As outlined by the NHTSA-FM Report, 2008, Pages 35-40, SEVERAL factors in the immediate environment can intervene in the normal "choice," or selection process. These factors are, "outcome influencing factors," and they occur under the umbrella of the physical architecture of the, "cruise-control-design." For example the actual path of travel of the driver's hand must begin in between the cruise-control lever and the directional signal lever. There is an alternative choice or selection potential, i.e. The driver could begin his/her selection choice and motion at or beneath the, "cruise-control-activation-lever," and make a complex elliptical arc, involving the use of one or more, "vector-corrections," in order for the Driver to achieve successful completion of his or her intended application of the, "Directional-Signal," and then activating it for a right-hand-lamp-indicating sequence. As the FMC report points out, "Driver-Selection-Errors," can occur. First and foremost, possible successful-completions, or, "completion rates" will more likely ^{occur if} a "2nd lever," is not present, at all. (See Photo of M-B, 2019, cruise-control-design with location of selection switches for cruise-control applications, leaving only the "Directional-Signal," lever on the left-facing, "steering-column," eliminating even the potential for, "Driver-Selection-errors," as the well-documented, "Lever-Confusion," could not and would not occur. (That is because only one (1) lever, equals, "no-choice," and therefore, no confusion (in lever selection). Prior driving experience, prior learning on other vehicle designs (i.e. FMCB), "stress distractions, etc., are all eliminated. (in the 1-lever-on-steering-column, design.)

Ref. #: 11206504.

Directional Signal

Portrait in Landscape - Orientation

Another Perspective:

shows the stacks entering the steering column.

Note: approximately one inch of material separating the entry points, of one lever from the next lever. Maybe it is one inch to the entry point of the 3rd lever, which is the adjustment lever for the positioning of the steering wheel. (Term: 3rd lever stack) #

1 of 2 images in package, - identical.

Water Squirter button.

DISTANCE Little more than two inches.

reiterative recovered

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.



1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Reference #: 11206504

SHOWS 2 LEVERS, ONE AT TOP THE OTHER.



X6

(Forensic):

Photo ID. No.: March 25, 2014 - Monday - 12:05 PM; TME 20190325
120518.jpg; 2.2 MP 1149x1919 2.6 MB; Google Pixel 3XL; f1.8
1/326 4.54mm 150.81

Directional Signal

1 of 2 identical images in package.

Activation Direction for -

Both Cruise Control and Directional signals
"Accel" position and "right-turn, respectively.

Cruise Control lever

2014-mercedes-benz C350W - Column Mounted - Controls

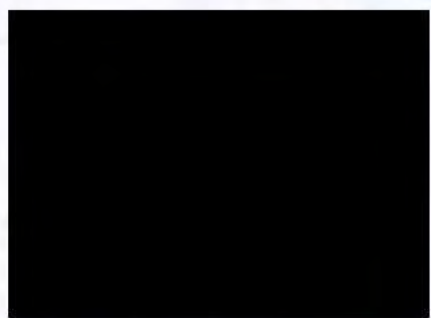
of the

...

...

...

...



...

1 of 2 identical images in package.

N.T.S.A - Reference #: 11206504.

Photo ID.No: March 25, 2019-Monday-
12:05 PM; IMG_20190325_120518.jpg; 2.MPF
1149x1919 2.6MB; Google Pixel 3XL; 51.8

High Beam Direction 113267
14.44mm ISO 81 (continued from)

Marked as an in and out motion, instead activated in an up and down motion for apparently, high & low beams. This lever also activates windshield squirter by pushing inwards on the chrome button; also the wiper blades for the windshield, with a twisting motion of the end of the black plastic Knob. It can have 3 different positions of wiper speeds, plus intermittent speeds, and, "off."



Blow-up) Cruise-Control lever: Mostly Hidden, in this mostly-above-the-levers spot.

Pushing this button is required for deployment. TWISTING This Knob is required for deployment.

PHOTOGRAPHS - SERIES 3:

INTERIOR OF MERCEDES-BENZ C300W - 2019-MODEL-YEAR.

PHOTOS ARE INCLUDED FOR COMPARISON OF DESIGNS

BY MANUFACTURER, MERCEDES-BENZ, OF THE TWO

CRUISE-CONTROL DEPLOYMENT SYSTEMS.

CONTRASTS THE DANGEROUS 2014-MODEL-YEAR POTENTIAL

FOR, "DRIVER LEVER CONFUSION," WITH

VISUAL REFERENCES AND MARKINGS TO

ASSIST THE VIEWER.

TOTAL PICTURES IN SERIES: FOUR (4)

VHTSA-Reference No. 11206504

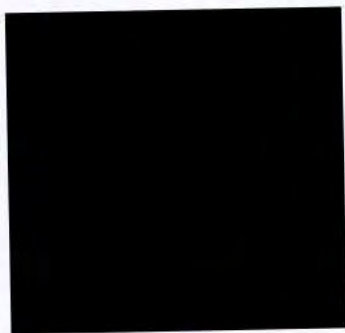
Depicted: 2019-Mercedes-Benz C300W



COCKPIT FROM LEFT ANGLE OF DRIVER'S SEAT.

Photo ID.:

Just one lever.



by

Contrast this Mercedes-Benz 2014 Design of Cockpit Controls for CRUISE-CONTROL and Directional Signals with the 2014 Mercedes-Benz Column-Mounted CRUISE-CONTROL LEVER; Directional-Signals mounted in Verticle-Tandem, Thus providing all drivers with the potential for, "Lever-Confusion." See Farmers Market Crash REPORT: NTSB/HAR-04/04; PB2004-916204; Notation 7649B; Adopted August 3, 2004, with regard to the science of "Unintended Accelerations and Inadvertent activation" Professional discussion (Page 36) of, "Inadvertent Activation" of the accelerator pedal is closely analagous to, "Inadvertent Activation of the, "Cruise-Control-Resume," or the, "Cruise-Control-Accel," function of that "Stalk," because both of those actions, activate the "fuel system" of the vehicle, but in a different way. While both fuel-activation systems violently accelerate the car, the driver in the first scenario continues to make an incorrect execution choice, even if incorrectly (ie effect unintentionally) Correct Response Execution (Steps accelerator harder) In the second scenario, the driver also makes ~~an~~ an "Execution Error," but it is not a "Response Execution error." The driver has, after evaluation, decided to ~~activate~~ his right-hand-Directional Signal. He then slides his hand/fingers ~~forwards~~ (upwards) in a slight arc, intending an outcome which he has correctly executed, hundreds of times before. In this 2ND instance, the driver makes a correct choice but errs in execution of that choice and strikes the, "cruise-control lever," which lies in the exact same path as exists for the, "Directional-Signal-lever." Activation

continued from Reverse of Photo of 2019 C-300 Interior.

HTSA-Reference No. 11P 6504.

while failing to execute the choice correctly, the driver has (albeit inadvertently) unknowingly activated either, "Accel," or, "Resume," on the Cruise-Control lever. This "Selection Error," resulted in an immediate and, "Sudden Acceleration of the vehicle." Unlike the "Farmers Market Crash," case, the driver immediately lost control of the car. Also, different in scenario 2, is that there was no attempt by the driver to, "push the brake handle." (See page 36, lines 15 through 25). While there was a, "Violation of Expectancy," this occurrence in this case, in addition to causing an, "Unexpected Acceleration," also caused the accelerator pedal to drop with a high degree of force to the bottom of the, "accelerator-pedal-assembly." In the vernacular, the, "Cruise-Control-System," had, "floored it." (See FMC Report, Page 36, lines 21 through 25, for a partial-causal-explanation.) (See also Page 37, lines 6 through 13.) Preliminary to the attempt to activate the right-hand, "Directional-Signal-lever, I (Driver of 2014-C350w) had glanced at my wife and then also did a brief visual survey of the #2 lane of the I-405 FWY to see and determine whether or not it was safe to move into the lane to the right of my #1 driving-lane-position. During that relatively short period of time, my right foot which had been resting on the floor-board had migrated about 2-3 inches to the right, without my having noticed it. Simultaneously with the above-described, "Unanticipated-Sudden-Acceleration-event," my foot was also suddenly and extremely painfully pinned underneath the accelerator pedal. My next physical action was an involuntary jerking of my foot and right leg away from the source of the pain. I immediately, twice more intentionally and voluntarily jerked my leg, as hard as I could in an attempt to free my foot, but to no avail. The now-out-of-control car had already reached a rate of speed

Attachment - "Rear 3" (of 3) - Continued from rear of photo of 2019-
C300 Interior. [REDACTED]
NHTSA-Reference No. 11206504.

"STRESS," and, "Hypervigilant Reactions (Panic)/Perceptual Narrowing," (Please
see NHTSA PB2004-916204, Notation 7649B) (FMC - "Farmers Market Crash," Highway
Accident Report,") [Pages 36, 37, 38 and 39-top ^{+TP#3} paragraph] had immediately and nearly-
simultaneously occurred with the above-described, "Sudden and Unexpected
Acceleration," of my car. The extreme pain in my right foot, and being pinned
with my right foot underneath the accelerator pedal was (for me) nearly overwhelming
and I had to fight against a feeling of just wanting to give-up. (Helplessness). During
a matter of seconds and fractions of a second, I then made two (2) attempts
to reach for the ignition key, intending to turn it off, but the seat belt, G-forces and
my foot (r) being pinned, left me 5" short of reaching the Key. By this moment in the
time and distance and action sequences, the speed/velocity of the car had surpassed
the points that I perceived that a crash was imminent, while all while the velocity
of my car had been increasing exponentially. I had still two (2) hands on the
steering wheel of my way-out-of-control, C-Class and observed that I was about
to "rear-end," the car in front of me (which I quickly reasoned would then
likely cause grave injuries to my car and the car in front of me. I decided to attempt
to mitigate those expected injuries, by steering left [REDACTED] directing the car to an
open space between lanes Diamond (H.O.V. lane) and lane [REDACTED] seconds later (1-3) the open
space closed and a "collision" occurred. [REDACTED] this point, no further.

(1 of 2 copies.) - This photograph

NHTSA-Reference No. 11206504

Depicted: 2019-C Class (Compact) M-B

C
3
0
0
W.

C
O
N
T
R
A
S
T
T
O
2
0
1
4
D
E
S
I
G
N.



Literally, one lever. "Lever-Confusion: Impossible."

by



Albuquerque, N.M., 12/1/1914

Mr. J. H. ...

...

(1 of 2 - this photo)

NHTSA-Ref. No. 11206504. Depicted: M-B-C300W-Steering Wheel, & Associated Control switches.

Directional Signal; wipers; Low-high beam lever
Squirter of water on to windshield

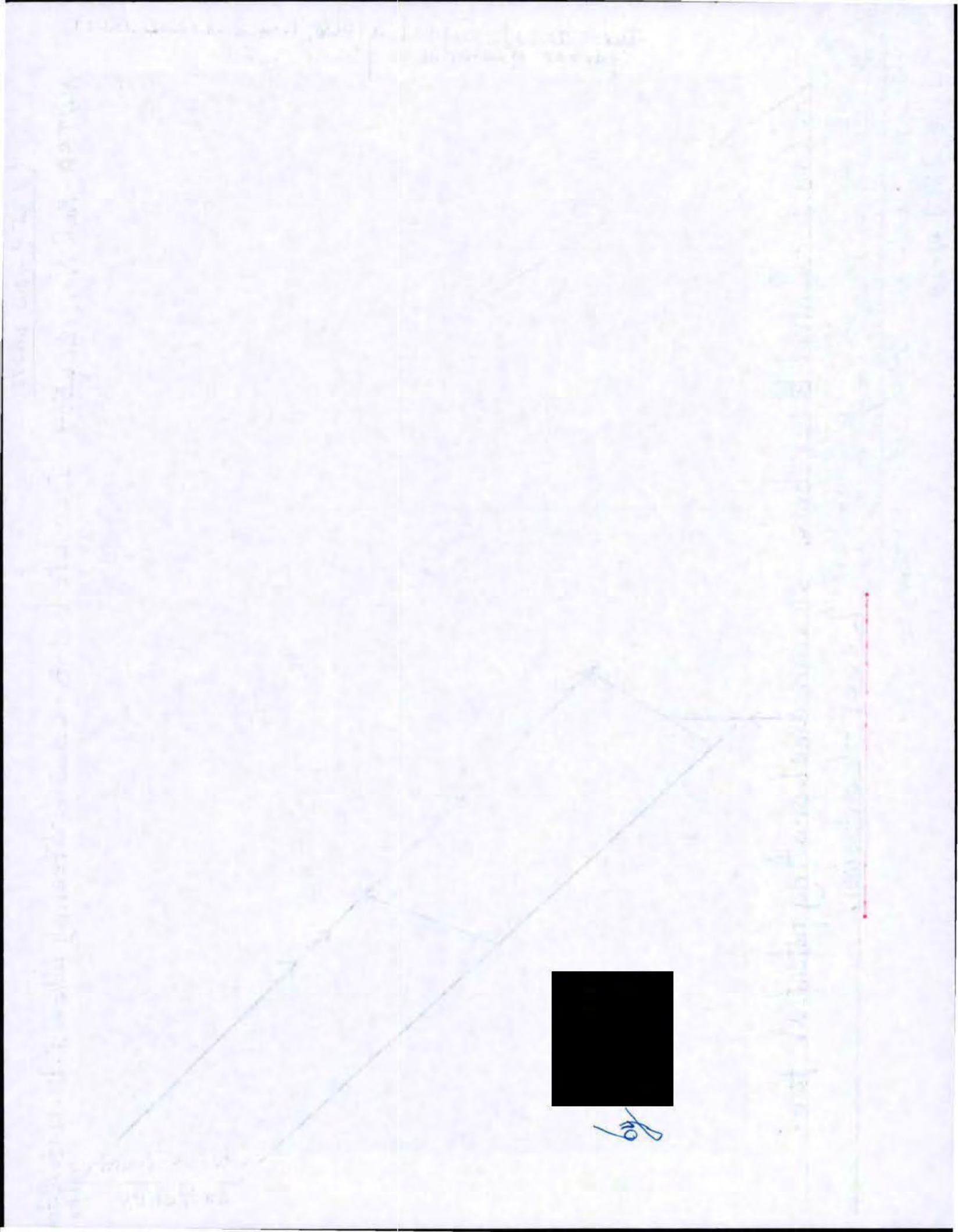


CRUISE-CONTROL
Switches.

No Cruise-Control lever here. Design ameliorating potential for:

"Lever-Confusion."

Photo 10 No. June 24, 2019 - MONDAY - 12:57 PM.
Storage/emulated/0/DCIM/Camera/IMG-2019
0624-1251251000 PORTRAIT - 0000 - BURST 201
90624125125439 - COVER.jpg; 7.1MP 2805x2596
4.3 MB; Google Pixel 3 XL; f/1.8 1/24 4.44mm ISO 409.



NHTSA-Reference No. paddle shifter

Larger-than-life-size

(COVER) "Resume" Speed previously last used-restores auto-speed maintenance retained in memory.



(Zimko road) Turns Cruise-Control "On" (Up-Push) and "Off" (Down-Push); Enables other switches.

Depicted: Blow-up of C300W-Steering wheel-Left Side; Note position of cruise-control buttons. 3 Switches control six function (Driver's "Selections," or, "choices regarding cruise control. When compared with 2011-2016-Year-Models, "lever confusion is impossible.

(see other side)

527m116m1 - 2 of 1.0N
No. 1 Duplicates

Image ID. -

Forensic Photo Identification Number: June 24, 2019 - Monday - 12:57 PM;

Storage/emulated/0/DCIM/Camera/IMG_20190624_125715106100

Burst 20190624125715998_Cover.jpg; 3.0MP 1981x1510 1.9MB;

Google Pixel 3 XL; f/1.8 1/24 4.44mm ISO161.

No. 1 of 2 identical image of 2019 M-B CRUISE CONTROL COMMAND Button Cluster

PHOTOGRAPHS - SERIES 4:

PHOTOS DEPICT, FROM TWO DIFFERENT ANGLES AND TWO DIFFERENT LEVELS OF "BLOW-UP, THE SUBJECT-2014 C350W MERCEDES-BENZ BRAKE

PEDAL (AND ARM) AND THE ACCELERATOR-PEDAL ASSEMBLY.

DESCRIPTIVE INFORMATION IS A HELP TO DESCRIBE AND PARTIALLY

DEFINE, A FAULTY-DESIGN, WHILE AUGMENTING THE PHOTOS

AND DISCRIPTION WITH LABELING AND MARKINGS, TO ASSIST THE

VIEWER IN SEEING AND UNDERSTANDING FEATURES OF THE

PEDAL SYSTEMS WHILE IN COMBINATION WITH OTHER PHOTOGRAPHS

IN THE SHOE SERIES, TO SEE WHY THE DEPICTED DESIGN ELEMENT(S)

CREATED A POTENTIAL DANGER WITH THEIR USE.

TOTAL PICTURES IN SERIES: TWO (2)

Note: 1 other Pedal image

Page 2 of 2 identical copies in packet

NHTSA - Ref. #: 11206504

"Forensic Evidence" (over) (1 of 2 identical images)

Recent Disturbance of Accumulated dust !! (Page 1 of 4)



DISTURBANCE OF ACCUMULATION OF DUST

(Please see Other side)

(Part of pinned foot Series of photographs.)

that foot pinned by accelerator pedal.

DUST -> Demonstrates

"Red" is actually called, "steel - Dowel-pin."

a 3rd rod is not visible.

quite important.

See Blow-Up of other assembly photo.

(Photo is #1 of 2 identical images in Package.)

1 of 1 other Photo

Blow-Up of E350W Brake and Pedal Assembly; Note 2 small rods visible.

2/23/2019 - Accident follow-up VISIT to 28-^{part} of Van Nuys.
AAA Examined the subject Vehicle as did M-B. CHP →
Did not ^{examine car} as far as I know. None of these agencies have
shown even the slightest interest in this photo.

(See other side) NHTSA Reference No. 11206504.

None of the agencies have responded at all to what Driver
believes is the significance of the photo.

Photo ID: March 25, 2019 - Monday 12:05 PM;

IMG_20190325_01.jpg; 7.8MP 2663 x 2924

4.3MB; Google Pixel 2; f/1.8 1/60 4.44mm ISO328

NHTSA Ref. No. 11206504

~~pic 1904 1904~~



(See 1 additional
attached page)

The closest M-B came to [redacted] responding to my notice of a "pinned-
foot" during the accident, was Susan (see her letter to me for ID.) answering my
question regarding what I could have done to avert the accident, while
having my right foot pinned under the accelerator-pedal? She
responded, to the effect: "Put your left foot on the brake."

(See Over)

("For me, at this point she had the decency not
to dispute the hypothetical construct.")

Page 2
2/23/2019-Accident follow-up VISIT to 28-^{part} of Van Nuys.
AAA Examined the subject Vehicle as did M-B. CHP
Did not as far as I know. None of these agencies have
shown even the slightest interest in this photo.
(See other side) NHTSA Reference No. 11206504.
None of the agencies have responded at all to what Driver
believes is the significance of the photo: Providing solid cir-
cumstantial photographic evidence that driver's right foot was
literally (and inadvertently) pinned inside a portion of the subject
M-B C350 Motor Vehicle (2014) VIN# WDDGF5HB2EA [REDACTED] accelerator-
pedal-assembly. It wasn't until I was carefully examining this
referenced photograph that I discovered that the M-B factory, as a
design feature, included as a part of the accelerator-~~pedal~~-
assembly, (2) two, "steel-dowel-pins." The steel-dowel pins are
affixed, one to the bottom of the accelerator pedal, and one to the
top of the accelerator-pedal-assembly-mounting-(and bottoming) plate.
The result of this design [REDACTED] is a created foot-locking mechanism,
not necessarily by intention, but by application, "potential," and result-
ing point of fact. (Picture dowel pins, for example, welded onto a pair of
pliers, onto their gripping flat surfaces. Maybe rising up 1/4 of an inch.
When deployed to grip soft materials, i.e. cloth and rubber the pliers-
flats, would grip, pince, and hold said cloth and rubber. And the pins on the
surfaces of the pliers-flats, would also penetrate the mesh fiber of the cloth;
and the 2nd pin would deform the rubber creating a cylindrical hole in it. (See Over)
(pag 2 of 3) Page 4-Continued)

The cylindrical hole would not go all the way through the rubber but would leave a cylindrical impression that the steel dowel pin could then fit into. This would trap the pin and the rubber material from any sliding movement (except a mm or 2 by tearing of the rubber material). The reader-reviewer is respectfully referred to a photograph of the pair of SKECHERS shoes worn during the traffic collision of 2/23/19. The shoe is fabricated of rubber for the soles and woven fabric cloth for material of the uppers. Like pliers, the accelerator-pedal assembly, closes together during operational use. Note: When the right foot of the driver presses down on the accelerator pedal, the pedal's movement closely mimics the closure of a pair of pliers. Without knowing or realizing it, the accelerator pedal was about to both clamp (pinch) and pin my right foot. Added notes: 1) When ^{the} cruise-control module activates the accelerator-pedal, a rod or dowel pin attached to the bottom of the accelerator-pedal, travels through a space in the accelerator-pedal-assembly-mounting-plate and is attached to a device that is part of the mechanism that, "pulls" the accelerator-pedal, downwards, in turn articulating the amount supplied to the engine, which then regulates how fast the vehicle moves forward and also regulates the different rates of acceleration. A memory unit and a complex module handles the various tasks involved including air regulation. A fuel injection system injects the air-to-fuel mixture into the engine cylinders. Important Note: the 2019 M-B Accelerator-pedal-assembly-unit has in design, been modified. No longer is there a steel dowel-pin, fastened to (see Page 4)

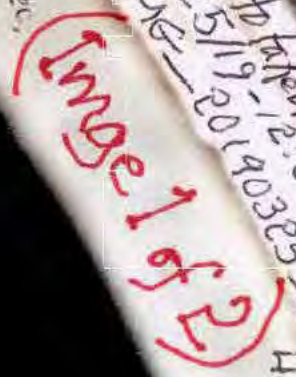
Page 4 of 4 - NHTSA Ref. #: 11206504.

...the bottom of the accelerator-pedal. My efforts to find information on the design of the gas pedal, on line, ~~yielded~~ ^{yielded no} information about the Design change. This package will include, ^{for reference,} in this package. Notes on the 2019 gas-pedal assembly will attempt to denote design differences between 2014 and 2019-Model-year accelerator pedals. I knew of no studies comparing potential for getting a driver's foot stuck or pinned under the 2 different gas pedals. #



1 of 2 identical images included in package.

SEEDMAN



Google Maps XL 5/18
UN38X3024 E. 8MB

~~Metal pin.~~

plunger
met

These two smudge marks were made by the sole of a sketcher shoe.
Smudge Mark (1 of 2) lighter color is accumulated dust. 6/24/2019, 8:16 AM

NHTSA Reference No. 11206504. side 2 - see Reverse -

Photo is a blow-up of the brake and pedal assembly of 02/23/2019 Accident Vehicle which caused 4-Car-Injury-collision. Two (2) events (one, most-unusual), combined as elements of the cause of the collision. This photograph depicts forensic evidence that supports Driver's account of his foot having gotten pinned underneath the accelerator pedal, just immediately after an Unintended (and Sudden) Acceleration occurred with - and-by, a 3.5 liter V-6 Mercedes-Benz, 4-Door sedan, with cruise-control. This photo is marked and labelled to show two pins and a plunger-rod as a part of the accelerator-pedal assembly. The pins worked together, likely, to trap the foot under the pedal which either, pushed or pulled with a great deal of sudden and instant force. The shoe of the right foot was a cloth-like breathable fabric on the top side. On the bottom of the shoe is a soft, cushiony, rubber-like material that would be susceptible to being held by a pin. (See photo of actual shoe worn by driver, during the accident.) Also this photograph depicts both accumulated particulate matter (commonly known as, dust) on the accelerator pedal, bottom-plate, part of the fastening-body to the floor board with bolts. 2 smudges have removed the particulate via a rubbing or a polishing motion. This is attributable to the motion of the Driver's shoe as the Driver jerked and pulled his leg and foot, in an attempt to free the pinned foot. CHP and AAA have expressed no interest in the photo. M-B, AAA and CHP refused to have forensic experts examine the assembly.

PHOTOGRAPHS - SERIES 5:

PHOTOS DEPICT A NEW AND REVISED DESIGN OF
MERCEDES-BENZ ACCELERATOR-PEDAL FOR THE 2019 MODEL YEAR.
DISPLAYS AND CALLS ATTENTION TO DIFFERENCES IN THE FACTORY
DESIGN THAT MAKES THE 2019 GAS PEDAL DESIGN SAFER
THAN THAT OF THE 2014 MODEL DESIGN. (CERTAIN DIFFICULTIES IN
TAKING PICTURES OF THE SUBJECT C350W, INCLUDING LIGHTING AND
THE SURROUNDINGS MADE IT DIFFICULT TO OBTAIN NUMEROUS
QUALITY PHOTOGRAPHS OF THE CRASH VEHICLE, FROM MULTIPLE
ANGLES. HOWEVER THE TWO PHOTOS OBTAINED WERE SUFFICIENT TO
SHOW THE DANGER FEATURES). COMBINED WITH THE SHOE
PHOTOGRAPH SERIES THE UNUSUAL PINNED FOOT SITUATION,
COMBINED WITH DESIGN FEATURES TO EXPLAIN WHY DRIVER WAS
UNABLE TO REMOVE RIGHT FOOT FROM UNDERNEATH THE GAS PEDAL.

TOTAL PICTURES IN SERIES: FIVE (5)

Rear of Gas Pedal-Spring Plate Desia-2019-M-B-C300 W.

DESIGN CHANGE: RESISTANCE TO PIN FOOT.



CONTRACT NO. 18-01-00003-0030-01-N.

1 of 2 identical images in this package.

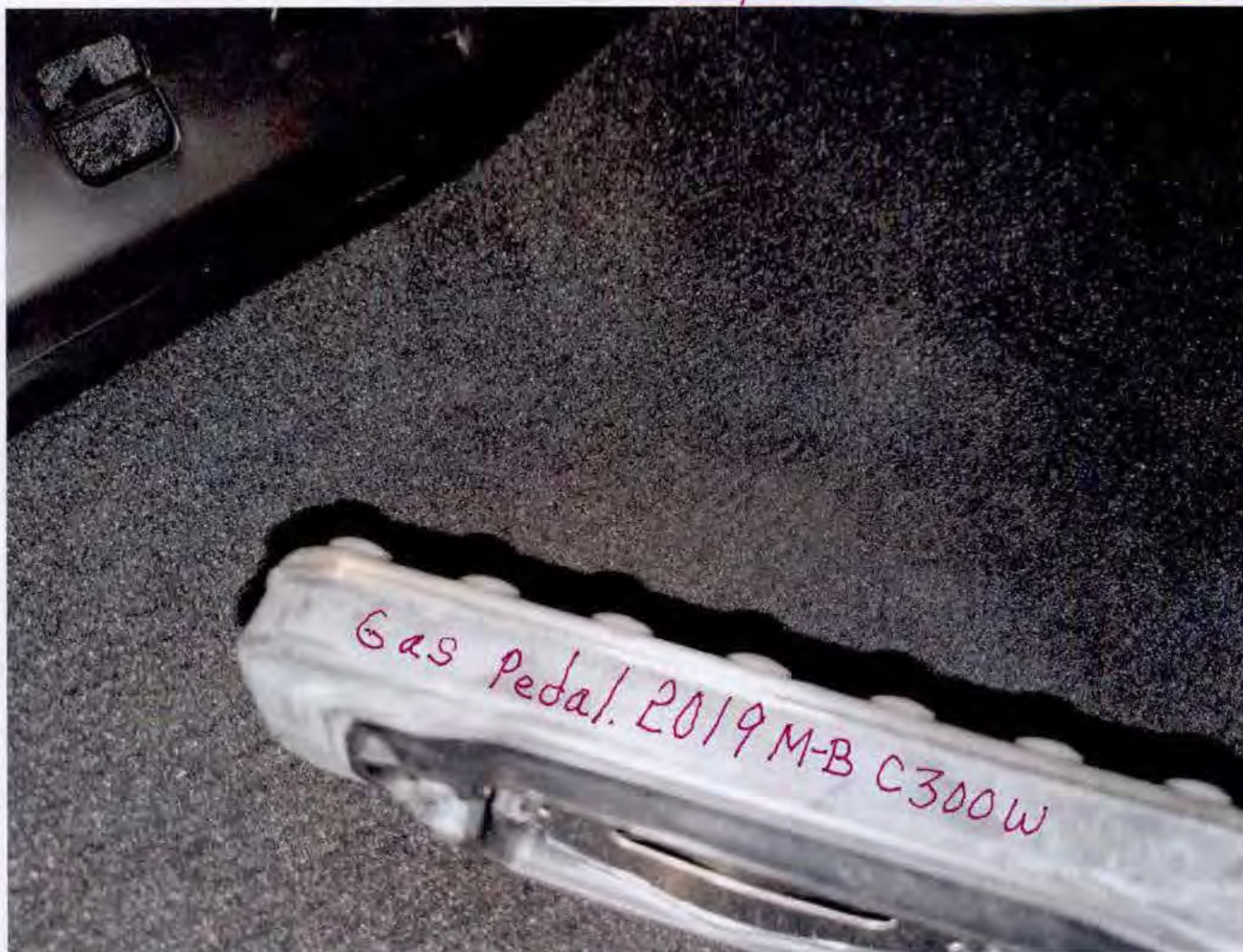


Photo ID. No.: July 9, 2019 - Tuesday - 7:42 PM ;
/storage/emulated/0/DCIM/Camera/IMG-
20190709-194228.jpg ; 12.0MP 3959x3024 3.2MB ;
Google Pixel 3 XL ; f/1.8 1/91 4.44mm ISO192.

Depicts Spring Plate, bottom of gas pedal.
Contrast with 2014 M-B C350W w/steel dowel pin
on bottom of gas pedal. (Single image, this package.)

* included in this backorder.





Photo ID. No.: July 9, 2019 - Tuesday - 7:41 PM; / Storage /
O/DCIM/Camera/IMG_20190709_194128-1.jpg;
12.2MP 4032 x 3024 2.4MB; Google Pixel 3 XL;
f/1.8 1/60 4.44mm ISO 256.

Description: Blow-Up of profile of Accelerator-Pedal-
Assembly including plunger-rod passing through bottom-
Attachment-Plate into throttle-unit. Also, pedal-spring-plate-
stop, seen in profile (bright mark). Also, on bottom-plate surface,
barely discernable, is a steel dowel-pin which is shorter than
is the "gas-pedal-stop-pin." This design (2019-Model), appears to
be much safer than is the design of the 2014 Model C-Series M-B.
Note: "Actuator-Rod," and, "Plunger Rod" (or, "Pin") are same part.

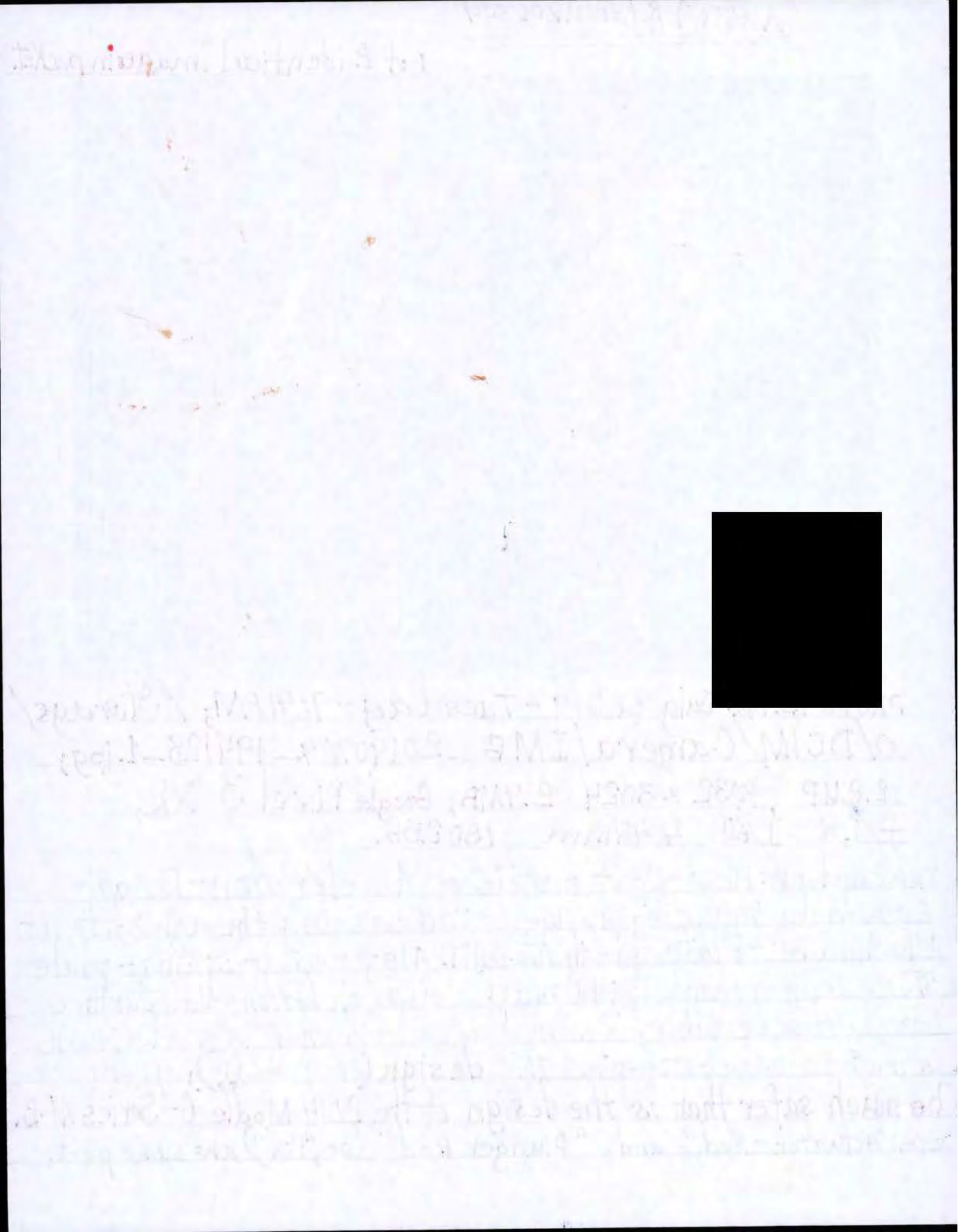




Photo ID. No.: July 9, 2019-Tuesday-7:41 PM; /storage/emulated/0/DCIM/Camera/IMG-20190709_194148.jpg; 12.2 MP 4032 x 3024 3.3 MB; Google Pixel 3 XL; f/1.8 1/60 4.44mm ISO334.

Wider-angle shot of footwell containing accelerator-pedal assembly in profile. Arm of footbrake and brake backing-plate show in upper-right quadrant of photo. 4 features are as follows: 1-Steel dowel pin; 2-Accelerator-pedal-bottom-stop and spring-plate-contact; 3-Accelerator-pedal-plunger-actuator pin (connects throttle-assembly and cruise-control unit. The pin (or rod) is pushed by the accelerator-pedal during normal operation. During cruise-control operation, (in the 2019 model), the accelerator pedal is not pulled to the floor or, "stop-pin," during my personal testing (over)

(Continued from other side)

... of the cruise-control during several selections of operations. This included the "accel," function; this also included the "Resume," function.

Conclusion

The 2019 Mercedes-Benz, C300W sedan Cruise-Control System, eliminates the physical-movement of the accelerator-pedal, during the operation of the Cruise-Control during not-only-normal use, but moreover during, "Resume," and, "Accel," functions, as well. This improvement removes any possibility of a driver ever getting a foot caught or, "pinned," underneath the accelerator pedal. Also, it appears that WFO (Full-out-passing-gear-acceleration), previously a safety concern with Mercedes-Benz cruise-control design in the 2014 model year (and other years) passenger cars, has now been scaled back to a more acceptable and therefore controllable level. Also therefore, the 2019 M-B is a safer car to drive, not only for the driver but also for the motoring-public and for pedestrians alike.

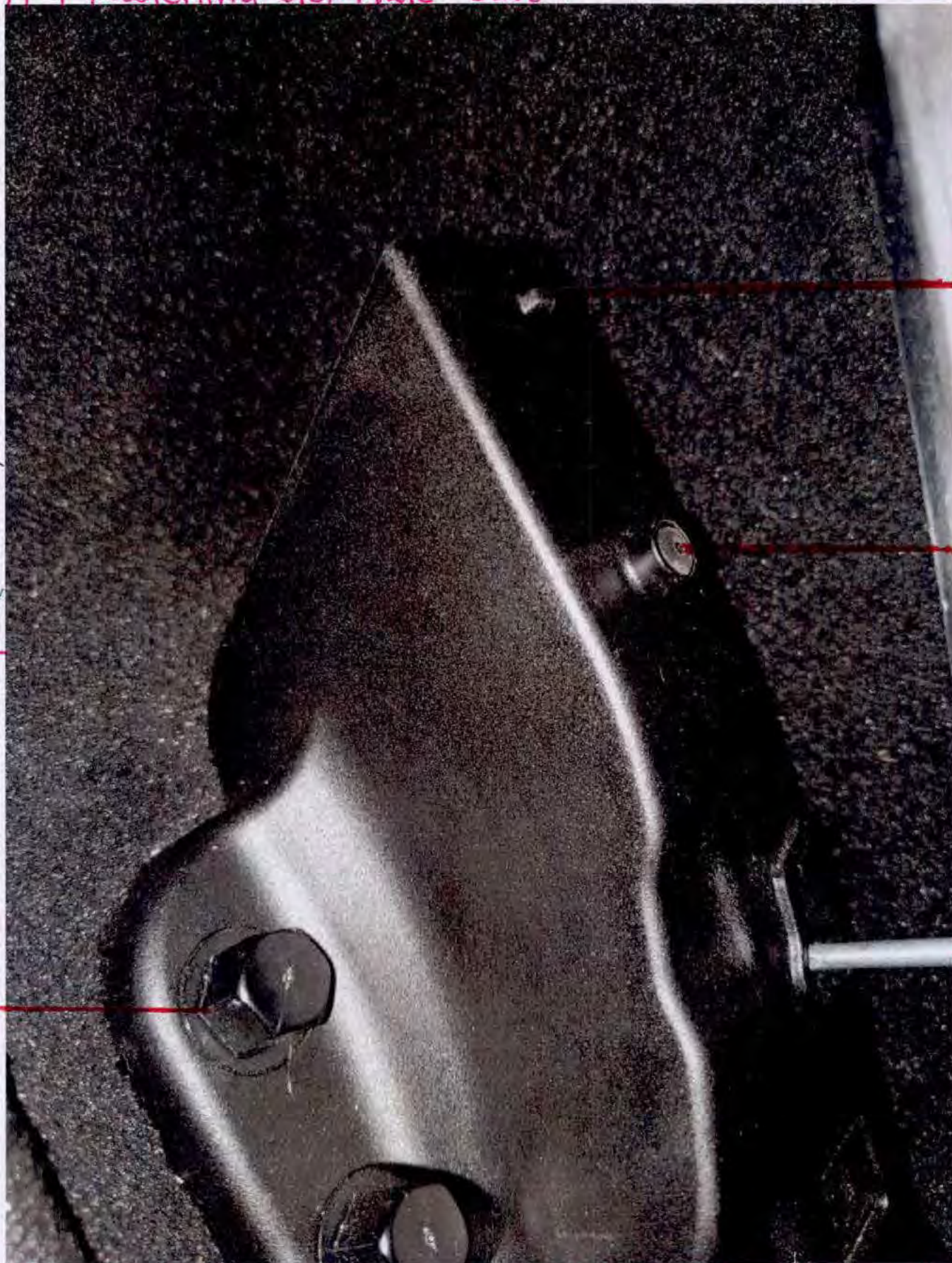
Important Note:

Because there remain thousands of model 2011 through 2016 C-and-other classes motorcars still on the road, with the ^{for}potential ^{for}property damage, injuries and deaths, it would be common-sense, as well as the right thing to do, to ~~save~~ more future heart-ache, that a warning be issued to all those with the applicable model years in their ownership, regarding the presented dangers in the referenced pedal and cruise-control systems. #

A-P Fastening-Stop-Plate - Base ^{1 of 2 identical images included in package}

Depicted: floorboard area
2019 Model Year M-B - C300 W.

High Grade Fastening Bolt



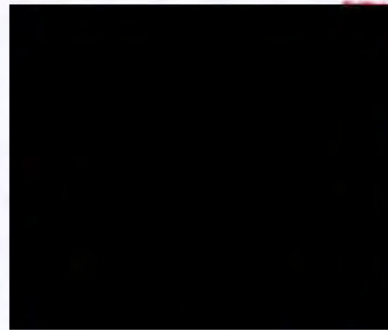
Alignment and accelerator-pedal-stop protrusion.

Accelerator-Pedal-Spring-Plate-Contact-stop.

(Actuator Rod (pin))

Photo ID. No.: July 9, 2019 - Tuesday - 7:42 PM; /storage/emulated/0/DCIM/Camera/IMG_20190709_194128.jpg; 12.2 MP

Spring 6/10



PHOTOGRAPHS - SERIES 6:

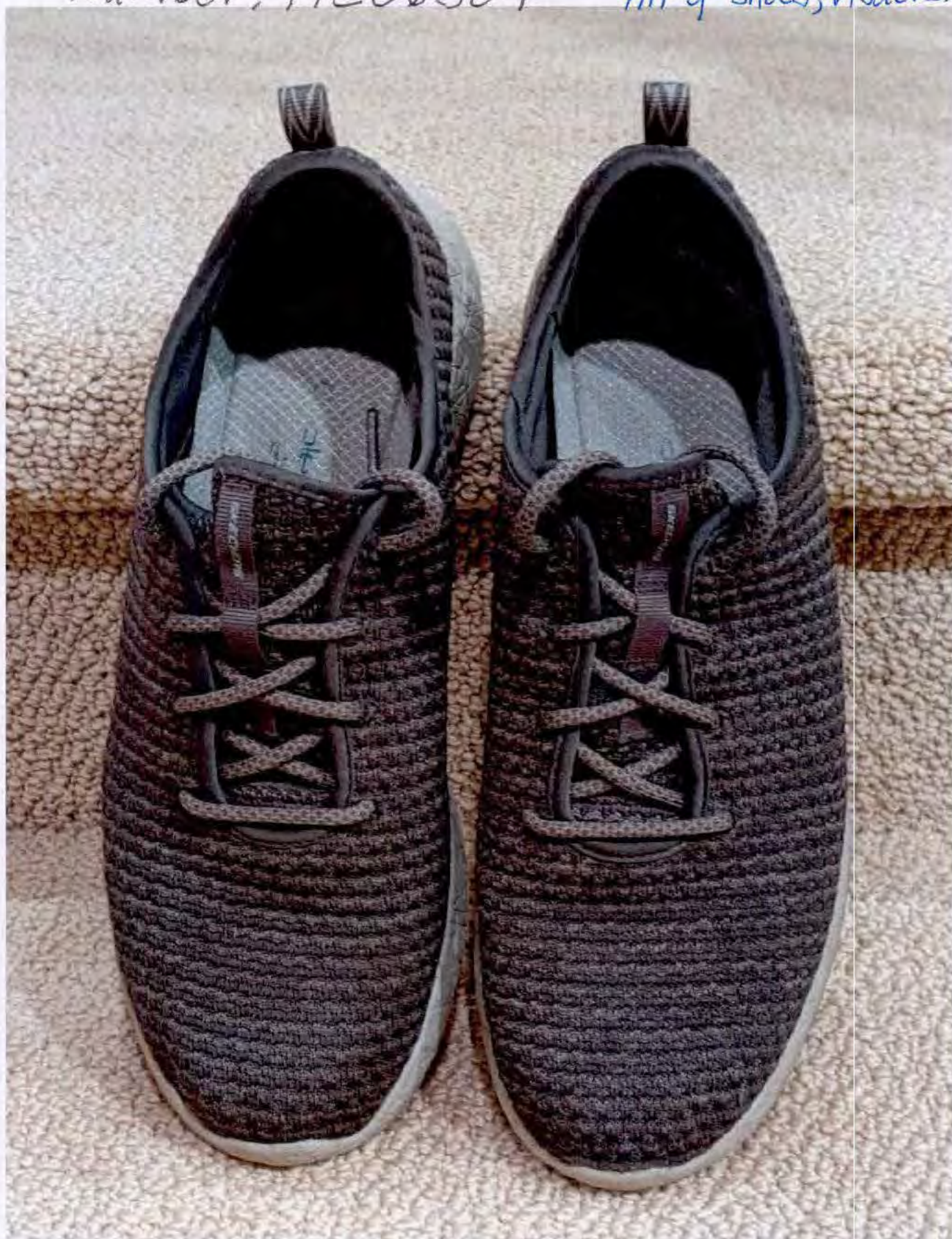
THESE ARE PICTURES OF THE ACTUAL SHOES WORN BY DRIVER DURING 02/23/2019, 4-CAR-INJURY-COLLISION CAUSED BY A PERFECT STORM OF DEFECTIVE AND DANGEROUS DESIGNS BY MERCEDES-BENZ. I'VE WORN THE STYLE OF SHOES SEEN IN THE PHOTOS, WHILE DRIVING, FOR SEVERAL YEARS. APPARENTLY, M-B ENGINEERS HAVE BEEN PLACING STEEL DOWEL PINS IN THE TOP AND BOTTOM OF THE MOVING ASSEMBLY PIECES OF THE GAS PEDAL ASSEMBLY, THAT HAPPEN TO PERFECTLY PENETRATE AND TRAP A SHOE MADE OF MATERIALS LIKE THOSE SHOWN IN THE PHOTOS. COMBINED WITH THE PHOTOGRAPHIC SERIES SHOWING THE 2014 ACCELERATOR-PEDAL ASSEMBLY, WITH THOSE PINS, IT CAN BE EASILY SEEN THAT A FOOT ONCE TRAPPED, WOULD NOT EASILY ESCAPE EVEN WITH ONLY A MODICUM OF PRESSURE BY THE GAS PEDAL. WHILE GETTING A FOOT TRAPPED UNDER THE GAS PEDAL IS NOT A COMMON OCCURRENCE, SUCH HAS HAPPENED TO OTHERS IN PAST DRIVING SCENARIOS. NO FOOT PIN IN CONTRAST.

TOTAL PICTURES IN SERIES: FOUR (4)

NHTSA Reference
Number: 11206504

All of shoes, visible.

Worn while driving - FABRIC Soft Rubber



Worn by Driver on date of accident, 2/23/19 (See Over)

No. 1 of 2 identical
photos

Pair of SKECHERS
Size: 10 (USA)

This photo (other side) ID. No. & Info.: July 3, 2019-
Wednesday-9:16PM; storage/emulated/0/DCIM/Camera/
IMG-20190703-211625.jpg; 9.2MP 2651x3464
2.2MB; Google Pixel 3 XL; f/1.8 $\frac{1}{6}$ 4.44mm 1.50/58



Part of pinned foot series



Disruptions of the fabric that may have been caused (over)

1 of 2 identical photos in package.

(part)

(Continued from other side) by a M-B factory pin[↑] affixed to the accelerator pedal (bottom) which may have contributed to Driver's foot being pinned under the accelerator pedal during the accident of 2/23/19. The discovery of two(2) factory-installed steel

pins, (one [1] on the bottom of the accelerator pedal; and one [1] affixed to the top of the accelerator-fastening-plate (plate appears to be made of a grade of automotive steel and is bolted to the floorboard of the M-B C350W via at least two(2) bolts [high grade] passing through two(2) holes in a shoulder-piece (L-shape) which is part of the fixing-piece of the accelerator-pedal-assembly. (This could potentially be another design-flaw which could endanger drivers in some unusual circumstances, and also therefore endanger other drivers on the road). To elucidate the new findings (7/3/19 - 7/5/19) and what this they mean and what it meant for Driver on 2/23/2019, (the possible design flaw) is that the [redacted] look like they are designed to contact one another, if and when the accelerator pedal is completely [redacted] depressed (pushed or pulled downward) (towards the floorboard). With [redacted] the type of shoes worn (see other side), and with the right foot having slipped approximately one [1] inch under the accelerator pedal, when the accelerator was pulled (or pushed) to the bottom of its travel, the upper pin is or was pushed into the upper mesh of the shoe, while simultaneously, the sole of the shoe was pushed into the lower pin (which is fixed). (See photo on reverse side for a view of the actual shoe upper mesh that was pinned during the accident. Also, please see: IMG_20190325_120506.jpg (included in packet) for a visual of the pins and their actual and relative locations. # (The reverse photo is part of the [redacted] pinned-foot-series of photos.) #

Part of Pinned Foot Seals.

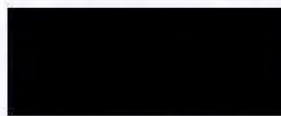


Right toe of SKECHERS right shoe worn by Driver during 4-car injury collision of 2/23/2019. Attempt to find irregularities in fabric that may have been caused by a pin affixed by M-B factory to bottom of accelerator pedal.
1 of 2 identical photos.

This photo ID. No.: 54432019-Wednesday - 9:21 PM / Storage/emulated
D/DCIM/Camera/IMG-20190703-212121.jpg. 3.1MP 1616x1903
840KB; Google Pixel 3 XL; 7/1.8 130 sec 4:44um 150690.

1875

1875



1875

Part of the pinned foot series of photos

ID of this photo

/storage/emulated/0/DCIM/Camera/IMG_02190703_

212143.jpg;
0.5MP 542x906
119KB;
Google Pixel 3
XL; f/1.8; 1/4
4.44mm;
ISO 535 (over)

Picture Data

Blown-up this much, the image loses sharpness. However, the loose weave (or cooling) of SKECHERS is readily seen. "Dowl Pins ON The Accelerator pedal assembly, on rare occasions of "foot migration" and inadvertent unintended cruise-control activation, when the memory of the last speed driven, has not been erased ("paused"), the accelerator-pedal is instructed by the upper movement of the cruise-control (switch) lever to "push" or to pull the accelerator pedal to the fully depressed position also known as, "slide open throttle." The dowl pins (as described in picture of gas pedal assembly) then penetrate the top mesh and the sole of the shoe.

depicts blow-up of Upper side of SKECHERS Right shoe with examination of the mesh being the primary goal. Result: Loose Weave.

(Continued from the other side) ... thus pinning, literally, the shoe containing the Driver's foot underneath the accelerator pedal. The other element is the force of the accelerator pedal, downwards combined with the, "foot-pinning," to make escape ^{virtually} impossible. # the viewer/reader is respectfully referred to Photo ID. No.: March 25, 2019, Wednesday, 12:05 PM; /storage/emulated/0/DCIM/Camera/IMG_20190703_0325_120506.jpg; 2.2MP 4032x3024 2.8 MB; Google Pixel 3 XL; ^{az} f/1.8 1/17 4.44mm 150395, in order to observe the visual reference to ^{the} position of the steel dowel pins and where they are fastened to the accelerator-pedal - assembly. #

No. 1 of 2 identical photos

PHOTOGRAPHS - SERIES 7:

THESE ARE PICTURES OF THE SOLES OF THE SHOES WORN BY THE DRIVER IN SERIES 6, DURING THE ACCIDENT. THE SOLES ARE SOFT RUBBER WHICH A PHOTO CANNOT SHOW. THERE IS NO PROOF, BUT EXAMINATIONS OF ONE OF THE BLOW-UP PHOTOS OF THE SHOE'S SOLE REVEALED A PUNCTURE MARK THAT APPEARS TO HAVE BEEN IMPRESSED OR EMBOSSED BY THE PIN ON TOP OF THE ASSEMBLY PLATE. FURTHER EXPERIMENTS BY INVESTIGATORS TO SEE IF THE 2014 M-B GAS PEDAL IS CAPABLE, DURING CRUISE-CONTROL ACTIVATION OF THE THROTTLE, OF TRAPPING A SHOE WITH THE PINS PENETRATING THE RUBBER SOLE OF THE SHOE, EVEN TO A SLIGHT DEGREE. WOULD SUCH FORCE AND PINS BE SUFFICIENT TO TRAP THE DRIVERS FOOT? MY EDUCATED GUESS IS, "YES;"

AFTER ALL, I'VE HAD PERSONAL EXPERIENCE.

TOTAL PICTURES IN SERIES: FIVE (5)