

ACCIDENT AND INCIDENT REPORT

[REDACTED]
[REDACTED] /2026 at about 1:10 PM

>>> **UPDATED** [REDACTED] 26 <<<

202 [REDACTED] Tesla Cybertruck
VIN # [REDACTED]
Policy No. [REDACTED]

[REDACTED]
[REDACTED]

GEICO LIABILITY CHALLENGE

GEICO'S STATED LIABILITY THEORY:

Cybertruck changed lanes → entered Toyota's adjacent lane → collision.

“The driver of your vehicle attempted to change lanes without confirming that it was safe to do so. As a result, your vehicle collided with the vehicle [next to it].”

ERRORS IN FINDING:

There was no vehicle next to the Cybertruck.

There were no vehicles to the right, nor to the left.

The accident occurred head-on.

There are only two lanes.

The Cybertruck always remained right.

The Black Toyota did not.

VIDEO/PHYSICAL EVIDENCE:

Cybertruck turns right → remains within its established wide-turn lane →

Toyota approaches from the opposing direction → Toyota fails to remain right →

Toyota enters Cybertruck's lane → collision.

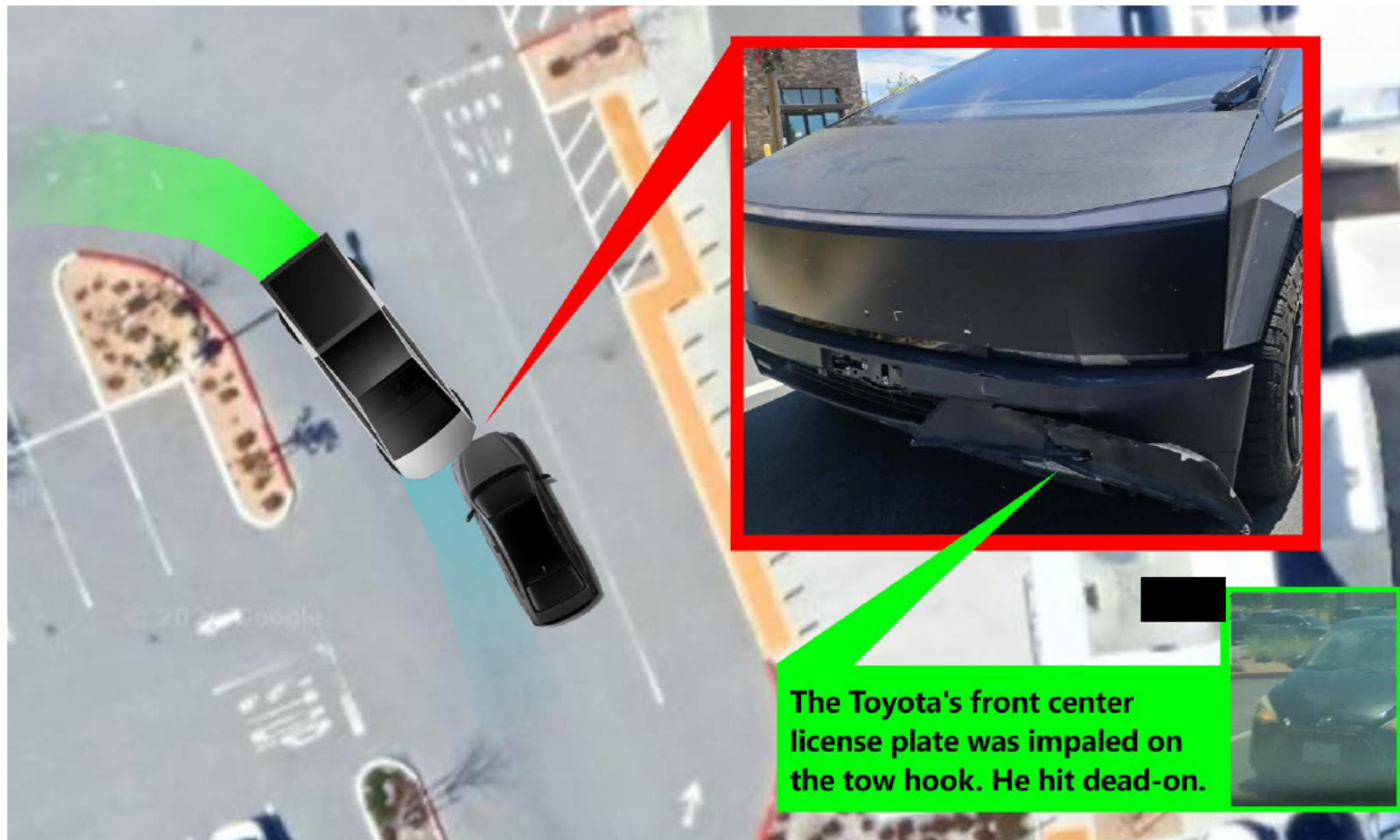
QUESTION OF FACT:

What lane does GEICO contend [REDACTED] changed from, and; what lane does GEICO contend she changed into?

ISSUES OF FACT:

A right turn is not a lane change.

No lane change movements occurred by the Cybertruck.



The Toyota's front center license plate was impaled on the tow hook. He hit dead-on.

PROPERTY INFORMATION

FLOW OF TRAFFIC ANALYSES

Overhead Map of Accident Scene

The accident occurred at [REDACTED] in a private parking lot on the corner of [REDACTED] and [REDACTED].

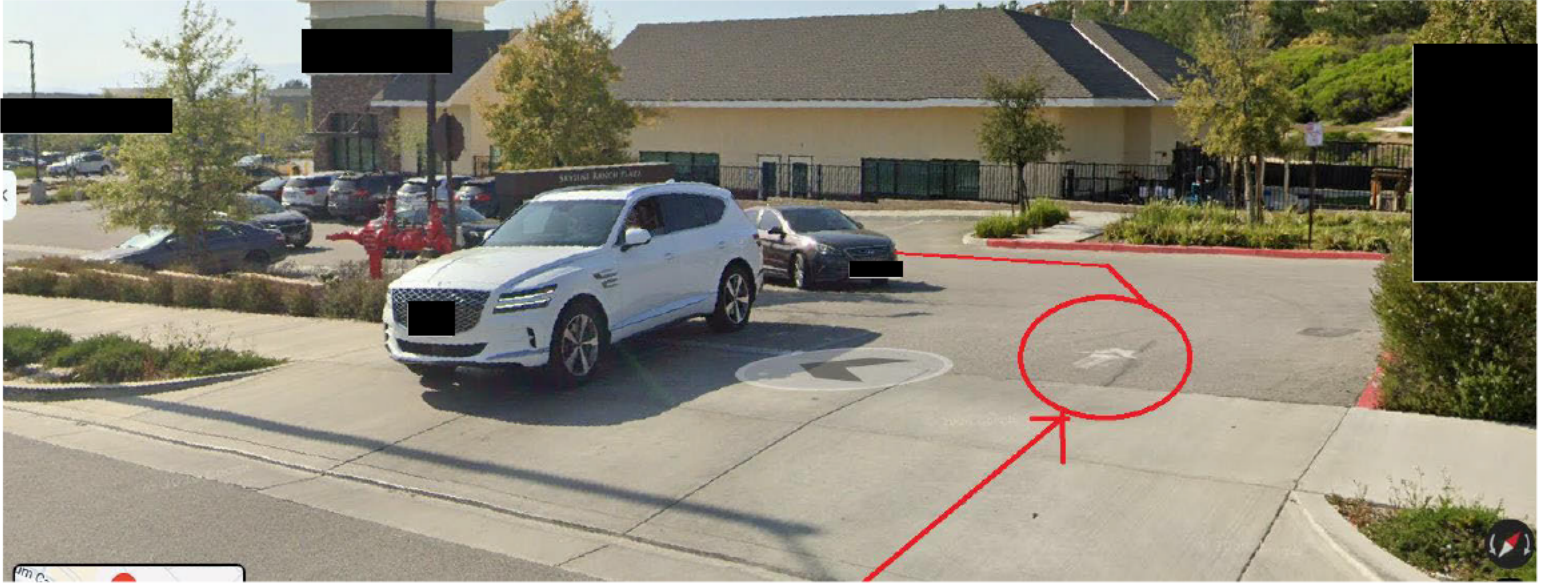


Live Interactive Map, View on Google:

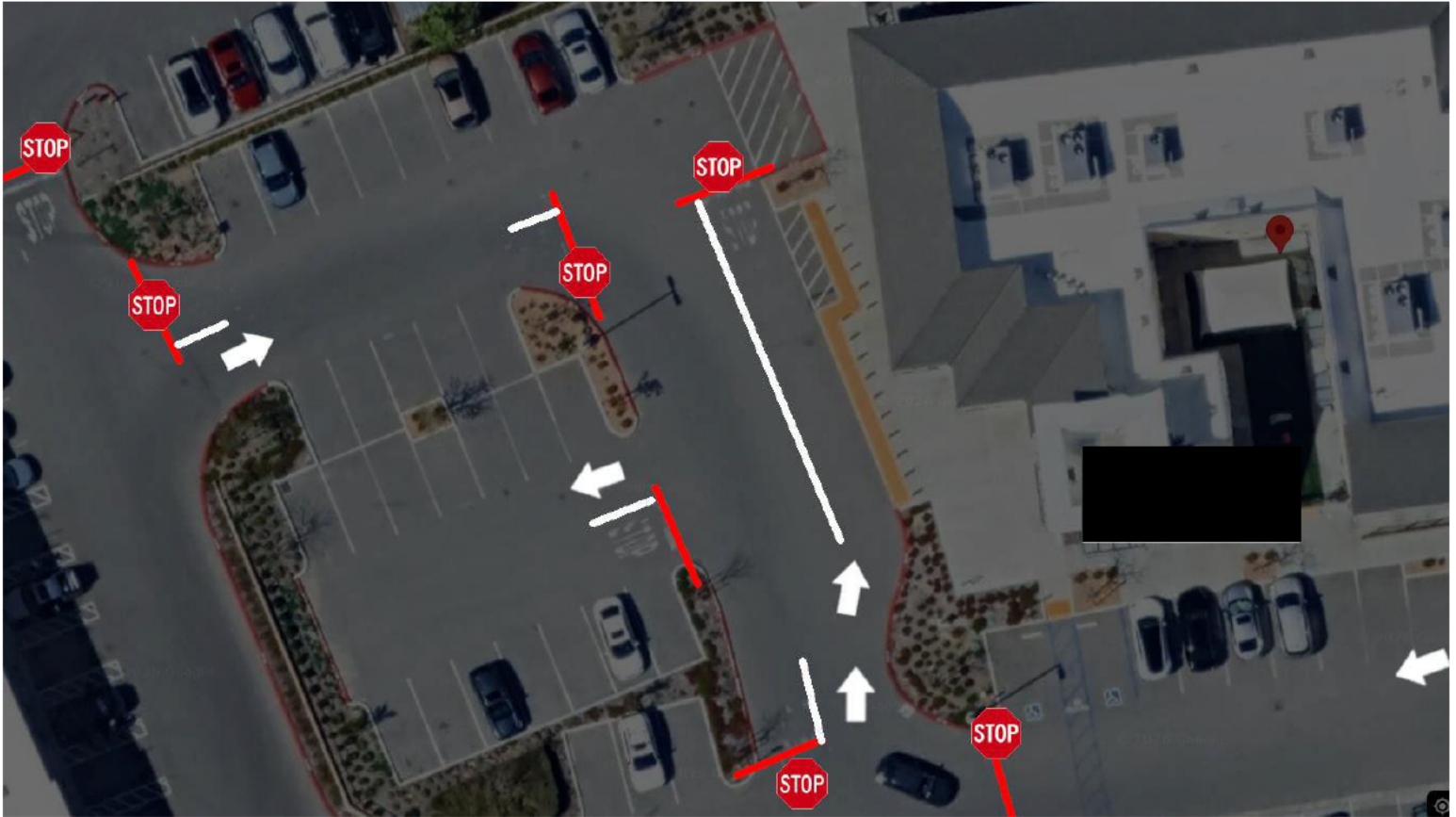


Traffic Flow Control

From the moment you enter the property, arrows guide the flow of traffic. This exists at all times in the lot.



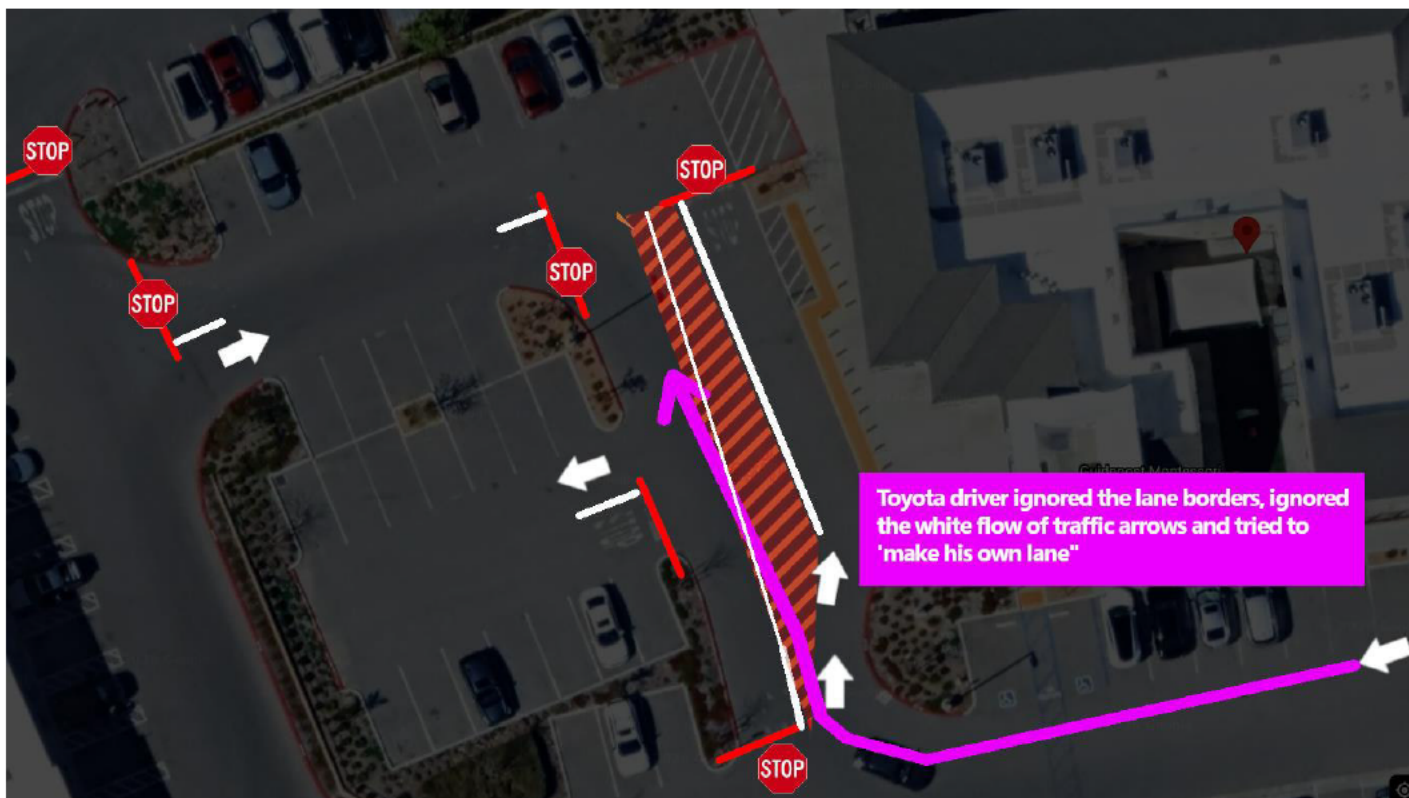
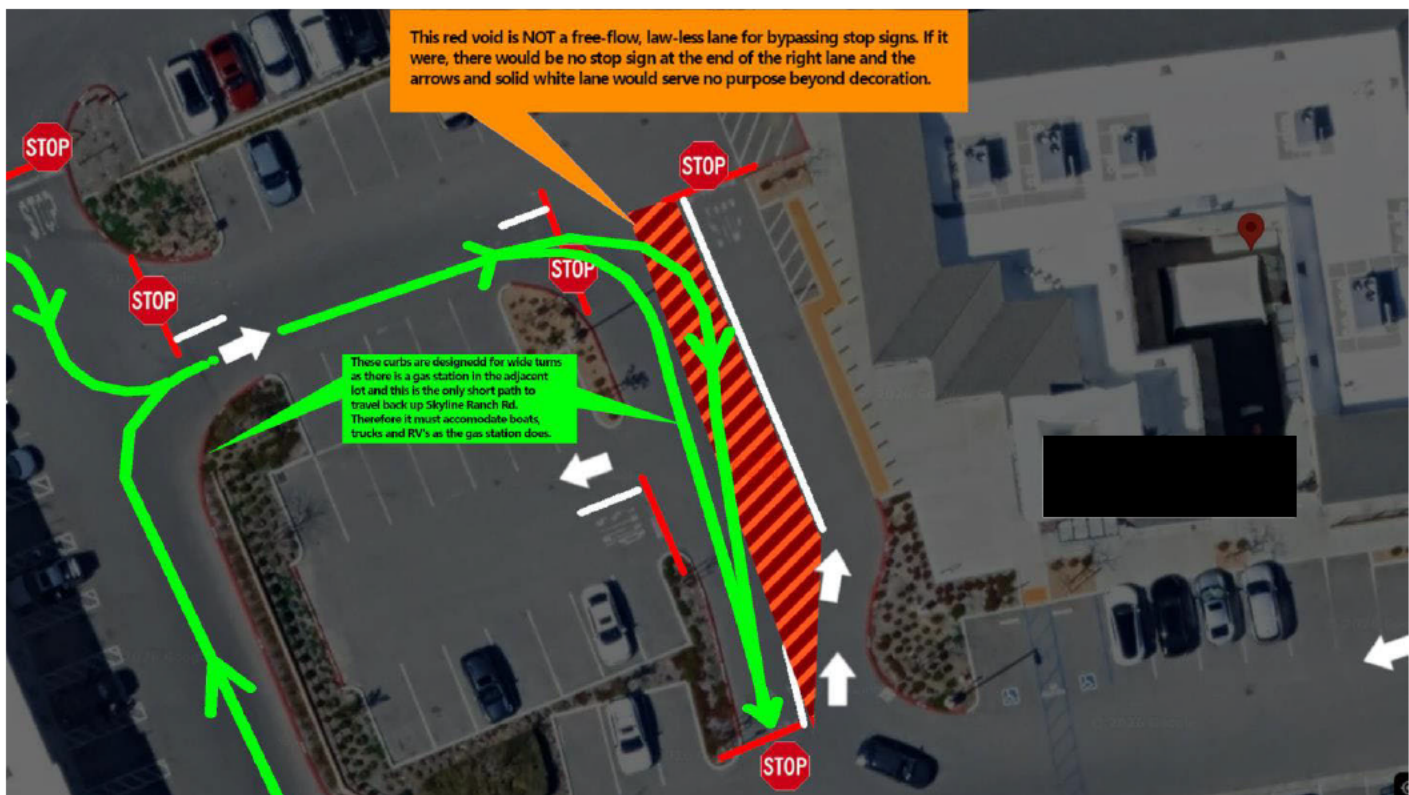
The parking lot itself is entirely engineered for slow moving, careful traffic as this is [REDACTED]. The arrows are not decoration, they are painted on the ground for a specific purpose: control and slow the flow of traffic.



COMPARATIVE ANALYSES OF THE ADJACENT PARKING LOT

The adjacent parking lot is comprised in exactly the same manner, as both were designed and built by Intertex properties. The white lines are painted on the ground and show lane borders and demarcation. They define the width and border of each lane. Just as with the school, arrows tell traffic which way to flow and which way to turn.





California Vehicle Code (CVC § 21650) is very clear:

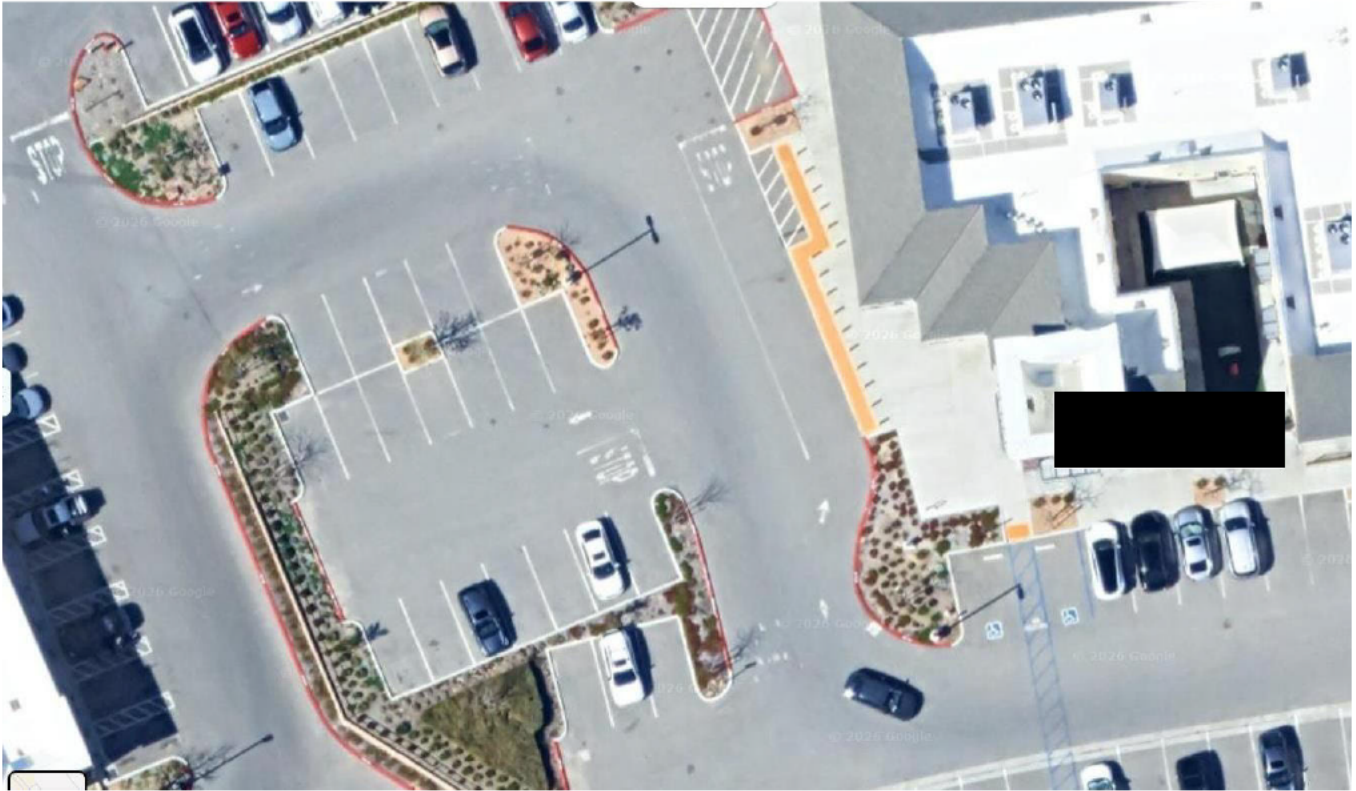
“Upon all highways, a vehicle shall be driven upon the right half of the roadway”

There are only two lanes, not three. The demarcation/lane borders are clearly defined. The Toyota instead did not maintain his heading into the right lane as directed by the arrows. He did not keep to the right. Instead he jerked the wheel, decided to not keep to the right and went straight into oncoming traffic **while having an entirely empty lane to his right complete with stop sign and no-passing lines.**

TRAFFIC DIRECTION, LANE BORDER ANALYSES

Turning The Corner Prior To Incident:

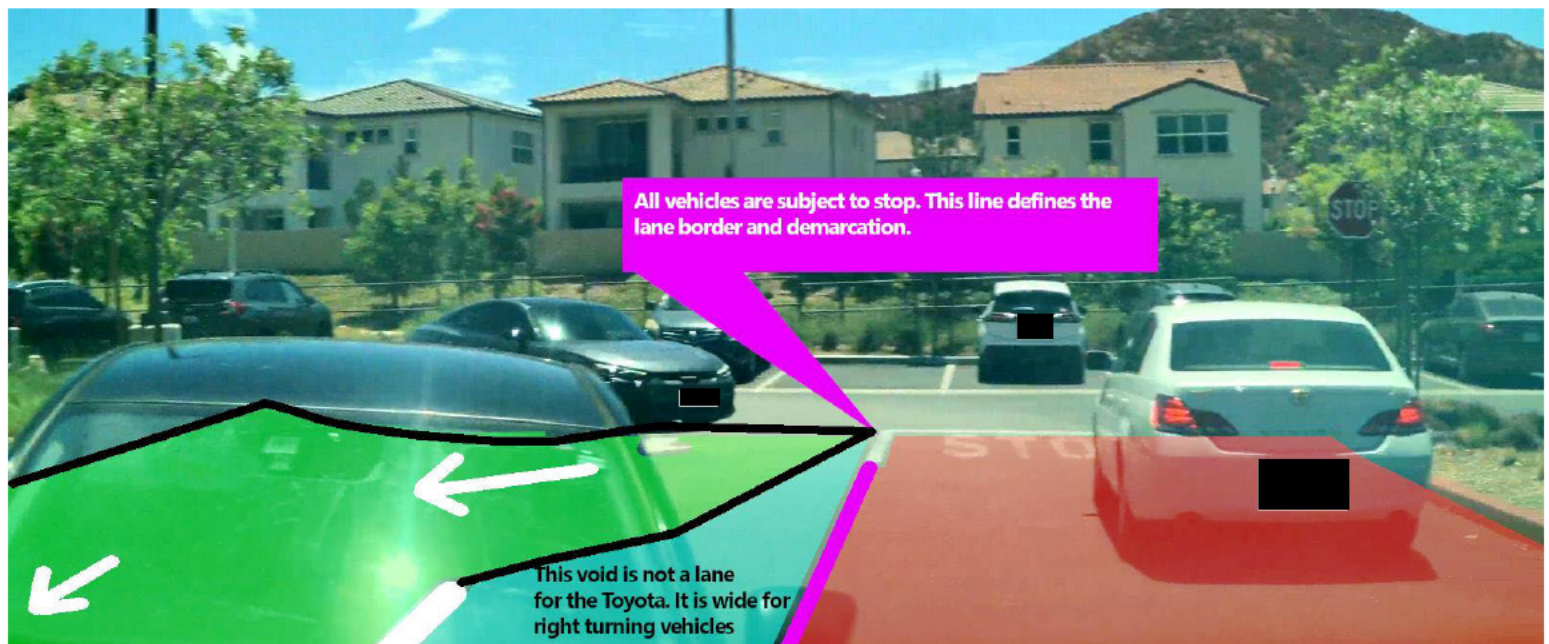
The incident occurred when [REDACTED] Cybertruck was making a right turn from a stop sign. As you can see from this unedited map, there is a common path of travel due to the shape of the parking lot and it's barriers:



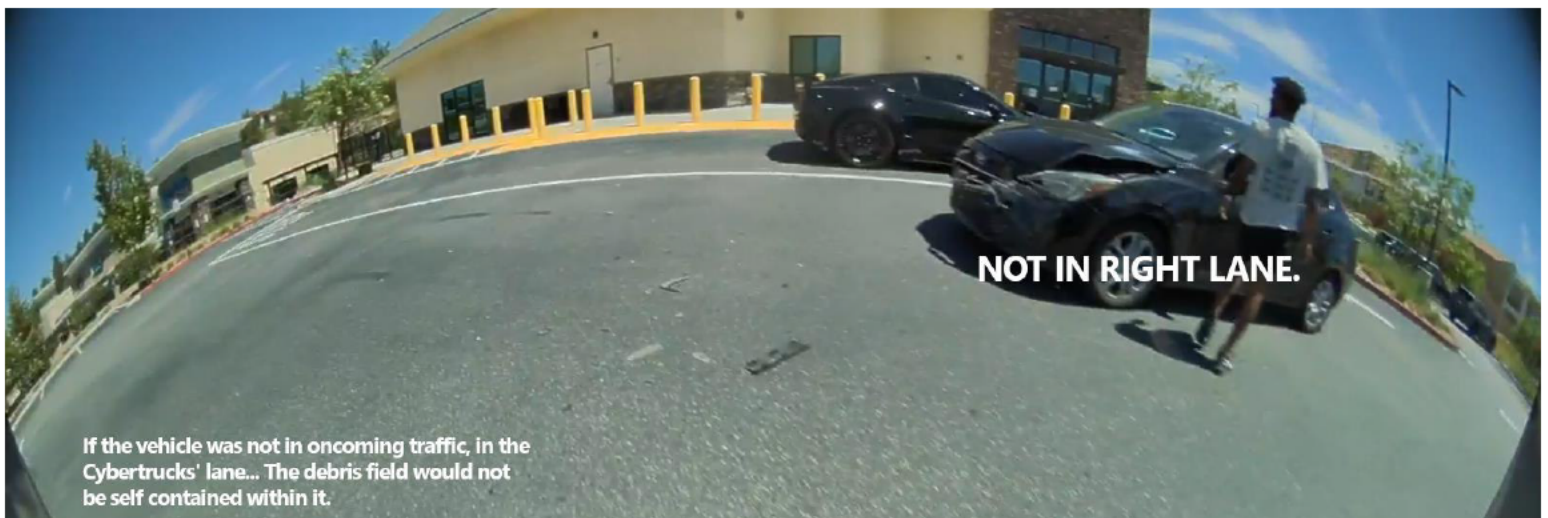
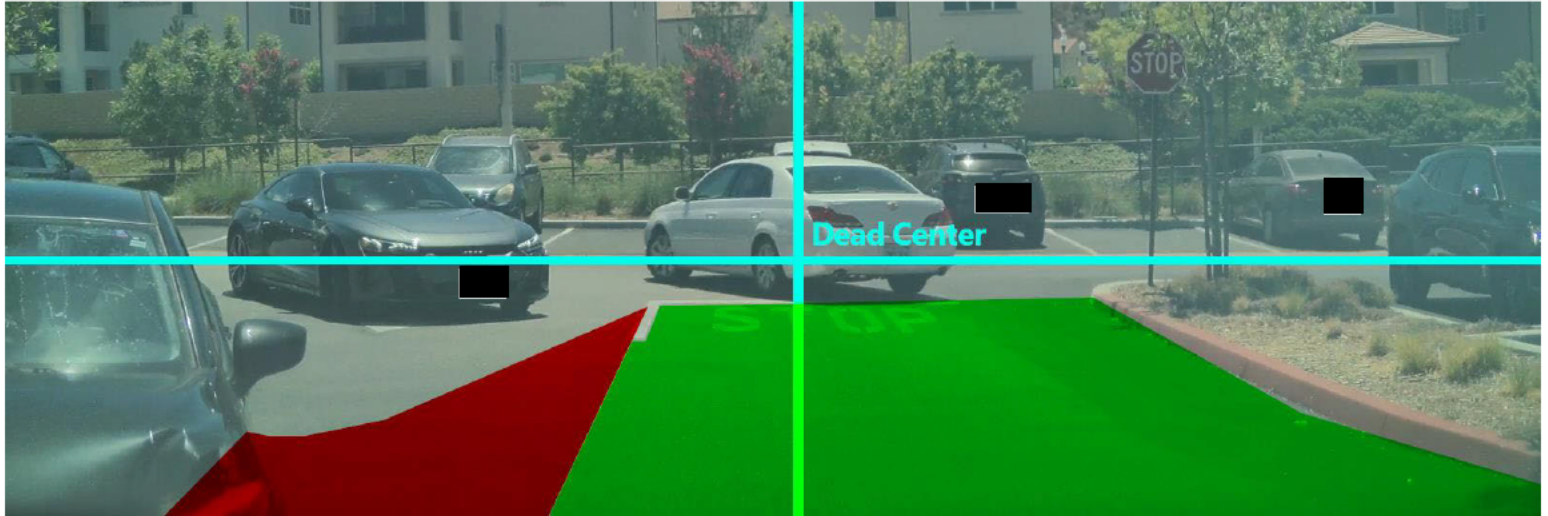
Color enhanced – yellow is normal vehicle travel, **blue** is improper vehicle travel from the Toyota who was required by law and by design to keep right.



At all relevant times, there was another vehicle in front of the Cybertruck. As is clear from the footage, there are stop signs painted on the ground and directional arrows to control traffic flow and speed.



At the point of impact, once it's turn was complete the cybertruck was in it's lane with dead center pointing in the very middle of the lane.



**COLLISION
AND
INCIDENT FACTS**

The Collision

1. At precisely the same time, both the Cybertruck and the Toyota were rounding their respective corners.
2. The Toyota was travelling at a higher rate of speed and left a considerable right-tire gap from the corner.



3. This gap likely contributed to the incident.
4. The Toyota as it turned experienced full axial tilt on it's left side, indicating the driver had oversteered and overcorrected the turn **due to increased speed and poor handling**:



5. The other parties' Toyota had rounded the corner and made an erratic "snap" motion to the steering wheel; causing significant lateral force; indicating any of the following:
 - a. He may not have been paying attention or;
 - b. He may have been distracted while turning the corner or;
 - c. He may have seen the arrow on the ground indicating he must remain in the right lane but had become unsure.
6. Either way, the overcorrection resulted in extreme body roll. The Toyota was not just dealing with one isolated car pulling out; they were approaching an active, established stream of moving traffic following a uniform path.

7. As the Toyota approached forward, it came close to colliding with the white Toyota in front of the Cybertruck:



8. Problematically for the Toyota, they were not in the correct lane. They were travelling forward into oncoming traffic.
9. An arrow is painted which clearly notifies turning traffic to remain to the right and into a lane. The black Toyota did not do that and rather maintained a heading straight on into oncoming traffic.

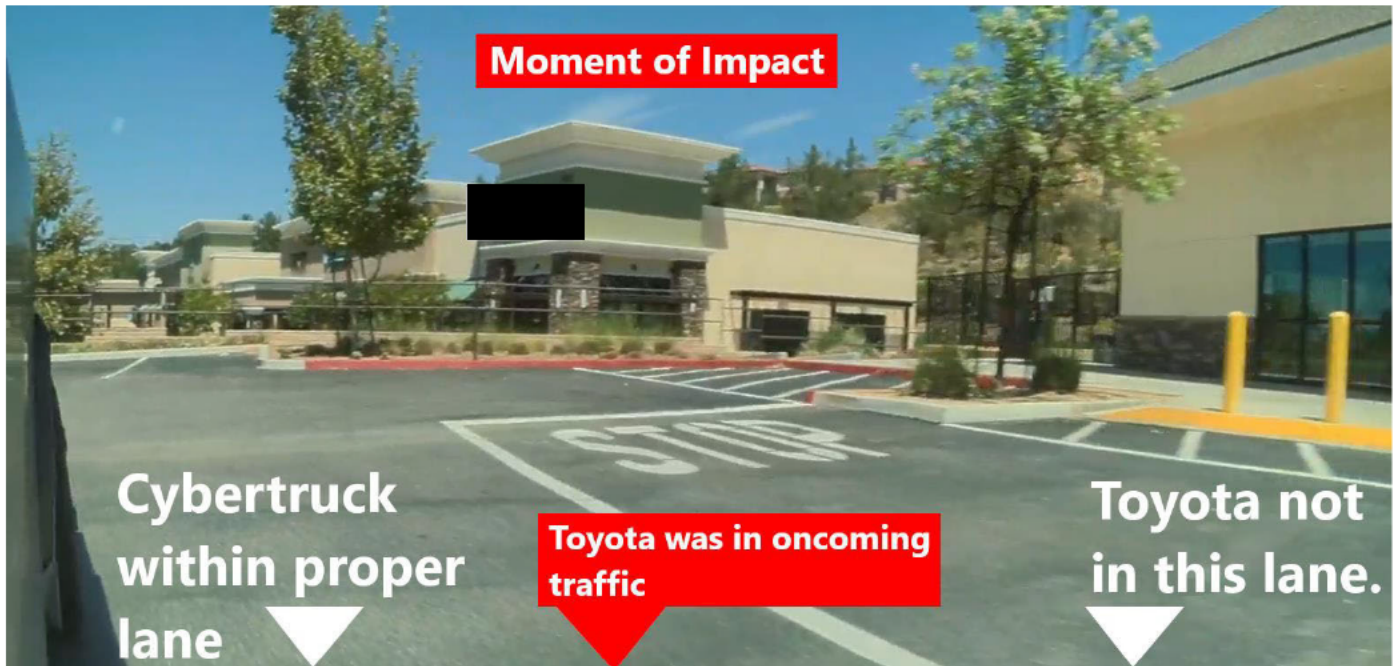


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10. At the point of impact, the Cybertruck was well within it's own lane – the Toyota was also in the Cybertruck's lane heading into oncoming traffic when the collision happened.



11. It appeared according to the video at the last moment that the Toyota had veered further left into the Cybertruck's direct path.
12. The reconstruction below shows the path both vehicles had taken, accordingly, it shows, that even if an implied lane existed (based off of the painted STOP on the ground, the black vehicle crossed over into the Cybertrucks "safe zone".



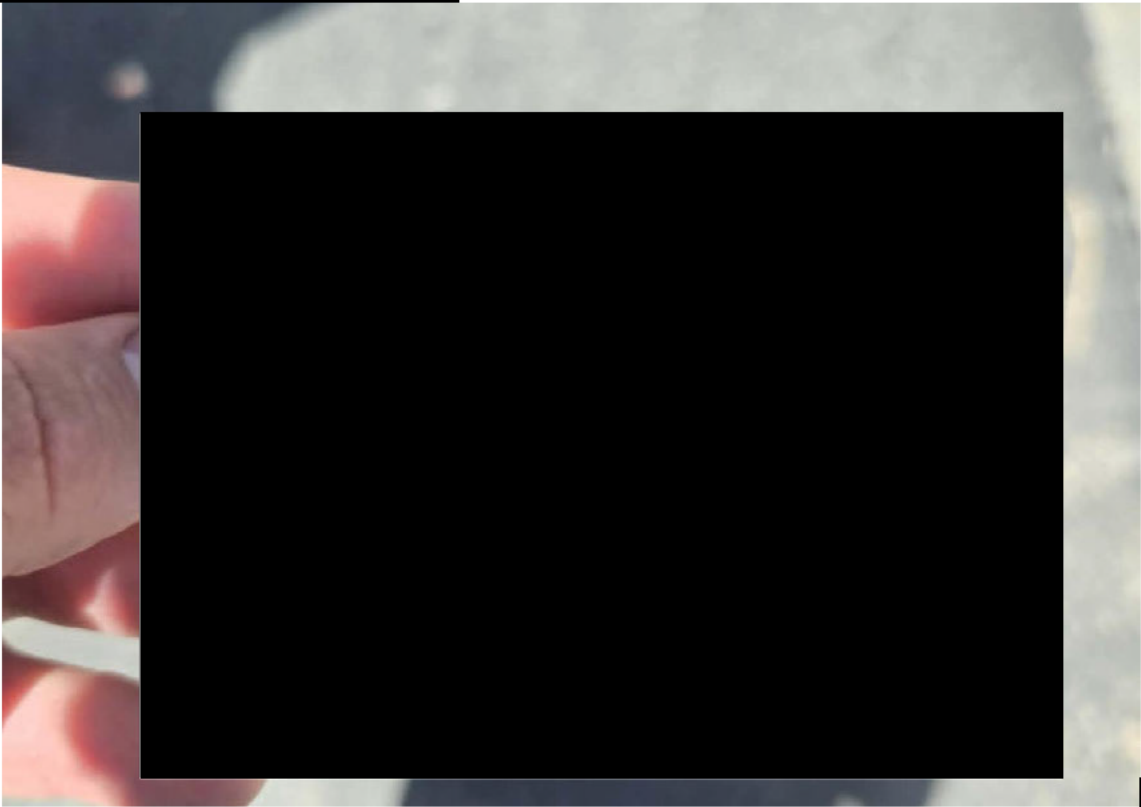
The Aftermath

13. The debris field makes it very clear that the collision happened within the Cybertrucks lane, where the Toyota was not allowed to cross over into. Further, as stated, the black Toyota had an obligation to remain the right, not to cross into oncoming traffic to avoid the stop sign at the end of the right lane:



The Parties:

[REDACTED]



[REDACTED]



17. The insurance information for Elijah appears invalid [REDACTED]



He is not a listed driver on the policy.



18. It should be noted, although it cannot be confirmed without further discovery... that the Toyota driver may have been on his cell phone at the time of the accident:

