

APR 26 2010

DEC 03 2009 - OS

10
ref to NHTSA

[REDACTED]
Smithfield, P.A.
[REDACTED]

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**

The business I am filing a complaint about:

Nissan North America Inc.
One Nissan Way
Franklin, TN 37067
(615)725-1000

Names of individuals at the business who are aware of my
complaint:

Tri Star Uniontown Chrysler Dodge Jeep Nissan
2 Superior Way Uniontown, PA 15401
(724)430-1401
Service Department
Todd Fleming
Jim Leventry

Nissan North America Consumer Affairs
1-800-647-7261
Mandy Murray ext.1626
Jennifer Luong (ext. unknown Mandy Murray's supervisor)

Nissan North America Inc.
One Nissan Way
Franklin, TN 37067
(615)725-1000
Luis Rodriguez (615)725-7761
Luis.rodriguez2@nissan-usa.com
Robert Yakushi

NM
051010
TGW

I am writing today to file complaints about Nissan covering two issues, my personal issues, and the issues of the general public who are experiencing the same problems that my husband and I are.

First I will start with our personal complaint. We own a 1995 Nissan XE hard body pickup. We came into possession of this truck October 20th 2004 with 66,333 miles on it. This was a beautiful truck, powerful engine, very good gas mileage, nice to look at. However upon possession the bed was rusting through. We went and bought a bed liner. Problem fixed. A month goes by and the muffler rusts off. We take it to the mechanic and have a whole new muffler system including a catalytic converter put in. Problem fixed. Another month or two goes by and the brake light comes on while driving and we have no front brakes. Back to the mechanic the brake line rusted out have a new line put in, problem fixed. One day getting the oil changed the brush guard for the oil pan is so rusted it can't be put back on. No big deal not a safety issue just leave it off. Problem fixed. Finally in June of 2006 we're driving down the road to visit family and all of a sudden we smell a strong odor of gas. We stop to look and see that gas is spraying everywhere. Luckily we were only blocks away from our mechanic so we took it there and parked it. Family took us home and we contacted Nissan North America at 1-800-NISSAN1. We explained to them what had happened and asked for a reason as to why the gas tank rusted out. We were instructed to take it to our local Nissan dealer for an inspection. We had the truck towed by our mechanic to the local dealer and told them that Nissan North America told us to bring it there and Nissan would contact them with further instructions. After almost two weeks of us and the local dealer playing phone tag with a Nissan regional specialist and the regional specialist stringing both parties by saying to us "I am still waiting for repair estimates" "I am still waiting to hear what the damages are" she finally calls back and says "There is nothing Nissan can do. We do not cover normal wear and tear" We asked

what do you mean there's nothing you can do? Why did you have us take our truck to the dealer for inspection? Why did it take two weeks to tell us that while our truck sat there if you were just going to say there was nothing Nissan could do? Following this conversation we contacted the dealer and the dealer stated they could not determine whether or not this was normal wear and tear, all they told the specialist was what they saw. Again we call the regional specialist back and ask her who determined this because the local dealer did not. We explained to her that this tank could have exploded and killed us if not someone else with us. We asked to speak to her supervisor or to someone from Nissan who would at least go look at the truck and see it for themselves to find out why this happened. We told her the tank rusted out and we told her about the rest of the rust issues and also asked her to inspect the rest of the vehicle. She did contact a regional manager from Georgia, I will not disclose any names unless necessary, and he did go to inspect our truck and it was deemed not to be safe and not normal wear and tear and that Nissan would replace the tank and fuel pump. However we never saw this manager, never got to ask any more questions, never got any contact from him, and we weren't informed of how to get in contact with him to find out how this happened, and were there any other rust related issues we were to be concerned about. What did the rest of the underneath of our truck look like? We thanked Nissan for fixing this problem. (I have the original paperwork for this.)

As time went on the same rust problems kept happening like a black cloud following you around. The gas line rusts out, another brake line, etc. We go to the mechanic more than anywhere else. Where is the enjoyment in this vehicle? Seems like every time you drive it down the road something else rust out or off.

Finally in 2009 we're driving up a paved road and hit a bump and the road had no bumps or potholes and the truck shuttered. We thought it was a slip in the transmission. We got it home and on the

driver's side the frame split in two. My husband got under the truck after we saw the split in the frame and started feeling the frame and it crumbled in his hands. Upon this inspection he saw the cab mounts rusted out and then we took a step back and saw that the truck was setting crooked. We went around the rest of the frame and it all came out in rusted chunks into our hands. The inside of the frame looked like dust piles of rust. Our stomachs dropped to say the least. We also need to state that this truck has never been wrecked and the frame has never been bent. The frame was rusting from the inside out. How do you prevent a frame from rusting from the inside out? You can't. How can you know your frame is rusting from the inside out? You can't. Whatever type of frame and whatever type of design was used on these frames were defective in design. Water gets inside the frame through holes designed to let moisture out but the water is trapped inside the frame with no way to get out. By the time the true problem shows itself the frame is beyond repair. You can keep a vehicle on the road for years and years, and should be able to get well over 200,000 miles on it if you keep fixing and replacing parts. A totally deteriorated frame you can't fix. For those who were able, I wouldn't call them lucky, to catch it earlier were able to weld patches and TEMPORARILY fix pieces of the frame but it still continued to spread and infect the rest of the frame.

So here we are again present day contacting Nissan North America again. We are told again to take it to the local Nissan dealer, so we do. We told them the frame was shot but Nissan wanted them to do a diagnostic inspection. This time we wanted to be there during the inspection. We waited and the service department manager came out and said that they already did the inspection, they didn't call us back to see it because they didn't even want to put the truck on lifts in fear that the truck would snap completely in half or collapse. The manager didn't even want to drive the truck out of the garage area into the parking lot. We left the truck there and went home to await a response from Nissan.

Again almost two weeks pass. Nissan is using its stall tactics again. The regional specialist from Nissan is leaving the local dealer messages saying she needs to know what the frame looks like and she is telling us she is waiting on repair costs. Finally I hear from the local dealer first confirming the regional specialist got in contact with him and all she asked was what the frame looked like. He stated that he told her it was shot. Again I will not disclose any names unless necessary. The next day the specialist calls us back and says the truck is out of warranty and there's nothing Nissan can do. This charade again? Come on, eventually this truck is going to kill us. Is that what it is going to take? We are concerned about our safety and the safety of everyone else who owns a vehicle like ours. Don't you Nissan want to know about these unsafe issues? Don't you want to found out why they are happening? How to prevent them? Again she says "The truck is out of warranty" So again we ask for a supervisor to contact us. The next day a supervisor calls us and says the same thing, "Out of warranty" "Out of warranty". So we ask her if we can talk to someone that can at least look into this safety issue. She states that she is the only one in Nissan that there is to speak to about this matter. The only one? We asked her if she had a superior, she said no. We then started to explain to her about the previous case with our gas tank where Nissan did fix our tank because it endangered our safety and was deemed not normal wear and tear, could that same person or someone like him look into it like before? She had nothing to say other than....you guessed it "The truck is out of warranty" and she was the only one to talk to. We just wanted Nissan to look into this because we aren't the only people with this issue. Since then we have called Nissan North America back twice asking to speak to someone else other than the supervisor we have been speaking with and when we are transferred to a voicemail it is the same woman's mail box and she refuses to call us back. To us in our opinion that means Nissan doesn't care that in the past when these vehicles were made that they would one day be traveling

death bombs or that they used poor materials in manufacturing or that the frames were defective from birth.

This finally leads me into my general public complaint. After Nissan turned their backs on us I started doing some research and tried to fire up the public. I came across a message boards on the internet with hundreds of people with Nissan pickups and Nissan Pathfinders with these same exact safety issues and frame rust problems. All of them one day had a great vehicle and the next their vehicles were dead or dying from frame rust cancer. I wondered what was the connection with the Nissan pickup and the Nissan Pathfinder? These two types of Nissan vehicles from approximately 1992-1996 were ALL affected in the exact same way, frames and undercarriages rusting out from underneath them and bringing down the whole house. There are a few stragglers with this issue in 1992 and 1996 but there are overwhelming numbers from 1993-1995. An expert would have to check other years to determine if this same frame was used. I've gotten complaints from 1991,1997,1998,and 1999 as well but nothing like 1993-1995. I found out that the Nissan hard body pickup and the Nissan Pathfinder are identical vehicles underneath. Same frames, same undercarriages, and share many of the same components during these years. Makes some sense now. I also researched to find out who manufactured these frames and contacted that company as well. I guess I wanted them to confirm exactly what kind of frame they used in those years, what they were made of, how they were made, and what Nissan vehicles they were used on. As you can guess as soon as they found out why I wanted to know they stated they had to contact a supervisor for that information and that they weren't allowed to give out that information without permission. I have not been contacted back. I expected that. I started on a one person crusade. I came across the NHTSA (National Highway & Traffic Safety Administration) and the ODI (Office of Defects Investigation) website. The website stated that if this organization could find a pattern in safety related issues they

could open an investigation to see if there was a defect in manufacturing. If an investigation was opened and a defect could be established they could order a manufacturer to order a recall. I thought there was hope. I posted ads on the internet, in stores, made flyers reaching out to all Nissan owners telling them about this organization and how to get in contact with them and how to file a complaint. The Nissan general public has been and is still willing and waiting to fight. No one knew how to fight after 90% of them contacted Nissan North America and heard the same thing we did. They didn't know how or where to go any further except to each other. My postings and flyers started receiving numerous responses from all over, Canada, local, and different states across the U.S. asking what to do. I told them about the NHTSA and the ODI and what might happen if enough of us complained. All was going better than I expected. The NHTSA and the ODI had 86 registered individual rust related complaints for these Nissan vehicles. I thought hey we're getting somewhere. That was until I found out the government, which is the NHTSA and the ODO, cannot order a vehicle manufacturer to issue a recall if the vehicle in question is over ten (10) years in age, even if it was found to be defective. That's why the ODI never opened and will not open an investigation it would be a waste of time. When calling these organizations I think that information should have been given out. It gave us all a false sense of hope however it still provided a way to file our complaints in a public and informational place even if it didn't help our goal.

All of these issues are why I am writing you today. We're all ready for a class action suit as it seems to be our last resort. Nissan ignores us and the ODI can't help us. We've been ready just no one has initiated it or knew how to initiate it. I am taking it upon myself to try and start a class action suit. I will be the initiator, tell me what to do. All of us need help getting this matter looked into. The ODI has 86 complaints, I know of at least 20 more and I'm still receiving responses, and how many other complaints are


registered with organizations that I don't know about. I don't have the means or resources to find out how many more people still have one of these rust buckets registered. I guarantee you there are hundreds. I've seen them on the internet. I'm scared to say thousands. Also not every complaint I came across had contact information but I know this little sector of Nissan's world we will all ban together if someone points us in the right direction. People are still buying them used, still selling them used, and are still driving them everyday. As I write this complaint I am waiting for a complaint form from the Attorney General. However since they are part of the government I doubt they will be able to help but I still plan on filing this same complaint with them and whoever else will listen.

In closing our final opinions on these frames. When you make a frame and you make it hollow it's no longer a solid piece. The steel is thinner and any kind of moisture that lies in the frame will easily rust these thin pieces of steel that make up the frame. Then you put designed holes into the frame to help release moisture that would be in a hollow frame and it weakens the frame even further allowing water and in states with snow salt water to enter the frame. Salt is corrosive.

In our opinion not only is this the most poorly designed frame ever but it is the most dangerously designed frames as well. Whoever designed this frame had to know or should have known that this frame would fail and the rust would start in less than 7 to 8 years long after any warranty would expire. The reason for this design was obviously to cut costs because when you make something hollow you use less steel. The designers who built this frame should be held accountable. These frames turned a perfectly good truck into a death trap on wheels. We also think Nissan should be held accountable as well for their decision to allow these frames to be put on their vehicles.

Solid steel frames do not allow water to enter the frame. Solid frames will not fail due to water and salt because moisture cannot be trapped inside. We feel Nissan should do something similar to what Toyota did with their vehicles because of the rusted frames, which was buy the vehicle back to get the unsafe vehicle off of the road, and assist us and the general public in obtaining a replacement vehicle new or used.

Thank you for your time



P.S. I also have pictures of our vehicle that I will send with this.

UPDATE

I kept researching Nissan to see if I could find anyone else to talk to. I found a number for the national headquarters in Franklin Tennessee and was able to reach an executive. He was willing to accept the pictures of the rusted rotted out frame on my vehicle, and would talk with some other associates to see what could be done about our request for a repair or replacement. He stated that he was not aware of the number of other people with this same complaint, he stated that this vehicle was unsafe, he stated that he would not drive this vehicle and he stated he could tell how well we took care of our vehicle by viewing the four pictures we sent of the front of the truck, the back of the truck, the driver's side of the truck, and the passenger side of the truck. His offer was an employee discount on a new Nissan. Car makers run those types of offers all the time to try and sell new vehicles, this was no special offer, not a solution, and not a concern about the safety issue dealing with the general public.

Quoted straight from Nissan in writing "As a valued Nissan customer, your satisfaction throughout your ownership experience is our company's highest priority" "Nissan takes its commitment to product safety and customer satisfaction very seriously. We

continue to study and analyze all aspects of safety engineering” and “Nissan is committed to the overall safety of the general public.” I brought all of this to their attention and so have many others before me. Doesn't sound to me like Nissan stands behind anything they say.

I have contacted several class action suit attorneys and they are going to get back to me to see what type of case if any that we can open. This letters purpose is to be informative to bring attention to the safety issues that I have stated above. If this has been sent to an organization that files complaints its intent is to be filed as a complaint.



We want your feedback

Dear Nissan Customer,

As a valued Nissan customer, your satisfaction throughout your ownership experience is our company's highest priority.

Recently, you contacted Nissan Consumer Affairs with a question or concern. We would appreciate your feedback on our resolution process, as it helps us understand our strengths and opportunities. Our goal is to improve future experiences for valued customers like you.

To participate, please go to the following link:
www.NissanConsumerAffairs.com

At the introduction screen, type in the **Personal ID** code located on the reverse side of this card.

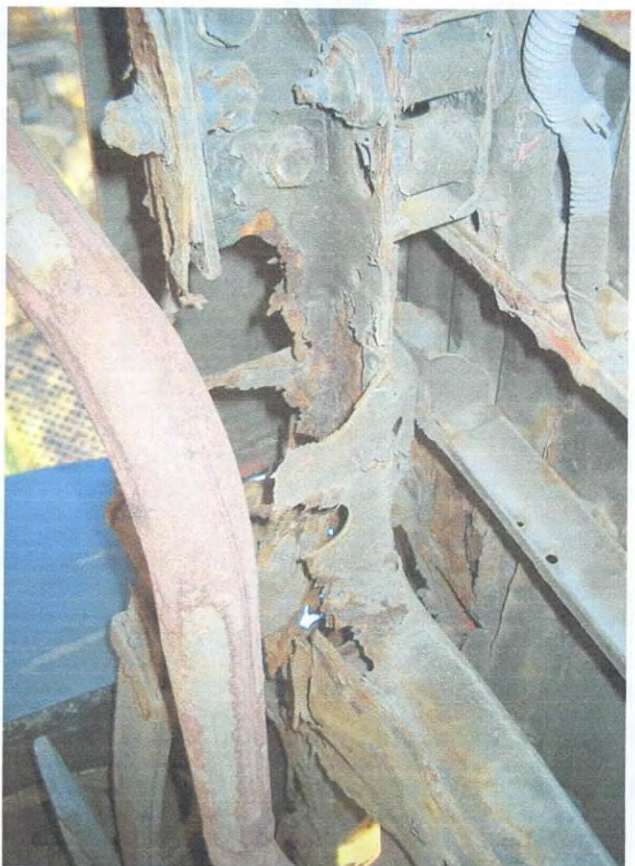
Thank you very much for your time and assistance!

Mary Baumgardner
Senior Manager
Nissan Consumer Affairs











CUSTOMER #: 5642507

32470



INVOICE

UNIONTOWN
CHRYSLER DODGE JEEP NISSAN

2 Superior Way · Uniontown, PA 15401
Phone: (724) 430-1401
www.tristarmotors.com

SMITHFIELD, PA

PAGE 1

HOME: [REDACTED] CONT: N/A
BUS: [REDACTED] CELL: [REDACTED]

SERVICE ADVISOR: 41 TODD FLEMING

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN / OUT	TAG	
RED	95	NISSAN PICKUP	1N6SD11Y5SC [REDACTED]	[REDACTED]	105422/105422	T5784	
DEL. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
01JAN95 DD			WAIT 08OCT09		0.00	CASH	21OCT09
R.O. OPENED	READY	OPTIONS: DLR:45136 ENG:2.4_Liter					

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL	
A CUSTOMER STATES CHECK FRAME FOR RUST - NISSAN CASE NO. 6624420								
MISC NISSAN NOT DOING ANYTHING WITH THE FRAM ITS REAL BAD								
				99 CN		0.00	0.00	
				55NIZINSP MULTI POINT INSPECTION		0.00	0.00	
				99 CN				
				55NIZYTIR 4/32 TO 5/32 OF TREAD		0.00	0.00	
				99 CN				
PARTS:				0.00	LABOR:	0.00	OTHER:	0.00
						TOTAL LINE A:	0.00	



 YOU MAY RECIVE A SURVEY FROM CHRYSLER OR NISSAN, I ASK THAT YOU WOULD FILL IT OUT AND SEND IT IN. IF FOR ANY REASON YOU ARE NOT COMPLETLY SATIFIED OR HAVE ANY CONCERNS PLEASE CALL YOUR SERVICE MANAGER JIM LEVENTRY AT 724-430-1401 EXT145



ON BEHALF OF SERVICING DEALER, I HEREBY CERTIFY THAT THE INFORMATION CONTAINED HEREON IS ACCURATE UNLESS OTHERWISE SHOWN. SERVICES DESCRIBED WERE PERFORMED AT NO CHARGE TO OWNER. THERE WAS NO INDICATION FROM THE APPEARANCE OF THE VEHICLE OR OTHERWISE, THAT ANY PART REPAIRED OR REPLACED UNDER THIS CLAIM HAD BEEN CONNECTED IN ANY WAY WITH ANY ACCIDENT, NEGLIGENCE OR MISUSE. RECORDS SUPPORTING THIS CLAIM ARE AVAILABLE FOR (1) YEAR FROM THE DATE OF PAYMENT NOTIFICATION AT THE SERVICING DEALER FOR INSPECTION BY MANUFACTURER'S REPRESENTATIVE.

STATEMENT OF DISCLAIMER
 The factory warranty constitutes all of the warranties with respect to the sale of this item/items. The Seller hereby expressly disclaims all warranties either express or implied, including any implied warranty of merchantability or fitness for a particular purpose. Seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this item/items.

DESCRIPTION	TOTALS
LABOR AMOUNT	0.00
PARTS AMOUNT	0.00
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	0.00
MISC. CHARGES	0.00
TOTAL CHARGES	0.00
LESS INSURANCE	0.00
SALES TAX	0.00
PLEASE PAY THIS AMOUNT	0.00

(SIGNED) DEALER, GENERAL MANAGER OR AUTHORIZED PERSON (DATE)

CUSTOMER SIGNATURE

SMITHFIELD PA

SUPERIOR AUTOMOTIVE OF UNIONTOWN, INC.
 dba UNIONTOWN HONDA & UNIONTOWN NISSAN
 3 Superior Way - Uniontown, PA 15401
 Phone: (724) 437-9827
 www.superiordeal.com

SERVICE ADVISOR **GREGORY KUZYCK**

REPAIR ORDER WRITTEN	DATE READY	STOCK NO.	VEHICLE IDENTIFICATION	CUST. NO.	TAG NO.	P.O. NO.	INVOICE PRINTED	INVOICE NO.
13JUN06	11JUL06		1N6SD11Y5SC	5260			11JUL06	16055
TIME IN	TIME READY	YEAR	MAKE & MODEL	TELEPHONE NO.	CUST. PAY LABOR RATE	DELIVERY DATE	PREPARED BY	S/A
08:19	13:56	95	NISSAN HALF TON			01JAN95	1015	1015
MILEAGE IN	MILEAGE OUT	LICENSE NO.						
90245	90245							

A CUST STATES INSPECT FOR FUEL LEAK AND ADVISE CAUSE:

DG20AA R&R/RPL ELECTRIC FUEL PUMP
 1010 KEN LIC#: 9718
 WN4 1.10 (N/C)

6 01436-00291 SCREW (N/C)

1 17342-01A00 RING-O (N/C)

FUE (N/C)

1 17040-8B000 PUMP ASSY (N/C)

3 HC HOSE CLAMP (N/C)

FB10AA RPL FUEL TANK
 1010 KEN LIC#: 9718
 WN4 1.50 (N/C)

1 17202-01G01 TANK ASSY- (N/C)

FC: PART#: COUNT:
 CLAIM TYPE:
 AUTH CODE:

THANK YOU FOR YOUR BUSINESS

SERVICE & PARTS HOURS
 Monday thru Friday 7:30 AM to 5:30 PM
 SATURDAY 9 AM TO 1 PM

CALL 724-437-9827
 FOR YOUR NEXT SERVICE

HONDA

DESCRIPTION	TOTALS
LABOR AMOUNT	0.00
PARTS AMOUNT	0.00
GAS,OIL, LUBE	0.00
SUBLET AMOUNT	0.00
MISC. CHARGES	0.00
TOTAL CHARGES	0.00
LESS INSURANCE	0.00
SALES TAX	0.00
PLEASE PAY THIS AMOUNT	0.00

I hereby authorize the repair work herein set forth to be done along with the necessary material and agree that you are not responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, or any other cause beyond your control or for any delays caused by unavailability of parts or delays in parts shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above vehicle to secure the amount of repairs thereto.

I HEREBY ACKNOWLEDGE RECEIPT OF A COPY HEREOF.

**** PRE-INVOICE ****

SUPERIOR AUTOMOTIVE OF UNIONTOWN, INC.
 dba UNIONTOWN HONDA & UNIONTOWN NISSAN

 PLEASE PRESENT COUPONS AT TIME OF WRITE UP.
 ONLY 1 COUPON PER REPAIR. - THANK YOU
 OUR PREFERRED CUSTOMER COUPONS

COUPON

\$89.95 OR LESS

BRAKE SERVICE
 MOTORCRAFT PREFERRED VALUE
 LINE PADS, FRONT OR REAR
 ON MOST CARS AND LIGHT TRUCKS.
 EXCLUDES MACHINE ROTORS AND DRUMS.

TAX EXTRA

COUPON

COUPON

\$29.95

AIRCONDITIONING CHECK
 INCLUDES TEST PERFORMANCE,
 CHECK BELTS & HOOPS, AND
 PERFORM LEAK TEST.
 REFRIGERANT EXTRA.

TAX EXTRA.

COUPON

AUTHORIZATION # 1 CROSS REF. #

* NEW SERVICE HOURS *

* MONDAY THRU FRIDAY 7:30AM TO 5:30PM *

* * *

* CLOSED SATURDAY AND SUNDAY *

(SIGNED) _____ DATE _____
 DEALER, GENERAL MANAGER OR AUTHORIZED PERSON

Exterior

↳ Apperson: Before and After

In a complete restoration, the repair and refinishing of the car's body and frame must again go through the careful inspection and subsequent repair, and recoating as necessary to bring the car to as first sold condition.

As part of the automotive restoration process, repair of the car's frame is important since it serves as the foundation for the entire car. The frame should be inspected for straightness, twisting, alignment, rust damage, and condition of the mounting points for the body, suspension, and other components. Any problems must be repaired, which can be a costly process. For many popular cars, replacement frames can be purchased from parts suppliers specializing in that make of vehicle. This is often a better option than investing money into a severely damaged frame. Depending on the frame construction, mud and water can make their way inside the frame and cause rusting from the inside out, so it can be seriously weakened with little or no external sign. This, and the fact that many replacement chassis/frames are galvanised, provides sound additional reasons to consider a replacement frame.
to coat with zinc

important notation
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Nissan Hardbody Truck

From Wikipedia, the free encyclopedia

The **D21** generation was the successor to the Datsun 720 line of pickup trucks. They were called **Nissan Hardbody Trucks** in the United States

The truck's name, "Hardbody", refers to its double-wall bed and overall styling. The Hardbody was produced for the U.S. Market from 1986.5 until 1997, and were direct competition to the Toyota mini pickup. The old to new Nissan body style changed in mid-year 1986, so the new 'D21' 1986 Hardbody trucks are referred to as 1986.5; they can be distinguished from the earlier 720 body by their two large headlights rather than four smaller. The Nissan Pathfinder was derived from the Hardbody Truck and started in the same model year with chassis code WD21.



1986-1989 Nissan Hardbody T extended cab

In the US, the Hardbody cab styles were 'Standard' and

Nissan Hardbody



Manufacturer	Nissan
Also called	Nissan Navara (australia) Nissan Hustler Nissan Camiones (Mexico 1993-2008) Nissan D21 (Chile)
Production	1986-1997 for the United States & Canada Up to March 15, 2008 in Mexico
Assembly	Smyrna, Tennessee, United States Kyūshū, Japan Cuernavaca, Mexico
Predecessor	Datsun Truck
Successor	Nissan Frontier
Class	Compact pickup truck (1986-1997)
Body style(s)	2-door,4-door and king cab truck
Layout	Front engine, rear-wheel drive / four-wheel drive
Engine(s)	2.4L 106 hp I4 (1986-1990) 3.0L 145 hp (108 kW) V6 (1986-1990) 2.4L 134 hp (100 kW) I4 (1991-1997) 3.0L 153 hp (114 kW) V6 (1991-1996)
Transmission	4-speed automatic

'King' (also known as 'Extended'). Bed lengths were 'standard' 6-foot (2 m) and 'long' seven foot. International markets also received the 'Crew Cab' (4-door) version with a short four and a half foot bed. Both 4-cylinder and V6 engines were available, with the 2.4L 4 cylinder KA24E being a respectable-performance SOHC engine that replaced the Z24i for 1990-1997. The 6 cylinder 3.0L VG30E engine increased power and torque only modestly (with 1995 being the last year the VG series engine was available until the replacement Frontier), and was not available on all the Hardbody variations. Five-speed, including overdrive, manual transmissions were the most common, but an automatic

(s)	4-speed manual
	5-speed manual
Wheelbase	104.3 in (2649 mm) 116.1 in (2949 mm)
Length	174.6 in (4435 mm) 190 in (4826 mm) 195.5 in (4966 mm)
Width	65 in (1651 mm) 1986-1992 & 1995-97: 66.5 in (1689 mm) 1993-97: 66.7 in (1694 mm) 1993-97: 67.1 in (1704 mm)
Height	62.4 in (1585 mm) 62 in (1574.8 mm) 66.7 in (1694 mm) 67.1 in (1704 mm)
Related	Nissan Pathfinder

transmission was available for some configurations. Both rear wheel drive (4x2) and four wheel drive (4x4) versions were made in quantity. A limited slip differential was standard on the top 'SE' trim. Major options included air conditioning, larger wheels/tires, sliding rear window, radios, and rear bumper. There were several trims available including base, XE, and top of the line SE. The XE could be ordered with a 'value package' starting in 1994 which included air conditioning, power mirrors, alloy wheels, and chrome on body trim such as the mirrors and bumpers. The SE was better equipped and most came fully loaded from the factory with sunroof, power windows and locks, air conditioning and alloy wheels. A new more ergonomic dashboard arrived for 1994 replacing the previous angular design. A driver's side airbag was added for 1996 while rear wheel ABS came with both 2WD and 4WD models.



Nissan Hardbody Truck with second facelift



A 1997 Nissan Hardbody Truck

These low-cost, dependable Hardbody small pickup trucks sold very well worldwide, and are still

4WD is shown in foreground. The last year the Hardbody model was made

often seen both on-road and off-road. They are renowned

for their reliability and endurance, with the exception of body panel and frame rust over time. Other things to look for are a noisy timing chain on the 4 cylinder which may mean the timing chain guides or timing chain are worn. The V6 engine has a timing belt that requires replacing every 60 000 to 80 000 miles. Should the belt break, serious and costly engine damage is likely to occur due to the valvetrain's interference design. Exhaust manifold studs are also know to fail prematurely on the V6.

The **D21** was replaced by the **D22** which is being made in South Africa and elsewhere in the world.

This **D21** design was still available new in some Latin American countries, made in Mexico until the 2008 model year. In its current home country a range of four basic variations of the D21 are sold together as the Nissan Camiones (literally "Nissan Trucks").

End of production

Nissan Mexicana ended production of the Camiones in March 15, 2008 after 15 years of production in the Cuernavaca plant.

External links

Nissan Hardbody at the Internet Movie Cars Database

Retrieved from "http://en.wikipedia.org/wiki/Nissan_Hardbody_Truck"

Categories: Nissan vehicles | Pickup trucks | Rear wheel drive vehicles | All wheel drive vehicles | 1980s automobiles | 1990s automobiles

-
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important notation
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Nissan Pathfinder

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This article incorporates information from the equivalent article on the Japanese Wikipedia.

The **Nissan Pathfinder** and (**Japanese: Nissan Terrano**) were originally compact SUVs and they are now mid-size SUVs. Whereas the Pathfinder is sold in North America, the name first introduced in late 1986, elsewhere in the world the vehicle was known as the Terrano. The first generation Pathfinder/Terrano platform is known as the WD21. The second generation Pathfinder platform is known as the R50, and the third generation is known as the R51. The Pathfinder is slotted in size between the Murano and Armada or Patrol, but in price between the Xterra and Murano.

The Pathfinders traditional Japanese competitor is the Toyota 4Runner.

Nissan Pathfinder



Manufacturer	Nissan
Production	1986–present
Class	Compact SUV (1986-2004) Mid-size SUV (2005-present)
Layout	Front engine, rear-wheel drive / four-wheel drive

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First generation WD21 series (1986.5-1995)

http://en.wikipedia.org/wiki/Nissan_Pathfinder

11/18/2009

The North American first generation Pathfinder came in two different bodies and shared styling and most components with the Nissan Hardbody Truck. Built on a ladder-type frame, the Pathfinder was Nissan's response to the S-10 Blazer, Ford Explorer, the Jeep Cherokee and other non-domestic SUV's like the Toyota 4Runner Isuzu Trooper and the Mitsubishi Montero. WD21 Pathfinders were available in both 2WD and 4WD configurations. In the US from 1986.5 to 1989 Pathfinders came with a two door body. In early 1990 it became a four door in the United States. Some US 1990 Pathfinder's came with the two door body, but they are rare.

When the four door was introduced, Nissan chose to conceal the door handles as a part of the "C" pillar trim to visually make it appear like a two door truck with a camper shell, with conventional door handles on the front doors. This appearance approach was also used on the first generation Chevrolet S-10 Blazer with conventional door handles for the rear doors. This design tradition is still used on some Nissan SUV's currently offered, to include the Nissan Armada and the Nissan Xterra.

The 2-door version was available in Canada until 1992. From 86.5 to 1989 Pathfinders were available with either the Nissan VG30i 3.0 L V6 (145 hp (108 kW), 180 lb·ft (244 N·m) torque), or the Nissan Z27 2.4 L (106 hp (79 kW)) I4. In 1990 the V6 received an upgrade from throttle body injection to a multi point fuel injection system. This engine was known as the VG30E, and was rated at 153 hp (114 kW) and 180 lb·ft (244 N·m) torque. Also in 1990, the Z24 was replaced with the KA24E. The first generation continued until 1995. This generation also came out in the 2.7 L I4 Diesel Engine known as the TD27 with the option of a turbocharger to increase the power rating.

The first generation (WD21) Pathfinders are known to develop rust in the following areas: the frame above and behind the rear wheels, the floor directly above the catalytic converter and under the back seats. On automatic-equipped models, the transmission cooler is notorious for clogging up and starving the transmission of fluid, resulting in a costly rebuild or replacement. Installation of an aftermarket transmission fluid cooler is recommended for any WD21 Pathfinder with an automatic transmission. Nissan techs generally recommend that the stock cooler in the radiator not be used at all.

Facelifts

A facelift occurred in 1990 when the 4-door model arrived. The front grille was revised, various interior trim level options became available and various exterior packages were offered by dealerships. The 1993 models received a third brake light. The 1994 model received a curved dashboard. When the 2-door model disappeared from Canada in 1992, the Pathfinder was sold only as a 4-door in 1993, and the bumpers got a minor facelift that time.

Second generation R50 series (1996-2004)

The second generation was introduced in 1996 with more rounded styling. The second generation Pathfinder was completely redesigned from the first generation, switching from body on frame construction to unibody construction. The engine was upgraded to the VG33E, with 168 hp (125 kW) and 196 lb·ft (266 N·m) torque. For the 1999 1/2 model year, the Pathfinder was freshened. 2001 brought a new 240 hp (179 kW) V6 engine, the VQ35DE. With its facelift, the Pathfinder also grew in size, making way for the compact Xterra.

Diesel engines continued to be used in Japanese and European models.

As of the 2002 model year, the Terrano / Pathfinder is no longer sold in Japan, and is currently available in North America, Europe and the Middle East.

Facelifts

The Pathfinder was facelifted in 2002 with two grille variants. Another facelift occurred in 2002, when the current Nissan logo was added and received a bolder grille versus the 2000 model.



1992-1998 Nissan
Terrano

2002-2004 Nissan
Pathfinder

Third generation R51 series (2005-present)

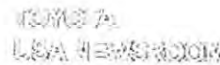
At the 2004 North American International Auto Show, Nissan unveiled a completely redesigned Pathfinder for the 2005 model year. The new R51 Pathfinder uses the Nissan F-Alpha platform, and is powered by a 4.0 L V6 engine VQ40DE (270 hp (201 kW), 291 lb·ft (395 N·m)) or a 2.5 L

Third generation



Production 2005–present

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Toyota Announces Customer Support Program For 1995-2000 Tacoma Pickups

March 7, 2008 - Torrance, CA - Toyota Motor Sales (TMS) U.S.A., Inc. will launch a Customer Support Program to extend warranty coverage on certain 1995 through 2000 model year Tacoma truck frames.

Toyota has received reports regarding a small number of Tacoma vehicles exhibiting excessive corrosion of the frame, causing perforation of the metal. The frames of some vehicles may not have adequate corrosion protection. When exposed to severe environmental conditions, including accumulation of road salts, these vehicles may develop corrosion beyond normal surface rust commonly found on metal after years of exposure.

Instances of this condition are isolated and largely confined to states which use salt for winter de-icing of roads. However, to assure customers of its commitment to satisfaction, Toyota is extending a rust perforation warranty covering 1995 to 2000 Tacoma truck frames for a period of 15 years from original sale, with no mileage limitation, for corrosion damage resulting in perforation of the frame material.

Should a customer's vehicle experience this condition, they will be requested to present it to any Toyota dealer for inspection. Upon confirmation of rust perforation, Toyota will, at its option, repair or repurchase the vehicle. If it is determined that no rust perforation is present, the extended warranty will be in effect for 15 years from original sale.

It is important to note that this is not a recall or special service campaign. The extended frame corrosion warranty provides goodwill assistance to owners who have experienced, or may encounter, frame problems as a direct result of rust perforation. Owners will be notified by first class mail beginning mid-March 2008. Customers with questions or concerns should contact the Toyota Customer Experience Center at 1-800-331-4331.

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deciding factors

frame rust so bad going through frame

Safety / commitment to customers