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**NHTSA Headquarters  
400 Seventh Street, SW  
Washington, DC 20590**

I purchased a 2005 NISSAN MAXIMA SE WITH MANUAL TRANSMISSION on  
5 FEB 05.

VIN: 1N4BA41EX5C

The vehicle will not start to slow down when the accelerator is completely  
released, until about a second later.

The attached letter shows more information about the problem that was sent to  
NISSAN CONSUMERS AFFAIRS.

Thank You,

Edmond, OK

2005 FEB -5 09 42

OBI Rec'd  
04-01-05 via  
certified mail

*neej*

*Quarmeri  
4/8/05*

I purchased a 2005 Maxima with 6 speed manual transmission on 5 FEB 05 from Bob Howard Nissan.

The following problem is not noticeable during test drives until the driver becomes accustomed to the car characteristics for throttle control and shifting.

There is about a 1 second delay from the time that the accelerator is released until the engine starts to slow down. It took me 1 day of driving to discover that it was not a driver acclimation issue.

I took the car to two Nissan service centers. They did not know how to fix problem.

I wrote a letter to NISSAN CONSUMERS AFFAIRS, sent email, and left 7 voice messages; I received no response for 30 days. I posted the question on the infinitihelp.com website for Maxima with no responses. I purchased the service manual set at \$319.00 so that I could try to find out what the problem was.

The car had been parked in my garage since 17 FEB 05 when I found out that Nissan could not deliver the accessories promised. The car was only driven for mechanical test drives since that time.

NISSAN CONSUMERS AFFAIRS responded by phone on 18 Mar 05 with a suggestion list. I followed the suggestion list. Problem still present. They said that they had no direct communications with engineering groups.

I called Nissan Design America, San Diego, CA—no available help.

I called Nissan Technical Center North America, Farmington Hills, MI—no available help.

The final result: I was told that the engine throttle control engineering is not done in North America and no one knew how to fix problem.

The problem is not addressed in the service manual.

I have had friends and family test drive this vehicle to insure that I am making level-headed observations on the performance described.

I had my personal mechanic test drive the car. He is exceptionally un-biased. He did not detect the problem when driving the car for a few miles until I pointed out the issue. He was then astonished. He reported that the Clutch will obtain exceptional wear and tear and that the motor mounts will obtain exceptional wear and tear when driving the car in a normal driving mode. [Clutch has to absorb energy to slow engine down when up-shifting and the engine gets rocked both directions from being mechanically slowed down before you can accelerate in the next gear]. The only way to prevent this additional wear and tear on the car is to shift like a little old lady waiting 1 second after shifting before going to next gear to wait for the engine to slow down.

My mechanic was also quite concerned about the safety of the vehicle and thought that Nissan would only change this operation after some one has an accident or is killed due to the throttle delay.

I purchased this vehicle to have an enjoyable driving experience and not to get stuck with inferior operations and no way to fix a problem.

After exhausting all my avenues to fix the problem, I traded this vehicle off last night.

I have owned Datsun / Nissan vehicles for the last 30 years. I was sold on Nissans. I recommended Nissan vehicles to anyone asking.

I lost:

3808.00	on trade-back
199.50	ADP dealer charge
399.00	for non refundable Dent-Zone policy
943.50	for Car Tag fees
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\$5350.50 My loss for trusting Nissan

I have lost my trust and respect for Nissan. Nissan no longer has the engineering capability to deliver practical performance.

I have now traded my other Nissan vehicle off also.

I was previously an adamant Nissan supporter, but this has been the worst car buying experience in my life,