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Toyota Settlement Appealed over \$30 Million Research & Education Fund Promoting Toyota's Interests

Objectors appealed the \$1.6 billion Toyota Sudden Acceleration settlement because it contains a \$30 million Research and Education Fund that furthers the interests of Toyota by shifting the blame for unintended acceleration from the vehicle to the driver. This completely ignores this lawsuit, which is based on Toyota covering up defects in the electronic throttle control system by blaming the driver. Of the \$30 million in the Research and Education Fund, not one dollar goes toward research in to the core issue in this litigation, defects in the electronic throttle control systems of Toyota motor vehicles.

CAS Executive Director Clarence Ditlow who provided the supporting affidavits for the objectors said:

“The lawsuit relates to defective electronic control systems and Toyota’s cover-up of the defects by blaming driver error. To provide funding for driver education legitimizes Toyota’s cover-up. Driver education programs have been dismal flops in improving vehicle safety starting with the \$100 million seat belt use campaigns that had no success until mandatory use laws were passed. Research to find and correct defects in electronic throttle control systems works because the driver does not have to be trained for the emergency unintended acceleration event because it doesn’t occur.

The single best example of why driver education won’t prevent sudden acceleration crashes is Officer Mark Saylor with 19 years of experience with the California Highway Patrol who had hands on driver training but was unable to avoid the crash that killed him and three others. The media campaign in the Research and Education Program does not begin to compare to on track emergency driving courses and will not deliver better drivers on the road.”

Joan Claybrook, former NHTSA Administrator and President Emeritus, Public Citizen said:

“Toyota already provides \$50 million to universities for driver and vehicle research but fails to support research into defects that cause sudden acceleration. (<http://www.toyota.com/csdc/about.html>) Toyota is using this class action settlement to further its public relations campaign to blame the driver, not the vehicle. Of the \$30 million in this settlement for driver education and vehicle research, not one dollar goes toward the core issue in this litigation, defects in the electronic throttle control systems of Toyota motor vehicles. Toyota refuses to fund sudden acceleration research for fear that it will reveal the truth that the vehicle is defective, not the driver.”

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[Objection to Toyota Class Action Settlement Based on CAS Affidavits](#) - 5/10/13

[Declaration of Benjamin Kelley in Support of Objection](#) - 5/10/13

[Declaration of Clarence Ditlow in Support of Objection](#) - 5/10/13