

PE14-001

TOYOTA

3/26/2014

ATTACHMENT 1

RESPONSE 5

Additional Consumer
Complaint Documents

2011-02-63249

Case Activity Report

Case #: 1101180207 Case Type: ACCIDENT Owner's Group: Legal
 Brand: Toyota Case/Activity Last Updated: 1/19/2011 12:52:35 PM
 Case Title: PRODUCT ; FCRP ; BRAKE SYSTEM ; PERFORMANCE

CUSTOMER INFORMATION		VEHICLE INFORMATION		CASE INFORMATION	
NAME:	[REDACTED]	VIN:	JTNBB46K72 [REDACTED]	STATUS:	Closed
COMPANY NAME:	[REDACTED]	MODEL YR.:	2007	SUB-STATUS:	Completed
ADDR1:	[REDACTED]	MODEL:	CAMRY	SOURCE:	CUSTOMER
ADDR2:	[REDACTED]	GRADE:	Hybrid	INITIAL CHANNEL:	Call - Inbound
CITY, STATE, ZIP:	CANASTOTA NY [REDACTED]	MODEL NUMBER:	2560	OWNER:	FUCHING
COUNTRY:	USA	ENGINE:	2AZ	CREATED DATE:	1/18/2011 06:42:56 AM
PRIM. PHONE:	[REDACTED]	TRANSMISSION:	ECVT	CREATED BY:	THOMASM17
ALT PHONE:	[REDACTED]	SELLING DEALER CODE & NAME:	31088 BURDICK TOYOTA	CREATOR'S GROUP:	Toyota 2A
FAX NUMBER:	[REDACTED]	DOFU:	07/26/2006	CLOSED DATE:	1/19/2011 12:52:35 PM
EMAIL ADDRESS:	[REDACTED]	CURRENT MONTHS:	54	CLOSED BY:	FUCHING
		CURRENT MILES:	53000	CLOSER'S GROUP:	Legal
		INCIDENT MILES:	53000		
		CERTIFIED:	No		

DEALER INFORMATION		CLOSING SUMMARY	
PRIMARY DEALER CODE & NAME:	31148 NYE TOYOTA	CSAT:	Unknown
REGION CODE - NAME:	16 - New York	CLOSE APPROVED BY:	
DISTRICT:	010	CLOSE APPROVED:	
SECONDARY DEALER CODE & NAME:		# OF CLOSE EXTENSIONS:	0
REGION CODE - NAME:			
DISTRICT:			

ACTIVITIES			
ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE
1-1YJTGH	1/18/2011 06:31:35 AM / Call - Inbound	Done	THOMASM17 / Tier 2A Rep
			DESCRIPTION: Clr sts: was involved in accident. Sits another vehicle hit him and the brakes system failed.
			Registered Owner: Ronald Linder
			Date of Accident: 1/12/10 @ 1:00 PM
			Location of Accident: Larkin Ave and Route 31
			Veh Location: Nye Toyota

Case Activity Report

ACTIVITIES							
ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE	DESCRIPTION	RESPONSE	DUE DATE	CLOSED DATE
1-1YJVTA	1/18/2011 07:09:43 AM / Call - Outbound	Done	ESCOBAA2 / Tier 2B Rep	<p>Has repairs begun on the veh. Totaled</p> <p>Injures: No</p> <p>Ambulance: No</p> <p>Driver & Pass Names: [REDACTED]</p> <p>Seatbelts On: Yes</p> <p>Road Conditions: Very slipper, it has snowed.</p> <p>Speed Before Impact: 20 mph</p> <p>Brakes Applied Before Impact: Yes</p> <p>What Failed: ABS failed,</p> <p>Collision Type: frontal, side, rear, roll over: Frontal</p> <p>Specific Damage: Total Loss (frame bent, left front fender destroyed)</p> <p>Airbag Warning Light On/Off Prior to Accident: No</p> <p>Did airbags deploy: No</p> <p>Police Report filed: Yes [REDACTED] New York State Police</p> <p>Insurance Company: Utica Mutual Insurance 800-216-1420 claim [REDACTED] Adjuster Dennis @ 866-860-1914 x 8755</p> <p>Any Prev Accidents in Veh: No</p> <p>Cust Seeks: to have EDR inspected to see what occurred w/ accident, why brakes failed when applied. Sks to have vehicle inspected.</p> <p>NCR apol & adv clir that case mgr will f/u w/in 1 BID to address concerns. NCR adv clir of case# & thanked.</p>		1/19/2011 07:09:00 AM	1/19/2011 09:53:50 AM
1-1YQTW5	1/19/2011 09:53:53 AM / Call - Inbound	Done	ESCOBAA2 / Tier 2B Rep	<p>+OUTGOING CUST CALL - [REDACTED]</p> <p>NCR l/m for cust adv reason for call and case manager name. NCR adv can be reached at 800-331-4331 ext.73897 from 7-3:30pm PST. NCR thanked.</p> <p>===FCRP===</p> <p>+INCOMING CUST CALL+</p> <p>Clir sts: It was a snowy day and the snow had not been plowed yet. Sls he was approaching the intersection and as he applied his brakes they became inoperative. Sls he didnt fl any feedback from the ABS system. Sls he had no control of the veh and as a result, ran through the intersection and was hit by another veh. Sls he was alone, wearing his</p>		1/20/2011 09:53:00 AM	1/19/2011 10:40:05 AM

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Case Activity Report

ACTIVITIES							
ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE	DESCRIPTION	RESPONSE	DUE DATE	CLOSED DATE
				<p>seatbelt and was not injured. SIs no airbags deployed. SIs there were no warning lights on the veh prior to the accident. SIs veh is equipped w/ floor mats. SIs veh will be towed tomorrow by insurance company. SIs insurance company has finished their appraisal. SIs veh is totaled. SIs veh is avail for inspection. SIs he rovd a ticket b/c of this accident. Cust sks to have EDR read.</p> <p>NCR apol and adv reg will contact w/in 10-14 bus days regarding request. Adv reg inspects veh, inspection will take place w/in 30 days and results mailed w/in 30 days after the inspection.</p> <p>LEGAL REQUESTS FIELD CONTACT REPORT W/ MANY INTERIOR AND EXTERIOR PHOTOS.</p>			

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RUN DATE : 1/19/2011 12:52:45 PM

Page 3 of 3

COMPLIANCE

5 ans
7 années 1
chargement de
de 600 kg

POUR DE PAGE 1 DE 6
Pa. 30PS
Pa. 30PS
Pa. 50PS

**NOTIONS
PAGE**

8 A
1378

MFD. BY: TOYOTA MOTOR CORPORATION 06/06
GVWR 4655LB GAMR FR 2668LB RR 2359LB
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY BUMPER AND
THEFT PREVENTION STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE SHOWN ABOVE
JTNEB846K772



C/TR: 040/FA13 AHVGL-AEXGBA 434 A
A/TM: -01A/P311 MADE IN JAPAN







105788014



















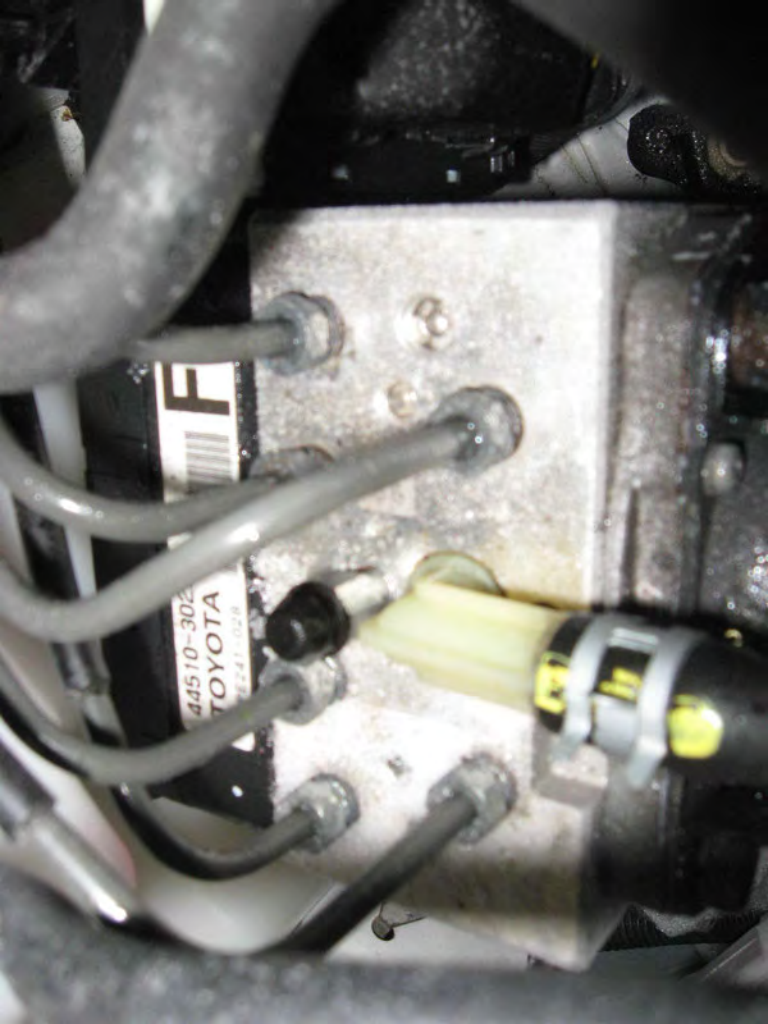






DOT 7 3/8 F160





F

44510-302
TOYOTA
8241-028























CAMRY



CHECK
HYBRID SYSTEM
000 53708 miles

MPG
CONSUMPTION

P
R
N
D
B

H
C

BRAKE



F
E

FUEL
10500000



E
F



LINWOOD A. HODGDON
INSURANCE - REAL ESTATE

9 DEPOT CT. - EV 3-9415 - COHASSET, MASS.

LINWOOD A. HODGSON & CO
INSURANCE - REAL ESTATE

1000 MARKET ST. - 17th FLOOR - CINCINNATI, OHIO

































TOYOTA

SP10YOTA

AMP







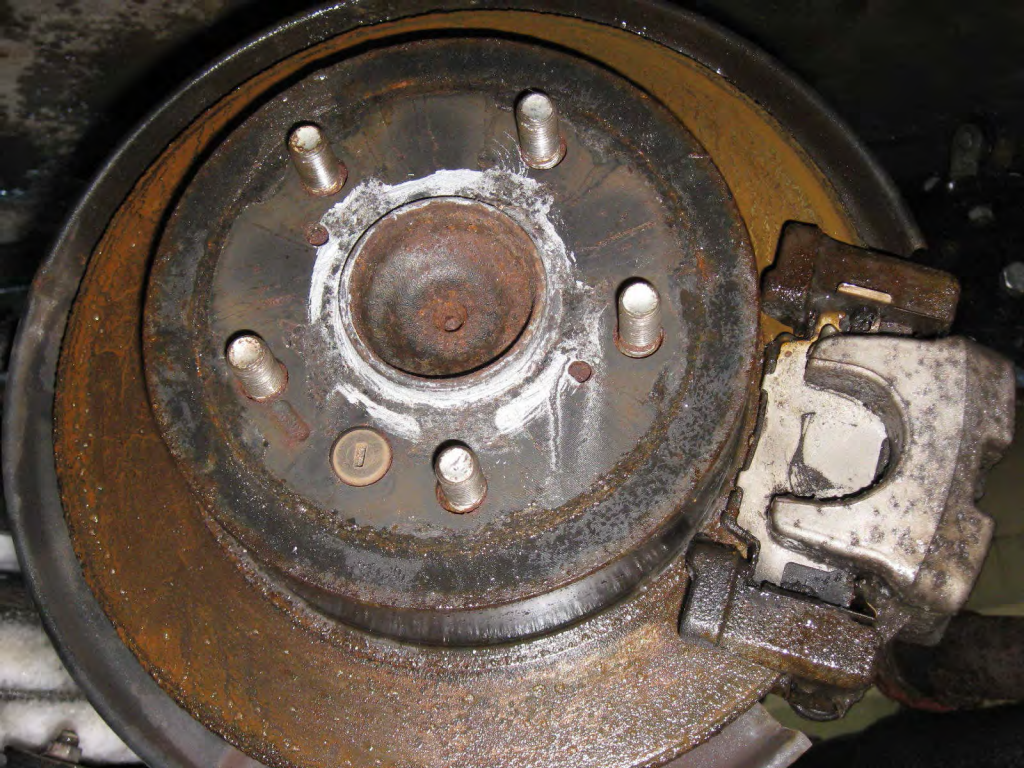




































100
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40
CHECK

VSC SYSTEM

000 53708

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Antenne

Antenne







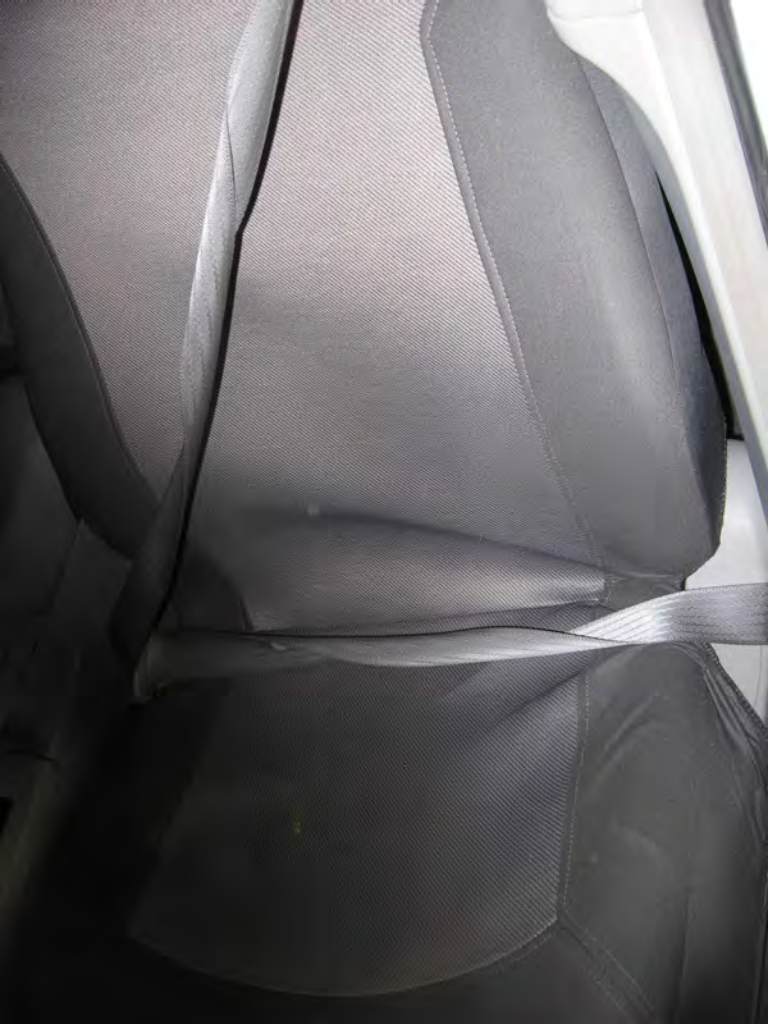








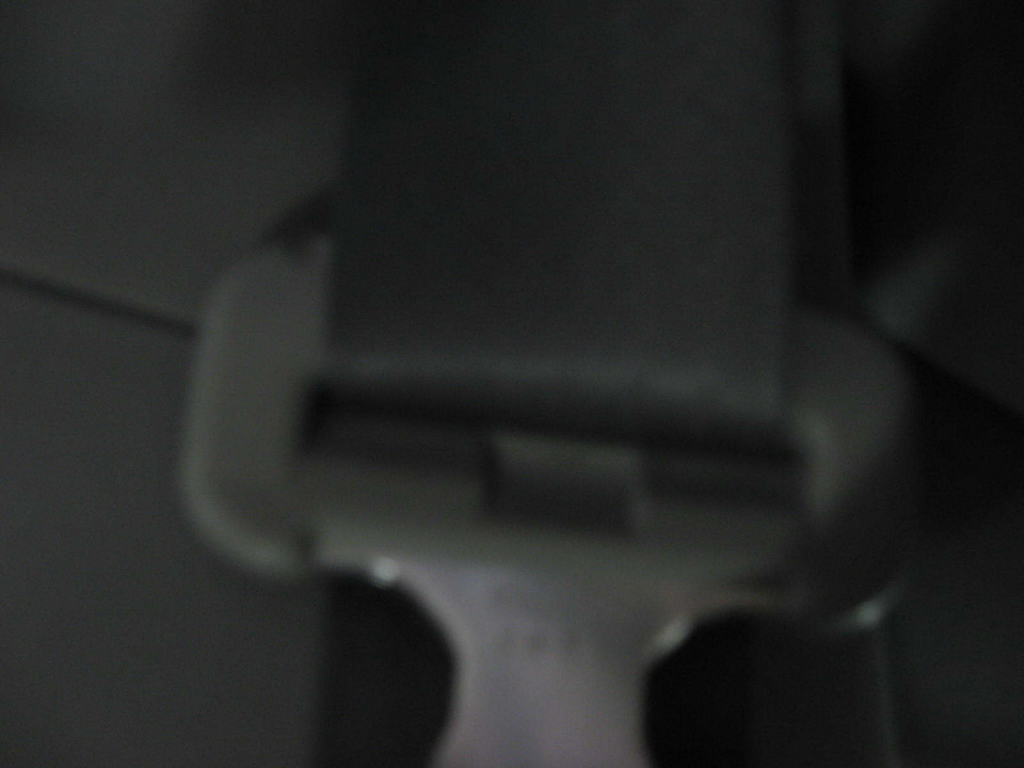


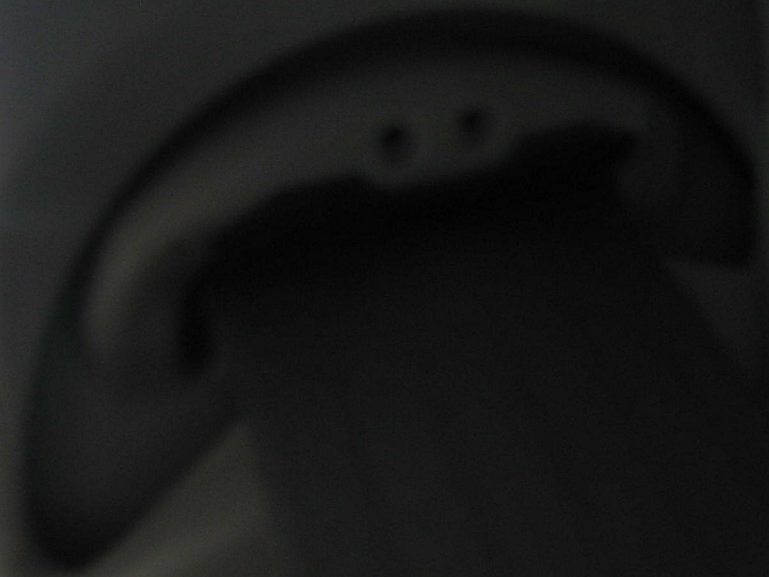












WARNING AVERTISSEMENT

WARNING

EVEN WITH ADVANCED AIR BAGS

Children can be killed or seriously injured by the air bag

• Children can be killed or seriously injured by the air bag

• This back seat is the safest place for children

• Never put a rear-facing child seat in the front

• Always use seat belts and child restraints

• See owner's manual for more information about air bags

• See owner's manual for more information about air bags



MÊME AVEC DES COUSSINS DE SÉCURITÉ DE NOUVELLE GÉNÉRATION

• Les enfants peuvent être tués ou gravement blessés par le coussin de sécurité

• Le siège arrière est l'endroit le plus sûr pour les enfants

• Ne mettez jamais un siège pour enfant orienté vers l'avant dans les systèmes de retenue pour enfants

• Consultez toujours les consignes de sécurité et les systèmes de sécurité

• Pour de plus amples informations au sujet des coussins de sécurité, voyez le manuel du propriétaire





Exterior Handle

1060



PE14-001

TOYOTA

3/26/2014

ATTACHMENT 1

RESPONSE 5

Additional Consumer
Complaint Documents

2011-10-67645

Case Activity Report

ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE	DESCRIPTION	RESPONSE	DUE DATE	CLOSED DATE
1-8250K8	10/6/2011 03:45:34 PM / Call - Outbound	Done	ARREDORZ / Tier 2B Rep	<p>brake pedal and they failed to engage. Sts veh is currently at body shop. Sts the estimator at the Toyota body shop named David advised cust the brakes will not be inspected or repaired (only the body damage). Sts will not pick up the veh until the brakes are inspected and cleared. No email address. NCR apol and adv cust concern has been documented. Adv cust case will be forwarded to a case manager who will cbl within 1 b/d.</p> <p>Registered owner: Yes Driver: Son [REDACTED] Occupants: Both of his sons Date of accident: Does not know Time of accident: approximately 2 or 3 pm Accident location: on street, does not know name. Vehicle location: two way street Have repairs begun: Yes Customer seeks: for Toyota to thoroughly inspect the braking system. Injuries: No Wearing Seatbelt: Yes Speed before impact: does not know. Able to apply brakes: yes What failed: brakes Type of collision (frontal, side, rollover): frontal Type of impact (vehicle, wall, pole): veh in front Specific vehicle damage: front fender, front passenger door, and bumper Airbags (non-deploy or deploy): No Airbag warning light on: No Previous accidents: No</p> <p>===FCRP=== Cust sts son was driving vehicle near Lemoran and Haledon in Downey, Ca. Sts son adv that the brakes did not work right before the accident occurred. Sts son adv that he pressed on brakes to avoid accident but the brakes did not engage. Sts all the exterior damaged parts on vehicle have been repaired already except for the brake system. Sts dir adv cust to call</p>		10/7/2011 03:45:00 PM	10/7/2011 11:00:37 AM

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RUN DATE : 10/7/2011 11:13:43 AM

Page 2 of 3

Report Generated for HARGRAC



Case Activity Report

ACTIVITIES						
ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE	DESCRIPTION	RESPONSE	DUE DATE
				<p>Toyota regarding concern. Sks to have brake system inspected by Toyota to make sure they will not fail again. Sks vehicle is currently at Penske Toyota dr.</p> <p>NCR advised region/inspector will follow up in 3-5 b/d. Inspection within 30 b/d and results mailed within 30 b/d of inspection.</p> <p>LEGAL REQUEST FIELD CONTACT REPORT W/MANY INTERIOR AND EXTERIOR PHOTOS</p>		

This information is confidential and proprietary to Toyota ; Please refer to guidelines/policies for restrictions on use.

RUN DATE : 10/7/2011 11:13:43 AM
Page 3 of 3

Report Generated for HARGRAC

H

HIND BY TOYOTA MOTOR MANUFACTURING,
 HENRIOD, INC. 10/07
 BEWARE: THESE PARTS ARE NOT ALL AVAILABLE
 THIS IS VERY IMPORTANT TO ALL APPLICABLE
 FEDERAL MOTOR VEHICLE SAFETY AND
 THEFT PREVENTION STANDARDS IN EFFECT ON
 THE DATE OF MANUFACTURE SHOWN ABOVE.
 4178948988
 CO/FR-083/FR/083M AMMADL-000004
 902288

THEM HIND/TOYOTA MOTOR MANUFACTURING

1. IDENTIFICATION
 2. MODEL
 3. VIN
 4. ENGINE
 5. TRANSMISSION
 6. COLOR
 7. DATE OF MANUFACTURE
 8. BODY & EQUIPMENT
 9. SPECIAL EQUIPMENT
 10. OTHER

Model	Year	Color	Body & Equipment
Year	Color	Special Equipment	Other

1. IDENTIFICATION
 2. MODEL
 3. VIN
 4. ENGINE
 5. TRANSMISSION
 6. COLOR
 7. DATE OF MANUFACTURE
 8. BODY & EQUIPMENT
 9. SPECIAL EQUIPMENT
 10. OTHER

CAUTION **B**
ATTENTION **(B)**
SRS SIDE AIRBAG



• THE SRS SIDE AIRBAG IS THE
PROPERTY OF GM. IT IS NOT
TO BE USED FOR ANY OTHER
PURPOSES.
• THE SRS SIDE AIRBAG IS
DESIGNED TO PROTECT THE
OCCUPANTS OF THE FRONT
SEAT.
• ALWAYS WEAR YOUR SEATBELT.
• ALWAYS USE YOUR SEATBELT
CORRECTLY. ALWAYS USE THE
CORRECT SEATBELT TENSIONER.
• ALWAYS USE THE CORRECT SEATBELT
ANCHORAGE POINT.
• ALWAYS USE THE CORRECT SEATBELT
ANCHORAGE POINT.
• ALWAYS USE THE CORRECT SEATBELT
ANCHORAGE POINT.

CAMRY



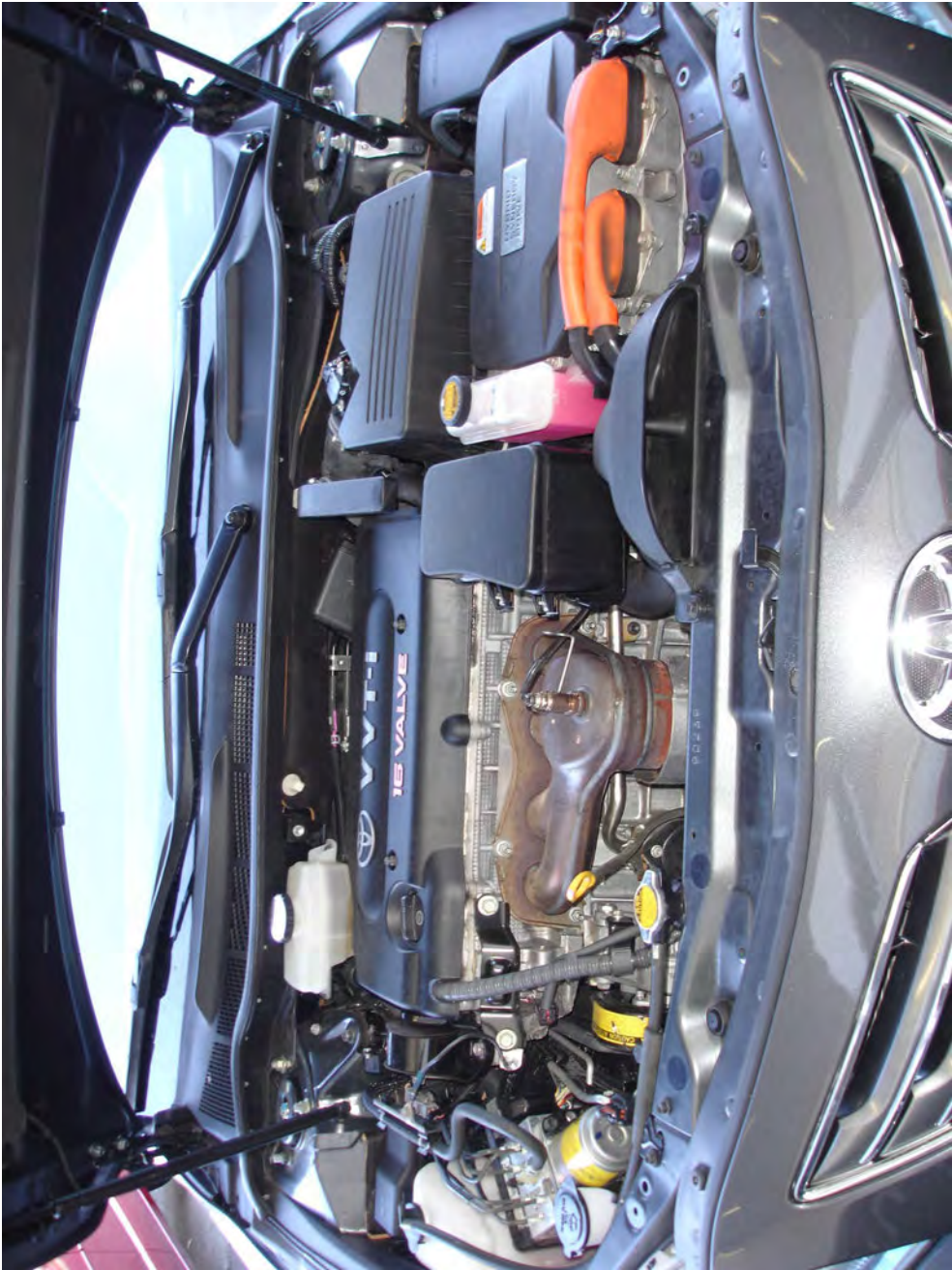






















MPG
CONSUMPTION

P R N D B

H I C

ABS
ESP
1000000





F E

120 140
80 100
60 MPH
40 20
0

DRIVER DOOR OPEN
000 32131 miles

MPH
CONVERSION

0 20 40 60
P R N D S

H / C

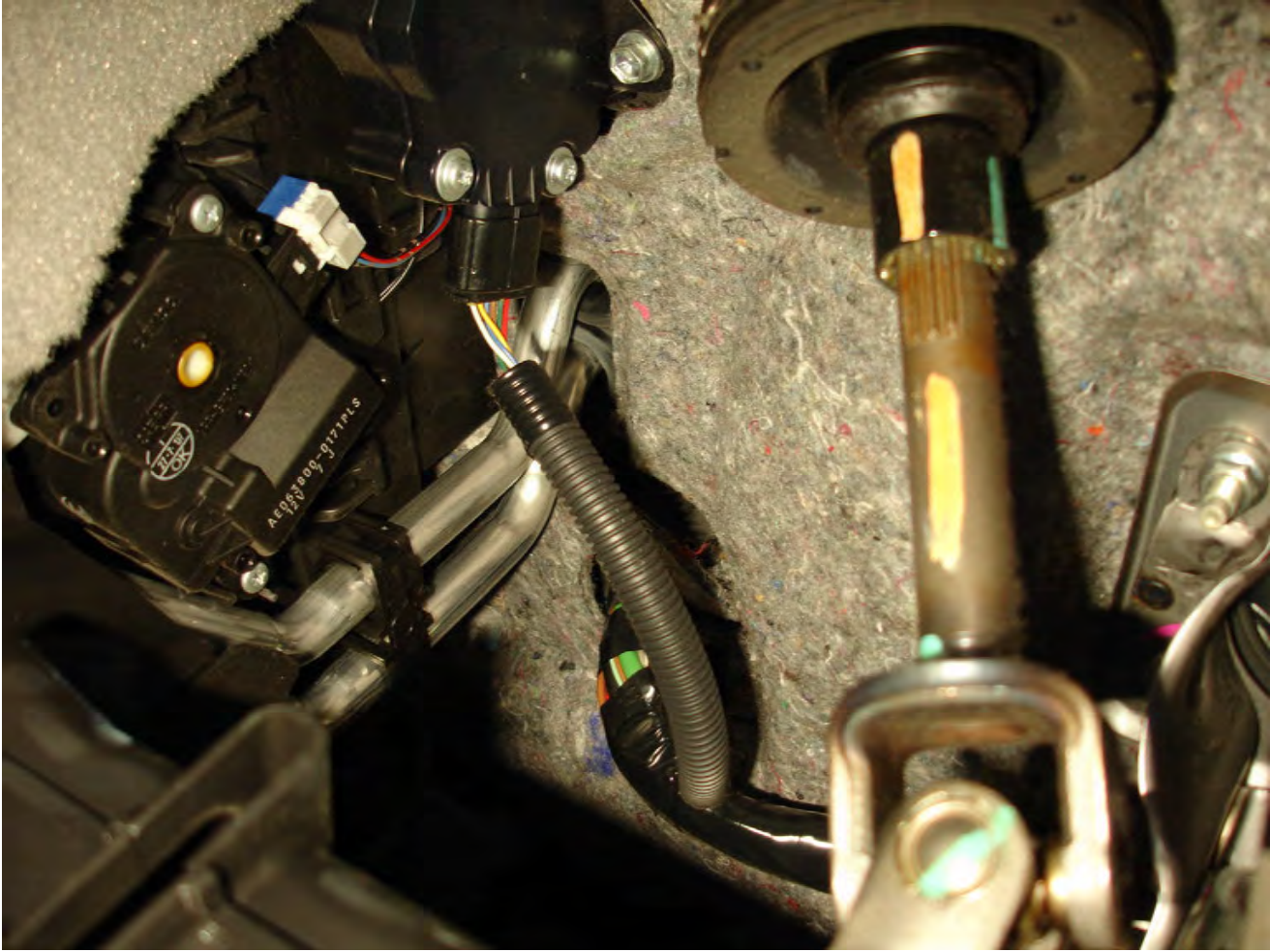




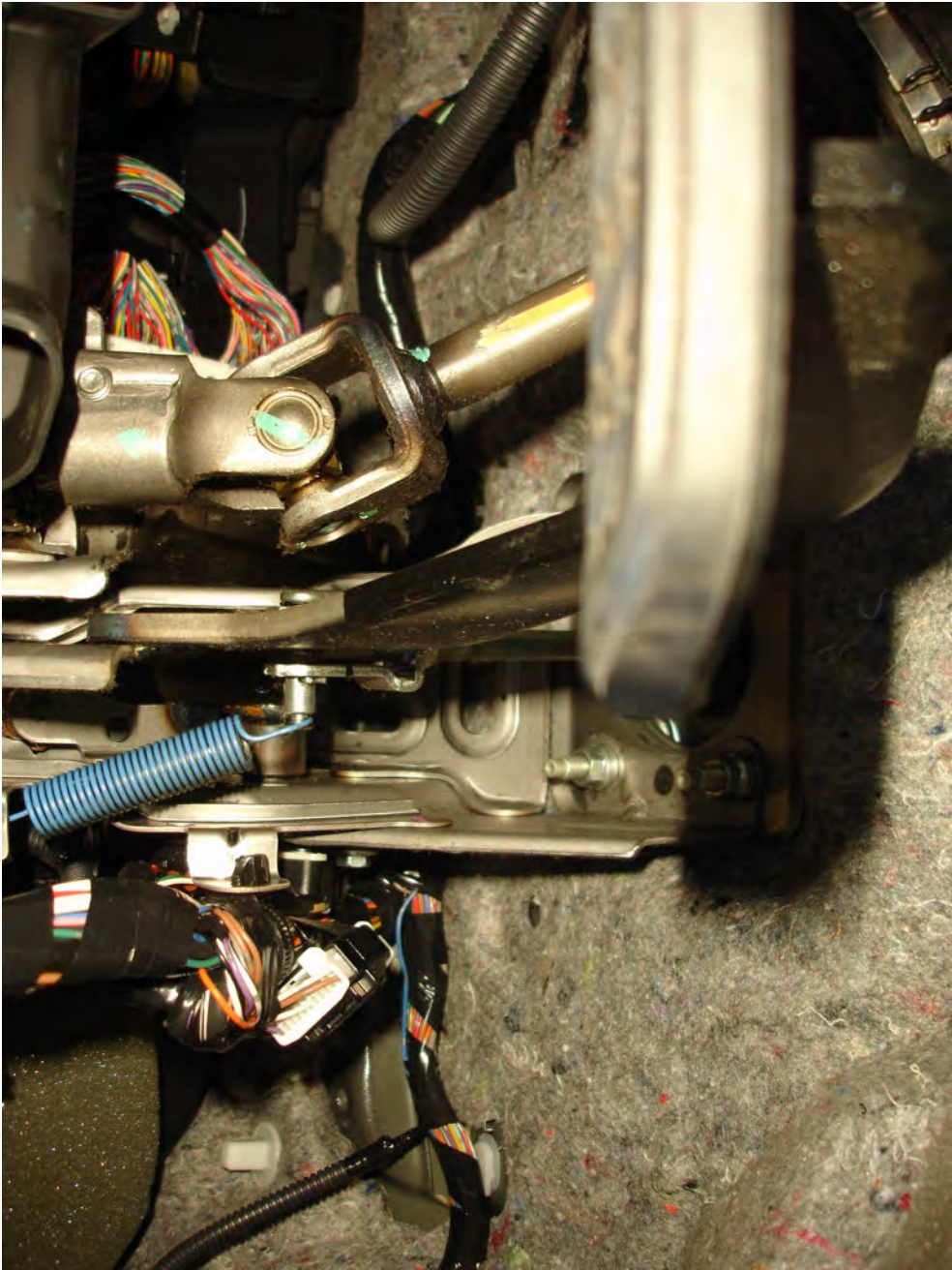













A close-up photograph of a car tire tread. The tire is black with a complex tread pattern consisting of several horizontal grooves and numerous sipes. A small, rectangular yellow label is stuck to the center of the tread. The label has the words "Left" and "Front" written on it in black marker, one above the other. The background is dark and out of focus, showing a portion of a white wheel in the upper left corner.

Left
Front

Left
Front

FOR INFORMATION OF THE USER, THIS TIRE IS NOT TO BE USED FOR

PLEASE REFER TO THE USER'S MANUAL OR

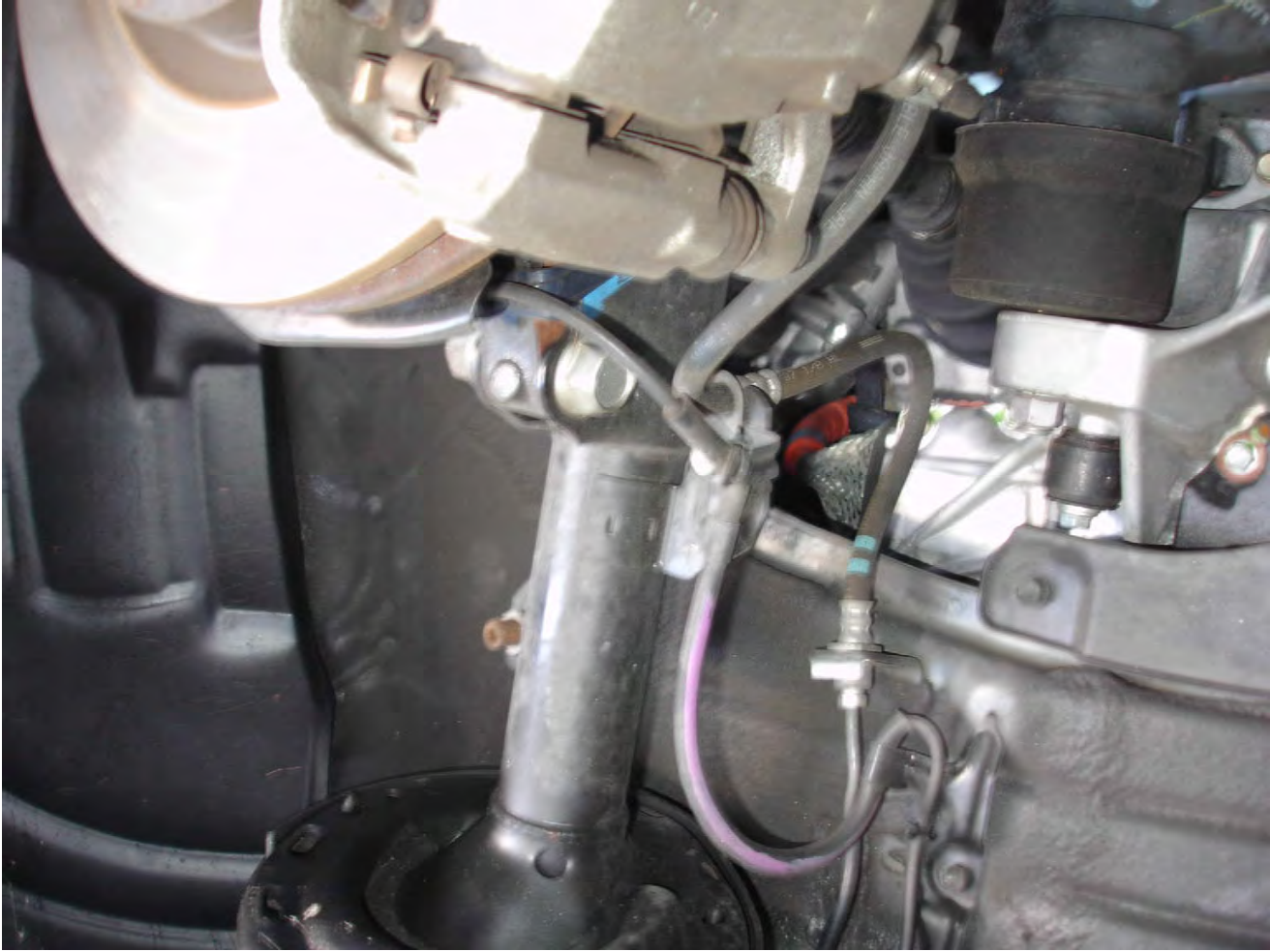
WHEELS

© 2017





Left
Front





5031
05/98

ADVIC
01/9311

14





RIGHT
FRONT

RIGHT
FRONT

MAXXIS
MADE IN THAILAND



A close-up photograph of a car's front right brake assembly. The image shows a silver metal brake caliper mounted on a dark grey cast-iron brake hub. The hub has six lug studs arranged in a circular pattern. A yellow rectangular label is stuck to the hub, with the words "RIGHT" and "FRONT" written in black marker. The brake disc is visible as a silver ring around the hub. The background is dark and out of focus.

RIGHT
FRONT





3


ADVICS

83-28

103041







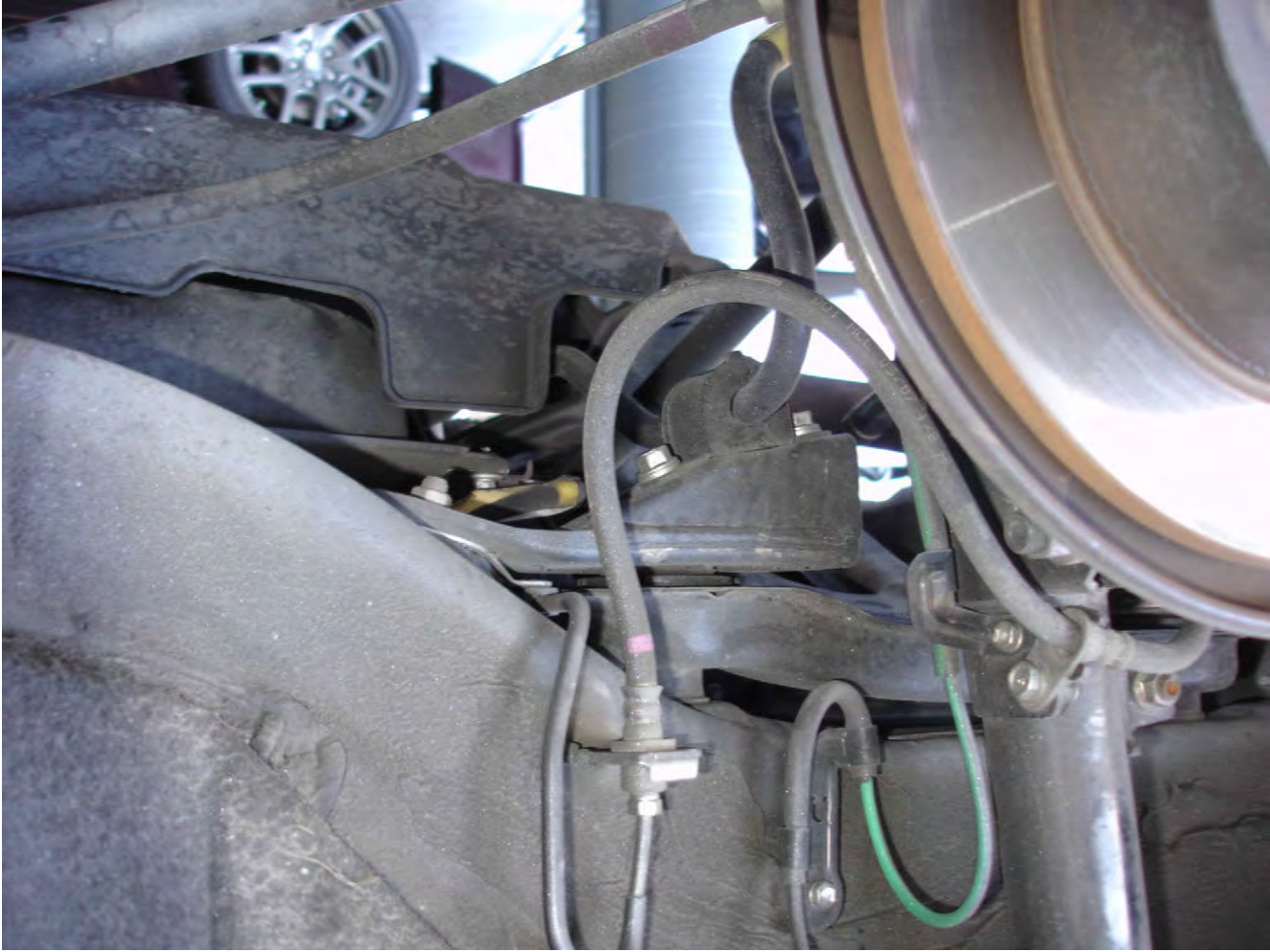
Right

Rear

Right
Rear

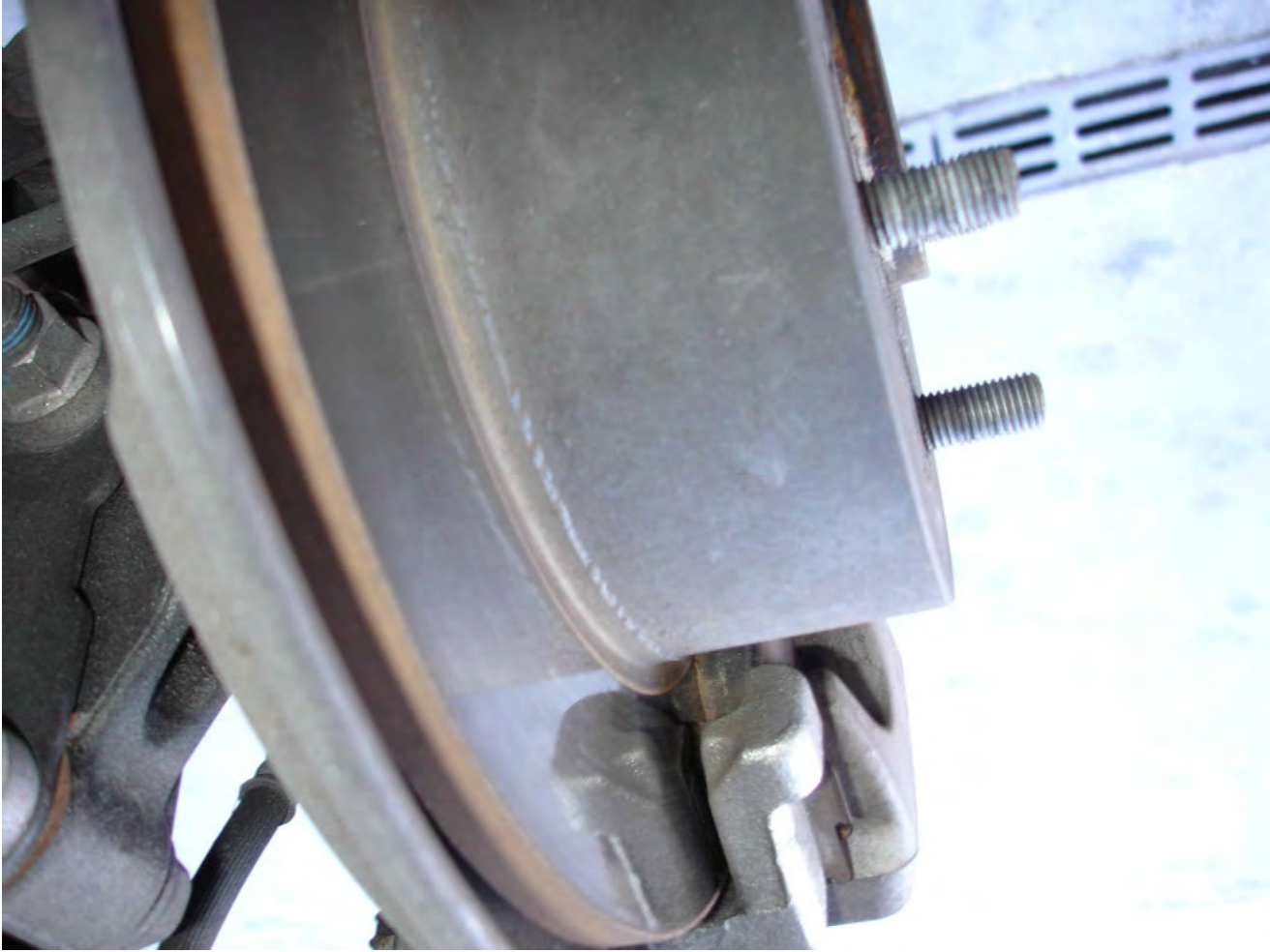













Right
Rear





LEFT

REAR

LEFT

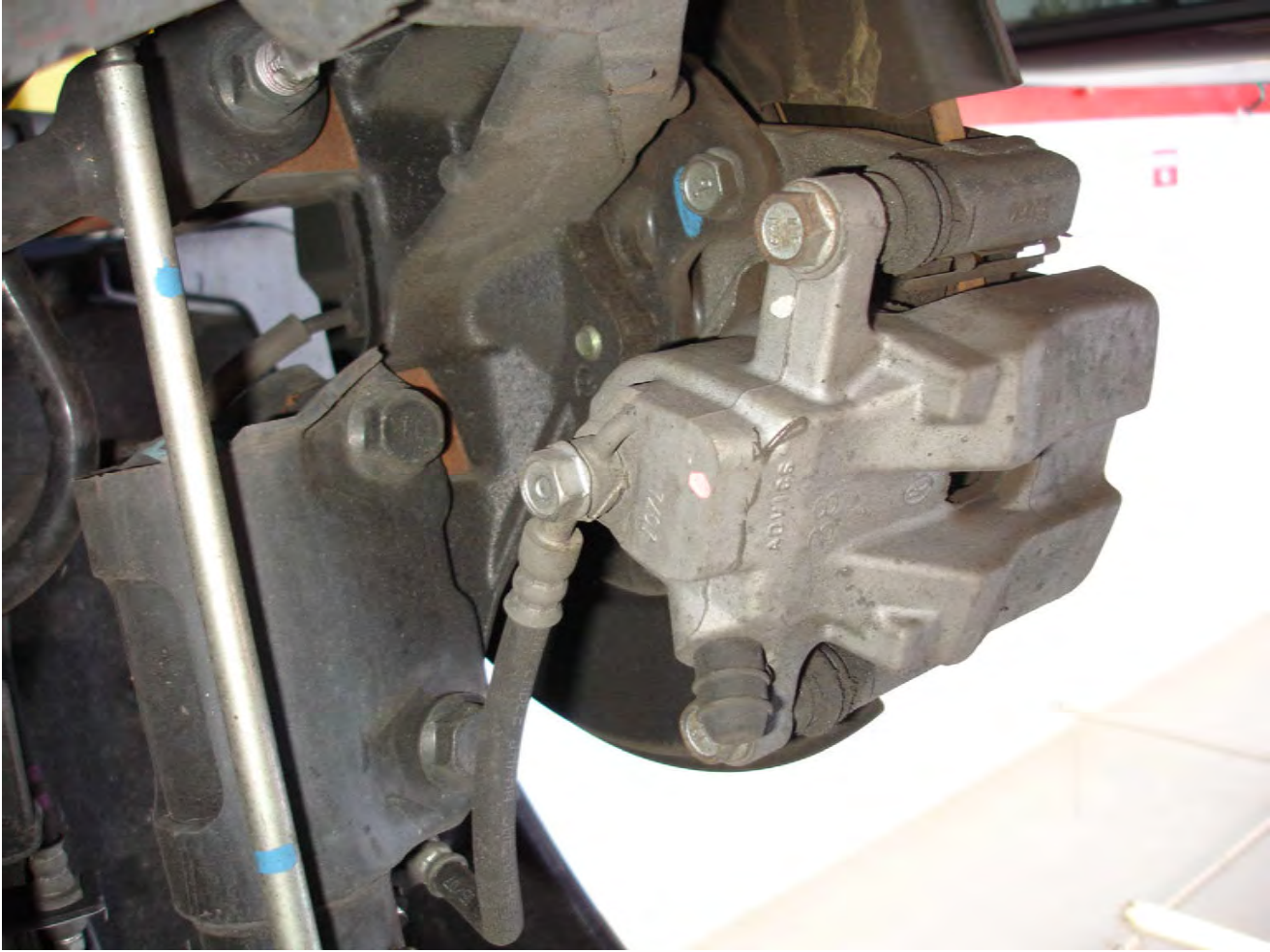
REAR

TUBELESS

RIGHT DESIGN STATE
23657-2 1-6-6100

23657-2 1-6-6100

23657-2 1-6-6100









LEFT
REAR

7137

ADVICS

38

A



13801



PE14-001

TOYOTA

3/26/2014

ATTACHMENT 1

RESPONSE 5

Additional Consumer
Complaint Documents

2012-04-69948

Case Activity Report

Case # : 1203271749 **Case Type :** ACCIDENT **Owner's Group :** Legal
Brand : Toyota **Case/Activity Last Updated :** 4/2/2012 01:57:09 PM
Case Title : PRODUCT : FCRP : BRAKE SYSTEM ; PERFORMANCE

CUSTOMER INFORMATION	CONTACT INFORMATION	VEHICLE INFORMATION	CASE INFORMATION
NAME : [REDACTED] COMPANY NAME : [REDACTED] ADDR1 : [REDACTED] ADDR2 : [REDACTED] CITY, STATE, ZIP : BELLEVUE WA [REDACTED] COUNTRY : USA PRIM. PHONE : [REDACTED] ALT PHONE : [REDACTED] FAX NUMBER : [REDACTED] EMAIL ADDRESS : [REDACTED]	NAME : [REDACTED] COMPANY NAME : [REDACTED] ADDR1 : [REDACTED] ADDR2 : [REDACTED] CITY, STATE, ZIP : BELLEVUE WA [REDACTED] COUNTRY : USA PRIM. PHONE : [REDACTED] ALT PHONE : [REDACTED] FAX NUMBER : [REDACTED] EMAIL ADDRESS : [REDACTED]	VIN : 4T1BB46K28U [REDACTED] MODEL YR. : 2006 MODEL : CAMRY GRADE : Hybrid MODEL NUMBER : 2560 ENGINE : 2AZ TRANSMISSION : ECVT SELLING DEALER CODE & NAME : 46063 BOB BRIDGE TOYOTA DOFU : 09/29/2007 CURRENT MONTHS : 54 CURRENT MILES : 75000 INCIDENT MILES : 75000 CERTIFIED : No	STATUS : Closed SUB-STATUS : Completed SOURCE : CUSTOMER INITIAL CHANNEL : Call - Inbound OWNER : VELASQE4 CREATED DATE : 3/27/2012 01:37:59 PM CREATED BY : SERVINA1 CREATOR'S GROUP : Toyota 2A CLOSED DATE : 4/2/2012 01:57:09 PM CLOSED BY : VELASQE4 CLOSER'S GROUP : Legal

DEALER INFORMATION	CLOSING SUMMARY
PRIMARY DEALER CODE & NAME : 46050 MICHAEL'S TOYOTA OF BELLEVUE REGION CODE - NAME : 13 - Portland DISTRICT : 01 SECONDARY DEALER CODE & NAME : REGION CODE - NAME :	CSAT : Unknown CLOSE APPROVED BY : CLOSE APPROVED : # OF CLOSE EXTENSIONS : 0

ACTIVITIES							
ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE	DESCRIPTION	RESPONSE	DUE DATE	CLOSED DATE
1-BUORL3	3/27/2012 01:35:57 PM / Call - Inbound	Done	SERVINA1 / Tier 2A Rep	Cllr sts his wife was in an accident and the brakes did not work, cllr sts he would like to see why the brakes did not work correctly, cllr sts he got a ticket in the mail, cllr sts he should not be held accountable for the accident because of the brakes. cllr sts there was some work done on the brakes, replaced pads. Cllr sts the veh were making a funny noise when it was at low speeds, cllr sts the brake pads were replaced at independent facility.			3/27/2012 01:43:53 PM

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Case Activity Report

ACTIVITIES							
ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE	DESCRIPTION	RESPONSE	DUE DATE	CLOSED DATE
1-8UQ6L8	3/28/2012 07:04:32 AM / Call - Outbound	Done	TIMBERP / Tier 2B Rep	<p>Caller states: Registered owner Driver: [REDACTED] Occupants: 3 Date of accident: 03/12/2012 Time of accident: 6:30 pm Accident location: Village park drive Vehicle location: Tow Yard Have repairs begun: No Customer seeks: Why the brakes Injuries: Son had a abrasion from seat belt and abdominal pain. Wife chest and seat belt abrasion Wearing Seatbelt: Yes Speed before impact: 35MPH Able to apply brakes: No What failed: Brakes Type of collision (frontal, side, rollover): Frontal Type of impact (vehicle, wall, pole): Tree Specific vehicle damage: Front end Airbags (non-deploy or deploy): Deploy Airbag warning light on: No Previous accidents: Yes Seeks: To see why the brakes did not work</p>		3/28/2012 12:04:45 PM	3/28/2012 06:50:30 AM
1-8UPSXE	3/28/2012 08:50:42 AM / Call - Outbound	Done	TIMBERP / Tier 2B Rep	<p>==FORP== ++OUTGOING CUST CALL ++ stis his wife (Catherine) his was going 25-30 mph down a steep road that was wet. stis when she applied the brakes the veh didn't slow down and veh gained speed due to gravity and NOT the vehicle. stis veh impacted a tree and a car. stis he is ONLY claiming the brakes failed and caused the accident and was NOT related to UA. stis he wants TMS to investigate why the brakes failed. stis the brake pads were</p>		3/28/2012 08:51:07 AM	3/28/2012 09:19:19 AM

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Case Activity Report

ACTIVITIES							
ACTIVITY #	CREATED / TYPE	STATUS	OWNER / JOB TITLE	DESCRIPTION	RESPONSE	DUE DATE	CLOSED DATE
1-BUPSYF	3/29/2012 09:22:14 AM / Request Action	Done	TIMBERP / Tier 2B Rep	replaced in Feb '12 by independent shop. CM adv cust to call back with veh location and insurance info. CM adv from the date i get legal tab info an investigator will call within 5 business days. inspection within 30 days. results mailed within 60 days. CM adv cust not to alter or repair any mechanical components until after TMS inspects veh.		3/29/2012 09:22:33 AM	3/29/2012 01:17:56 PM
1-BUWPMR	3/29/2012 01:17:59 PM / Request Action	Done	TIMBERP / Tier 2B Rep	CALL CUST FOR LEGAL TAB INFO		3/30/2012 01:18:15 PM	3/30/2012 11:36:24 AM
1-BUWPNS	3/29/2012 01:18:24 PM / Call - Outbound	Done	TIMBERP / Tier 2B Rep	++OUTGOING CUST CALL++ /m at primary number for cust to call me back at x73807 between 7am - 3pm. /m for cust to call me back with legal tab info.		3/29/2012 04:18:50 PM	3/29/2012 01:19:04 PM
1-BV6ZDO	3/30/2012 11:38:27 AM / Request Action	Done	TIMBERP / Tier 2B Rep	CALL CUST FOR LEGAL TAB INFO		4/2/2012 11:39:03 AM	4/2/2012 01:21:04 PM
1-BV6ISQ	3/30/2012 03:54:08 PM / Call - Inbound	Done	TIMBERP / Tier 2B Rep	Clr is returning the call. Sts to call the agency # and press 0 and anyone will be able to assist. Insurance name: Progressive Agency #: 425-483-6163 (Miesha Vaughn) Claim Generalist Claim # [REDACTED] Towing Name: Copart and lot # 14207222 and # 360.651.6299. Address: 16701 51th Ave North East Arlington, WA 98223			4/2/2012 01:20:57 PM
1-BVJEB5	4/2/2012 01:21:52 PM / Call - Outbound	Done	TIMBERP / Tier 2B Rep	NCR apol and adv cust the concern has been documented and adv cust the msg will forward to rep and will receive a cb within one bid. Cust thanked. ++OUTGOING CUST CALL++ /m that legal tab info was received. /m that an investigator will call within 5 business days. inspection within 30 days. results mailed within 60 days. /m at alt and primary phone for cust to call me back at x73807 between 7am-3pm if he has further questions.			4/2/2012 01:25:20 PM

Legal

Accident Information	Vehicle Information
Incident Date: 03/12/12 6:30:40 PM	Vehicle Location: Copart, 16701 51th Ave North East Arlington, WA 98223. lot # [REDACTED]
Accident Location: [REDACTED] Issaquah, WA	Drivable: No Repaired: No
Road Condition: wet	Insurance Information
Injuries: [REDACTED] sprained ribs [REDACTED] abdominal pain	Claim # [REDACTED]
Fire/Police: Issaquah Police	Insurance Info: Progressive
Police Report Filed: Yes	Adjuster Name: Miesha Vaughn Adjuster Phone #: (425) 483-6163

TOYOTA

Writers Direct Telephone (310) 468-5638
Writers Direct Fax (310) 381-5017

Toyota Motor Sales, U.S.A., Inc.
19001 South Western Avenue
Torrance, CA 90501
310 468-4000

May 9, 2012

[REDACTED]
BELLEVUE WA [REDACTED]

Re: Date of Loss: March 12, 2012
Vehicle: 2008 Toyota Camry [REDACTED]
VIN: 4T1BB46K28U [REDACTED]

Dear Mr. [REDACTED]

This letter is in response to your communication with our Customer Experience Center. As you are aware, Toyota Motor Sales, USA, Inc. ("TMS") had a technical inspection of your vehicle conducted.

You reported that as your wife Catherine was driving downhill on Village Park Drive in Issaquah at approximately 25-30 MPH, she applied the brakes to slow down but the vehicle didn't slow down and the ABS did not engage and she ran off the side of the road and struck a vehicle going in the opposite direction before hitting a tree. It was raining at the time. You said that the brake pad had been recently replaced in February at an independent brake shop. The inspection was conducted to address your allegation of brake failure.

The brake system was visually checked for leaks and none were found. The brake fluid reservoir was full and showed no signs of leaks. The brake components were checked for loose, missing, damaged, defective or incorrectly installed parts and all components that could be inspected were found to be in order. The brake pads were found to be above minimum specifications. The ABS actuator appeared normal.

We are very sorry to learn of this unfortunate incident; however, the inspection of your vehicle found no evidence of any vehicle defect or malfunction, and we are unable to offer additional assistance.

Thank you for allowing us the opportunity to address your concerns.

Very truly yours,

[REDACTED]
Iroy H. Higa
Claims Administrator

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	4T1BB46K28U [REDACTED]
User	GARY MAIN
Case Number	8U037568
EDR Data Imaging Date	04/11/2012
Crash Date	03/12/2012
Filename	4T1BB46K28U [REDACTED]_04112012_EDR_ACM.CDRX
Saved on	Wednesday, April 11, 2012 at 15:07:42
Collected with CDR version	Crash Data Retrieval Tool 4.3
Reported with CDR version	Crash Data Retrieval Tool 4.3
EDR Device Type	Airbag Control Module
Event(s) recovered	Front/Rear (2), Side (2)

Comments

Vehicle electrical system is disabled. Unable to access SRS-ECU from DLC. EDR image taken directly from SRS-ECU. Odometer reading used (75,000) is an estimate based on info found in Case Activity Report dtd 3/27/12.

Data Limitations

CDR Record Information:

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

General Information:

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

- Time from Pre-Crash TRG
- TRG Count
- Previous Crash Type
- The point in time at which the recording trigger is established is regarded as time zero for the recorded data.
- The recording trigger judgment threshold value differs depending on the collision type (i.e., frontal crash, rear crash, side crash, or rollover event).
- Time series data for side crash may have 24 or 25 sampling points.
- Some of the data recorded by the airbag ECU is transmitted to the airbag ECU from various vehicle control modules by the vehicle's Contoller 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 Definitions:

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



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System Status at Time of Retrieval

ECU Part Number	89170-33490
ECU Generation	04EDR
Recording Status, All Pages	Complete
Freeze Signal	ON
Freeze Signal Factor	Front Airbag Deployment Front Pretensioner Deployment
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	5	Side Crash	0	Complete (Page 0)	Complete (Side Page 0)
1st Prior Event	4	Front/Rear Crash	-146	Complete (Page 0)	Complete (Front/Rear Page 0)
2nd Prior Event	3	Side Crash	-159	Complete (Page 0)	Complete (Side Page 1)
3rd Prior Event	2	Front/Rear Crash	-16381 or greater	Complete (Page 1)	Complete (Front/Rear Page 1)



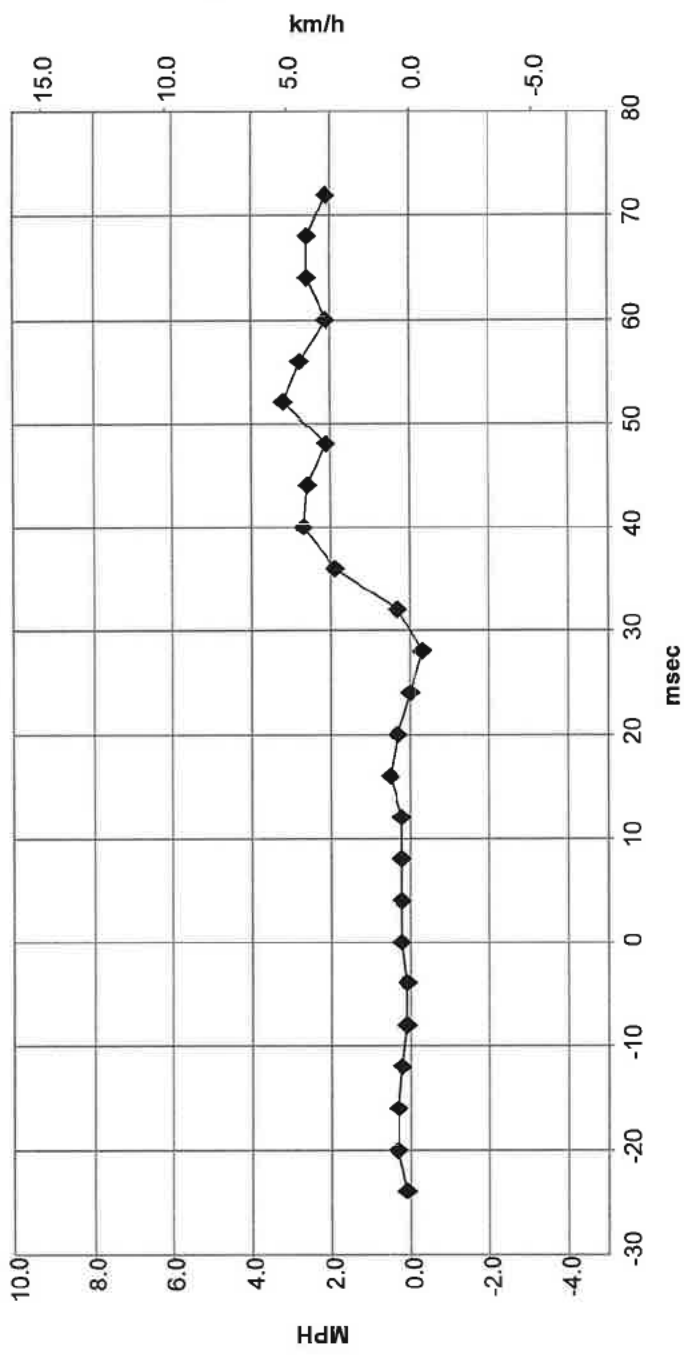
System Status at Event (Most Recent Event, TRG 5)

Recording Status, Side Crash Info.	
Crash Type	Complete
TRG Count (times)	Side Crash
Recorded Side	5
Previous Crash type	Driver's Side
Time from Pre-Crash TRG (msec)	Frontal/Rear
Linked Pre-Crash Page	159
Time to Deployment Command, B-Pillar Sensor (msec)	0
Time to Deployment Command, C-Pillar Sensor (msec)	Not Commanded
	Not Commanded

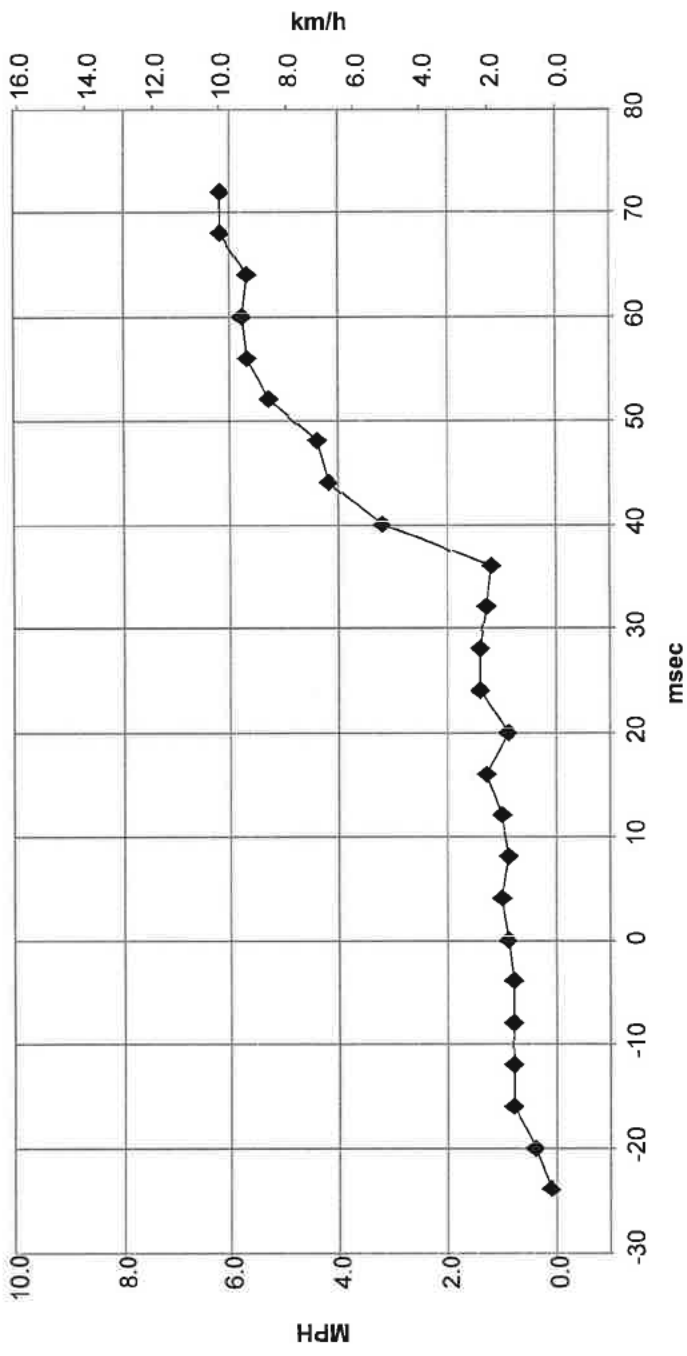
Lateral Crash Pulse (Most Recent Event, TRG 5 - table 1 of 2)

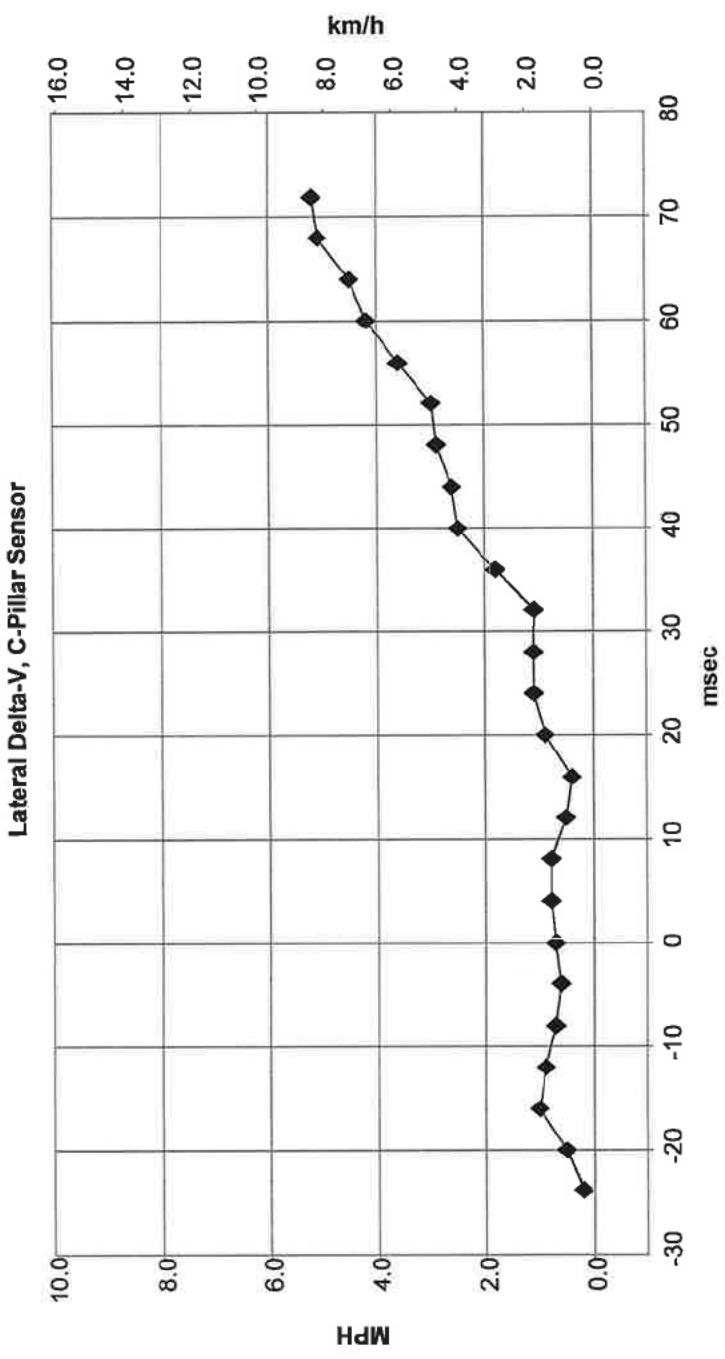
Recording Status, Time Series Data	Complete
Time from TRG to Next Sample (msec)	0
Max Lateral Delta-V, B-Pillar Sensor (MPH [km/h])	6.2 [10.0]
Max Lateral Delta-V, C-Pillar Sensor (MPH [km/h])	5.2 [8.4]

Lateral Delta-V, Airbag ECU Sensor



Lateral Delta-V, B-Pillar Sensor







Lateral Crash Pulse (Most Recent Event, TRG 5 - 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	0.1 [0.2]	0.1 [0.2]	0.2 [0.3]
-20	0.3 [0.5]	0.4 [0.6]	0.5 [0.8]
-16	0.3 [0.5]	0.8 [1.3]	1.0 [1.6]
-12	0.2 [0.3]	0.8 [1.3]	0.9 [1.4]
-8	0.1 [0.2]	0.8 [1.3]	0.7 [1.1]
-4	0.1 [0.2]	0.8 [1.3]	0.6 [1.0]
0	0.2 [0.3]	0.9 [1.4]	0.7 [1.1]
4	0.2 [0.3]	1.0 [1.6]	0.8 [1.3]
8	0.2 [0.3]	0.9 [1.4]	0.8 [1.3]
12	0.2 [0.3]	1.0 [1.6]	0.5 [0.8]
16	0.5 [0.8]	1.3 [2.1]	0.4 [0.6]
20	0.3 [0.5]	0.9 [1.4]	0.9 [1.4]
24	0.0 [0.0]	1.4 [2.3]	1.1 [1.8]
28	-0.3 [-0.5]	1.4 [2.3]	1.1 [1.8]
32	0.3 [0.5]	1.3 [2.1]	1.1 [1.8]
36	1.9 [3.1]	1.2 [1.9]	1.8 [2.9]
40	2.7 [4.3]	3.2 [5.1]	2.5 [4.0]
44	2.6 [4.2]	4.2 [6.8]	2.6 [4.2]
48	2.1 [3.4]	4.4 [7.1]	2.9 [4.7]
52	3.2 [5.1]	5.3 [8.5]	3.0 [4.8]
56	2.8 [4.5]	5.7 [9.2]	3.6 [5.8]
60	2.1 [3.4]	5.8 [9.3]	4.2 [6.8]
64	2.6 [4.2]	5.7 [9.2]	4.5 [7.2]
68	2.6 [4.2]	6.2 [10.0]	5.1 [8.2]
72	2.1 [3.4]	6.2 [10.0]	5.2 [8.4]



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CDR CRASH DATA
RETRIEVAL

DTCs Present at Time of Event (Most Recent Event, TRG 5)

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 5)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	200
Buckle Switch, Driver	Buckled
Buckle Switch, Passenger	Unbuckled
Occupancy Status, Passenger	Not Occupied
Seat Position, Driver	Forward
Shift Position	Drive

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

Time (sec)	-4.2	-3.2	-2.2	-1.2	-0.2	0 (TRG)
Vehicle Speed (MPH [km/h])	51 [82]	49.7 [80]	49.7 [80]	49.7 [80]	48.5 [78]	48.5 [78]
Brake Switch	ON	ON	ON	ON	ON	ON
Accelerator Rate (V)	0.78	0.78	0.78	0.78	0.78	0.78
Engine RPM (RPM)	1,200	1,200	1,200	800	800	800



System Status at Event (1st Prior Event, TRG 4)

Recording Status, Front/Rear Crash Info.		Complete
Crash Type	Front/Rear Crash	
TRG Count (times)	4	
Previous Crash Type	Side	
Time from Pre-Crash TRG (msec)	13	
Linked Pre-Crash Page	0	
Time to Deployment Command, Front Airbag, Driver (msec)	149	
Time to Deployment Command, Front Airbag, Passenger (msec)	149	
Event Severity Status, Driver	Level 1	
Event Severity Status, Passenger	N/A	
Time to Deployment Command, Pretensioner (msec)	148	

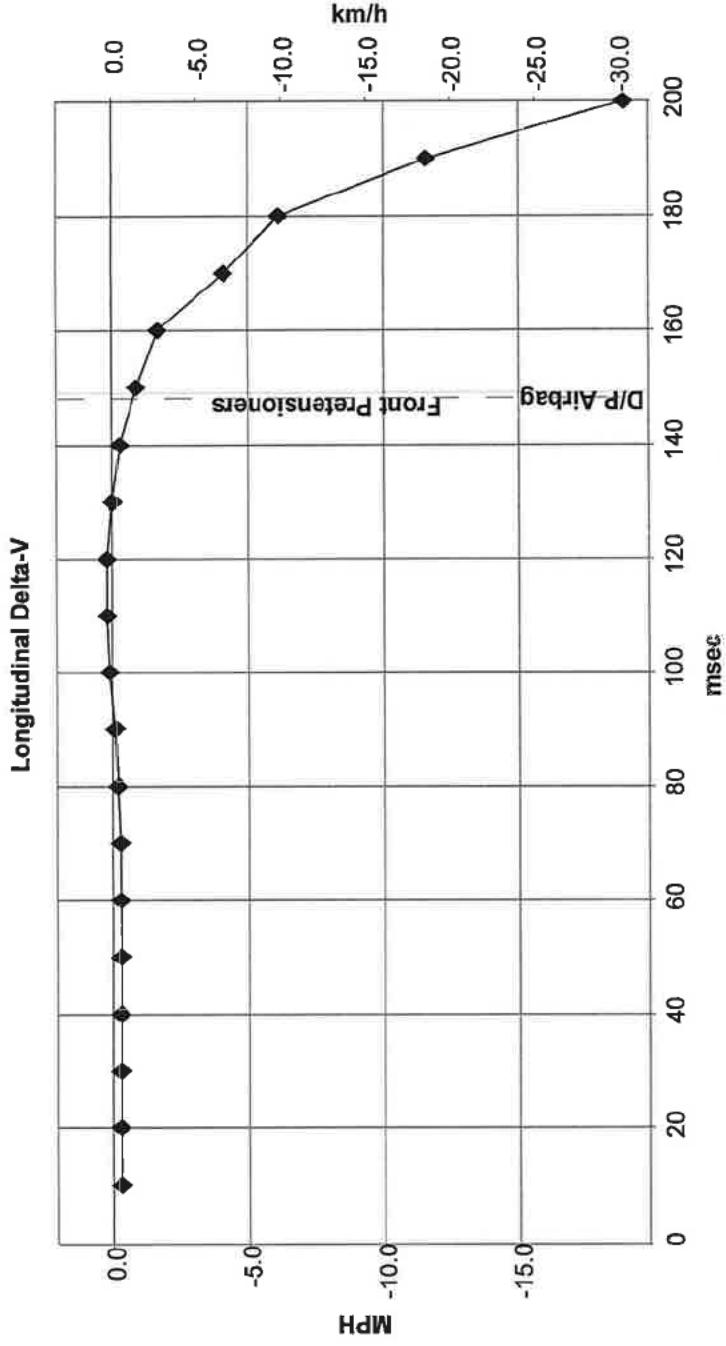


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Longitudinal Crash Pulse (1st Prior Event, TRG 4 - table 1 of 2)

Recording Status, Time Series Data	Complete
Max Longitudinal Delta-V (MPH (km/h))	-18.8 [-30.3]



Longitudinal Crash Pulse (1st Prior Event, TRG 4 - table 2 of 2)

Time (msec)	Longitudinal Delta-V (MPH [km/h])
10	-0.3 [-0.5]
20	-0.3 [-0.5]
30	-0.3 [-0.5]
40	-0.3 [-0.5]
50	-0.3 [-0.5]
60	-0.3 [-0.5]
70	-0.3 [-0.5]
80	-0.2 [-0.3]
90	-0.1 [-0.2]
100	0.1 [0.2]
110	0.2 [0.3]
120	0.2 [0.3]
130	0.0 [0.0]
140	-0.3 [-0.5]
150	-0.9 [-1.4]
160	-1.7 [-2.7]
170	-4.1 [-6.6]
180	-6.1 [-9.8]
190	-11.6 [-18.7]
200	-18.8 [-30.2]



DTCs Present at Time of Event (1st Prior Event, TRG 4)

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 4)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	200
Buckle Switch, Driver	Buckled
Buckle Switch, Passenger	Unbuckled
Occupancy Status, Passenger	Not Occupied
Seat Position, Driver	Forward
Shift Position	Drive

Pre-Crash Data, -5 to 0 seconds (1st Prior Event, TRG 4)

Time (sec)	-4.2	-3.2	-2.2	-1.2	-0.2	0 (TRG)
Vehicle Speed (MPH [km/h])	51 [82]	49.7 [80]	49.7 [80]	49.7 [80]	48.5 [78]	48.5 [78]
Brake Switch	ON	ON	ON	ON	ON	ON
Accelerator Rate (V)	0.78	0.78	0.78	0.78	0.78	0.78
Engine RPM (RPM)	1,200	1,200	1,200	800	800	800



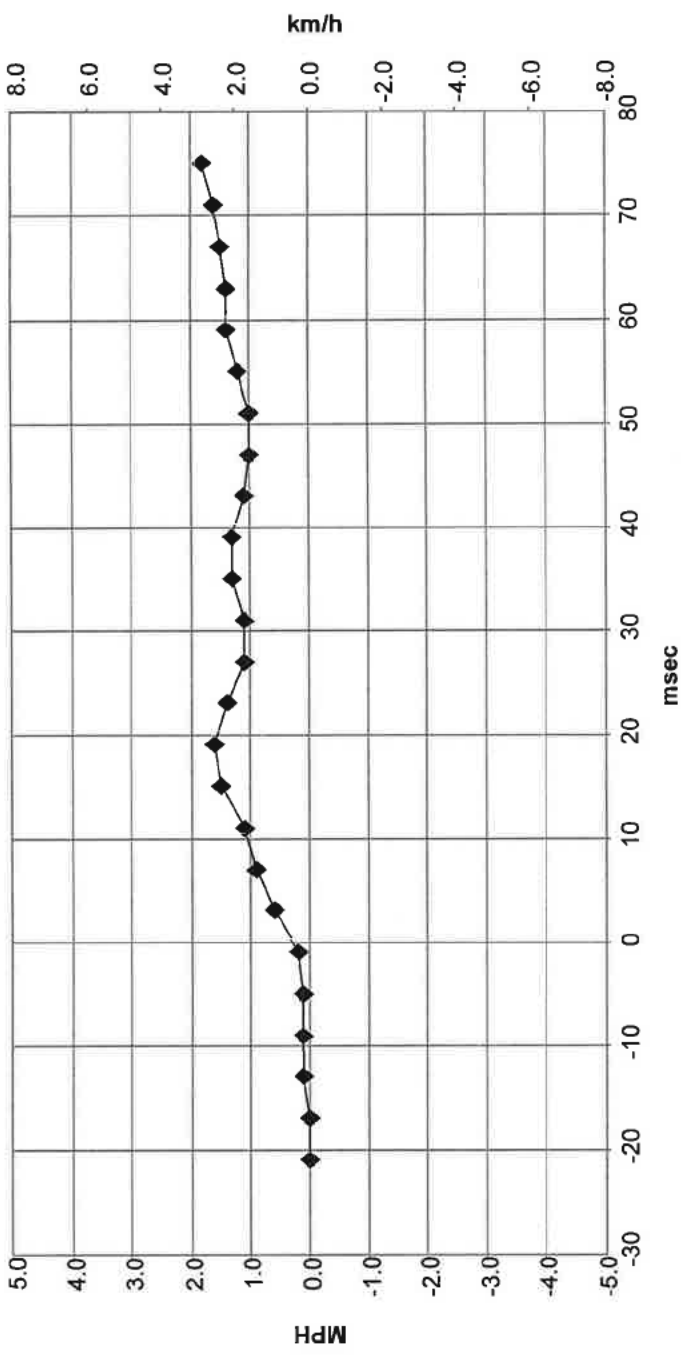
System Status at Event (2nd Prior Event, TRG 3)

Recording Status, Side Crash Info.	
Crash Type	Complete Side Crash
TRG Count (times)	3
Recorded Side	Driver's Side
Previous Crash type	No Event
Time from Pre-Crash TRG (msec)	0
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

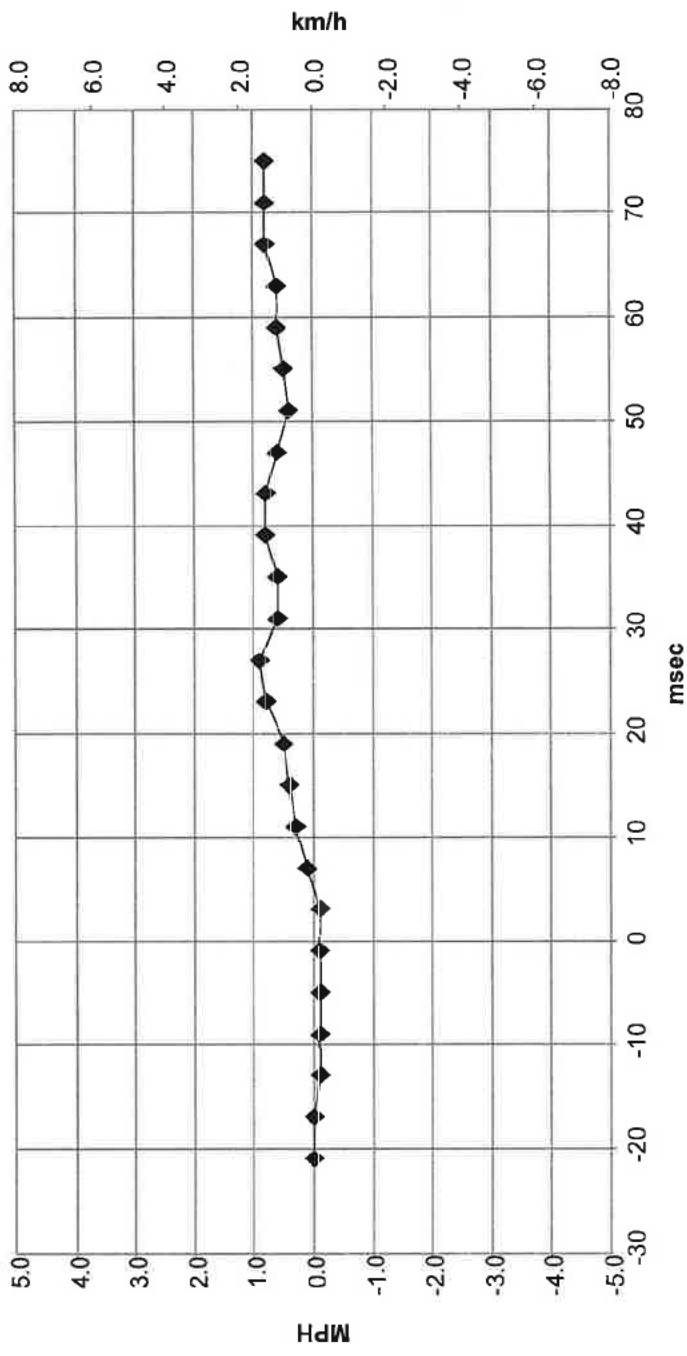
Lateral Crash Pulse (2nd Prior Event, TRG 3 - table 1 of 2)

Recording Status, Time Series Data	Complete
Time from TRG to Next Sample (msec)	3
Max Lateral Delta-V, B-Pillar Sensor (MPH [km/h])	0.9 [1.4]
Max Lateral Delta-V, C-Pillar Sensor (MPH [km/h])	-0.9 [-1.4]

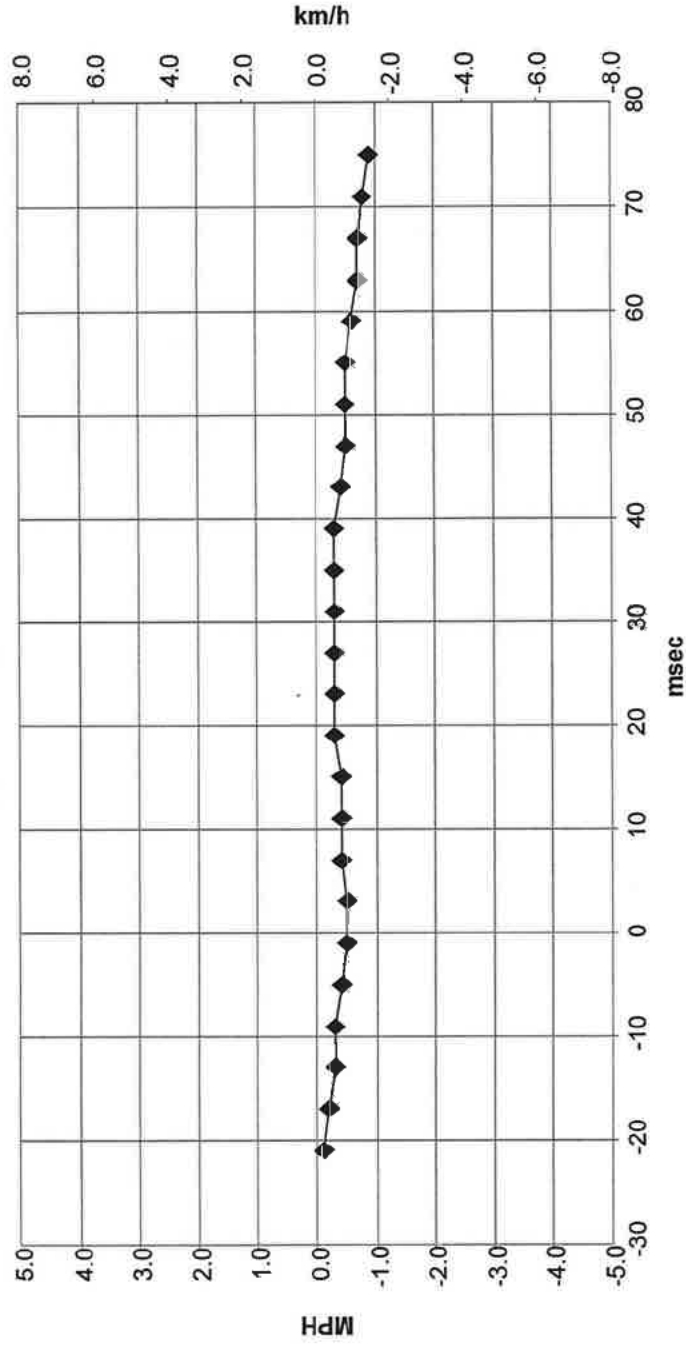
Lateral Delta-V, Airbag ECU Sensor



Lateral Delta-V, B-Pillar Sensor



Lateral Delta-V, C-Pillar Sensor





Lateral Crash Pulse (2nd Prior Event, TRG 3 - 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])
-21	0.0 [0.0]	0.0 [0.0]	-0.1 [-0.2]
-17	0.0 [0.0]	0.0 [0.0]	-0.2 [-0.3]
-13	0.1 [0.2]	-0.1 [-0.2]	-0.3 [-0.5]
-9	0.1 [0.2]	-0.1 [-0.2]	-0.3 [-0.5]
-5	0.1 [0.2]	-0.1 [-0.2]	-0.4 [-0.6]
-1	0.2 [0.3]	-0.1 [-0.2]	-0.5 [-0.8]
3	0.6 [1.0]	-0.1 [-0.2]	-0.5 [-0.8]
7	0.9 [1.4]	0.1 [0.2]	-0.4 [-0.6]
11	1.1 [1.8]	0.3 [0.5]	-0.4 [-0.6]
15	1.5 [2.4]	0.4 [0.6]	-0.4 [-0.6]
19	1.6 [2.6]	0.5 [0.8]	-0.3 [-0.5]
23	1.4 [2.3]	0.8 [1.3]	-0.3 [-0.5]
27	1.1 [1.8]	0.9 [1.4]	-0.3 [-0.5]
31	1.1 [1.8]	0.6 [1.0]	-0.3 [-0.5]
35	1.3 [2.1]	0.6 [1.0]	-0.3 [-0.5]
39	1.3 [2.1]	0.8 [1.3]	-0.3 [-0.5]
43	1.1 [1.8]	0.8 [1.3]	-0.4 [-0.6]
47	1.0 [1.6]	0.6 [1.0]	-0.5 [-0.8]
51	1.0 [1.6]	0.4 [0.6]	-0.5 [-0.8]
55	1.2 [1.9]	0.5 [0.8]	-0.5 [-0.8]
59	1.4 [2.3]	0.6 [1.0]	-0.6 [-1.0]
63	1.4 [2.3]	0.6 [1.0]	-0.7 [-1.1]
67	1.5 [2.4]	0.8 [1.3]	-0.7 [-1.1]
71	1.6 [2.6]	0.8 [1.3]	-0.8 [-1.3]
75	1.8 [2.9]	0.8 [1.3]	-0.9 [-1.4]



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DTCs Present at Time of Event (2nd Prior Event, TRG 3)

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

Pre-Crash Data, 1 Sample (2nd Prior Event, TRG 3)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	200
Buckle Switch, Driver	Buckled
Buckle Switch, Passenger	Unbuckled
Occupancy Status, Passenger	Not Occupied
Seat Position, Driver	Forward
Shift Position	Drive

Pre-Crash Data, -5 to 0 seconds (2nd Prior Event, TRG 3)

Time (sec)	-4.2	-3.2	-2.2	-1.2	-0.2	0 (TRG)
Vehicle Speed (MPH [km/h])	51 [82]	49.7 [80]	49.7 [80]	49.7 [80]	48.5 [78]	48.5 [78]
Brake Switch	ON	ON	ON	ON	ON	ON
Accelerator Rate (V)	0.78	0.78	0.78	0.78	0.78	0.78
Engine RPM (RPM)	1,200	1,200	1,200	800	800	800



System Status at Event (3rd Prior Event, TRG 2)

Recording Status, Front/Rear Crash Info.		Complete
Crash Type		Front/Rear Crash
TRG Count (times)		2
Previous Crash Type		No Event
Time from Pre-Crash TRG (msec)		0
Linked Pre-Crash Page		1
Time to Deployment Command, Front Airbag, Driver (msec)		Not Commanded
Time to Deployment Command, Front Airbag, Passenger (msec)		Not Commanded
Event Severity Status, Driver		N/A
Event Severity Status, Passenger		N/A
Time to Deployment Command, Pretensioner (msec)		Not Commanded

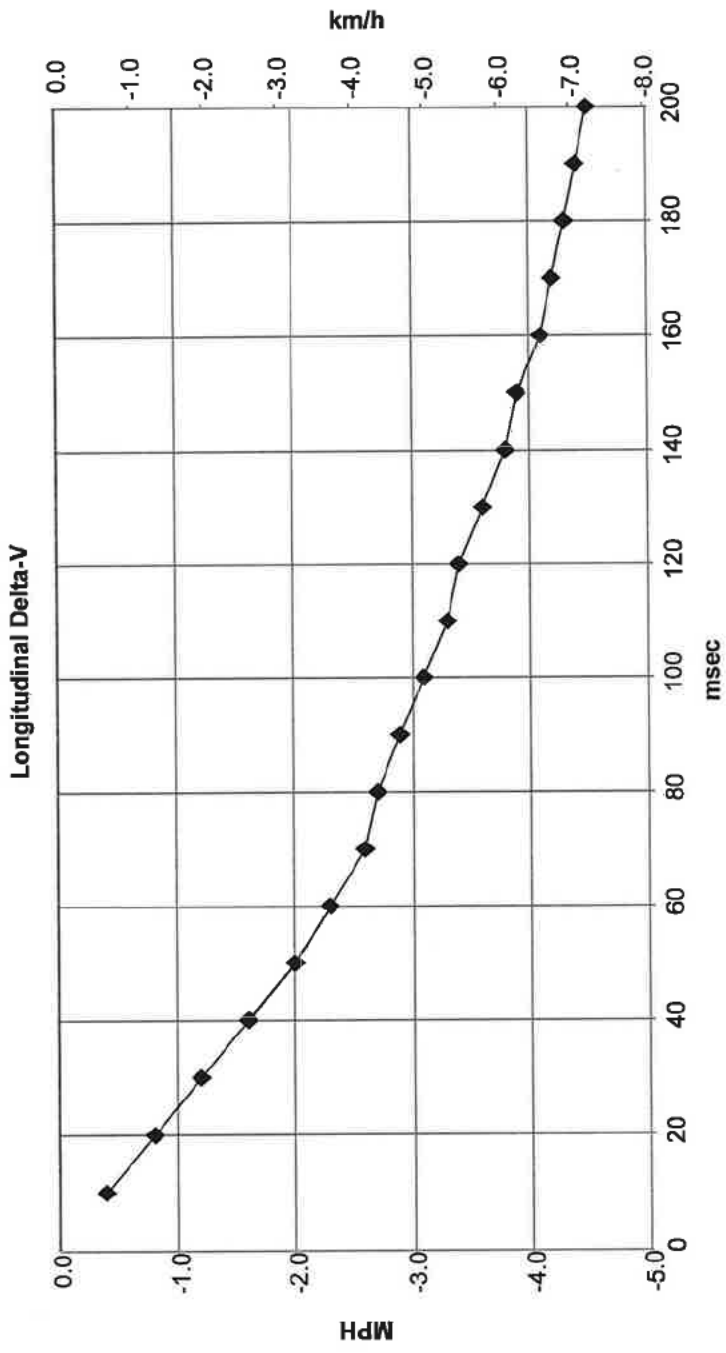


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Longitudinal Crash Pulse (3rd Prior Event, TRG 2 - table 1 of 2)

Recording Status, Time Series Data	Complete
Max Longitudinal Delta-V (MPH [km/h])	-4.5 [-7.2]





DTCs Present at Time of Event (3rd Prior Event, TRG 2)

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

Pre-Crash Data, 1 Sample (3rd Prior Event, TRG 2)

Recording Status, Pre-Crash/Occupant	Complete
Time from Pre-Crash to TRG (msec)	0
Buckle Switch, Driver	Buckled
Buckle Switch, Passenger	Unbuckled
Occupancy Status, Passenger	Not Occupied
Seat Position, Driver	Forward
Shift Position	Drive

Pre-Crash Data, -5 to 0 seconds (3rd Prior Event, TRG 2)

Time (sec)	-4	-3	-2	-1	0	0 (TRG)
Vehicle Speed (MPH [km/h])	0 [0]	0 [0]	3.7 [6]	8.7 [14]	13.7 [22]	3.7 [6]
Brake Switch	ON	OFF	OFF	OFF	ON	ON
Accelerator Rate (V)	0.78	0.82	1.99	1.99	0.78	0.78
Engine RPM (RPM)	0	400	1,600	1,600	1,200	1,200





*THIS REPORT COPY PROVIDED BY VEHICLE
OWNER, MARK BUDOS, ON 4/23/12*



LexisNexis®

TUVA CASE #

For Customer Support refer to the appropriate platform below:

OrderPoint

800-934-9698

orderpoint.support@lexisnexis.com

Accurt for Insurance

866-277-8407

accurt.support@lexisnexis.com

Lexis.com

Law Firm accounts

800-543-6862

REPORT ATTACHED

PAGE COUNT: 9

CLIENT : [REDACTED]
DIVISION : WASHINGTON53C
ADJUSTER : BLW0005
CLAIM : [REDACTED]

TRANSACTION # : 386742331
DATE : 03/26/2012

DATE OF LOSS : 03/12/2012
STREET : [REDACTED] TIME OF LOSS : 06:30 PM
CITY : ISSAQUAH
COUNTY : KING
STATE : WA

INVESTIGATING AGENCY : ISSAQUAH PD
REPORT NUMBER : 12-02241
REPORT TYPE : [REDACTED] ←
PARTY 1 : [REDACTED]
PARTY 2 : [REDACTED]
PARTY 3 : UNKNOWN UNKNOWN

CAR : MAKE : YEAR :
TAG :

DRIVER LICENSE :
ADDITIONAL INFO :

POLICY # :
POLICY STATE :
LOSS KIND :

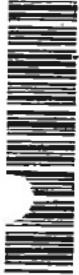
NOTE :

THANK YOU FOR YOUR ORDER!



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT

1591971



REPORT NO. [REDACTED]

1	8	27	
2			
3			
1	0	8	28
2			
3			

INTERSTATE CITY STREET FIRE RESULTED
 STATE ROUTE OTHER VEHICLE INVOLVED
 COUNTY RD PRIVATE WAY MULTIPLE VEHICLES INVOLVED

TRIBAL RESERVATION

DATE OF COLLISION 03 - 12 - 2012 TIME (2400) 1850 COUNTY # 17 CITY # 0590

ON (PRIMARY TRAFFIC WAY) INTERSECTION NON-INTERSECTION

BLOCK NO. MILE POST 5000

DISTANCE 0 50 MILES N E W S

OF (REFERENCE OR CROSS STREET) NEWPORT WAY SE

UNIT 01 MOTOR VEHICLE DAMAGE THRESHOLD MET

PHONE D: 4257618216

LAST NAME [REDACTED] FIRST NAME [REDACTED] MIDDLE INITIAL [REDACTED]

STREET NEW ADDRESS [REDACTED]

CITY ISSAQUAH ST WA ZIP [REDACTED]

RESTRICTIONS ENDORSEMENTS

DRIVER'S LICENSE # [REDACTED] STATE WA SEX F 01 - 23 - 1973

ON DUTY STATUS AIRBAG 2 RESTR. 4 EJECT 1 HELMET USE 2 INJURY CLASS 1 NATURE OF INJURIES

LICENSE PLATE # [REDACTED] STATE WA VIN# 2HNYD18274H

TRAILER PLATE # [REDACTED] STATE [REDACTED] TRAILER PLATE # [REDACTED]

VEH. YEAR 2004 MAKE ACUR MODEL MDX STYLE 4T VEHICLE TOWED YES NO TOWED BY [REDACTED]

REGISTERED OWNER INFO. LIABILITY INSURANCE INSURANCE CO FARMERS 18104159 DAMAGE THRESHOLD MET

UNIT 02 MOTOR VEHICLE DAMAGE THRESHOLD MET

LAST NAME [REDACTED] FIRST NAME [REDACTED] MIDDLE INITIAL [REDACTED]

STREET NEW ADDRESS [REDACTED]

CITY BELLEVUE ST WA ZIP [REDACTED]

RESTRICTIONS ENDORSEMENTS

DRIVER'S LICENSE # [REDACTED] STATE WA SEX F D.O.B. MMDDYYMM 10 - 27 - 1972

ON DUTY STATUS AIRBAG 3 RESTR. 4 EJECT 1 HELMET USE 2 INJURY CLASS 7 NATURE OF INJURIES UNKNOWN-TRANSPORTED TO HOSPITAL

LICENSE PLATE # [REDACTED] STATE WA VIN# 4T1BB46K28L

TRAILER PLATE # [REDACTED] STATE [REDACTED] TRAILER PLATE # [REDACTED]

VEH. YEAR 2008 MAKE TOYT MODEL CAMRY STYLE 4T VEHICLE TOWED YES NO TOWED BY SUPERIOR TOWING

REGISTERED OWNER INFO. LIABILITY INSURANCE INSURANCE CO PROGRESSIVE 7140993-0 DAMAGE THRESHOLD MET

VEHICLE STATUS YES NO CHARGE TO FAST FOR CONDITIONS

OFFICER'S NAME (PRINT) MARTY MARTIN AGENCY WA0770600

CASE # [REDACTED]

LOCAL AGENCY CODING [REDACTED]

TOTAL # OF UNITS 03 OBJECT STRUCK TREE OR STUMP

MILES 17 CITY # 0590

IN N E W S

OF

BLOCK NO. MILE POST 5000

0 1 28

0 50 MILES N E W S

UNIT 01 MOTOR VEHICLE

PHONE D: 4257618216

LAST NAME [REDACTED] FIRST NAME [REDACTED] MIDDLE INITIAL [REDACTED]

STREET NEW ADDRESS [REDACTED]

CITY ISSAQUAH ST WA ZIP [REDACTED]

RESTRICTIONS ENDORSEMENTS

DRIVER'S LICENSE # [REDACTED] STATE WA SEX F 01 - 23 - 1973

ON DUTY STATUS AIRBAG 2 RESTR. 4 EJECT 1 HELMET USE 2 INJURY CLASS 1 NATURE OF INJURIES

LICENSE PLATE # [REDACTED] STATE WA VIN# 2HNYD18274H

TRAILER PLATE # [REDACTED] STATE [REDACTED] TRAILER PLATE # [REDACTED]

VEH. YEAR 2004 MAKE ACUR MODEL MDX STYLE 4T VEHICLE TOWED YES NO TOWED BY [REDACTED]

REGISTERED OWNER INFO. LIABILITY INSURANCE INSURANCE CO FARMERS 18104159 DAMAGE THRESHOLD MET

UNIT 02 MOTOR VEHICLE

LAST NAME [REDACTED] FIRST NAME [REDACTED] MIDDLE INITIAL [REDACTED]

STREET NEW ADDRESS [REDACTED]

CITY BELLEVUE ST WA ZIP [REDACTED]

RESTRICTIONS ENDORSEMENTS

DRIVER'S LICENSE # [REDACTED] STATE WA SEX F D.O.B. MMDDYYMM 10 - 27 - 1972

ON DUTY STATUS AIRBAG 3 RESTR. 4 EJECT 1 HELMET USE 2 INJURY CLASS 7 NATURE OF INJURIES UNKNOWN-TRANSPORTED TO HOSPITAL

LICENSE PLATE # [REDACTED] STATE WA VIN# 4T1BB46K28L

TRAILER PLATE # [REDACTED] STATE [REDACTED] TRAILER PLATE # [REDACTED]

VEH. YEAR 2008 MAKE TOYT MODEL CAMRY STYLE 4T VEHICLE TOWED YES NO TOWED BY SUPERIOR TOWING

REGISTERED OWNER INFO. LIABILITY INSURANCE INSURANCE CO PROGRESSIVE 7140993-0 DAMAGE THRESHOLD MET

VEHICLE STATUS YES NO CHARGE TO FAST FOR CONDITIONS

OFFICER'S NAME (PRINT) MARTY MARTIN AGENCY WA0770600

1	8	27	
2			
3			
1	0	8	28
2			
3			

0	1	28
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1	9	30
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1	2	31
2		
3		
1	2	32
2		
3		

FROM ID	1	5	33
FROM ID	5	1	34
	4		35
	4		36
			37
			38
			39
			40

1		41
1		42



MARTY MARTIN [REDACTED] **03-13-12 03:08 AM** **PLAGE SIGNED**
INVESTIGATING OFFICER'S SIGNATURE UNIT OR DIST. DET DATED

APPROVED BY **BOB PORTER 118** DATE **3/13/2012 3:37:08 AM**

BADGE OR ID #	181	ORI #	[REDACTED]	TIME POLICE DISPATCHED	6:55 PM	TIME POLICE ARRIVED	7:05 PM
---------------	-----	-------	------------	------------------------	---------	---------------------	---------

NARRATIVE

ISSAQUAH POLICE DEPARTMENT

TRAFFIC ACCIDENT

CR# [REDACTED]

DATE: 3-12-12

INJURIES: *Non-Life Threatening*
Passengers of the Toyota Camry, [REDACTED] and [REDACTED] were transported to the hospital for precautionary measures. The children [REDACTED] and [REDACTED] had abrasions on their shoulders and legs from the seatbelts of their car seats that they were sitting in while in the back seat. They were transported, along with their mother, to Overlake Hospital.

STATEMENTS:

Driver of the Toyota, [REDACTED] was contacted at Overlake Hospital. She advised me of the following: I was coming down the hill at about 35 mph. and as I came to the curved portion of the road, I was probably going faster, since I was going down hill. I put on my brakes and my car was not turning. I didn't see any cars but I was more worried about my kids in the back seat. I was still trying to slow down and turn and I looked up and saw the tree.

Driver of the Acura, [REDACTED] was contacted at the scene of the collision. She advised me of the following: I was coming up the hill and I saw a black car coming towards me. The car crossed over the center-line and I swerved to miss the car. I was clipped on the passenger side but the car went by me and then the car hit a tree. My son and I were not injured and we waited for the police to come.

INVESTIGATION:

On 3-12-12 at approx. 1855 hours, I assisted IPD Officers with an injury motor vehicle collision, that was transferred by Norcom. ESFR was also advised and were enroute. The weather at the time of call was very rainy and the roadway was wet.

Upon my arrival, I contacted [REDACTED] and attempted to contact [REDACTED]. However, [REDACTED] was being treated by ESFR Medics. I was advised by Ofc. Asbell, who was first on scene and the first Officer to get information from the drivers involved, that the black Toyota Camary was traveling north bound (down the hill) and lost traction while coming around a large sweeping corner on [REDACTED] Dr. NW in approx. the 5000 block. The Camary crossed over the center line and struck a gold Acura MDX on the front passenger side of the vehicle (front quarter panel). The Camary continued north bound (down the hill) and finally came to rest after striking a tree located on the west side of the roadway.

I looked at the damage to the Toyota Camary and I could see that both front air bags had deployed inside the vehicle. The vehicle sustained heavy front end damage as well.

Digital photos were taken of both involved vehicles and they were saved to IPD 'S' Drive.

I was able to collect the proper information needed to conduct an information exchange from [REDACTED] and parts of [REDACTED] information prior to her being transported, along with he kids, to Overlake Hospital. I provided [REDACTED] with a

NARRATIVE

business card and this case number upon it and she was advised to contact her insurance company if she wished. [REDACTED] was medically cleared prior to her responding home; moving her Acura with out assistance and under its own power.

I followed an ambulance to Overlake Hospital and I was able to interview Budos in the emergency room. See above for more information. (Driver of Toyota)

Cpl. T. Johnson assisted with traffic control as Superior Towing removed the vehicle from the downed-tree and the roadway.

From driver's statements, evidence at the scene, It was determined as traveling Too Fast for the Conditions. [REDACTED] was issued a traffic infraction and it was mailed to her by Issaquah Municipal Court. A copy of this report will also be forwarded to the City of Issaquah's Risk Management Department regarding the damaged city property accrued from this collision.

DISPOSITION: Closed; Infraction Issued to [REDACTED]

"I declare under penalty of perjury, under the laws of the State of Washington, that the foregoing is true and correct."

Officer M. Martin #181

03-13-2012

ISS/KING CO/WA



**SUPPLEMENTAL
POLICE TRAFFIC
COLLISION REPORT**



REPORT NO.

CASE #

01/31/97

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 []

COMMERCIAL MOTOR CARRIER

UNIT # [] USDOT [] INTERSTATE [] INTRASTATE [] CARGO BODY TYPE []

CARRIER NAME [] CARRIER ADDRESS [] CITY [] ST [] ZIP []

NAME SOURCE [] AXLES [] GYWR [] PLACARD [] MAKE F NO NUMBER []

ADDITIONAL UNITS

UNIT # 3 MOTOR VEHICLE [] PEDAL CYCLE [] PEDESTRIAN [] PROPERTY OWNER [] DAMAGE THRESHOLD MET YES [] NO []

LAST NAME [] FIRST NAME [] CITY OF [] MIDDLE INITIAL []

STREET NEW ADDRESS []

CITY [] WA [] ZIP [] 98027

CDL [] RESTRICTIONS [] ENDORSEMENTS []

DRIVER'S LICENSE # [] STATE [] SEX U [] D.O.B. []

ON DUTY [] STATUS [] AIRBAG [] EJECT [] HELMET USE [] INJURY CLASS [] NATURE OF INJURES []

LICENSE PLATE # [] STATE [] VIN# []

TRAILER PLATE # [] STATE [] TRAILER PLATE # []

VEH. YEAR [] MAKE [] MODEL [] BYLE [] VEHICLE TOWED YES [] NO [] TOWED BY [] GOVT. VEHICLE YES [] NO []

REGISTERED OWNER INFO.

LIABILITY INSURANCE [] INSURANCE CO. [] POLICY # []

VEHICLE YES [] NO [] CITATION # []

CHANGE []

UNIT # [] MOTOR VEHICLE [] PEDAL CYCLE [] PEDESTRIAN [] PROPERTY OWNER [] DAMAGE THRESHOLD MET YES [] NO [] PHONE []

LAST NAME [] FIRST NAME [] MIDDLE INITIAL []

STREET NEW ADDRESS [] CITY [] ST [] ZIP []

CDL [] RESTRICTIONS [] ENDORSEMENTS []

DRIVER'S LICENSE # [] STATE [] SEX [] D.O.B. []

ON DUTY [] STATUS [] AIRBAG [] RESTR. [] EJECT [] HELMET USE [] INJURY CLASS [] NATURE OF INJURES []

LICENSE PLATE # [] STATE [] VIN# []

TRAILER PLATE # [] STATE [] TRAILER PLATE # []

VEH. YEAR [] MAKE [] MODEL [] STATE [] VEHICLE TOWED YES [] NO [] TOWED BY []

REGISTERED OWNER INFO.

LIABILITY INSURANCE [] INSURANCE CO. [] POLICY # []

VEHICLE YES [] NO [] CITATION # []

CHANGE []

UNIT # [] MOTOR VEHICLE [] PEDAL CYCLE [] PEDESTRIAN [] PROPERTY OWNER [] DAMAGE THRESHOLD MET YES [] NO []

LAST NAME [] FIRST NAME [] MIDDLE INITIAL []

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.065)

MARTY MARTIN INVESTIGATING OFFICER'S SIGNATURE UNIT OR DIST DET _____ DATED: _____ PLACE SIGNED _____

BADGE OR ID # 181 ORI # WA0170600 APPROVED BY PORTER PAGE 7 OF 8



TOCN_DOC#	Affiliate	Dept.	Ref	Date
	TMS	QA/Chassis	93387279	05/01/2012
Primary Model	Model Year	Production Date	VIN	Repair Date
Carmy HV	2008	2007-09-07	4T1BB46K28U	4/11/2012
Source	Location	Problem Area	Parts Destination	DTC
FTS	REG-TMS	Base Vehicle	CQE	
Part # 1	Part # 1 Serial/Date Code		Part # 2	Part # 2 Serial/Date Code
N/A				Parts Available No Part(s) Available
Condition Title				
Brake Inspection				

1. Condition Description / Incident Details

Incident Date:	3/12/12	Incident Time:	6:30	<input type="checkbox"/> AM	<input checked="" type="checkbox"/> PM
-----------------------	---------	-----------------------	------	-----------------------------	--

From Case Activity Report dated 3/28/12:

"States his wife was going 25-30 mph down a steep road that was wet.

States when she applied the brakes the vehicle didn't slow down and vehicle gained speed due to gravity and NOT the vehicle.

States vehicle impacted a tree and a car.

States he is ONLY claiming the brakes failed and caused the accident and was NOT related to UA.

States the brake pads were replaced in Feb 2012 by independent shop.

From phone interview with vehicle owner on 4/13/12: Owner stated that his wife was driving down a long steep hill where the posted speed limit was 25MPH and when she applied the brakes, "the ABS did not kick in". Owner stated that the car was taken back on the Saturday prior to the incident to have the brakes re-checked by the same independent brake shop that had previously replaced the brake pads.

Incident Location:

in Issaquah, WA

Incident Description Provided By:	<input checked="" type="checkbox"/> Owner (Husband of Driver) <input type="checkbox"/> Driver <input type="checkbox"/> Other:
Injuries?	*If yes, provide description of injuries. Driver & one passenger had seat belt abrasions, according to owner's statement. <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes*
Police Report Provided?	*If yes, attach report as described in section "5. Contact Details & Related Files". Agency: Issaquah Police Department Number: E <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes*

Overall Observations & Summary of Inspection

This inspection was performed in a salvage yard. Vehicle has extensive frontal impact damage that rendered the electrical system inoperative and prevented obtaining a Techstream scan. Engine and hybrid drive assemblies are displaced rearward making brake master cylinder and related components inaccessible for even visual inspection w/o major disassembly of surrounding components. Right side wheels were removed for brake inspection. No leaks or other discrepancies were noted on any right side brake component. Left wheels could not be removed. As viewed between wheel spokes using flashlight and mirrors, no evidence of leaks or other discrepancies were noted on left front and rear brake components. ABS controller is displaced but all lines appear to be intact and no leaks are visible. Driver's floor area is displaced upward and rearward against brake pedal preventing pedal movement. Brake pedal and linkage appear to be otherwise intact. The console was disassembled for access to the SRS-ECU and a successful EDR image was obtained directly from the SRS-ECU.

Copy of Police Report obtained from the owner on 4/23/12, and included with this inspection report, states that the weather at the time of the call was very rainy and the roadway was wet. The driver was issued a traffic infraction for "Too Fast for the Conditions".

FIELD TECHNICAL REPORT - INCIDENT INSPECTION



TOCN DOC#	Condition Title	Date
[REDACTED]	Brake Inspection	05/01/2012
Primary Model	Production Date	
Camry HV	2007-09-07	
Model Year	Odometer	
2008	unknown	
	VIN (confirm 17 characters)	
	4T1BB46K28[REDACTED]	

2. Vehicle Identification & Condition (NOTE: If no impact, document overall vehicle condition.) Incident/Impact Area Pictures



FIELD TECHNICAL REPORT - INCIDENT INSPECTION



TOCN DOC#	Condition Title	Date
TQCN_FTR-121220084	Brake Inspection	05/01/2012
Primary Model	Model Year	VIN (confirm 17 characters)
Camry HV	2008	4T1BB46K28U
	Production Date	Odometer
	2007-09-07	unknown

Interior Pictures



FIELD TECHNICAL REPORT – INCIDENT INSPECTION



TOCN DOC#		Condition Title		Date
TOCN_FTR-121220084		Brake Inspection		05/01/2012
Primary Model	Model Year	Production Date	VIN (confirm 17 characters):	
Camry HV	2008	2007-09-07	4T1BB46K28J	
		Odometer		
		unknown		

3. Inspection Summary

Inspection Date		4/11/12		
Inspection Location		[Redacted] Arlington, WA		
Was the vehicle repaired prior to the inspection?	<input type="checkbox"/> Yes <input type="checkbox"/> Partial repair <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Complete repair <input type="checkbox"/> No			
Were part(s) recovered from the vehicle?	<input type="checkbox"/> Yes* * Please Explain <input checked="" type="checkbox"/> No			
Event Data Recorder Collection.	<input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not Completed* * Please Explain <input type="checkbox"/> N/A* * Please Explain			
Techstream Health Check	<input type="checkbox"/> Completed DTCs recovered <input type="checkbox"/> Completed No DTCs <input checked="" type="checkbox"/> Not Completed* * Please Explain	DTCs Recovered:		
Perform a Store All Health Check, retrieve DTCs for all systems and create TS file.				Techstream could not communicate via the DLC due to severe collision damage.
Were the inspection results communicated to the customer / owner or any of their representatives?	<input type="checkbox"/> Yes* * Please Explain <input checked="" type="checkbox"/> No	Date communicated:		Customer advised on 4/12/12 that: <ul style="list-style-type: none"> All inspection results will be provided directly to TMS. Customer copies of EDR image files were mailed to owner at address in Case Activity Report. Any questions regarding inspection results or flash drive files should be directed to TMS.





FIELD TECHNICAL REPORT - INCIDENT INSPECTION



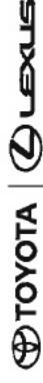
TQCN DOC#		Condition Title		Date
TQCN_FTR-121220084		Brake Inspection		05/01/2012
Primary Model	Model Year	Production Date	VIN (confirm 17 char vehicle)	
Camry HV	2008	2007-09-07	Odometer	4T1BB46K28U
				unknown

4. Inspection Areas

Inspection Area	Notes & Observations	Exterior Other
Headlights / Taillights	Both headlights and RT taillight destroyed. LT taillight is present but displaced.	
Brake Lights	RR brake light destroyed. LR brake light is displaced. CHMSL appears intact.	
Turn Signals	Both front and Rt rear turn signals are destroyed. LR turn signal is present but displaced.	
Glass & External Mirrors	Windshield is destroyed. Exterior mirrors and all other glass are intact.	
Hood Latch	Hood latch components are functional but had to be partially disassembled to get hood open. Damaged hood will not close.	
Hatch / Trunk Latch	Trunk lid and opening are distorted preventing closure.	
Door Latch & Lock	RT side doors function normally mechanically. Power function could not be tested. LT side doors do not fully close and could not be tested.	

Exterior Other Pictures		
		
		

FIELD TECHNICAL REPORT - INCIDENT INSPECTION



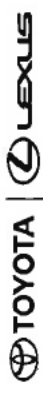
TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U [REDACTED]	

Inspection Area		Notes & Observations
Left Front Position	Seat	Seat track is 80mm forward of center position. Seatback is 13° back of vertical. No physical damage observed.
	Seatbelt	Pretensioner is deployed. Latch functions normally.
Right Front Position	Seat	No damage or discrepancies observed.
	Seatbelt	Functions as designed.
Left Rear Position	Seat	No damage or discrepancies observed.
	Seatbelt	Functions as designed.
Center Rear Position	Seat	No damage or discrepancies observed.
	N/A: <input type="checkbox"/>	Functions as designed.
Right Rear Position	Seat	No damage or discrepancies observed.
	Seatbelt	Functions as designed.
Third Row	Seat	
	N/A: <input checked="" type="checkbox"/>	

Seat Belt Pictures / Videos



FIELD TECHNICAL REPORT - INCIDENT INSPECTION

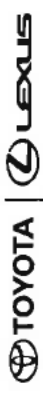


TQCN DOC#		Condition Title		Date
TQCN_FTR-121220084		Brake Inspection		05/01/2012
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U

Supplemental Restraints Airbag Inspection		Deployed		N/A	Notes & Observations
		Yes	No		
Driver	Front SRS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Knee SRS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Seat Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Seat Belt SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Front Passenger	Front SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Knee SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Seat Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Seat Belt SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Rear Passenger	LH Seat Side SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	RH Seat Side SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	LH Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	RH Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Rear Window Curtain SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Driver's Side	Curtain Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A-pillar trim is displaced.
Passenger Side	Curtain Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Interior

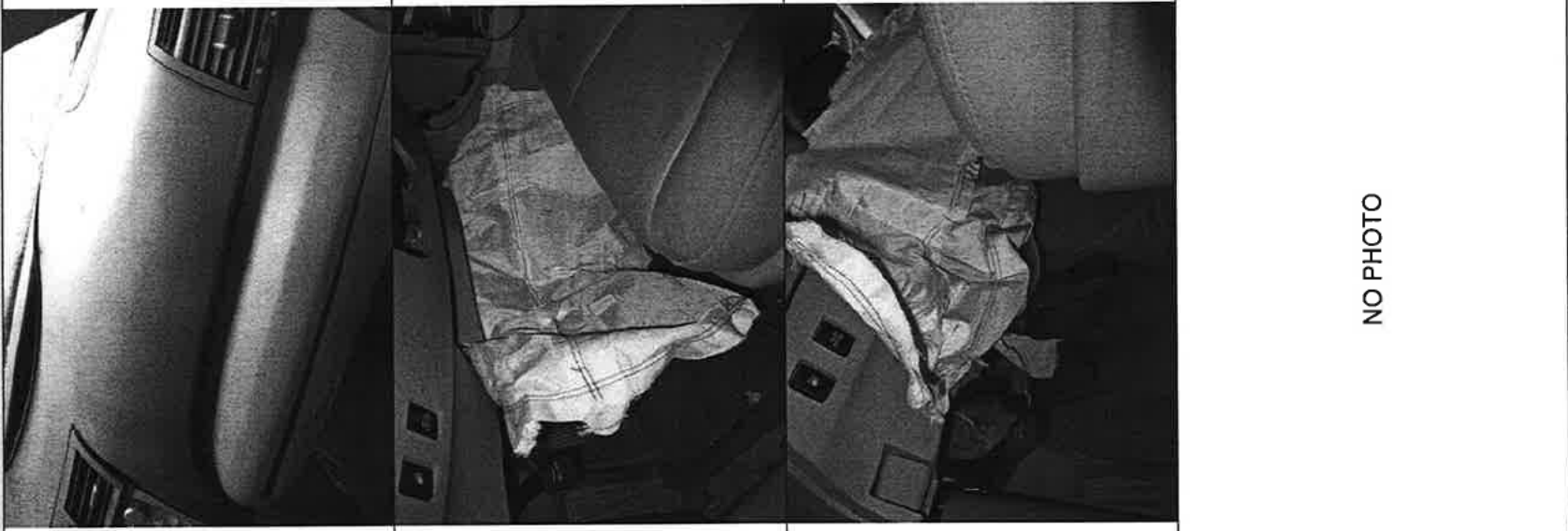
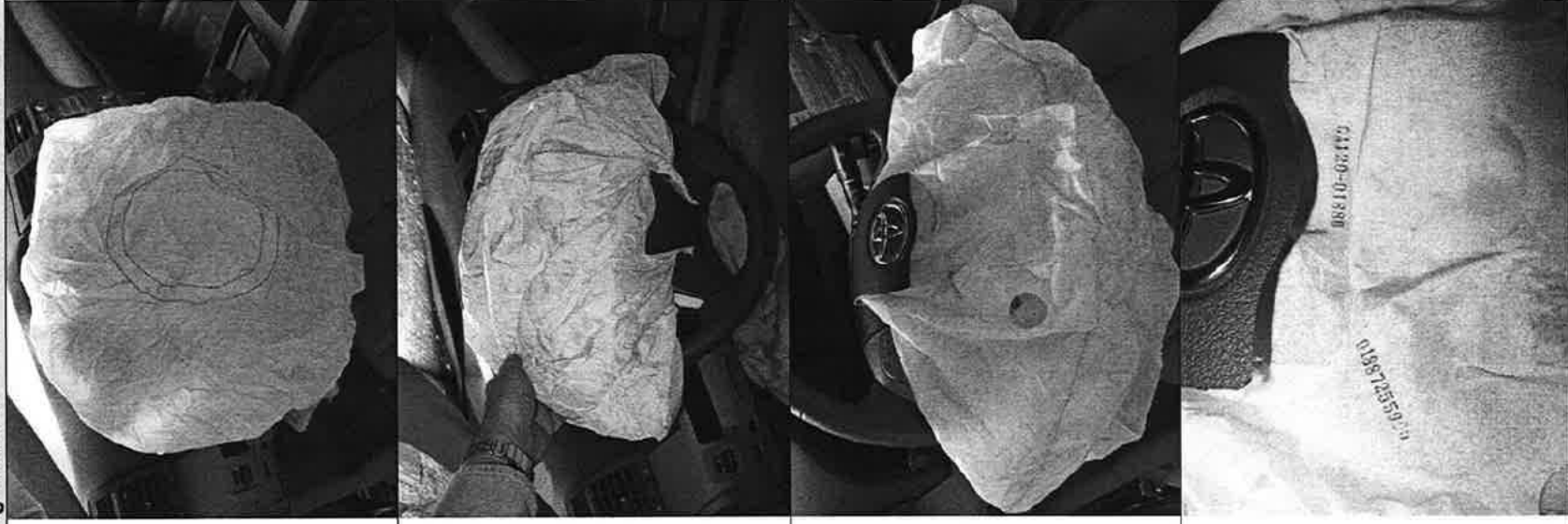
FIELD TECHNICAL REPORT - INCIDENT INSPECTION



TOCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U [REDACTED]	

Interior

Airbag Pictures



FIELD TECHNICAL REPORT - INCIDENT INSPECTION





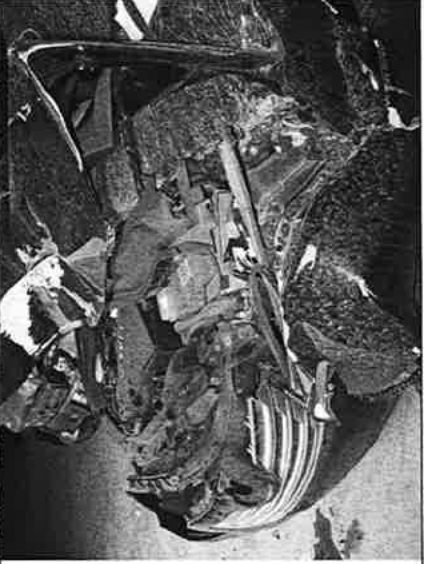

TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U	

Inspection Area		Notes & Observations
Warning Light Status		<input checked="" type="checkbox"/> Unable to check, vehicle will not start / Ready ON <input type="checkbox"/> Equipped with Safety Connect, note system status here:
Instrument Cluster		Housing is distorted. Visible part of cluster appears intact but is inoperative due to no power.
Steering Wheel & Column		Lower column is displaced rearward.
Shift Lever & Linkage		Moves when manually released. Otherwise, condition is unknown.
Pedal Assembly	Accelerator	Pedal movement is restricted by contact with carpet, caused by displaced floor pan. When carpet is pulled away, pedal appears to operate normally.
	Brake	Brake pedal is trapped at the top of its normal travel by the displaced floor pan, preventing pedal from moving up or down.
Floormat & Floorpan	Clutch	N/A: <input checked="" type="checkbox"/>
	Left Front	Unretained aftermarket rubber floor mat on top of a properly positioned and retained OEM mat. Floor pan is displaced upward and rearward trapping mats against brake pedal.
	Right Front	No mat present. Floor pan appears slightly displaced in LF corner of passenger foot area.
Floormat / Interior Floorpan Pictures		
Interior Other Pictures		

FIELD TECHNICAL REPORT - INCIDENT INSPECTION







TQCN DOC#		Condition Title		Date
TQCN_FTR-121220084		Brake Inspection		05/01/2012
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U

Inspection Area		Notes & Observations
Engine Oil	Level	High <input type="checkbox"/> Normal <input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
	Condition	
Trans Oil	Level	High <input type="checkbox"/> Normal <input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A <input type="checkbox"/> For vehicles equipped with a dipstick
	Condition	
Brake Fluid	Level	High <input type="checkbox"/> Normal <input checked="" type="checkbox"/> Low <input type="checkbox"/> N/A <input type="checkbox"/>
	Condition	Main reservoir chamber empty. Secondary chamber has fluid remaining.
Clutch Fluid	Level	High <input type="checkbox"/> Normal <input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
	Condition	
Steering Fluid	Level	High <input type="checkbox"/> Normal <input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
	Condition	
Coolant	Level	High <input type="checkbox"/> Normal <input checked="" type="checkbox"/> Low <input type="checkbox"/> N/A <input type="checkbox"/>
	Condition	Radiator is crushed
12V Battery	SOC	<input type="checkbox"/> Pass <input checked="" type="checkbox"/> Fail <input type="checkbox"/> N/A
	Condition	Using Midtronics tester or open circuit voltage / failure code or OC voltage Battery tests 0 volts & cables are disconnected. Battery carrier is crushed.
Radiator, Radiator Hoses & Condenser		Radiator, condenser and hoses all crushed.
Engine Compartment Wire Harness		Harness is pulled apart and/or broken in multiple places.
Engine Compartment Fuel Lines		Visible fuel lines bent in some areas but appear intact
Engine / Transmission Mounts		Displaced, bent, broken.
Underhood Pictures		
		
		

FIELD TECHNICAL REPORT - INCIDENT INSPECTION



TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 character)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U [REDACTED]	

Inspection Area		Notes & Observations
Undercar		
Suspension	Left Front	Strut tower crushed. Lower ball joint is separated from A-frame.
	Right Front	Strut tower crushed.
	Left Rear	Appears displaced but extent of damage undetermined.
	Right Rear	Appears displaced but extent of damage undetermined.
Steering Gear and Linkage		Components bent/broken.
Drive axle / Driveshaft		Components bent/broken.
Transmission / Transaxle		Condition unknown.
Differential/rear axle assembly		N/A
Exhaust System		Crushed at engine.
Fuel Tank and Lines		Other than bent lines in engine area, no other damage was observed.
Undercar Pictures		 
Lt Front		 

FIELD TECHNICAL REPORT - INCIDENT INSPECTION



TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U	

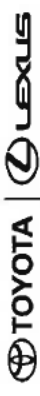
Tires & Wheels

Inspection Area	Left Front		Right Front		Left Rear		Right Rear	
	Tire Brand / Model	Michelin	Michelin	Michelin	Michelin	Michelin	Michelin	Michelin
Tire Model Name - Code	Destiny		Destiny		Destiny		Destiny	
Tire Size	P215/60R16 94T		P215/60R16 94T		P215/60R16 94T		P215/60R16 94T	
Tire DOT #	B349 R1UX 2211		B349 R1UX 2211		B349 R1UX 2211		B349 R1UX 2211	
Cold Tire Pressure (psi)	32.0		31.5		Flat		32.5	
Tread Depth (Measured in 32 nd of an inch)	I	C	O	I	C	O	I	C
	10	10	10	10	10	10	10	10
Tire Wear Condition	OK		OK		Multiple punctures		OK	
Wheel Condition	Rim has severe impact damage		OK		Rim has severe impact damage		OK	



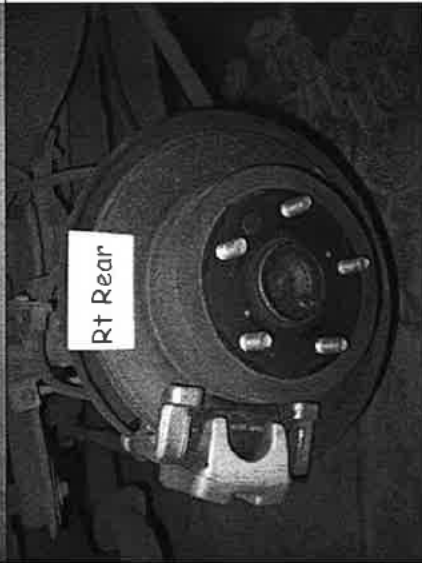

Tire & Wheel Pictures



FIELD TECHNICAL REPORT - INCIDENT INSPECTION



TQCN DOC#		Condition Title	
TQCN_FTR-121220084		Brake Inspection	
Primary Model	Model Year	Production Date	Date
Camry HV	2008	2007-09-07	05/01/2012
		Odometer	
		unknown	
VIN (confirm 17 characters):			
4T1BB46K28U [REDACTED]			

Inspection Area	Brake System			
	Left Front (LF)	Right Front (RF)	Left Rear (LR)	Right Rear (RR)
Pad / Shoe Thickness (mm)	Unable to measure Unable to measure	8 8	Unable to measure Unable to measure	8 8
Calipers / Wheel Cylinders	No visible leaks			
Pad / Shoe Condition	Appear normal			
Caliper Slide Pins & Other Hardware	RT side OK. Unable to access LT side to inspect.			
Rotor / Drum Condition	Heavy surface rust but otherwise appear serviceable.			
Wheel Speed Sensor & Wiring Condition	RT side OK. Unable to access LT side to inspect.			
Master Cylinder	Not visible. Unable to access w/o disassembly of crushed surrounding components.			
ABS Actuator	Displaced in mount but otherwise appears to be intact.			
Brake Lines & Hoses	All visible lines/hoses appear intact. Lines from master cylinder to remote reservoir are not visible due to crushed surrounding components.			
LSPV - Load Sensing Proportioning Valve	N/A			
Parking Brake Operation	Cannot be applied due to displaced cowl and floor pan			
Brake Pictures				

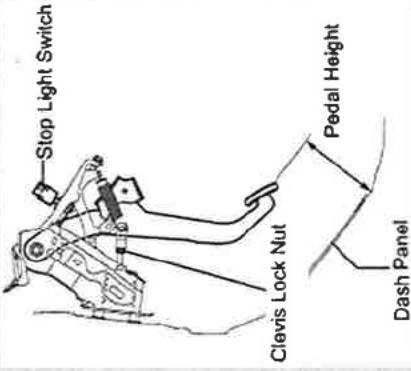
TOCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	VIN (confirm 17 characters) 4T1BB46K28U
	Production Date 2007-09-07	Odometer unknown

Brake System - Pedal

Inspection Area

Brake Pedal Height inspection:

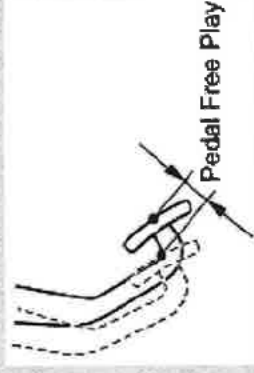
Pull the carpet back and measure to the dash panel (floor pan)



Measurement

Brake Pedal Free Play Inspection:

Stop the engine. Press the pedal several times until no vacuum is left in the booster. Release the pedal.



Measurement: 0 (due to displaced floor pan)

Measurement: 0 (due to displaced floor pan)

Brake Pedal Reserve Inspection:

Pedal reserve distance from the dash panel at 500 N (51 kgf, 112 lbf).

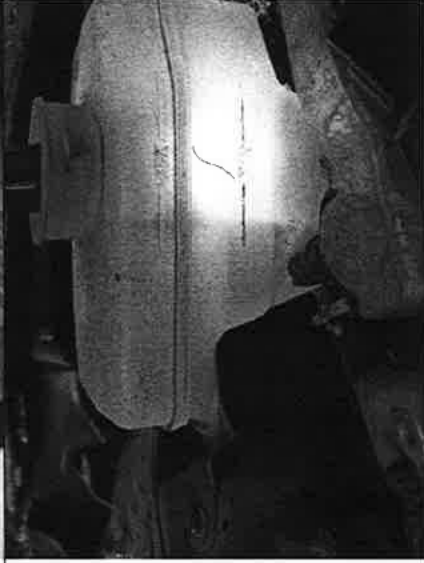
Measure the distance at the same point used for the brake pedal height inspection.

(a) Release the parking brake pedal or parking brake lever.

(b) With the engine running, depress the brake pedal and measure the pedal reserve distance.

Measurement: 0 (due to displaced floor pan)

Brake System - Pedal Pictures



FIELD TECHNICAL REPORT – INCIDENT INSPECTION



TQCN DOC#		Condition Title		Date
TQCN_FTR-121220084		Brake Inspection		05/01/2012
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U

Dynamic Evaluation

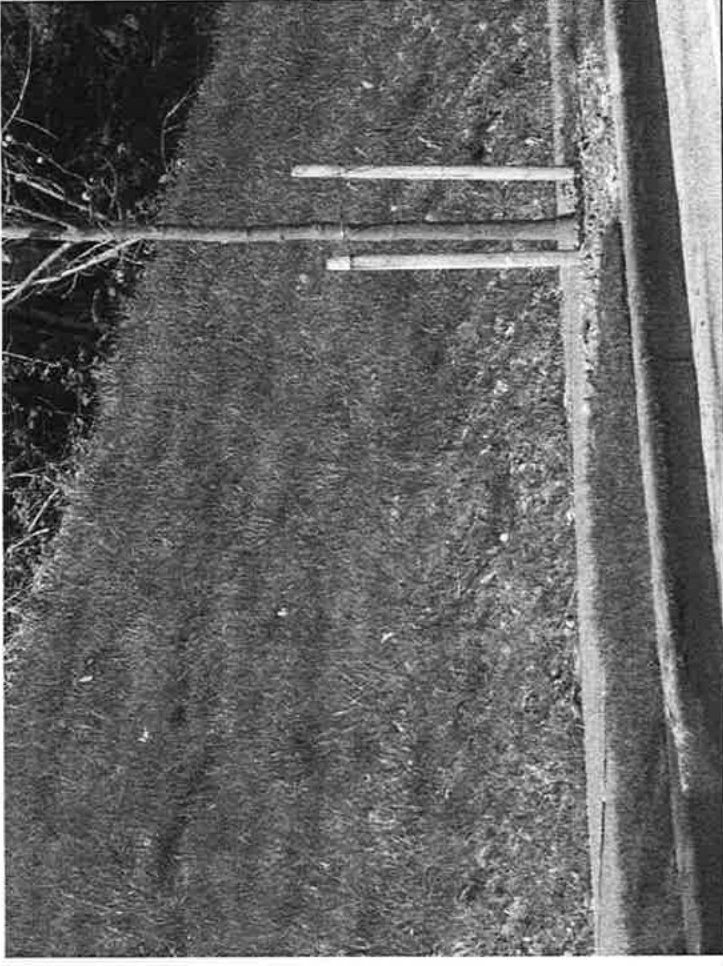
CAUTION: A dynamic evaluation should only be performed if the vehicle is in an overall safe operating condition; including all restraint systems, lighting, brake, and chassis systems. Operate the vehicle for at least 5 miles of city and/or highway driving.

Area & Inspection Items	Notes
<p>Techstream Snapshot and Operation History (if equipped) Duplicate customer concern condition and capture Powertrain - All Data List and snapshot. Also include Snapshot and Operation History for any other vehicle system related to reported concern.</p>	Vehicle is inoperative.
<p>Engine Performance</p> <ul style="list-style-type: none"> Starting Idle quality Acceleration Cruise Control 	Vehicle is inoperative.
<p>Transmission / Drivetrain</p> <ul style="list-style-type: none"> Operation 	Vehicle is inoperative.
<p>Maximum Stall Speed Test A/C OFF; warm engine, fluid level confirmed prior to test.</p>	Vehicle is inoperative.
<p>Ride and Handling</p> <ul style="list-style-type: none"> Quality Vibration Noise/Rattle 	Vehicle is inoperative.
<p>Brake</p> <ul style="list-style-type: none"> Stopping Parking Brake Brake Override System (BOS)* * If equipped 	Vehicle is inoperative.
<p>Steering</p> <ul style="list-style-type: none"> Steering wheel alignment Pull/lead Vibration 	Vehicle is inoperative.
<p>Electrical Accessory / HVAC</p> <ul style="list-style-type: none"> Operation and condition 	Vehicle is inoperative.
<p>Instruments / Warning Lights</p> <ul style="list-style-type: none"> Operation and condition 	Vehicle is inoperative.
<p>Wiper System</p> <ul style="list-style-type: none"> Operation and condition 	Vehicle is inoperative.


TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U	

Additional Inspection items:

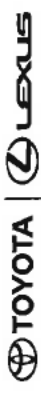
Inspector photos of the incident scene, taken on 4/15/12, were submitted with this report. Witness marks are visible on the curb. The damaged tree had already been replaced.



5. Contact Detail and Related Files

File or Data Type	Included			
Add related files to attached zip archive and password protected	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
 FTR-I Files.zip	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
CR Cases	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Interview Record	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
National Service History Summary (Print and store as PDF)	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Part Recovery Consent	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
Police Report	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Repair Order	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
TA Cases	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
Techstream Health Check and Snapshots (TSE file)	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
Other: <u><describe file(s) here></u>	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No

FIELD TECHNICAL REPC T - INCIDENT INSPECTION



TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	VIN (confirm 17 characters) 4T1BB46K28U [REDACTED]
	Production Date 2007-09-07	Odometer unknown

Orig Tracking

VIN

Attachment 1: Parts Recovery Control Sheet

Do not type in SHADED fields. If the Final Destination field below is "scrap", properly dispose of the part.

Final Destination: CQE	SETR#:	CQE Eng: N/A	Date:
Importer: (Applies to TMC Shipments Only)	Deliver to:	住所:	
Mr. N. Okumura, Chief Expert Quality Div. Warranty Parts Room TOYOTA MOTOR CORPORATION 1 Toyota, Toyota-city, Aichi, 471-8571 Japan	Attn:	宛先:	
	Tel:	TEL:	
T-STAR	[REDACTED]		
Note: If this FTR contains more than one VIN, create a table in the report containing VIN, production date, and odometer			FOR CUSTOMS USE: Used Parts Value

Part #	Part Description	Qty.	Used Part Value Each
1	N/A Serial No. / Date Code	1	\$ 0.00
	Comments:		
2	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
3	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
4	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
5	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
6	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
7	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		

TQCN DOC#	Affiliate	Dept.	Ref	Date
TQCN EDR-121220001	TMS	QACHassis		05/01/2012
Primary Model	Model Year	Production Date	Inspection Date	
Camry HV	2008	2007-09-07	4/11/2012	
Source	Location	Odometer	VIN	
FTS	REG-TMS	unknown	4T1BB46K28U	
Part # 1	Part # 1 Serial/Date Code	Inspection Type		
N/A		Customer		Privilege Control
Title		FTR Number		Normal
		TQCN	FTR-121220084	
Incident Inspection - Brake				

Event Description

From Case Activity Report dated 3/28/12:

"States his wife was going 25-30 mph down a steep road that was wet.






States when she applied the brakes the vehicle didn't slow down and vehicle gained speed due to gravity and NOT the vehicle.

States vehicle impacted a tree and a car.

States he is ONLY claiming the brakes failed and caused the accident and was NOT related to UA.

States the brake pads were replaced in Feb 2012 by independent shop.

From phone interview with vehicle owner on 4/13/12: Owner stated that his wife was driving down a long steep hill where the posted speed limit was 25MPH and when she applied the brakes, "the ABS did not kick in". Owner stated that the car was taken back on the Saturday prior to the incident to have the brakes re-checked by the same independent brake shop that had previously replaced the brake pads.

<p> Adobe Acrobat Document</p> <p>CDR Imaging Authorization and Consent Form</p>	<p> Adobe Acrobat Document</p> <p>CDR Imaging Investigation Record</p>
<p> Microsoft Excel 97-2003 Worksheet</p> <p>CDR Data Imaging Check Sheet</p>	<p> Package</p> <p>Bosch CDRx File</p>
<p> Adobe Acrobat Document</p> <p>Bosch CDR (PDF version)</p>	<p>N/A – Collision damage Techstream File, if available</p>

TOCN DOC#	Title			Date
TOCN EDR-121220001	Incident Inspection - Brake			05/01/2012
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)
Camry HV	2008	2007-09-07	unknown	4T1BB46K28U [REDACTED]

Orig Tracking		CQE Eng:	
VIN		N/A	
Doc No.			

Attachment 1: Parts Recovery Control Sheet

Do not type in SHADED fields. If the Final Destination field below is "scrap", properly dispose of the part.

Final Destination:	CQE	SETR#:		
---------------------------	-----	--------	--	--

Importer: (Applies to TMC Shipments Only)

Deliver to:

Attn:

Tel:

住所:

宛先:

Tel:

Mr. N. Okumura, Chief Expert
 Quality Div. Warranty Parts Room
 TOYOTA MOTOR CORPORATION
 1 Toyota, Toyota-city, Aichi, 471-8571
 Japan

FOR CUSTOMS USE Used Parts Value

Part #	Part Description	Qty.	Used Part Value Each
1	n/a	1	\$ 0.00
	Serial No. / Date Code		Comments:
2			
	Serial No. / Date Code		Comments:
3			
	Serial No. / Date Code		Comments:
4			
	Serial No. / Date Code		Comments:
5			
	Serial No. / Date Code		Comments:
6			
	Serial No. / Date Code		Comments:
7			
	Serial No. / Date Code		Comments:

TQCN DOC# TQCN_FTR-121220084	Affiliate TMS	Dept. QACChassis	Ref 93387279	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07	VIN 4T1BB46K28U [REDACTED]	Repair Date 4/11/2012
Source FTS	Location REG-TMS	Problem Area Base Vehicle	Odometer unknown	
Part # 1 N/A	Part # 2 Serial/Date Code	Parts Destination CQE	DTC	Parts Available No Part(s) Available
Condition Title Brake Inspection				

1. Condition Description / Incident Details

Incident Date: 3/12/12	Incident Time: 6:30	<input type="checkbox"/> AM	<input checked="" type="checkbox"/> PM
-------------------------------	----------------------------	-----------------------------	--

From Case Activity Report dated 3/28/12:

“States his wife was going 25-30 mph down a steep road that was wet.

States when she applied the brakes the vehicle didn’t slow down and vehicle gained speed due to gravity and NOT the vehicle.

States vehicle impacted a tree and a car.

States he is ONLY claiming the brakes failed and caused the accident and was NOT related to UA.

States the brake pads were replaced in Feb 2012 by independent shop.

From phone interview with vehicle owner on 4/13/12: Owner stated that his wife was driving down a long steep hill where the posted speed limit was 25MPH and when she applied the brakes, “the ABS did not kick in”. Owner stated that the car was taken back on the Saturday prior to the incident to have the brakes re-checked by the same independent brake shop that had previously replaced the brake pads.

Incident Location:

[REDACTED]

Incident Description Provided By:	<input checked="" type="checkbox"/> Owner (Husband of Driver)
	<input type="checkbox"/> Driver
	<input type="checkbox"/> Other:
Injuries?	<p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> Yes*</p> <p><i>*If yes, provide description of injuries.</i> Driver & one passenger had seat belt abrasions, according to owner’s statement.</p>
Police Report Provided?	<p><input type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> Yes*</p> <p><i>*If yes, attach report as described in section “5. Contact Details & Related Files”.</i> Agency: Issaquah Police Department Number: E158573</p>

Overall Observations & Summary of Inspection

This inspection was performed in a salvage yard. Vehicle has extensive frontal impact damage that rendered the electrical system inoperative and prevented obtaining a Techstream scan. Engine and hybrid drive assemblies are displaced rearward making brake master cylinder and related components inaccessible for even visual inspection w/o major disassembly of surrounding components. Right side wheels were removed for brake inspection. No leaks or other discrepancies were note on any right side brake component. Left wheels could not be removed. As viewed between wheel spokes using flashlight and mirrors, no evidence of leaks or other discrepancies were noted on left front and rear brake components. ABS controller is displaced but all lines appear to be intact and no leaks are visible. Driver’s floor area is displaced upward and rearward against brake pedal preventing pedal movement. Brake pedal and linkage appear to be otherwise intact. The console was disassembled for access to the SRS-ECU and a successful EDR image was obtained directly from the SRS-ECU.

Copy of Police Report obtained from the owner on 4/23/12, and included with this inspection report, states that the weather at the time of the call was very rainy and the roadway was wet. The driver was issued a traffic infraction for “Too Fast for the Conditions”.

TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model		Model Year		VIN (confirm 17 characters)	
Camry HV		2008		4T1BB46K28U [REDACTED]	
		Odometer		unknown	
		Production Date		2007-09-07	

2. Vehicle Identification & Condition (NOTE: If no impact, document overall vehicle condition.)
Incident/Impact Area Pictures



FIELD TECHNICAL REPORT – INCIDENT INSPECTION



TOCN DOC# TOCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]
	Production Date 2007-09-07	Odometer unknown

Interior Pictures




TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]
	Production Date 2007-09-07	Odometer unknown

3. Inspection Summary

Inspection Date		4/11/12
Inspection Location	[REDACTED] Arlington, WA	
Was the vehicle repaired prior to the inspection?	<input type="checkbox"/> Yes <input type="checkbox"/> Partial repair <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Complete repair <input type="checkbox"/> No	
Were part(s) recovered from the vehicle?	<input type="checkbox"/> Yes* * Please Explain <input checked="" type="checkbox"/> No	
Event Data Recorder Collection.	<input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not Completed* * Please Explain <input type="checkbox"/> N/A* * Please Explain	
Techstream Health Check	<input type="checkbox"/> Completed DTCs recovered <input type="checkbox"/> Completed No DTCs <input checked="" type="checkbox"/> Not Completed* * Please Explain	DTCs Recovered: Techstream could not communicate via the DLC due to severe collision damage.
Were the inspection results communicated to the customer / owner or any of their representatives?	<input type="checkbox"/> Yes* * Please Explain <input checked="" type="checkbox"/> No	Date communicated: Customer advised on 4/12/12 that: <ul style="list-style-type: none"> All inspection results will be provided directly to TMS. Customer copies of EDR image files were mailed to owner at address in Case Activity Report. Any questions regarding inspection results or flash drive files should be directed to TMS.

TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07
	Odometer unknown	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]

4. Inspection Areas

Exterior Other	
Inspection Area	Notes & Observations
Headlights / Taillights	Both headlights and RT taillight destroyed. LT taillight is present but displaced.
Brake Lights	RR brake light destroyed. LR brake light is displaced. CHMSL appears intact.
Turn Signals	Both front and Rt rear turn signals are destroyed. LR turn signal is present but displaced.
Glass & External Mirrors	Windshield is destroyed. Exterior mirrors and all other glass are intact.
Hood Latch	Hood latch components are functional but had to be partially disassembled to get hood open. Damaged hood will not close.
Hatch / Trunk Latch	Trunk lid and opening are distorted preventing closure.
Door Latch & Lock	RT side doors function normally mechanically. Power function could not be tested. LT side doors do not fully close and could not be tested.
Exterior Other Pictures	

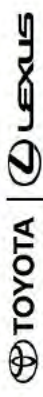
TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]
	Production Date 2007-09-07	Odometer unknown

Inspection Area		Interior
Notes & Observations		
Left Front Position	Seat	Seat track is 80mm forward of center position. Seatback is 13° back of vertical. No physical damage observed.
	Seatbelt	Pretensioner is deployed. Latch functions normally.
Right Front Position	Seat	No damage or discrepancies observed.
	Seatbelt	Functions as designed.
Left Rear Position	Seat	No damage or discrepancies observed.
	Seatbelt	Functions as designed.
Center Rear Position	Seat	No damage or discrepancies observed.
N/A: <input type="checkbox"/>	Seatbelt	Functions as designed.
Right Rear Position	Seat	No damage or discrepancies observed.
	Seatbelt	Functions as designed.
Third Row	Seat	
N/A: <input checked="" type="checkbox"/>	Seatbelt	

Seat Belt Pictures / Videos



FIELD TECHNICAL REPORT – INCIDENT INSPECTION



TOCN DOC# TOCN_FTR-121220084		Condition Title Brake Inspection		Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07	Odometer unknown	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]

Interior

Supplemental Restraints Airbag Inspection	Deployed		N/A	Notes & Observations	
	Yes	No			
Driver	Front SRS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Knee SRS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Seat Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Seat Belt SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Front Passenger	Front SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Knee SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Seat Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Seat Belt SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Rear Passenger	LH Seat Side SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	RH Seat Side SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	LH Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	RH Seat Cushion SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Rear Window Curtain SRS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Driver's Side	Curtain Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A-pillar trim is displaced.
Passenger Side	Curtain Side SRS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

FIELD TECHNICAL REPORT – INCIDENT INSPECTION



TQCN DOC#	Condition Title	Date
TQCN_FTR-121220084	Brake Inspection	05/01/2012
Primary Model	Model Year	Production Date
Camry HV	2008	2007-09-07
	Odometer	VIN (confirm 17 characters)
	unknown	4T1BB46K28L [REDACTED]





Interior

Airbag Pictures

	
	
	
	NO PHOTO

TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07
	Odometer unknown	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]

Interior - Other

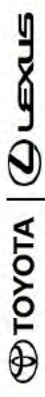
Inspection Area		Notes & Observations
Warning Light Status		<input checked="" type="checkbox"/> Unable to check, vehicle will not start / Ready ON <input type="checkbox"/> Equipped with Safety Connect, note system status here:
Instrument Cluster		Housing is distorted. Visible part of cluster appears intact but is inoperative due to no power.
Steering Wheel & Column		Lower column is displaced rearward.
Shift Lever & Linkage		Moves when manually released. Otherwise, condition is unknown.
Pedal Assembly	Accelerator	Pedal movement is restricted by contact with carpet, caused by displaced floor pan. When carpet is pulled away, pedal appears to operate normally.
	Brake	Brake pedal is trapped at the top of its normal travel by the displaced floor pan, preventing pedal from moving up or down.
	Clutch N/A: <input checked="" type="checkbox"/>	
Floormat & Floorpan	Left Front	Unretained aftermarket rubber floor mat on top of a properly positioned and retained OEM mat. Floor pan is displaced upward and rearward trapping mats against brake pedal.
	Right Front	No mat present. Floor pan appears slightly displaced in LF corner of passenger foot area.
Floormat / Interior Floorpan Pictures		
		
Interior Other Pictures		
		

TQCN DOC# TQCN_FTR-121220084		Condition Title Brake Inspection		Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07	Odometer unknown	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]





Inspection Area		Notes & Observations		
Engine Oil	Level	<input type="checkbox"/> High	<input type="checkbox"/> Normal	<input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A
	Condition			
Trans Oil	Level	<input type="checkbox"/> High	<input type="checkbox"/> Normal	<input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A For vehicles equipped with a dipstick
	Condition			
Brake Fluid	Level	<input type="checkbox"/> High	<input type="checkbox"/> Normal	<input checked="" type="checkbox"/> Low <input type="checkbox"/> N/A
	Condition	Main reservoir chamber empty. Secondary chamber has fluid remaining.		
Clutch Fluid	Level	<input type="checkbox"/> High	<input type="checkbox"/> Normal	<input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A
	Condition			
Steering Fluid	Level	<input type="checkbox"/> High	<input type="checkbox"/> Normal	<input type="checkbox"/> Low <input checked="" type="checkbox"/> N/A
	Condition			
Coolant	Level	<input type="checkbox"/> High	<input type="checkbox"/> Normal	<input checked="" type="checkbox"/> Low <input type="checkbox"/> N/A
	Condition	Radiator is crushed		
12V Battery	SOC	<input type="checkbox"/> Pass	<input checked="" type="checkbox"/> Fail	<input type="checkbox"/> N/A
	Condition	Using Midtronics tester or open circuit voltage / failure code or OC voltage Battery tests 0 volts & cables are disconnected. Battery carrier is crushed.		
Radiator, Radiator Hoses & Condenser		Radiator, condenser and hoses all crushed.		
Engine Compartment Wire Harness		Harness is pulled apart and/or broken in multiple places.		
Engine Compartment Fuel Lines		Visible fuel lines bent in some areas but appear intact.		
Engine / Transmission Mounts		Displaced, bent, broken.		
Underhood Pictures				



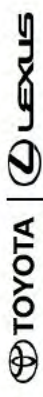
FIELD TECHNICAL REPORT – INCIDENT INSPECTION



TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28L [REDACTED]	

Inspection Area		Notes & Observations
Undercar		
Suspension	Left Front	Strut tower crushed. Lower ball joint is separated from A-frame.
	Right Front	Strut tower crushed.
	Left Rear	Appears displaced but extent of damage undetermined.
	Right Rear	Appears displaced but extent of damage undetermined.
Steering Gear and Linkage		Components bent/broken.
Drive axle / Driveshaft		Components bent/broken.
Transmission / Transaxle		Condition unknown.
Differential/rear axle assembly		N/A
Exhaust System		Crushed at engine.
Fuel Tank and Lines		Other than bent lines in engine area, no other damage was observed.
Undercar Pictures		
		
		

FIELD TECHNICAL REPORT – INCIDENT INSPECTION



TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model		Production Date		VIN (confirm 17 characters)	
Camry HV		2007-09-07		4T1BB46K28L	
Model Year		Odometer			
2008		unknown			

Tires & Wheels

Inspection Area	Left Front	Right Front	Left Rear	Right Rear
Tire Brand / Model	Michelin	Michelin	Michelin	Michelin
Tire Model Name - Code	Destiny	Destiny	Destiny	Destiny
Tire Size	P215/60R16 94T	P215/60R16 94T	P215/60R16 94T	P215/60R16 94T
Tire DOT #	B349 R1UX 2211	B349 R1UX 2211	B349 R1UX 2211	B349 R1UX 2211
Cold Tire Pressure (psi)	32.0	31.5	Flat	32.5
Tread Depth (Measured in 3 rd of an inch)	I C O I C O 10 10 10 10 10 10	I C O I C O 10 10 10 10 10 10	I C O I C O 10 10 10 10 10 10	I C O I C O 10 10 10 10 10 10
Tire Wear Condition	OK	OK	Multiple punctures	OK
Wheel Condition	Rim has severe impact damage	OK	Rim has severe impact damage	OK

Tire & Wheel Pictures






TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection		Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]
	Odometer unknown		

Brake System

Inspection Area	Left Front (LF)	Right Front (RF)	Left Rear (LR)	Right Rear (RR)
Pad / Shoe Thickness (mm)	Unable to measure 8	8	Unable to measure 8	8
Calipers / Wheel Cylinders	Unable to measure 8	8	Unable to measure 8	8
Calipers / Wheel Cylinders	No visible leaks			
Pad / Shoe Condition	Appear normal			
Caliper Slide Pins & Other Hardware	RT side OK. Unable to access LT side to inspect.			
Rotor / Drum Condition	Heavy surface rust but otherwise appear serviceable.			
Wheel Speed Sensor & Wiring Condition	RT side OK. Unable to access LT side to inspect.			
Master Cylinder	Not visible. Unable to access w/o disassembly of crushed surrounding components.			
ABS Actuator	Displaced in mount but otherwise appears to be intact.			
Brake Lines & Hoses	All visible lines/hoses appear intact. Lines from master cylinder to remote reservoir are not visible due to crushed surrounding components.			
LSPV - Load Sensing Proportioning Valve	N/A			
Parking Brake Operation	Cannot be applied due to displaced cowl and floor pan			

Brake Pictures

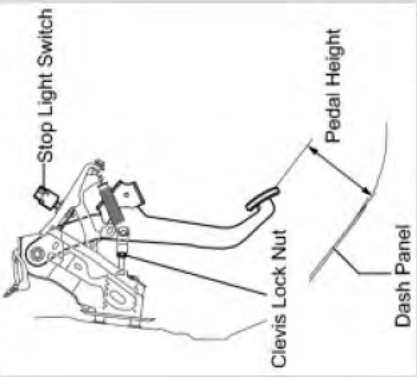
	
	

TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07
	Odometer unknown	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]

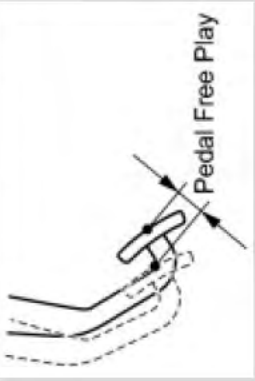
Brake System - Pedal

Inspection Area Measurement

Brake Pedal Height inspection:
Pull the carpet back and measure to the dash panel (floor pan)



Brake Pedal Free Play Inspection:
Stop the engine. Press the pedal several times until no vacuum is left in the booster. Release the pedal.



Measurement: 0 (due to displaced floor pan)





Brake Pedal Reserve Inspection:
Pedal reserve distance from the dash panel at 500 N (51 kgf, 112 lbf). Measure the distance at the same point used for the brake pedal height inspection.

(a) Release the parking brake pedal or parking brake lever.
(b) With the engine running, depress the brake pedal and measure the pedal reserve distance.

Measurement: 0 (due to displaced floor pan)

Measurement: 0 (due to displaced floor pan)

Brake System - Pedal Pictures

TQCN DOC# TQCN_FTR-121220084		Condition Title Brake Inspection		Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07	Odometer unknown	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]

Dynamic Evaluation

CAUTION: A dynamic evaluation should only be performed if the vehicle is in an overall safe operating condition; including all restraint systems, lighting, brake, and chassis systems. Operate the vehicle for at least 5 miles of city and/or highway driving.

Area & Inspection Items	Notes
Techstream Snapshot and Operation History (if equipped) Duplicate customer concern condition and capture Powertrain - All Data List and snapshot. Also include Snapshot and Operation History for any other vehicle system related to reported concern.	Vehicle is inoperative.
Engine Performance <ul style="list-style-type: none"> Starting Idle quality Acceleration Cruise Control 	Vehicle is inoperative.
Transmission / Drivetrain <ul style="list-style-type: none"> Operation 	Vehicle is inoperative.
Maximum Stall Speed Test A/C OFF; warm engine, fluid level confirmed prior to test.	Vehicle is inoperative.
Ride and Handling <ul style="list-style-type: none"> Quality Vibration Noise/Rattle 	Vehicle is inoperative.
Brake <ul style="list-style-type: none"> Stopping Parking Brake Brake Override System (BOS)* * If equipped	Vehicle is inoperative.
Steering <ul style="list-style-type: none"> Steering wheel alignment Pull/lead Vibration 	Vehicle is inoperative.
Electrical Accessory / HVAC <ul style="list-style-type: none"> Operation and condition 	Vehicle is inoperative.
Instruments / Warning Lights <ul style="list-style-type: none"> Operation and condition 	Vehicle is inoperative.
Wiper System <ul style="list-style-type: none"> Operation and condition 	Vehicle is inoperative.


TQCN DOC# TQCN_FTR-121220084	Condition Title Brake Inspection	Date 05/01/2012
Primary Model Camry HV	Model Year 2008	Production Date 2007-09-07
	Odometer unknown	VIN (confirm 17 characters) 4T1BB46K28L [REDACTED]

Additional Inspection Items:

Inspector photos of the incident scene, taken on 4/15/12, were submitted with this report. Witness marks are visible on the curb. The damaged tree had already been replaced.



5. Contact Detail and Related Files

File or Data Type	Included
Add related files to attached zip archive and password protected	
 FTR-I Files.zip	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No
CR Cases	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Interview Record	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
National Service History Summary (Print and store as PDF)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part Recovery Consent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Police Report	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Repair Order	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
TA Cases	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Techstream Health Check and Snapshots (TSE file)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Other: <describe file(s) here>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

TQCN DOC#		Condition Title		Date	
TQCN_FTR-121220084		Brake Inspection		05/01/2012	
Primary Model	Model Year	Production Date	Odometer	VIN (confirm 17 characters)	
Camry HV	2008	2007-09-07	unknown	4T1BB46K28L	

Orig Tracking

VIN

Attachment 1: Parts Recovery Control Sheet

Do not type in SHADED fields. If the Final Destination field below is "scrap", properly dispose of the part.

Final Destination: CQE		SETR#:	CQE Eng:	N/A
Importer: (Applies to TMC Shipments Only)	Deliver to	住所:		
Mr. N. Okumura, Chief Expert Quality Div. Warranty Parts Room TOYOTA MOTOR CORPORATION 1 Toyota, Toyota-city, Aichi, 471-8571 Japan	Attn	宛先:		
	Tel:	Tel:		

T-STAR [REDACTED]

Note: If this FTR contains more than one VIN, create a table in the report containing VIN, production date, and odometer FOR CUSTOMS USE Used Parts Value

Part #	Part Description	Qty.	Used Part Value Each
1	N/A Serial No. / Date Code	1	\$ 0.00
	Comments:		
2	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
3	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
4	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
5	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
6	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		
7	Part Description Serial No. / Date Code	Qty.	Used Part Value Each
	Comments:		



SPEED
LIMIT
25





MFD. BY: TOYOTA MOTOR MANUFACTURING,
KENTUCKY, INC. 09/07

GVWR 4655LB GAWR FRMS 2668LB RR 2359LB
THIS VEHICLE CONFORMS TO SAFETY BUMPERS AND
FEDERAL MOTOR VEHICLE STANDARDS IN ABOVE CAR
THEFT PREVENTION STRUCTURE SHOWN PASS. CAR
THE DATE OF MANUFACTURE 4T1BB46K28U



C/TR: 202/LA40 AHV40L-CEXGBA
A/TM: -01A/P311

64461

TIRE AND LOADING INFORMATION

RENSEIGNEMENTS RELATIFS AUX PNEUS ET À LA CHARGE DU VÉHICULE

SEATING CAPACITY | TOTAL | FRONT | REAR
NOMBRE DE PLACES | TOTAL: 5 | AVANT: 2 | ARRIÈRE: 3



The combined weight of occupants and cargo should never exceed **410kg** or **900lbs**.

La charge du véhicule (occupants et bagages) ne doit jamais dépasser **410kg** ou **900lbs**.

TIRE PNEU	ORIGINAL TIRE SIZE DIMENSIONS DES PNEU D'ORIGINE	COLD TIRE INFLATION PRESSURE PRESSION DE GONFLAGE À FROID
FRONT AVANT	P215/60R16	220 kPa, 32 PSI
REAR ARRIÈRE	P215/60R16	220 kPa, 32 PSI
SPARE SECOURS	T155/70D17	420 kPa, 60 PSI

SEE OWNER'S MANUAL
FOR ADDITIONAL
INFORMATION

CONSULTER LE GUIDE
DU PROPRIÉTAIRE POUR
DE PLUS AMPLES
RENSEIGNEMENTS

42661-06650



**CAUTION
ATTENTION**



B



SRS SIDE AIRBAG



- DO NOT LEAN AGAINST THE FRONT DOOR TO AVOID POTENTIAL DEATH OR SERIOUS INJURY WHEN THE SIDE AIRBAG INFLATES.
- SEE OWNER'S MANUAL FOR DETAILS.
- NE PAS S'APPUYER CONTRE LA PORTIÈRE AVANT; L'AIRBAG POURRAIT SE GONFLER ET DONNER LIEU À UNE BLESSURE GRAVE OU MORTELLE.
- POUR PLUS DE DÉTAILS, VOIR LE MANUEL DU PROPRIÉTAIRE.













12012224

12012224













WARNING: Do not use the vehicle as a storage container for flammable, volatile, or combustible liquids, gases, or vapors. Doing so may result in fire or explosion. For more information, see the owner's manual.









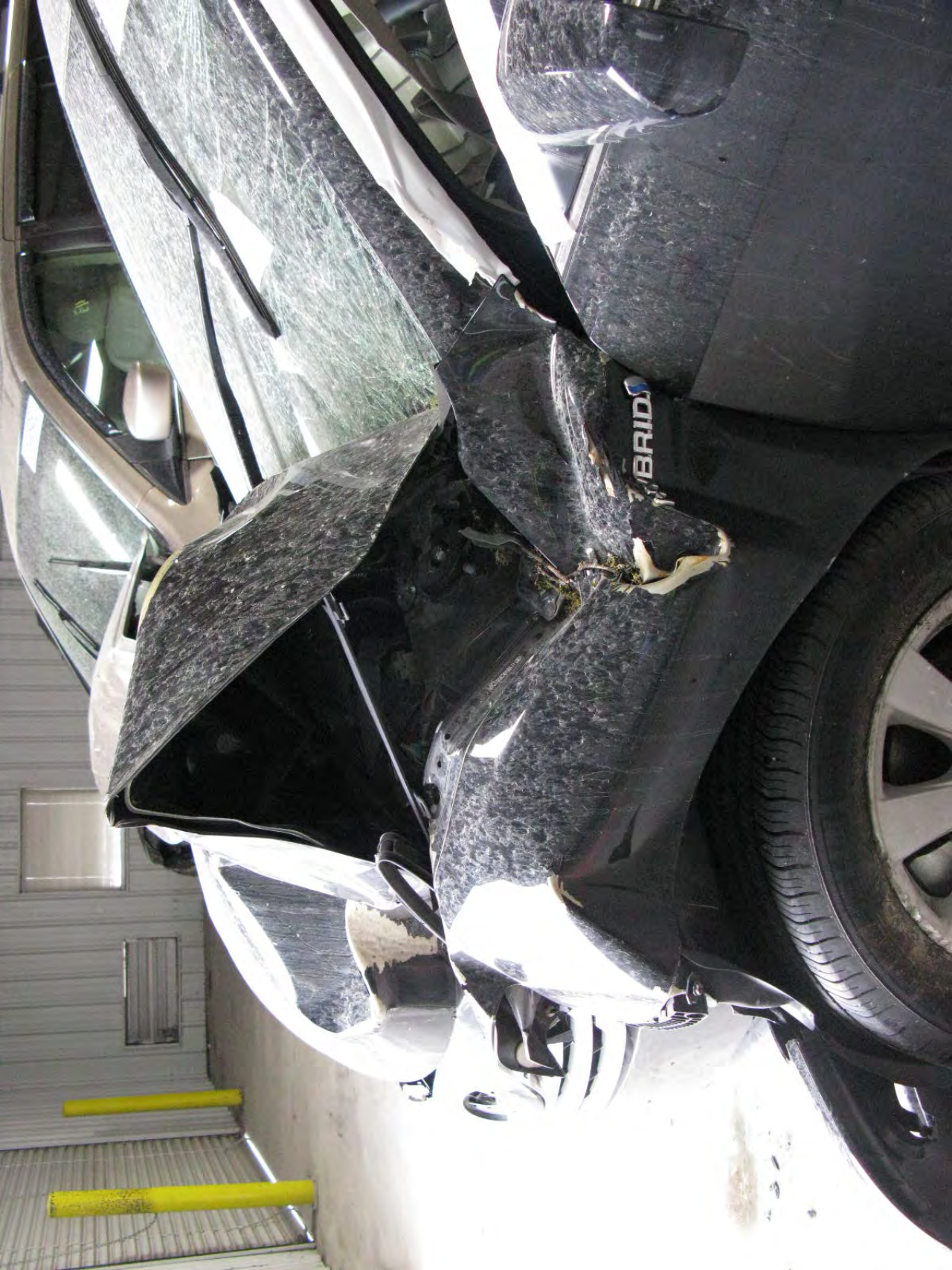




























SEULEM











17



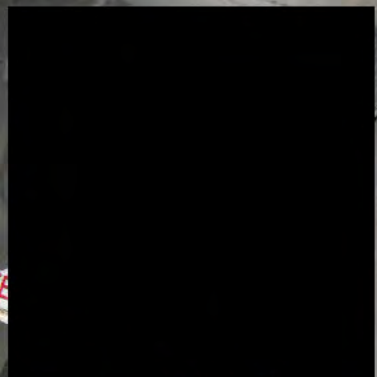


THIS CAR IS EQUIPPED WITH AN AIR BAG. PLEASE DO NOT REMOVE OR COVER THE AIR BAG. ALWAYS WEAR YOUR SEAT BELT. ALWAYS USE YOUR SEAT BELT PROPERLY. ALWAYS WEAR YOUR SEAT BELT. ALWAYS WEAR YOUR SEAT BELT. ALWAYS WEAR YOUR SEAT BELT.

CAUTION ATTENTION
SRS SIDE AIRBAG



- DO NOT LEAN AGAINST THE FRONT SEAT. TO AVOID PERSONAL INJURY OR DEATH, DO NOT LEAN AGAINST THE SEAT BACK, HEADREST, OR HEAD CUSHION.
- NE PAS S'APPUYER CONTRE LA PORTIÈRE AVANT. À PEU PRÈS DE LA MORT, NE PAS S'APPUYER CONTRE LA PORTIÈRE AVANT, LA TÊTE, NI LA TÊTE.













52687A
TE984







6 > PA6 < 52685 A









WARNING
DO NOT drink alcohol or use drugs while operating this vessel. It is illegal to drink and drive. Operating this vessel while under the influence of alcohol or drugs is dangerous to yourself and others. For more information, visit www.dmv.gov.



**WHEN FASTENING
CHILD RESTRAINT
SYSTEM**

FULLY EXTEND BELT TO PUT IT
IN THE LOCK MODE

-SEE OWNER'S MANUAL-

**POUR BOUCLER LE
SYSTEME DE SECURITE
POUR ENFANTS**

TIRER A FOND SUR LA
SANGLE POUR LA METTRE EN
MODE VERROUILLE

-VOIR LE MANUEL
DU CONDUCTEUR-

**EN EL CASO DE
SUJECION DE
ASIENTOS PARA NIÑOS**

ESTIRE COMPLETAMENTE
EL CINTURON PARA
ABROCHARLO

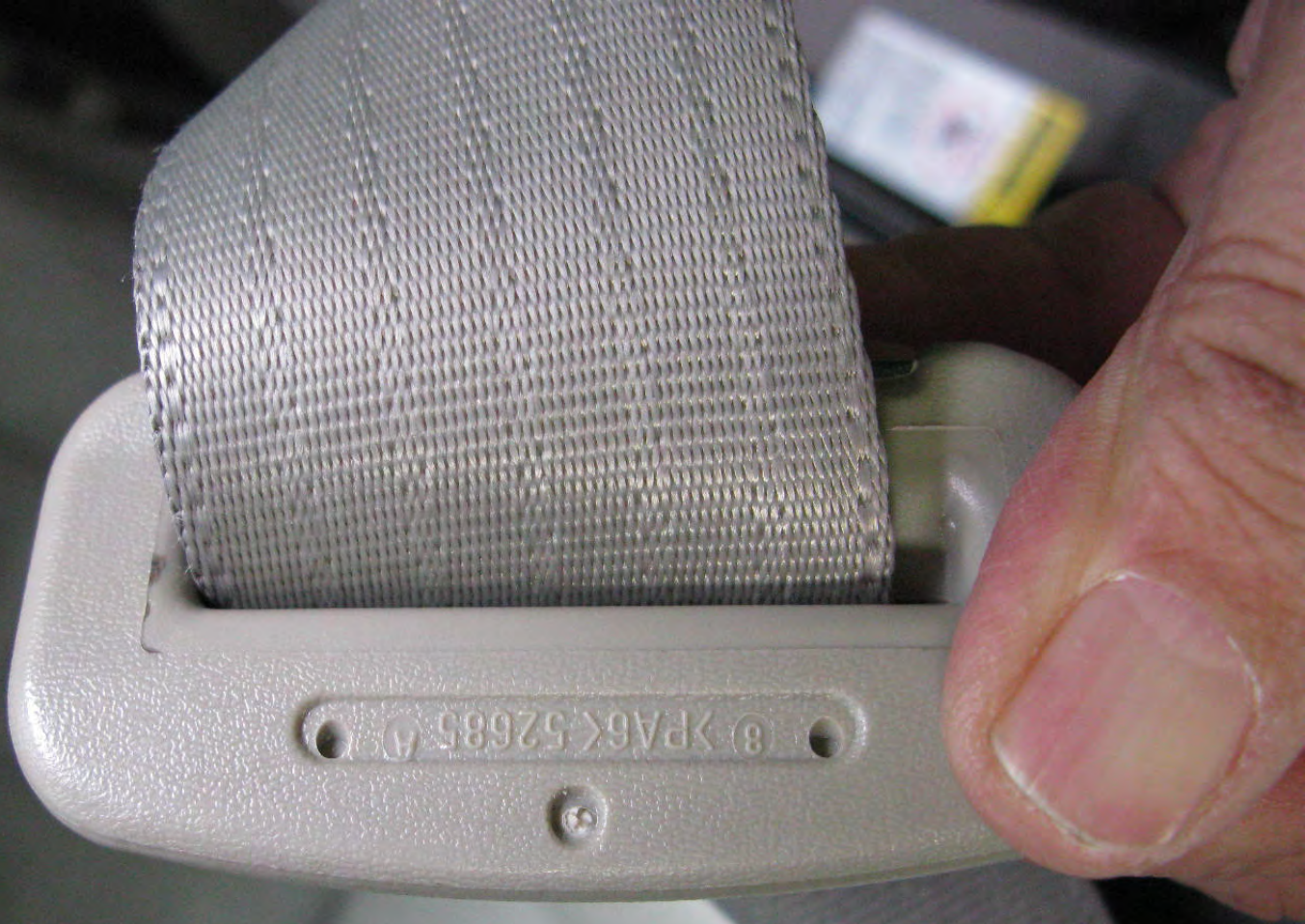
-CONSULTE EL MANUAL
DEL PROPIETARIO-

DRS
AIRBAG



52687A
TE984

























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GA120-01880

01880-1255000





SAFARI
S1000

ECO
READY MODE



PUSH
ON/OFF



 **Bob Bridge**
Toyota Scion
THANK YOU FOR
YOUR BUSINESS
NEXT SERVICE DUE:
DATE: 08/2012
MILES: 77087
425-277-1477

SEB
CURTAIN
AIRBAG

Toyota
TAFE
PREMIUM



SEE
CURTAIN
AIRBAG

SEE CURTAIN AIRBAG
INSTRUCTIONS
FOR PROPER USE
SEE CURTAIN AIRBAG
INSTRUCTIONS
FOR PROPER USE



EPS AIRBAG

EBB
CURTAIN
AIRBAG



SRS
SIDE AIRBAG

SRS
CURTAIN
AIRBAG

















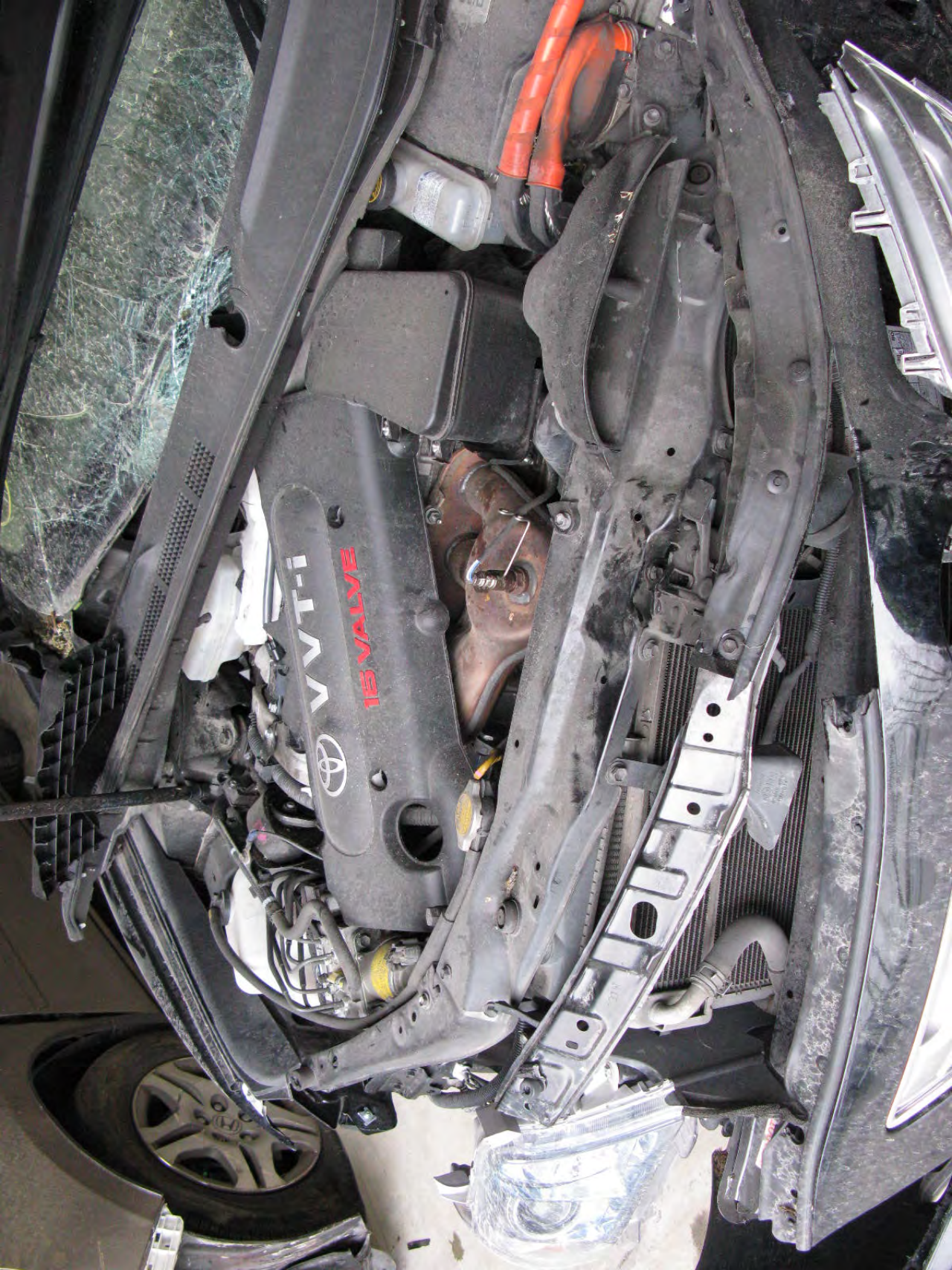






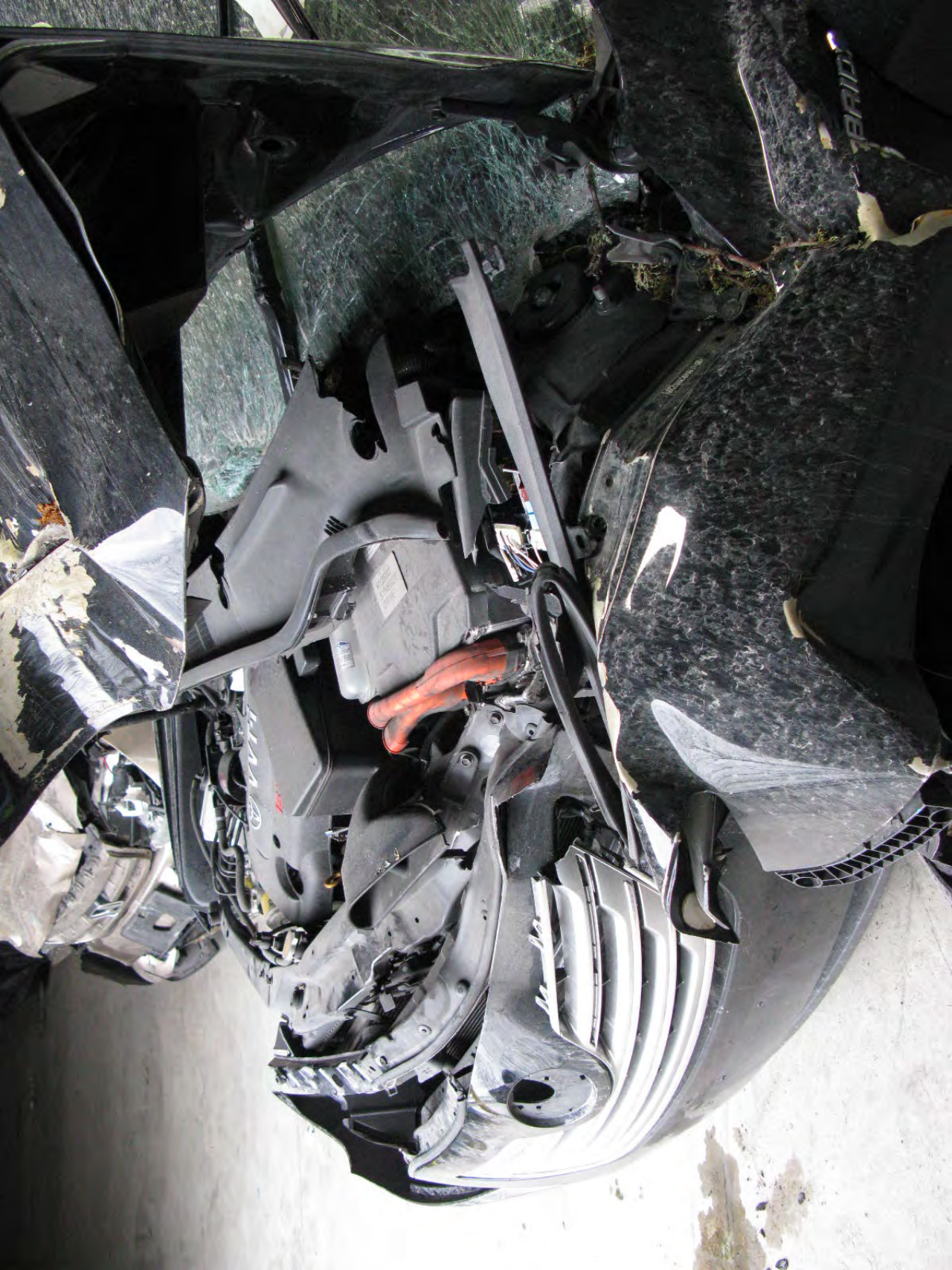






VVT-i
16 VALVE





TRABO

TRABO

TRABO













HYBRID SYNERGY DRIVE

WARNING
High Voltage
Electrical System
Do Not Touch
High Voltage
Components



NT
123456789101112131415161718192021222324252627282930313233343536373839404142434445464748495051525354555657585960616263646566676869707172737475767778798081828384858687888990919293949596979899100

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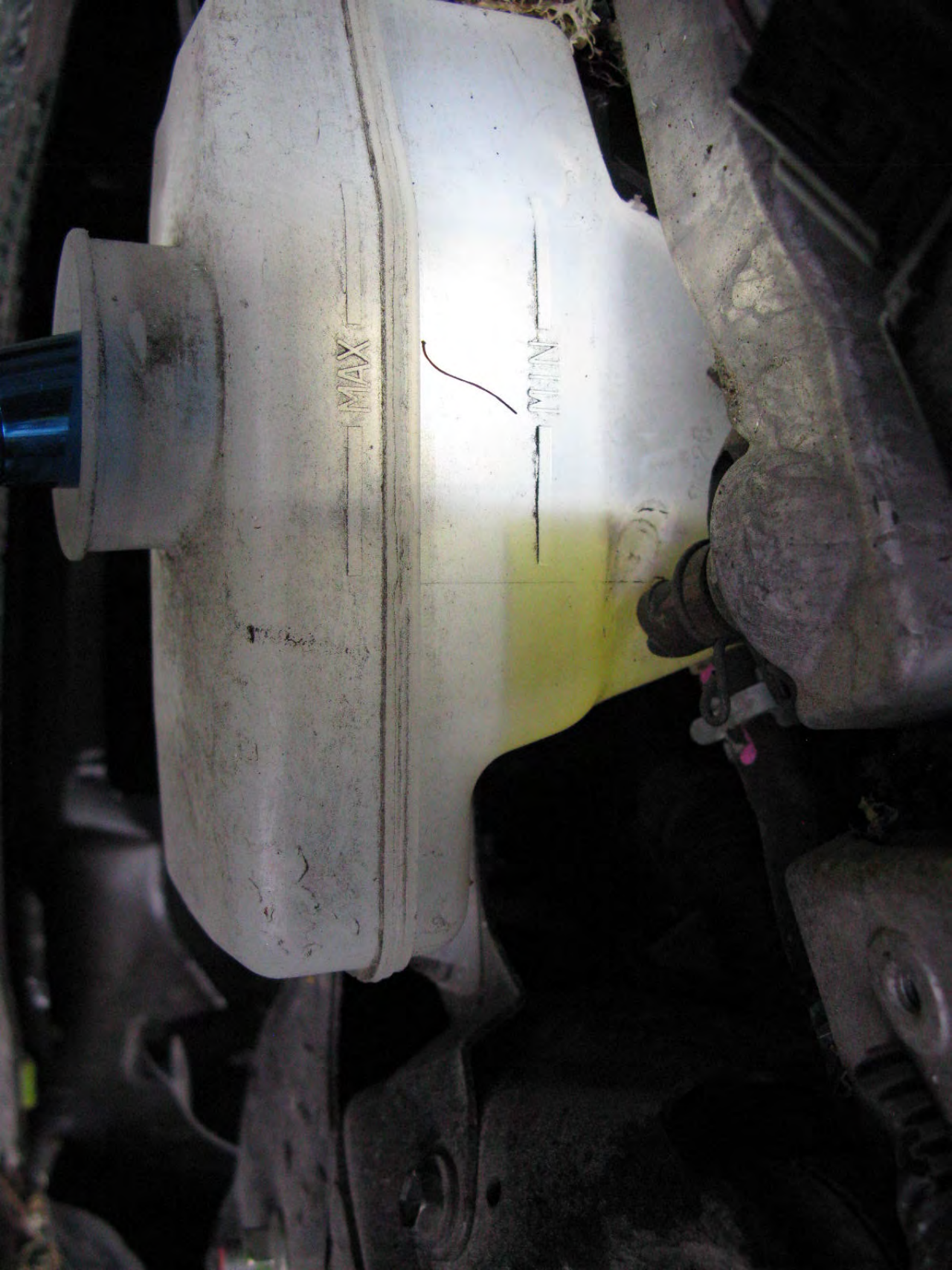












MAX

MIN













高压射入
HIGH PRESSURE
HAUTE PRESURE
CAUTION
ATTENTION
警告

ATTENTION
ATTENTION





PC

ES0191



Communications with vehicle interface are fine.

Block number: 00
Interface version: 46
Date: 09-02-08
Checksum: 0400

Block number: 01
Interface version: 5E
Date: 07-06-11
Checksum: 5200

Block number: 02
Interface version: 20
Date: 09-08-11
Checksum: 9400

Block number: 03
Interface version: 13
Date: 10-21-11
Checksum: 9000

Block number: 04
Interface version: 01
Date: 09-08-11
Checksum: 3800

OK



Help Setup



Reading Data From Module

Pass 1



Reading Data From Module

Pass 1

Pass 2



Reading Data From Module

Pass 1

Pass 2

Pass 3

Crash Data Retrieval System

Invented for life



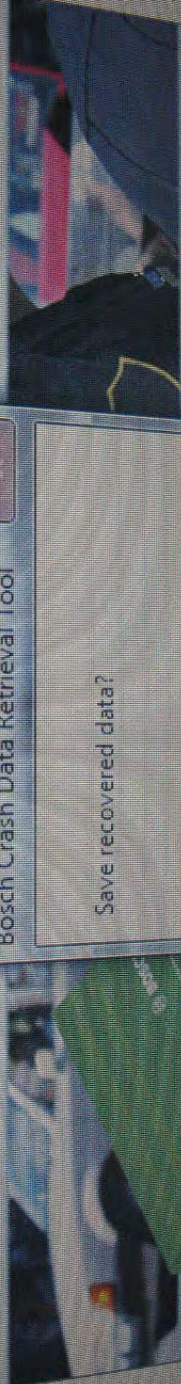
BOSCH

Bosch Crash Data Retrieval Tool

Save recovered data?

Yes

No





Rt Front

Rt Front

Rt Front





13

2.0 R
63-28

ADNICS
1061374

Rt Front





13
20R
63-28
DINGS
1061510

Rt Front

Rt Front



Rt Front



Rt Front

18-218
11-11-08
DINCO
MAYICS

Rt Front

28R
63-28

28V

Rt Front


28R

63-28

28V



Rt Rear

A close-up photograph of a worn tire tread. The tire is dark and shows significant wear, with the tread pattern appearing flattened and uneven. A white rectangular label is affixed to the side of the tire, oriented vertically. The label contains the text "Rt Rear" in a simple, black, sans-serif font. The background is dark and out of focus, showing some mechanical parts of a vehicle.

Rt Rear

Rt Rear

310-FF 10121P




Rt Rear



Rt Rear



A close-up photograph of a rear brake caliper assembly. The caliper is a grey, cast metal component with two pistons. It is mounted on a metal bracket. A white label with the text "Rt Rear" is attached to the right side of the caliper. The background shows other parts of the vehicle's chassis, including a blue fabric and a yellow-green reflective strip.

Rt Rear

Rt Rear



Lt Front



L+ Front



Lt Fro



L+ Fnd

A close-up photograph of a tire tread. The tire is dark and shows a pattern of longitudinal grooves and sipes. A white rectangular label is placed on the right side of the tire, with the text "Lt Front" written on it in black. A person's thumb is visible on the right edge of the label. The background is a light-colored, textured surface, possibly concrete or asphalt.

Lt Front



Lt Rear



L+ Rear



Lt Rear





L+ Red



Lt Rear

Lt Rear

Lt Rear



L+ Front

Lt Front



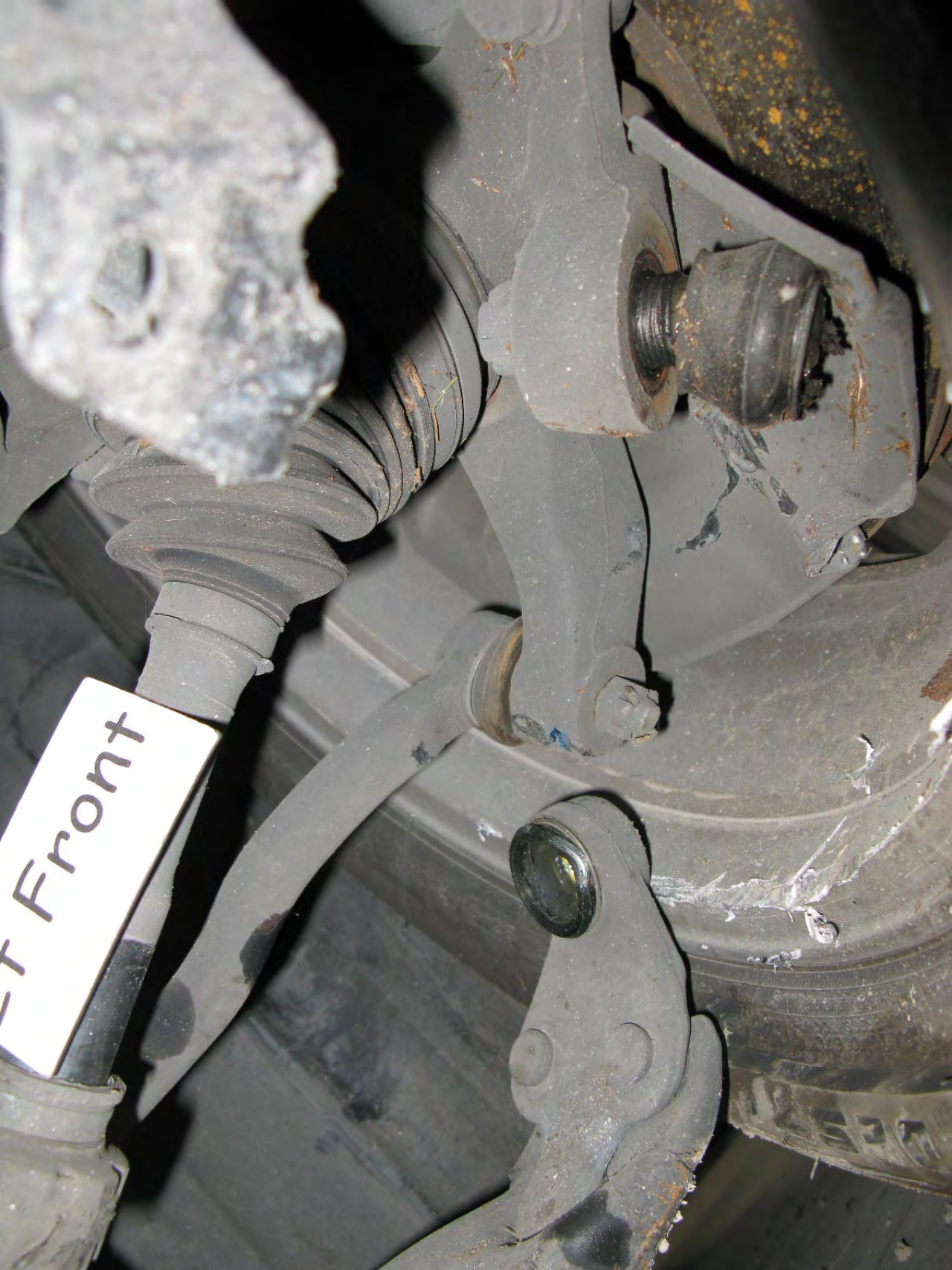
Lt Front



Lt Front



Left Front



Lt Front



Lt Front



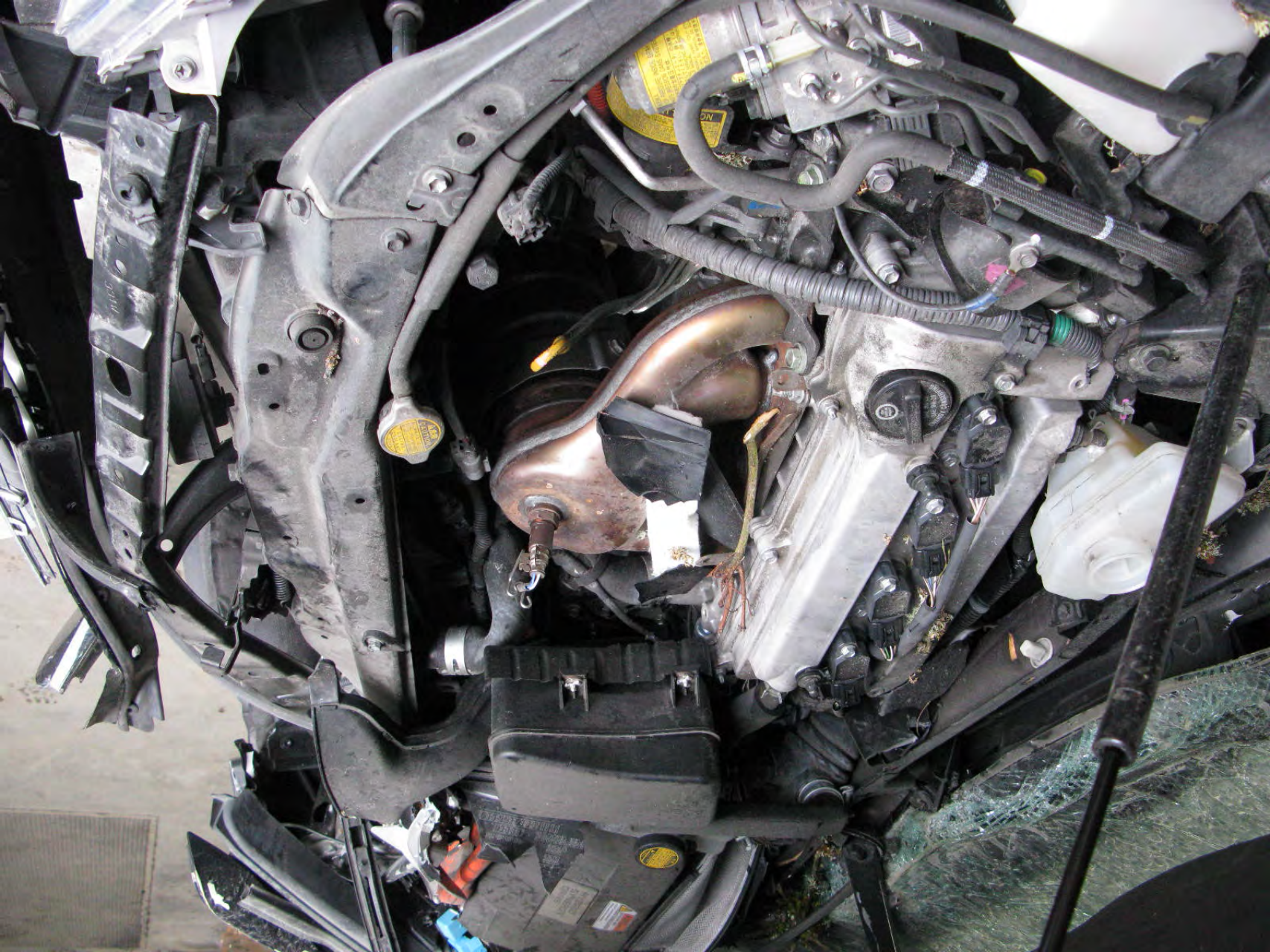




Front

Lt Front













14SP

P