Toyota vehicles that shared common design and engineering characteristics that cause the vehicles to suddenly accelerate. Many of the mailings and statements falsely represented that:

A. drivers were responsible for the incidents of SUA;

B. that it is impossible for Toyota vehicles to experiences SUA;

C. that NHTSA had cleared Toyota of any problems associated with SUA;

D. that the Toyota Defendants were forthcoming concerning SUA;

E. that Toyota vehicles had a fail safe system to prevent SUA;

F. that a statistical trend of SUA did not exist;

G. that the Toyota Defendants had determined the fix for SUA.

100. The Toyota Defendants intended that the enterprises transmit this false and misleading information to Plaintiffs and members of the class.

101. The enterprises did transmit this false and misleading information to Plaintiffs and members of the class. Plaintiffs and members of the class relied on the false and misleading information when they made their decisions to purchase, lease or retain the Toyota vehicles that form the subject matter of this litigation.

102. The pattern of racketeering activity engaged in by Defendants involves schemes and artifices to defraud constituting mail fraud (U.S.C. § 1341) and wire fraud (18 U.S.C. § 1343), all of which is "racketeering activity" as defined in 18 U.S.C. § 1961(1)(B). Defendants have engaged in these schemes and artifices with the specific intent to defraud, causing damage to the property interests of members of the class.

103. The pattern of racketeering engaged in by Defendants involves thousands of predicate acts constituting mail fraud and wire fraud, as previously set forth above. All of these acts

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