



U.S. Department  
of Transportation  
National Highway  
Traffic Safety  
Administration

# DOT Auto Safety Hotline

## Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects

1-888-DASH-2-DOT

(1-888-327-4236)

INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100145

Date Received

Repository ☐

17-MAY-2004 SEP

10073734

### OWNER INFORMATION (Type or Print)

Name

Address

City

OVERGAARD

State AZ

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Same

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO

In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner

Date 1/1

### VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1N6AA07B14

Make

NISSAN

Model

TITAN

Model Year

2004

Date Purchased

1/22/04

Dealer's Name and Telephone Number

Lamb Nissan 928-717-2289

Engine:

No. Cylinders

8

Fuel Type:

Gasoline

Original Owner

☐

Dealer's City

Prescott

State

AZ

Zip Code

Transmission Type

5 SPD  
AUTO

☒ Antilock Brakes

☒ Cruise Control

Powertrain

Vehicle Component Code

106000 POWER TRAIN:AXLE ASSEMBLY w/ Brake malfunctions  
performance

Multiple Failure: 1

Please see Narrative.

### FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

17-MAY-2004

3 May 2004

Failure Mileage

11500

11348

Failure Speed

Starting from

stop

### ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM189ABC036)

☐ Original Equipment

☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

### ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

### APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

0

Number of Deaths

0

Reported to Police

N

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure, i.e. parts repaired or replaced (and if old part is available). - Nissan service advisors say they can't give me fixed parts!

REAR AXLE LEAKED, AS A RESULT, THE BRAKE PEDAL SLAMMED TO THE FLOOR. CONSUMER HAD TO PUMP THE BRAKE PEDAL SEVERAL TIMES IN ORDER FOR THE BRAKES TO WORK. \*AK

This does not address all of the issues with this vehicle. The axle seal failure made has not been repaired. Nissan knows all Titan brakes are abnormal and insists there is nothing wrong with them. Nissan Technical Specialist, Tony Moore, says the Bosch brake system is different from any other. He and numerous Nissan dealership personnel could not feel the obvious increased master cylinder fluid described hereinafter because even "normal" Titan brakes pedals go to the "bottom", unlike other normal brake pedals. It is a matter of pounds of foot pressure. Please see pp. 6, 6, hereinafter. It is also important to note that the Active Brake Limited Slip Differential system utilizes the same ABS units on the rear as the stopping brake system. Following is as brief a summary as possible to convey the relevant facts having surfaced in my Titan.

\*I, April 10, 2004: Active Brake Limited-slip Differential malfunction. Conditions: Good dirt road. Then

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974, Public Law 93-579. This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

\* Brake pedal occasionally "pops" up at the foot as pedal is depressed, since ~2340 mi. DTS T. Moore says caused by vacuum booster.

layer of mud. Varying speed, 2WD, 4HI, 4LO. Event: Rear wheels acted as pivots, or turning brakes, causing truck to pull back and forth CLEAR ACROSS the roadway. Witness statements attached.

II. April 29: Loud metallic grind noise related to partial brake pedal application. CONDITIONS: High humidity, moist asphalt, ~68 mph, cruise engaged. Witness statement attached. EVENT: Second vehicle pulled out in front of me. Tapped brake pedal as I evaded to next lane. Loud grind from underneath truck as pedal was depressed. NOT a "panic stop".

III. May 3: Right rear axle seal failure. Brakes locking up and brake master cylinder fade. CONDITIONS: A few miles after driving ten miles of down-then-up switchbacks through the notorious Salt River Canyon. EVENT: At 11348 miles on odometer, start from stop in parking space. Truck loped to driver's side. High resistance to motion. Brake pedal master cylinder fade. May 4, at dealership, brake pedal SLAMMING to bottom!!! May 5, back to m/c fade again, still at dealership. Forced to take truck unsale from Shaw Low Nissan w/ GSM claiming nothing wrong w/ vehicle. Witnesses. One statement attached.

IV. May 5 - August 31: Odyssey of seeking a Nissan dealership whose ATTACH ADDITIONAL SHEETS IF NECESSARY (enclosed)

U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300

# **BUSINESS REPLY MAIL**

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY MAIL, HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Office of Defects Investigation, NVS-216  
400 7th Street, SW  
Washington, DC 20590

NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

# VEHICLE OWNER'S QUESTIONNAIRE

DOT AUTO SAFETY HOTLINE

TO REPORT VEHICLE SAFETY DEFECTS  
COMPLETE THIS FORM  
ON

DASH2DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

DOT Auto Safety Hotline  
(DASH) & DOT



U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
http://www.nhtsa.dot.gov/hotline

M/C fade was definitely decreased, although the pedal was not as firm as it was prior to May 3. I wanted to believe it was fixed - so, it seemed "acceptable" in view of all I had gone through to this point, although there were still pedal sounds with which I was not comfortable.

E. August 18-21: After driving it as necessary in the Greater Phoenix area for four days, I drove it home for the first time since May 6, on August 21. This was the first time I drove it in the mountains since May 3. Several malfunctions manifested.

1. Life threatening brake malfunctions:

- No vacuum boost to brakes on hills.
- With no vacuum boost, cruise control cut-off did not disengage cruise.

By God's Grace, it finally broke free and my life was spared more than once.

2. Active Brake Limited-slip Differential (ABLS-D): Rear wheels locking then scooping the ground. Conditions: In 4WD,

- Back-up then curve forward on hard level surface with small amount of loose material on top,
- Without backing, curving forward occurs readily and regularly but not as drastic as a, above.

Mr. Moore says it's normal, but it did NOT happen prior to May 3.

3. Braking system?: unknown force brakes the vehicle noticeably in a steady deceleration defying gravity on downgrade. Not every time, but 4 times intermittently. CONDITIONS: 2WD

- Cruise set to 55 mph (and then 65 mph) and engaged.
- Start downgrade.

- c. Gravity causes acceleration beyond cruise setpoint.
- d. Partially depress then release brake pedal, cutting off cruise.
- e. First deceleration occurrence: immediately after cruise cut-off.  
I sensed a hydraulic action that instantly caused deceleration to begin when the truck should have resumed gradual acceleration, or, alternatively, maintained steady speed without substantial deceleration.

f. Other occurrences: all conditions the same, except that I did not sense the hydraulic action.

g. Other similar downgrades with same conditions except a, above. Truck acted as it usually does: accelerate past cruise setpoint, have to cut-off cruise (done with brake pedal), then regularly accelerate as if trying to runaway - same as if cruise is left on. (Drove the same route yesterday in '89 Mazda B2200 w/ 206,900 miles and found it only accelerating very minimally periodically and otherwise holding speed at 55 mph or 65 mph with very rare slight momentary deceleration with less downgrade.)

F. August 23-25: Attempts to reach Tony Moore unsuccessful. Refused warranty service by Service Manager Bob Bridges, West Valley Nissan even with him knowing about the life threatening brake failures. Faxed letter to Nissan Consumer Affairs: Adam Goodman and Ken Carter; has gone unanswered as of today (Sept. 10, 2004).

H. August 28: Finally talked with Tony Moore on telephone. He immediately thought that an O-ring was missing from the master cylinder/vacuum booster interface. We arranged to meet on August 31, at Peoria Nissan.

G. August 31: At Peoria Nissan with Tony Moore.

personnel could recognize the brake malfunction, axle seal leak, and other problems.

- A. May 5-10: Found axle seal leak. Other symptoms still present.
- B. May 10-28: At Cato Nissan. Replaced axle seal and spacer. Brakes bled. Brake symptoms and engine sluggishness (rest resistance to motion) still present.
- C. May 28-July 27: At Lamb Nissan. Technical Specialist, Tony Moore, became involved. He directed Lamb's Service Manager to perform repairs, including my brake pedal height adjustment and replacement of the master cylinder and vacuum booster. Work was performed by Platinum Master Tech, Billy. Master cylinder fade was worse than prior to these repairs, resistance to motion still present.
- D. August 12-17: I began to drive the truck again on 8/12. In the Arizona heat, the m/c fade worsened as I drove it in the heat, and pedal sounds got louder as the pedal went faster to the bottom. Sounds included a spring resisting compression, etc.  
At Earnhardt Nissan. Was refused warranty service twice. Then, was given "explanations" of symptoms. Then, offered service: no problems found with several issues and the repair order was falsified, per manufacturer's instructions according to John Valerio, SA.  
At ABC Nissan. Tony Moore was called in. Found spec change for brake pedal height not reflected in Techs' repair document. Tech, Paul, adjusted pedal height to new spec. M/C fade unaffected. Mr. Moore and I then travelled to West Valley Nissan. Mr. Moore and Platinum Master Tech, John, visually inspected brakes, then manually bled entire brake system. AIR came out of both front brakes, from the m/c area.

1. Without inspecting the truck, he was positive this O-ring was missing.
  - a. He explained that there is an O-ring at the m/c-vac booster interface that is different than other Nissan designs and the Techs are not familiar with an O-ring at this interface. His further reasoning was that the Lamb Nissan Platinum Master Tech, Billy, had therefore left it out when he changed the units. Further on this hereinafter.
  - b. He further stated that the Pearl Nissan Service Manager had agreed to take the O-ring out of another Titan on the lot. More on this hereinafter.
2. After a couple of hours, Mr. Moore came to me in the waiting area holding up an O-ring of  $\sim 1\frac{1}{2}$ " diameter. It looked brand new and unused. He said they couldn't take one off another truck on the lot and that he had gone to the "Test Track" to get it. (Nissan's Proving Grounds)
3. There was a vacuum leak occurring that was addressed by adding the O-ring to the interface.
  - a. The truck's resistance to motion manifesting since May 3, is definitely better since the O-ring was installed. It now has the quicker response characteristic of Titans, again.
4. The cruise control and brake light switches were found to be improperly adjusted due to the pedal height changes made before at Lamb and ABC. The switches were not adjusted accordingly.
  - a. This exacerbated the life threatening conditions ~~when the~~ when the vacuum booster failed on the curving upgrades. The two worst cases were on different degrees of rise.
  - b. The pedal would not move perceptibly because of the vacuum

leak, hence the pedal did not move enough to trip the mis-adjusted cruise cut-off switch.

5. After switches were adjusted and O-ring installed, the pedal feel and sounds were much closer to Titan norm.

6. The brake pedal will still go to the bottom, but it definitely requires more foot pressure.

a. It is now possible to feel a slight positive resistance in the pedal from the vacuum boost against the foot as the pedal is held at the braking height. This affect was not noticeable prior to May 3, or since ~~until~~ until after the O-ring was installed.

b. The tacky feel that has been present since May 3, as the pedal is released is much less noticeable now.

c. Have not noted the upward "pop" against the foot while depressing the pedal since the O-ring was installed. It had been occurring more frequently.

7. Prior to leaving, Mr. Moore alluded to having taken the O-ring from another truck on the lot.

8. As I prepared to drive away from Peter's Nissan, the shift cover began to buckle and bind as I ~~drive away~~ shifted. It was defective and required replacement today.

At this time, I have not tested the Titan on the mountainous highway between Mesa, Arizona and my home 165 miles northeast, or on my dirt road, again.

As I ponder the situation, I wonder why Tony Moore gave me two different stories of where he acquired the brake system O-ring.

1. Why would a Platinum Master Tech. (Billy@Lamb) not see or

- O-ring in the old parts and in the new parts kit?
2. Why would he have removed it from the cavity of the new unit if it came already installed?
  3. If the O-ring came with the parts kit, either loose or installed, why wouldn't a Platinum Master Tech have seen it in the exploded parts diagram in the service documentation? If it was not present he should have questioned where it was.
  4. If the O-ring was part of the brake system and this was a new design, why aren't the Nissan-trained Techs trained accordingly? If it's new, extra effort should be expended to alert them.
  5. If the O-ring was part of the new brake system on all '04 Titans, why was Tony Moore unable to take one, as he had arranged with the Service Manager, from another Titan on the dealer's lot?
  6. The statement by Mr. Moore, as he held up the O-ring for me to see, was that he had to go get one at the "Test Track". The O-ring looked pristine and unmarked, attesting to the probability that it was new and unused.
  7. Mr. Moore later that day commented about having taken the O-ring from another truck on the lot.
- Which is it? Did he get it at the Test Track or from another truck on the lot?

These questions raise further suspicions in my mind:

1. Is the O-ring part of the design on 04 Titans?
2. Or, has Nissan realized that all of the complaining Titan owners are correct in questioning the operation of the brakes and then re-designed the brake system to add the O-ring?
3. Did Mr. Moore know there was a ~~major~~ redesign in the works

and, when he heard the symptom of no vacuum boost on an upgrade, knew immediately that the redesign in process would fix the problem?

4. Did Mr. Moore know that he could acquire the O-ring from the Nissan Proving Grounds because he knew they were in process of testing a redesign that added an O-ring to the interface?
5. Would this explain why he had to get it at the Proving Grounds because that's the only place he could get one right away?
6. Does this explain why the O-ring looked new and unused?
7. If it is a redesign that is still being tested, this would then explain why no other Titan at Peoria Nissan had one.
8. Did Mr. Moore intend to mislead me as to the source of the O-ring by stating that they would take it from another Titan, and then, after telling me he went to the Test Track to get it, did he realize he had contradicted his original intent and had to "blow smoke" to cover the error by mentioning having taken it from another truck on the lot?

I believe an in-depth investigation should be conducted to verify the true facts about this O-ring. Is it part of the original design and manufacture of 04 Titans? If so, was it installed during manufacture of all Titans? If the answer to these questions is "yes", then why isn't it obvious to the Techs when replacing these critical brake parts? If the Titan brake system is so unique, why aren't the factory-trained Techs trained accordingly to insure that it is not left out? If part of the original design, why isn't it an obvious part of the replacement parts kit? What about the service manual?

It is imperative that all Nissan dealership personnel be advised/trained to recognize symptoms of air in the brake lines and vacuum leaks, especially when an experienced driver reports problems! (This also applies to other issues with 04 Titans, reported herein and unreported in this complaint.)

I also believe there is something going on with the Active Brake Limited slip Differential system beyond the unsafe "locking" in thin mud layer acknowledged by Mr. Moore, in conjunction with the stopping brakes as they utilize the same ABS units.

There are also the unresolved with the vehicle definitely decelerating on downgrades and the two loud metallic grind incidents described. I would also like to know the failure mode of the right rear axle seal relative to the ten miles of down then up switchbacks manifested in brakes locking up on May 3, followed by complete failure of the brake pedal on May 4.

It seems evident that, in the interest of motorist safety, the Titan should be thoroughly investigated for brake-related malfunctions/issues and other problems.

I thank God that He has preserved my life in this unsafe vehicle and that I am therefore able, by His Grace, to testify to the safety issues presented herein.

Enclosures included herewith.

Re: 2004 Nissan Titan

To the Better Business Bureau Auto Line Arbitrator:

I had occasion to ride in Nissan Titan several times over a period of approximately eleven days in April, 2004. During those rides, I witnessed several incidents of apparent malfunctions with the Titan.

One symptom I witnessed more than once was the vehicle not moving forward in Drive, but the engine revving as if the transmission was stuck in Neutral.

Further, I witnessed numerous times that the transmission was very difficult to shift out of Park into Reverse, Reverse being the gear first entered out of Park by the floor mounted shifter.

I was quite concerned for safety with these evidences of the transmission malfunctioning. voiced her own concerns about the vehicle and was quite unhappy about the vehicle's performance. I suggested that she have my son feel the hard shifting out of Park as he is experienced with four wheel drive vehicles.

On one occasion we were travelling at 65-70 mph in a 70mph zone when another driver pulled out in front of us. tapped the brake pedal as she evaded safely. She did not slam on the brakes, it was a tap as she evaded. When she tapped the brake pedal, we both heard a very loud metallic grind from under the vehicle. It was loud enough to be heard very easily with the windows rolled up and the air conditioner on level 2 or 3. The weather condition was high humidity. It having just rained and the road surface being wet.

①  
7/26/04

TO WHOM IT MAY CONCERN,

I HAD AN INTERESTING EXPERIENCE RECENTLY. AFTER SOME RAINFALL OUR DIRT ROAD BECAME SOMEWHAT MUDDY. NOT AS BAD AS IT OFTEN GETS BUT BAD ENOUGH TO CAUSE ME SOME CONCERN. I HAVE A TWO WHEEL DRIVE PICKUP TRUCK AND AM QUITE PRONE TO GETTING STUCK WHEN THESE ROADS GET MUDDY. I AM OFTEN THE FIRST ONE IN OUR COMMUNITY TO HAVE A PROBLEM GETTING HOME WITHOUT GETTING STUCK.

ON THIS DAY, I ARRIVED AT THE TURN OFF FROM HWY 260 ONTO OUR LONG DIRT ROAD TO HOME. SHE HAD A 4 WHEEL DRIVE NISSAN PICKUP. I ASKED THAT SHE DRIVE ON AHEAD OF ME KEEPING ME IN SIGHT IN HER REAR VIEW MIRROR JUST IN CASE I BECAME STUCK AND NEEDED HER EXTRA TRACTION TO GET GOING AGAIN.

AFTER SOME DISTANCE WE CAME TO AN AREA WHICH WAS MUCH DRIER. WE STOPPED. I ASKED IF SHE HAD THE 4 WHEEL DRIVE ENGAGED DURING THIS TIME BECAUSE SHE WAS ALL OVER THE ROAD. HER VEHICLE WAS PERFORMING WITH MORE

DIFFICULTY THAN WAS MINE. I ASSUMED SHE HAD ONLY BEEN USING 2 WHEEL DRIVE DUE TO HER POOR PERFORMANCE ON THE STRETCH OF ROAD WE HAD JUST TRAVERSED. I ASKED ANYWAY AND WAS QUITE SURPRIZED TO FIND SHE HAD BEEN USING 4-WHEEL DRIVE. I HAD NOT SEEN SUCH A POOR PERFORMANCE IN 4 WHEEL DRIVE IN CONDITIONS WHICH WERE NOT REALLY MORE THAN JUST BEYOND MARGINAL, BUT FOR THOSE OF US WITH ONLY 2 WHEEL DRIVE AS AN OPTION.

7/26/04

January 22, very bad radio reception - unfixable per Nissan.

January 26th or 27th, the truck would not move when shifted from Park to Drive with the engine accelerating upon application of the gas pedal. This occurred further on rare occasions.

Trip to Lamb Nissan on or about February 12, because tool box and bed extender were scratched prior to delivery. Should have been replaced as repair was not good considering that the items were covered by the Warranty. Talked with John Levy and Roger Jenkins in continuation of pre-purchase discussions of home dirt road conditions.

Multiple rattles, same ones repeatedly after numerous repair attempts.

At about 2500 miles, truck parked level. Started engine, shifting out of Park was extremely difficult with loud metallic chunk. This was the first time it did not shift very easily. After this, shifting out of park was always difficult and loud to varying degrees, except that on very rare occasions it would be very easy again as it had been in the first ~2500 miles.

Harmonic tone. Sometimes pretty loud. Sounded like a transmission problem when loudest.

Another sound from rear progressively more noticeable.

Very loud transfer case into 4Lo.

Our dirt road was in very good condition during the entire time the Titan was driven on it. It was dusty during a part of this time due to the drought. During the first few days of April, it rained, producing minor muddy conditions. On April 10, several residents travelled the road in the same conditions that the Titan did: there was a long stretch with a thin layer of mud over a smooth surface. The other vehicles, 2WD and 4WD, showed very little mud on them afterward and no one else had any trouble driving the road in this mud. The Titan was covered and caked with mud, even on the inside of the front doors. The Titan pulled to the left and used the left rear wheel as a pivot, threatening to leave the roadway. Only constant correcting to the right kept the truck from leaving the road. It "sussed" all over the road.

Dealership replaced left rear shock on April 14, and installed splash guards on April 15. On April 16, it was noticed that the new shock was the wrong part and the splash guards were incorrectly installed. Dealership refused to do anything about the shock being wrong.

May 3, not far from Show Low Nissan, the right rear axle seal broke causing multiple symptoms, including brake failure and lopsidedness (felt in the driver's seat). Dealership said drive it to lot. At its worst, the brake pedal repeatedly slammed to the floor without resistance and with the sound of escaping air. When the pedal was let back up part-way and given a couple of short

pumps some resistance could be achieved.

Show Low Nissan's Service Manager and General Sales Manager refused to acknowledge any failure, treated Mrs. Small with gross disrespect and unprofessionalism, and Mrs. Small was forced on May 5, to remove the truck from the property in its unsafe condition. A Show Low Nissan person caused a dent in the hood.

Phone appeals in transit from SLN to Nissan were fruitless and they did nothing to help except offer to have it towed at \_\_\_\_\_ expense back to Show Low Nissan.

The truck was taken on May 6, to an independent mechanic in Holbrook, who verified the right rear axle end seal leak, the brake failure could have been caused by the axle seal leak, the left rear shock was the wrong part and did not match the OEM shock on the right rear, and it was hard shifting out of Park.

Nissan still refused to do anything to help and would not even call the mechanic to confirm the failures.

At \_\_\_\_\_ expense, the mechanic got the truck to Cake Nissan in Winslow on or about May 11. They confirmed the wrong left rear shock, the leaking axle seal, and that brake failure can be caused by a leaking axle seal.

May 27, Lamb Nissan's GSM agreed to send drivers to get the truck from Cake Nissan at \_\_\_\_\_ expense. \_\_\_\_\_ wanted to get the truck to the originating dealer and she did not want to drive it as she knew that all of the issues had not been addressed and she felt it was not safe.

\_\_\_\_\_ still does not think the truck has been repaired completely and does not believe it is safe to drive in traffic, any amount of mud, or on winding mountainous roads.

7/26/04

More evidence of this happening - addressed in NARRATIVE

**DRIVEWAY ANOMALIES MADE BY NISSAN TITAN  
WHILE AXLE SEAL WAS LEAKING**

May 5 or 6, 2004

Never  
happened  
prior to this  
event after  
failures of

**TIRE FOOTPRINTS SCOOPED IN THIN LAYER OF CRUSHED ROCK ON DIRT**  
**PHOTOGRAPHS AVAILABLE**

May 3, '04

SPS

| #: NORTH<br>TO SOUTH | NOTE  | FOOTPRINT<br>LENGTH:<br>IN ~ INCHES | DISTANCE TO NEXT<br>FOOTPRINT: IN INCHES<br>CENTER TO CENTER |
|----------------------|-------|-------------------------------------|--------------------------------------------------------------|
| 1                    |       | 14.75                               | 93 3/8                                                       |
| 2                    | WEEDS | 8.5                                 | 106.25                                                       |
| 3                    |       | 18.5                                | 95.25                                                        |
| 4                    |       | 15                                  | 114.5                                                        |
| 5                    |       | 17                                  | 103                                                          |
| 6                    |       | 14                                  | 115                                                          |
| 7                    |       | 14.5                                | 105.75                                                       |
| 8                    | WEEDS | 9                                   | 96.25                                                        |
| 9                    |       | 18                                  | 129                                                          |
| 10                   |       | 13.5                                | 131.75                                                       |
| 11                   | WEEDS | 9                                   | 146.5                                                        |
| 12                   |       | 22.75                               | 122 7/8                                                      |
| 13                   |       | 19                                  | 110                                                          |
| 14                   |       | 21                                  | 166.5                                                        |
| 15                   |       | 20                                  | 138                                                          |
| 16                   |       | 15                                  | 143 7/8                                                      |
| 17                   |       | 14.5                                | 159                                                          |
| 18                   |       | 18.5                                | 141                                                          |
| 19                   |       | 13                                  | 135.75                                                       |
| 20                   |       | 21                                  | 135.75                                                       |
| 21                   |       | 16.5                                | 120                                                          |
| 22                   |       | 17                                  | 172                                                          |
| 23                   |       | 17.5                                | 120.5                                                        |
| 24                   |       | 14                                  | 137                                                          |
| OIL MARK             |       | 8 X 9.5                             | 105                                                          |
| 25                   |       | 11                                  |                                                              |

TITAN VIN: 1N6AA07B14N501915

OWNER: ITASCA COURTNEY SMALL

ADDRESS: P.O. BOX 590, OVERGAARD, ARIZONA 85933

TELEPHONE: 928-521-7201

2009/11/11

at belts help reduce the risk of injury in collisions and rollovers. In a rollover crash, an unbelted or improperly belted person is significantly more likely to be injured or killed than a person wearing a seat belt.

## References

But the 1994 National Health and Medical Research Council's *Guidelines for the Management of the Child with a Mental Health Problem* (1994) have been a landmark in the development of child mental health services in Australia. The guidelines have been widely accepted and have been used as a basis for the development of many state and territory policies and procedures. The guidelines have also been used as a basis for the development of many state and territory training programs for child mental health professionals.

Remember, drinking and driving don't mix! And that is true for drugs, too (over-the-counter, prescription, and illegal drugs). Don't drive if your ability to operate your vehicle is impaired by alcohol, drugs, or some other physical condition.

Remember that two-wheel drive models are less capable than four-wheel drive models for rough road driving and extrication when stuck in deep snow or mud, or the like.

**Please observe the following precautions:**

*Journal of Management Education* 30(6)

There is a large literature on the effects of the size of the sample on the power of the test. In general, the power of the test increases with the size of the sample. However, the power of the test also depends on the effect size and the significance level. In this paper, we will focus on the effect of the sample size on the power of the test.

There are a number of reasons why the results of the present study may be considered to be of limited generalisability. First, the sample was relatively small and the study was conducted in a single institution. Second, the study was conducted in a single institution and the results may be specific to that institution. Third, the study was conducted in a single institution and the results may be specific to that institution. Fourth, the study was conducted in a single institution and the results may be specific to that institution. Fifth, the study was conducted in a single institution and the results may be specific to that institution. Sixth, the study was conducted in a single institution and the results may be specific to that institution. Seventh, the study was conducted in a single institution and the results may be specific to that institution. Eighth, the study was conducted in a single institution and the results may be specific to that institution. Ninth, the study was conducted in a single institution and the results may be specific to that institution. Tenth, the study was conducted in a single institution and the results may be specific to that institution.

especially this paragraph, see marketing copies herewith.

02

## OFF-ROAD CAPABILITY

Getting reacquainted with what really matters usually happens at the end of a road paved with dirt, rocks, mud and clay. Fortunately, 4x4 Titans are aggressively equipped for the escape route of your choice.

*2000 model  
4x4 Titan*

Titan is one of the most capable off-road trucks around. For superior maneuverability, 4x4 models offer up to 11.5" of ground clearance, best-in-class rear axle clearance, best-in-class angle of approach and departure, and the largest 4x4 off-road tire in its class.\* Titan's 4x4 model also offers a switch-activated 4-wheel-drive system with a crawl ratio amongst the best in class,\* so you can take big bumps at the speed of molasses.

4x4 Titans also offer phenomenal stick. Active Brake Limited-slip directs power to the wheels with the best traction, at the same time applying the brakes to the wheels with less grip. And if you add the Off-road Package, you'll be 4-wheeling in the only full-size to offer both front and rear Active Brake Limited-slip control and a switch-on-demand electronic locking rear differential.\*\*

\*Ward's large pickup segment under \$25,000 GVWR, starting below \$24,000.

\*\*Like wheeling.

\*Rancho is a registered trademark of Rancho Automotive Operating Company, Inc.

\*B.F. Goodrich is a registered trademark of B.F. Goodrich Company.

\*Rugged Trail is a registered trademark of Universal Goodrich Licensing Services, Inc.

## OFF-ROAD PACKAGE

Check out the list below, and you'll see no reason to hit the after-market. (Off-road Package also available on 4x2 SE models.)

ELECTRONIC LOCKING DIFFERENTIAL\*\*  
RANCHO® SHOCK ABSORBERS  
LOWER FINAL GEAR RATIO  
MASSIVE 2200/70R17 B.F. GOODRICH®  
RUGGED TRAIL® TIRES  
17" ALUMINUM-ALLOY WHEELS  
SKID PLATES (OIL PAN, LOWER  
RADIATOR AND TRANSFER CASE)  
FOG LIGHTS



**Nissan Titan Forums > Titan Technical Discussion Area >**

**Engine/Transmission/Drivetrain**

**Brake Active Limited Slip**

Please see these owner comments re: ABLs D!!!

2 3 >

#### Brake Active Limited Slip

Does anybody else hate this setup. I tried to back my truck up to a snow pile to load my sled on. As I backed up one wheel started to slip, then the other . At this point, between the brakes trying to stop the spin as well as the engine managment syst. cutting engine power to stop spin the truck went into a full body seizure. It just sat there and shuddered. Like the VDC this syst. should have an override switch.

(NOT all Titans have VDC switch!!!)  
mine does not.

It does. Look for the VDC switch - I have one.

04 Smoke SE CC  
Mobil 1 in the differential  
15.15@90.8mph  
K&N drop-in added just recently

Really? I thought I read in the manual that the VDC switch just cuts the yaw control but the BALS stays on . ILL give it try anyway., Thanks.

Quote: Originally Posted by PigPen

Really? I thought I read in the manual that the VDC switch just cuts the yaw control but the BALS stays on . ILL give it try anyway., Thanks.

I think BALS is a better name than ABLs.

MY04 SE King Cab 4x4 Canteen Green Titan  
Off Road w/E-locker, Big Tow, Utility Bed, Rockford Fosgate, Bench Seat  
BFG M/T's, Splash Guards, Running Boards, Floor Mats  
Leer 100R Truck Cap, Tint, RockBlocker, Weatherflexors

The ABLS does continue to work with the VDC turned off, but at least you will be able to increase engine power as you see fit. If both tires are slipping there's not a whole lot any type of limited slip could do for you.

If I'm not mistaken, these trucks have a Dana axle. If it is a Dana 60 or 44 there are a multitude of gears and posi units for it, providing the splines and axle diameters are the same. I guess that E-locker would also work.

Wow, that sucks that you (we) can't turn that off.

04 Smoke SE CC  
Mobil 1 in the differential  
15.15@90.8mph  
K&N drop-in added just recently

While I don't recommend it, I got underneath the rear end and disconnected the ABS/ABLS whoziwhazit. While I was able to lay a sick patch, the dashboard lit up like a xmas tree. Reconnected things and everything went back to normal. This is the only thing Nissan muffed, the VDC should be fulltime and the ABLS should be on demand (button).

Quote: Originally Posted by PigPen  
ABLS should be on demand(button).

Shouldn't be that hard to install a switch inline to disable ABLS...

I'll look into it.

MY04 SE King Cab 4X4 Canteen Green Titan  
 Off Road w/E-locker, Big Tow, Utility Bed, Rockford Fosgate, Bench Seat  
 BFG M/T's, Splash Guards, Running Boards, Floor Mats  
 Leer 100R Truck Cap, Tint, RockBlocker, Weatherflexors

These trucks have dana 44 front and rear and my truck has a VDC off button on the dash below the heater controls. My dealer told me to shut it off when

off roading and it does make a difference.

Quote: Originally Posted by PigPen

*While I dont recommend it, I got underneath the rear end and disconnected the ABS/ABLS whoziwhazit. While I was able to lay a sick patch, the dashboard lit up like a xmas tree. Reconnected things and everything went back to normal. This is the only thing nissan muffed, the VDC should be fulltime and the ABLS should be on demand (button).*

I dont think you want VDC to be full time since the VDC cuts your engine power rendering you helpless when both tires are slipping, if you turn it off with the VDC switch you can bring your engine up to any rpm you want, even with ABLS on. Ive done it myself many times on minor trails, abls isnt "powerful" enough to stop your engine if you really juice it. when on minor trails Ive found out that you have to feed it a bit and the abls will wither kick in or after a certain point wont do a thing, 1 wheel may spin or both.

Quote: Originally Posted by Quad T

*I don't have a Titan yet, and I don't have time this weekend to go deal with a pesky salesperson, but all I want to know is this:*

**VERSION ONE-** *if you stop the truck in 2WD on dirt, leave the VDC active and stand on the gas, what do you get?*

- do you get only 1 tire spinning and turning over the dirt
- do you get 1 tire spinning and then the other tire spinning and then back to the first tire spinning and turning over the dirt
- do you get both tires spinning at the same time turning over the dirt
- do you get a truck that just limits power and applies brakes and just limps forward like a sick puppy

**VERSION TWO-** *if you stop the truck in 2WD on dirt, turn the VDC off and stand on the gas, what do you get?*

- do you get only 1 tire spinning and turning over the dirt
- do you get 1 tire spinning and then the other tire spinning and then back to the first tire spinning and turning over the dirt
- do you get both tires spinning at the same time turning over the dirt

I'm reposting my question from the other thread in General Discussion forum. Any help as in real answers would be greatly appreciated.

Quad Y  
TITAN TOWS TRACK TOY

'02 Honda S2000 • '90 Honda CRX-Si • '85 Honda 650 Nighthawk

Quote: Originally Posted by Davace97

*If both tires are slipping there's not a whole lot any type of limited slip could do for you.*

I partially agree and disagree.

I have a '95 Nissan XE-V6 4x4 KC, it came with the factory LSD in the rear diff. There have been many times in deep snow that I have gotten through because I was able to apply a lot of chewing power to BOTH back tires. I was spinning BOTH rear wheels, not just one.

Keep in mind my 4x4 system is antiquated. To get 4WD I have to come to a complete stop, shift into 4WD HIGH or 4WD LOW then start up again. There are lots of times I'm in 2WD only and I come upon deep drifted snow. The traditional LSD allows me to get both rear wheels powering through without having to stop, shift into 4WD and find out I'm completely stuck because I have lost all my forward momentum.

My concern with the Titan boils down to this very same issue. It sounds to me like I will never be able to spin BOTH back tires at the same time. In addition although the e-locker may be awesome technology, I would have to drive around in 4WD LOW all the time (you know that will not work) or come to a complete stop in the middle of a snow drift to shift into 4WD LOW so I can turn on the e-locker, and then hope like heck I can get out from a dead stop.

To me it sounds like VDC and ABLs are not going to give me that snow chewing power and capability.

Quad T  
TITAN TOWS TRACK TOY

'02 Honda S2000 • '90 Honda CRX-Si • '85 Honda 650 Nighthawk

Quote: Originally Posted by Quad T

*I'm reposting my question from the other thread in General Discussion forum. Any help as in real answers would be greatly appreciated.*

Here's my \$0.02. I do not have the VDC so I cannot answer on that issue. I

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5/17/2004, Issue 3883  
Database: MasterFILE Premier

Section: News: Analysis &amp; Commentary

AUTOS

## NISSAN: THE SQUEAKS GET LOUDER

### Contents

A slew of defects is dragging down the cars' J.D. Power ratings

#### CHEAP MATERIALS

Scott Mount's Nissan Armada gives him a headache — literally. Soon after buying the SUV in December, the Orange County (Calif.) restaurant manager began experiencing skull-jarring vibrations from the roof. What's worse, the brakes squealed, and clicks emanated from the rear. Mount says the dealer replaced the brakes, checked the rear, and tried to quell the roof noise, but he remains unsatisfied. This is Mount's fifth Nissan, and it may be his last. "I won't buy another vehicle from them if they don't do something about this Armada," he swears.

Five years after CEO Carlos Ghosn kicked off an astounding comeback that has unleashed a half-dozen hot-selling vehicles on the U.S. market and generated solid profits after years of losses, Nissan Motor Co. is having serious growing pains. Quality problems with the Armada, the Quest minivan, and the Titan full-size pickup dragged down Nissan's ranking in J.D. Power & Associates' annual initial quality survey, which reflects flaws found by owners in the first 90 days. In the survey, which was released on Apr. 26, Nissan finished 11th, way down from last year's 6th place. And the 147 problems spotted per 100 vehicles trail the industry average of 119.

That could spell big trouble for the Japanese auto maker. These problem-plagued vehicles represent a new thrust into key market segments — minivans, big pickups, and SUVs — already well served by Honda Motor, Toyota Motor, and the Big Three. And all three are made at a year-old plant in Canton, Miss., built to boost Nissan's U.S. market share. Says Wesley R. Brown, an analyst at Los Angeles auto consulting firm Ideology: "If there isn't a quick fix, this could derail their momentum."

It isn't the first time Nissan has had quality woes. The Altima sedan, built at the company's 21-year-old plant in Smyrna, Tenn., has also had bumps. But they weren't as serious as those from the Mississippi factory, where poor craftsmanship was the chief complaint from consumers, says J.D. Power. And while squeaks, rattles, and vibrations account for many of the complaints, more serious issues have prompted two recalls of the Quest minivan — including one for a sliding door that opened when drivers accelerated

rapidly.

That, as it turns out, may be an apt image for what ails Nissan, which has been pedal to the metal since 1999. In that time the company has launched 13 new vehicles in the U.S. — most engineered when Nissan was emerging from a near-death experience. The carmaker knew it was being aggressive, but since its quality was pretty decent, execs thought they could pull off the crowded launch schedule. Analysts, however, say Nissan lacked the engineering resources to check thoroughly for defects before cranking up the assembly lines.

## **CHEAP MATERIALS**

What's more, Ghosn was seeking to roll out the new models while demanding price concessions from suppliers. As a result, Nissan often used cheaper materials at the expense of manufacturing precision. One consultant, who took apart a Titan to study it for a rival, says that certain internal parts aren't made to fit together as precisely as at Toyota and others. That forced assembly line workers at Canton to find ways of fitting the pieces snugly together — hardly ideal since many of them had never worked at a car plant before.

Putting an end to the problems will be crucial, since initial quality problems often affect long-term reliability. "These things tend to persist," says Joe Ivers, executive director for quality and customer satisfaction at J.D. Power. "If things are this extreme, it will probably wind up costing them in warranty costs." The auto maker says it's investigating the problem vehicles and the Canton plant. At the same time, Nissan is beefing up its engineering talent and spending more on parts and materials to ensure that future models have better quality. It is also replacing the Quest dashboard responsible for some squeaks. "We're going to address all of the issues," says a company spokesman.

Nissan has won thousands of new customers during the past three years with its powerful and stylish vehicles. But all that hard work could be for naught if Ghosn & Co. can't improve quality.

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PHOTO (COLOR): RATTLE AND ROLL: Poor craftsmanship at Canton, Miss., dogs the Quest van

By David Welch, in Detroit

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June 5, 2004

**NISSAN NORTH AMERICA, INC.**

Consumer Affairs

18501 S. Figueroa St.  
Gardena, CA 90248

Mailing Address: P.O. Box 191  
Gardena, CA 90248-0191

Telephone: 1.800.647.7261

Overgaard, AZ

**RE: 2004 Nissan Titan / VIN: 1N6AA07B14**

Dear

Nissan North America, Inc is in receipt of your correspondence, dated June 1, 2004, regarding your vehicle. Nissan has reviewed all documents provided by you, as well as all documentation in our files. Nissan is sorry to hear the concerns you have had with your vehicle.

Cake's Nissan has conducted a detailed inspection and test drive of your vehicle. The dealership has made all necessary repairs to the vehicle per the terms of the New Vehicle Limited Warranty. With that, we find no basis on which to consider a repurchase of your vehicle at this time. The dealership has confirmed that the vehicle does not have any factory defects and is operating as designed. Also, Nissan does not feel the vehicle has any substantial impairment to the use, value, or safety that would require us to consider a repurchase at this time. Nissan will continue to honor the terms of the New Vehicle Limited Warranty.

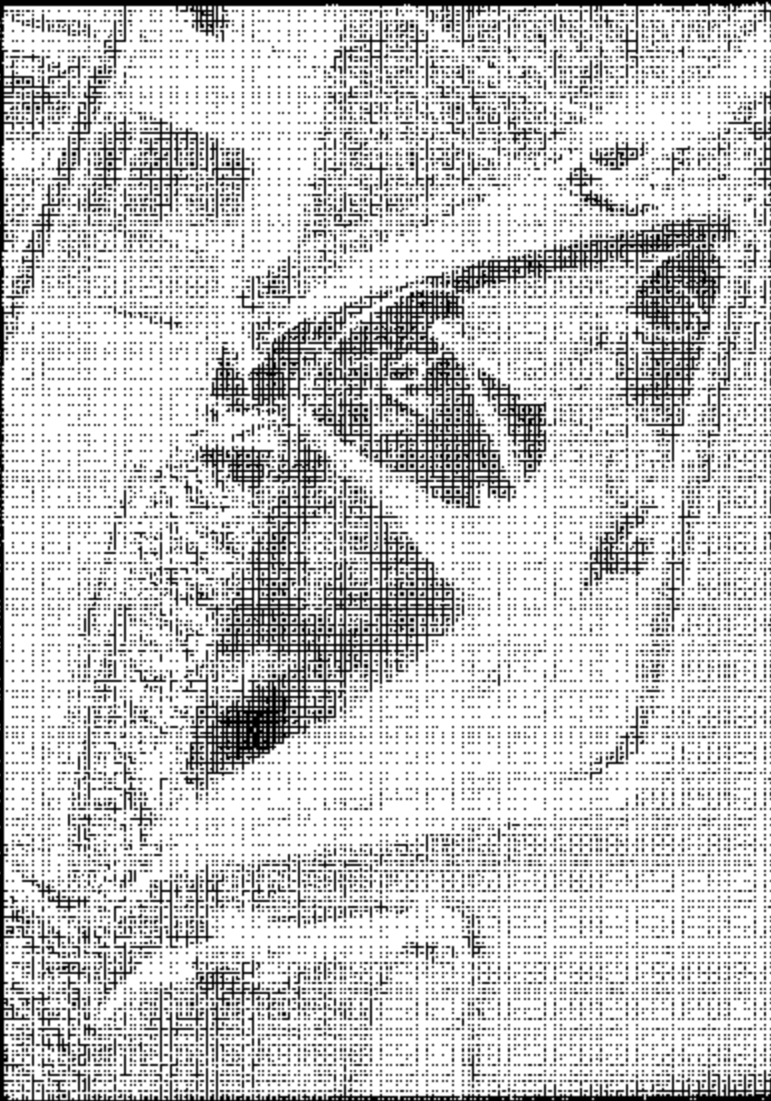
Thank you for contacting Nissan and allowing us the opportunity to explain our position. Should you have any future related concerns, please don't hesitate to contact your local Nissan dealership for assistance.

Best Regards,

Ken Carter  
Arbitration Specialist  
Nissan North America, Inc.  
National Consumer Affairs

Excessive mud  
from ABLSD  
malfunction in thin  
layer of mud.

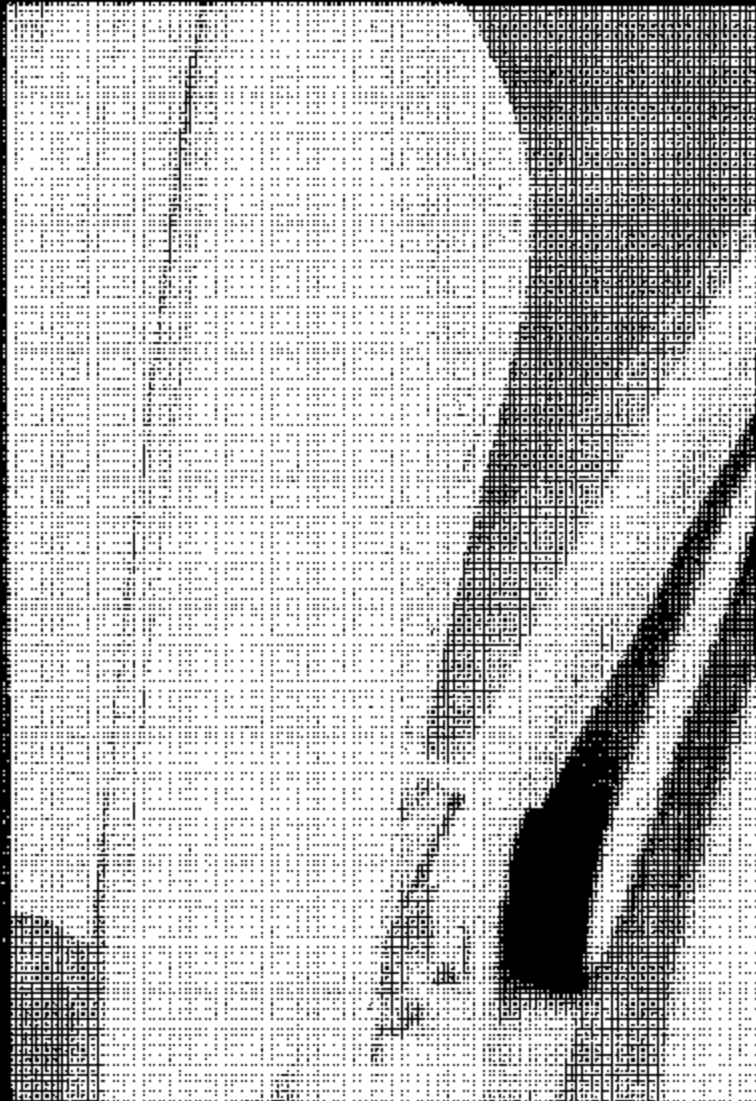




weather  
resistant  
lock box



Top

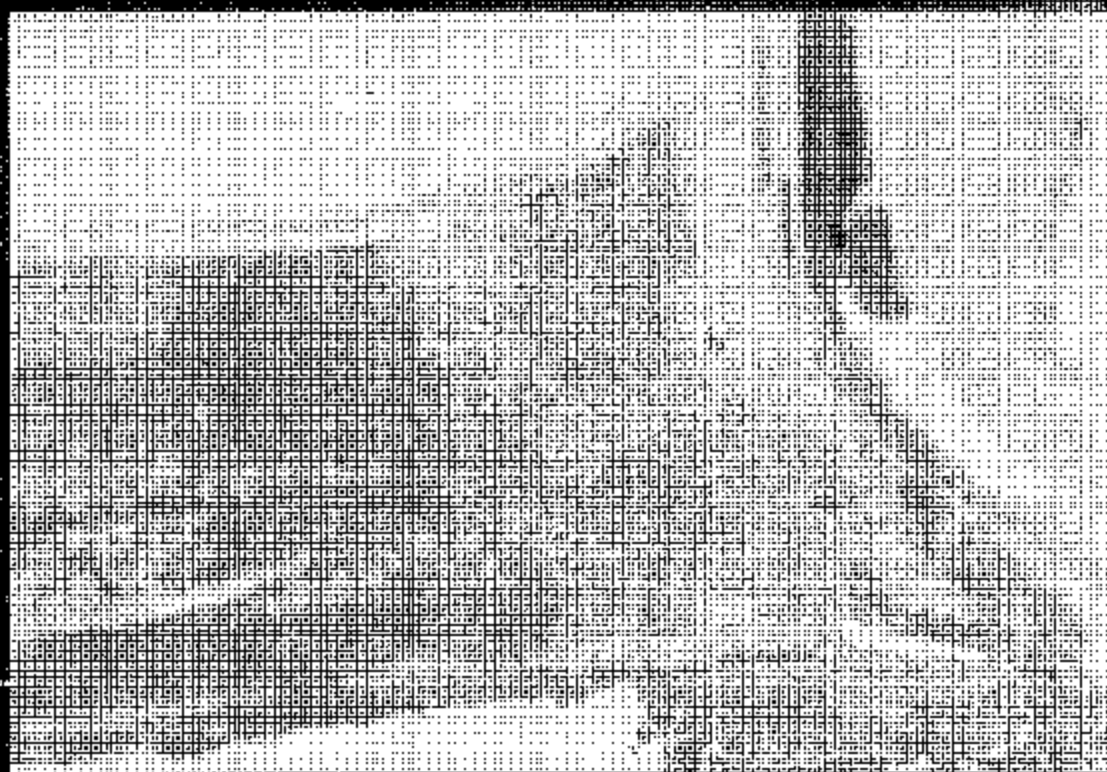


Mud even travelled to upper driver  
door-hinge side while closed

4/10/04

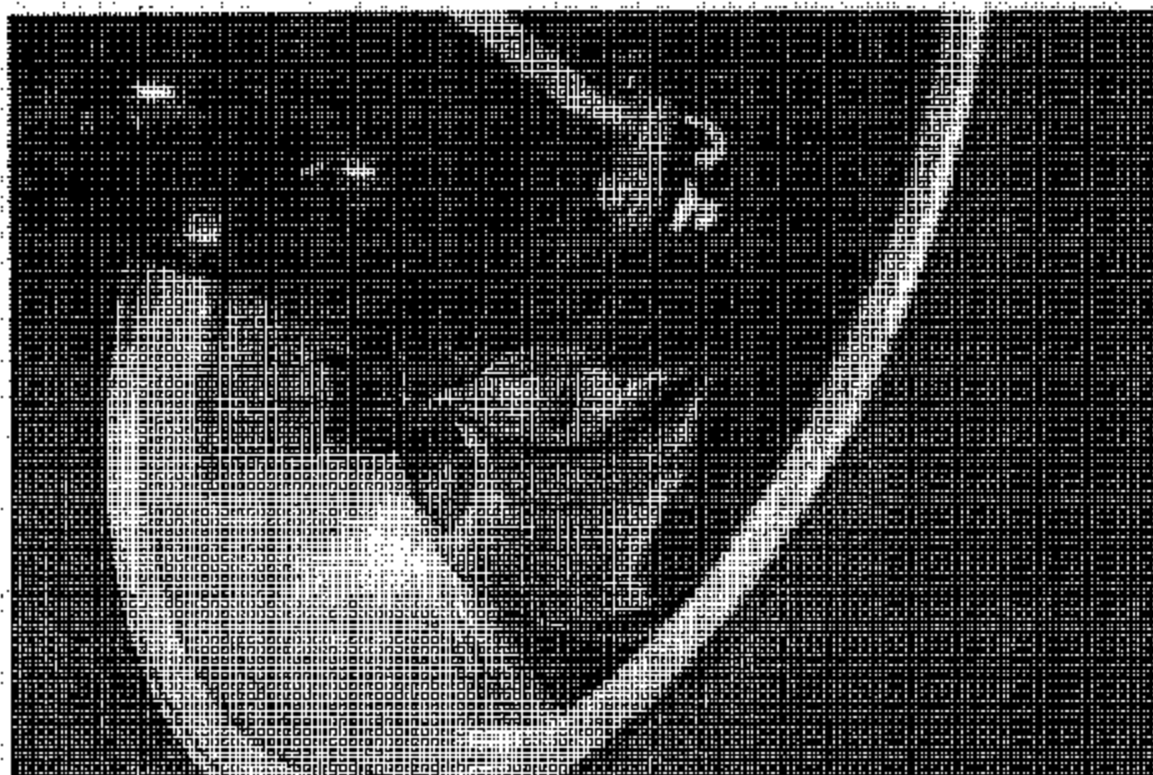
CC

Second  
gasket



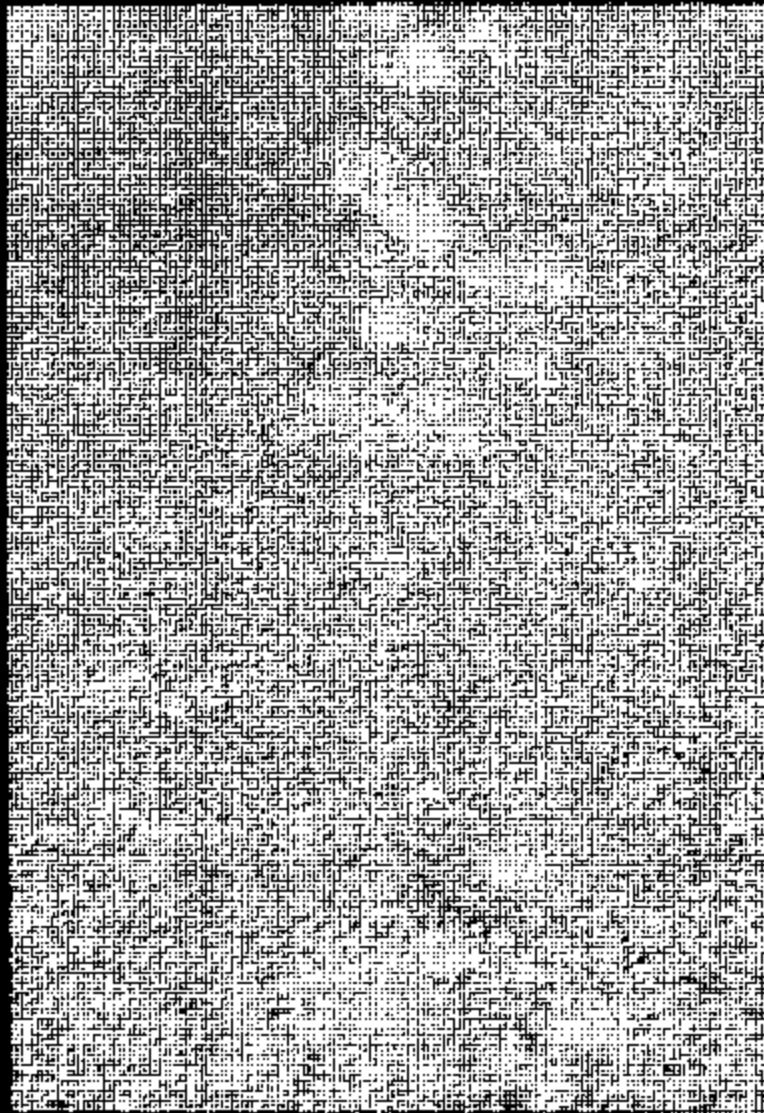
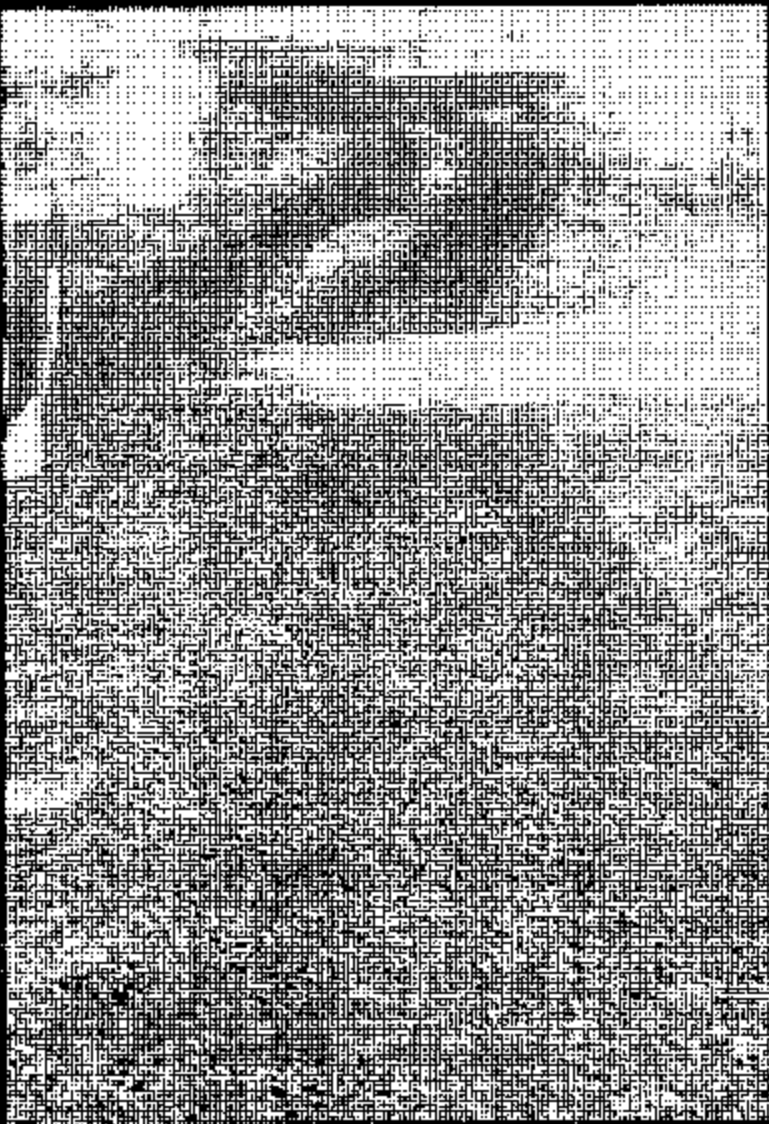
There's a  
gasket  
hiding here



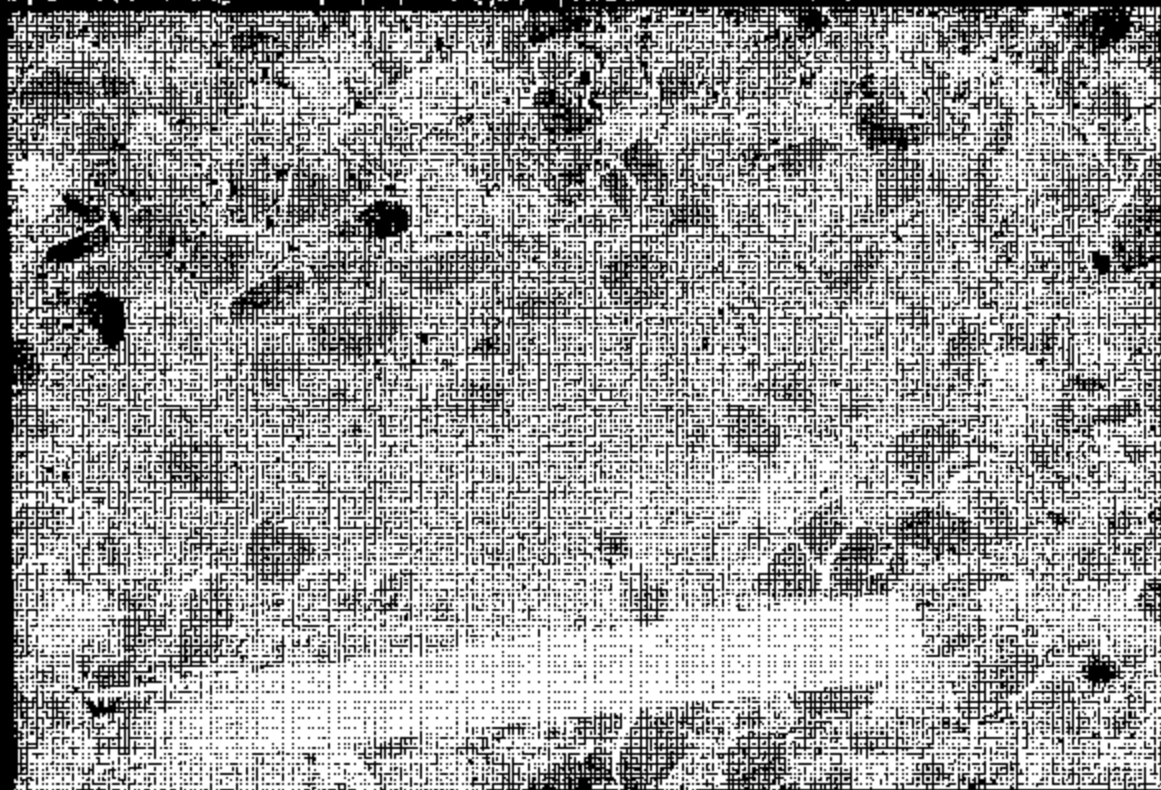


leaking axle seal - right rear

picture taken May 5, 04



Driveway anomalies: note curving driveway. Never happened prior to May 5: 1st time home after May 3 failures. Nissan DTS Tony Adams agrees. ABL-SD. More evidence on 8/24/04 - next time truck was taken home. See matrix.



04 Nissan DTS LE CC 4400  
Event May 5 and 6, 04

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