

SECTION 6

**NHTSA complaint 10923921's Bosch EDR information, EDR
explanation, and Tucson City Court Judgement**

NHTSA Tracking
#109 23921 ✓

My Analysis of the Computer Crash Data from my 2013 Toyota Prius

1. On line 1, line 7, and line 8 of page 9, at 4.65 seconds before the impact crash, I tapped the brake pedal (line 7), causing the cruise control to turn off (line 14) and the Oil Brake Pressure (line 8), to momentarily come on, with a slight pressure of .05 Mpa.
2. On line 8, at 4.15 seconds before the crash, the computer data shows that the Brake Oil Pressure went back to Zero and stayed at Zero until .65 seconds (line 1) before impact. Line 3 shows that I was off the accelerator the entire time.
3. Line 7 data shows at 3.65 seconds before the crash, I applied the brakes and that the brakes were on all the way to the moment of impact with the vehicle in front of me, but line 8 data, shows that the Brake Oil Pressure did not come on until .65 seconds before impact! And it shows that I applied the maximum brake pressure of 12.14 Mpa (see page 3, note 3).

In conclusion, the computer crash data from my 2013 Toyota Prius, clearly shows on line 7, that I applied the brakes at 3.65 seconds before my car crashed into the car in front of me. It's obvious from the computer crash data, that I was in complete control of my vehicle before the crash and that I applied the brakes with plenty of time (3.65 seconds) to safely stop my vehicle. What the data also indicates, is that there was a cadi-strophic failure of the brake system.

I'm requesting that the charge of, "failure to control my vehicle", be removed because I did have complete control of my vehicle, but crashed because of a brake failure that was beyond my control.

Sincerely, [REDACTED]

Note: this analysis was given to the traffic court judge because I received a citation of failure to control my vehicle. After studying this data the judge came to the conclusion that I was not at fault, because the data shows that it was a Brake failure that was beyond my control.

TUCSON CITY COURT

103 E. ALAMEDA ST.

P.O. BOX 27210

TUCSON, ARIZONA 85726-7210

PHONE: (520) 791-4216

State of Arizona, Plaintiff

Docket Number:

Citation Number:

**CIVIL TRAFFIC
JUDGMENT**

Defendant

PLEA	CITATION NO.	OFFENSE/VIOLATION	OFF. DATE	JUDGMENT	DISPOSITION	DISM
		FL CNTL SPEED	10-17-16	NR		
Car data appears to show that vehicle brakes malfunctioned/failed to properly engage when applied. This mitigating factor justified a finding of Not Responsible due to mechanical failure beyond Defendants control.						

A. ☐ HEARING was held:

☐ State appeared

☐ By counsel, _____

☒ State's witness appeared

☐ It is **ORDERED** that judgment for the State be entered; defendant is found responsible (as indicated above). Pay sanctions given above as follows:

☐ By converting deposit, refunding any balance.

☐ In full by _____

☐ Or show proof of _____ hours of community service by same date.

☐ Installments of \$ _____ every _____, start _____

☐ Waive [] surcharge [] _____, defendant found indigent.

☒ It is **ORDERED** that judgment for the defendant be entered; defendant is found not responsible (as indicated above) and complaint(s) is/are dismissed. Refund any deposit.

B. ☐ The parties entered into an AGREEMENT, reflected above, and accepted by the Court:

☒ Defendant appeared

☒ Without counsel, personally

☐ By counsel, _____

☐ By counsel, _____, and personally present

C. ☐ DEFENDANT DID NOT APPEAR personally or through counsel; State was prepared to proceed with _____, excused.

☐ It is **ORDERED** that a default judgment be entered in favor of the State. Face of complaint does not indicate that Defendant is in military service.

☐ Pay _____ by _____ (includes surcharges and assessments).

☐ Convert deposit.

D. ☐ DISMISS charges as shown above, **ON MOTION** of _____. Refund any deposit.

☐ State not ready.

☐

☐ **CODE 11** (reinstatement fee required)

☐ **CODE 59** (no reinstatement fee required)

☐ C.T.D. sentenced—points. Enroll by _____

MVD NOTIFIED

☐ White—File, ☐ Canary—Defendant, ☐ Pink—Prosecutor

☐ Attorney

Date

Judge/Hearing Officer

Initials & Date
CC Form #50

Rev. 9/96



LINE

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

1.	Time (sec)	-1.65	-1.15	-3.85	-3.15	-2.85	-2.15	-1.65	-1.15	-0.85	-0.15	0 (TRG)
2.	Vehicle Speed (MPH [km/h])	44.1 [71]	43.6 [70]	42.9 [69]	42.3 [68]	41.6 [67]	41 [66]	39.8 [64]	39.1 [63]	32.9 [53]	21.7 [35]	20.5 [33]
3.	Accelerator Pedal, % Full (%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.	Percentage of Engine Throttle (%)	Invalid	Invalid	Invalid	Invalid	Invalid	Invalid	Invalid	Invalid	Invalid	Invalid	Invalid
5.	Engine RPM (RPM)	1,100	1,100	1,000	1,100	600	100	0	0	0	0	0
6.	Motor RPM (RPM)	5,200	5,100	5,000	4,900	4,900	4,800	4,700	4,600	3,900	2,600	2,400
7.	Service Brake, ON/OFF	ON	OFF	ON	ON	ON	ON	ON	ON	ON	ON	ON
8.	Brake Oil Pressure (Mpa)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.14	12.14	12.14
9.	Longitudinal Acceleration, VSC Sensor (m/sec ²)	-0.933	-0.646	-0.574	-0.790	-0.790	-0.718	-0.646	-0.718	-8.326	-8.111	-8.973
10.	Yaw Rate (deg/sec)	0.00	0.88	0.49	0.00	0.00	0.00	0.00	0.00	3.42	0.00	0.00
11.	Steering Input (degrees)	0	6	3	0	0	0	0	0	9	-8	0
12.	Shift Position	D	D	D	D	D	D	D	D	D	D	D
13.	Sequential Shift Range	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined
14.	Cruise Control Status	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
15.	Drive Mode, PWR	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
16.	Drive Mode, ECO	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
17.	Drive Mode, Sport	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
18.	Drive Mode, Snow	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF