

D [REDACTED]

Matter Name: [REDACTED]

Matter Number: [REDACTED]

TREAD Reporting Quarter: 2018-Q2

NHTSA Sequence ID No.: 463

1. Provide a complete copy of the initial claim or notice document(s) that notified Toyota of the incident, excluding (a) medical documents and bills, except those showing the cause of death or injury; (b) property damage invoices or estimates; and (c) documents related to damages.

Response: See the following:

Attachment 1: Case Activity Report

2. Provide a copy of any related Police Accident Report that is in your possession.

Response: See the following:

Attachment 2: Police photos

Attachment 3: California Highway Patrol Traffic Collision Report

3. Provide copies of any and all electronic data recorder (EDR) reports related to the incident at issue.

Response: See the following:

Attachment 4: EDR Report #1

Attachment 5: EDR Report #2

4. Provide Toyota's understanding of the circumstances of the incident including Toyota's assessment or analysis of any claim and/or notice regarding allegations of a defect.

Response: According to the Case Activity Report, on [REDACTED], Mike Seruga, an Investigator from the CHP-MAIT Inland Division – Multidisciplinary Accident Investigation Teams ("MAIT"), contacted Toyota to report that there was a collision involving a 2018 Toyota Corolla on [REDACTED] at 1:06 a.m. The subject Corolla was travelling at approximately 60-70 mph on [REDACTED] near [REDACTED] when traffic suddenly stopped and the driver did not see the vehicles ahead of her and slammed into a 2014 Ford Expedition. The driver of the Corolla was [REDACTED] injured and the right front seated passenger suffered [REDACTED]. According to Investigator Seruga, both the driver and right front passenger impacted the dashboard. He reported that neither front airbag deployed and both front seat belts did not retract. CHP-MAIT were unable to download data from the EDR with the Bosch tool. Investigator Seruga stated that that he received an error that there was no communication with the airbag ECU. He tried reading the EDR by pulling the ECU from the vehicle and plugging it directly into the module and was unsuccessful. Investigator Seruga obtained a search warrant for the investigation and sought Toyota's support in retrieving data from the EDR.

Toyota inspected the vehicle on June 6, 2018. Toyota's inspection found impact damage from the frontal crash that had deformed the entire front structure, fractured the transaxle housing and intake manifold, and reduced the RT side wheelbase 2.5% over that of the LT side. The RT frame rail was pushed upward and deformed rearward. The vehicle could not be powered up for Techstream download due to extensive damage to the engine compartment. No airbags deployed. The driver's seatbelt was partially stowed and the retractor functioned normally. Seatbelt webbing was extended and the Toyota inspector found transfer markings at 34-36" up, and 69-83" up with a 1" gap at 77.5" from the outboard anchor. The buckle latched securely and unlatched by pushing the button. The right front passenger seatbelt was found partially stowed, and the retractor functioned normally. Webbing was extended and transfer markings were found at 62-76" up with a 1" gap at 71.5" from the outboard anchor. The buckle latched securely and unlatched by pushing the button. No damage was observed to the driver's seat. The seatback was found reclined and the seat latch held securely in place and moved easily when released. There was no damage observed to the right front passenger's seat. The seatback was found in upright position and the seat latch held securely in place and moved easily when released. Attempts to download EDR data directly from the SRS module were not successful. Several attempts were made both by the MAIT investigator and by the Toyota inspector, with the SRS module removed from the vehicle.

On July 9, 2018, CHP-MAIT removed the subject EEPROM chip and then installed the chip to a surrogate (known good) airbag ECU at their Inland MAIT office. The EDR from the surrogate airbag ECU shows Ignition Cycle, Download (times) at 1. The EDR from the subject EEPROM on surrogate (known good) airbag ECU shows Ignition Cycle, Download (times) of 883.

On September 20, 2018, Toyota and NHTSA attended an inspection along with supplier, ZF. ZF reported that there was no crash record present in the ACU.

Toyota continues to investigate whether a defect in the vehicle contributed to this accident or its associated injuries.

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All of the information provided in these responses is current as of October 8, 2018.