

S. Mateo March 15th 2011

Dear Sir,

MAR 25 2011

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

In response to our recent inquiry: I have mailed to you the little questionnaire and proceeding to sent you all the information required.

Here is a copy of the letter sent to the dealer back in December, made also available to the manufacturer this week.

I include a copy of the Consumer Reports "Best and Worst New Cars 2009" also made available to the other parties.

Included is also finally the police report that as you can read was not very objectively on my favor: I don't know how the Deputy could have come to those conclusion without any form of detective investigation: It looks like to me he resorted to the

always very common cliché of the highway patrol, which is speeding. They definetely don't listen very well.

I precisely answered all his questions stated in my original letter to the dealer, so why would I be the only one to loose control of the vehicle, when I was surrounded by other cars and nobody else crashed! Thank you for your patience

MC
3/20/11
TW

Dear Nissan people, S. Mateo Dec 9th 2010

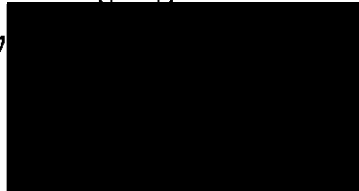
I keep receiving coupons for my Sentra that I no longer use, since the car was totalled in the accident that took place about the beginning of last year; accident that I already described to someone in your office in person and that went down on my driving record as "driver lost control of the vehicle".

Now, I include in this letter a copy of the magazine published by the Consumer Reports "Best and worst cars", and as you will read where I marked the arrow next to the last paragraph "the Sentra tends to fish-tail too easily" and that is exactly what happened to me even though so far, nobody has been willing to believe me and cooperate with me. Since this accident is a true fact, supported by a professional opinion I think and suggest that Nissan should start thinking about correcting this flaw, before other drivers get seriously hurt. I was not. I was lucky.

My insurance refunded me for the value of the car, therefore I have no claims against anybody.

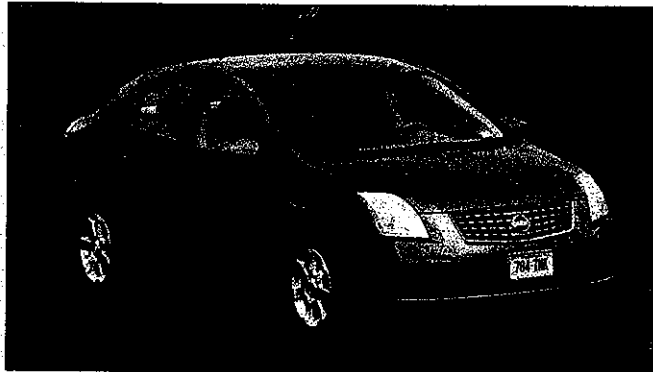
I would though appreciate my
driving record corrected to reduce my
insurance premium, and, to achieve that,
I need your help.

Thank for you time
yours



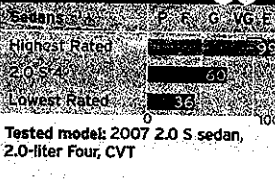
Vehicle Profiles

Nissan Sentra



No longer Nissan's entry-level car, the Sentra is powered by a 140-hp, 2.0-liter, four-cylinder engine that returned 26 mpg overall. As with other Nissans, the Sentra uses a continuously variable transmission rather than a traditional automatic. The rear seat is significantly roomier than in the old model, with more head room and easy cabin access. One useful touch is a huge glove box. Ride and handling are much better than in the old model. However, the Sentra tends to fishtail too easily at its handling limits and braking distances are long. Unfortunately, ABS isn't standard. The sporty SE-R and Spec-V versions are quicker, but handling isn't much sportier than in the standard car.

ROAD TEST SCORE 60



REPORT CARD

PREDICTED RELIABILITY	<input type="radio"/>
OWNER COST	<input type="radio"/>
OWNER SATISFACTION	<input type="radio"/>
ACCIDENT AVOIDANCE	<input type="radio"/>
CRASH PROTECTION	NA/NA
FUEL ECONOMY	<input type="radio"/>

Base price: \$16,140-\$20,570

Body styles: sedan

Trim lines: 2.0, 2.0 S, 2.0 SL,

SE-R, SE-R Spec V

Drive wheels: front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (140 hp);
2.5-liter 4 (177 hp); 2.5-liter 4
(200 hp)

Transmissions: 6-speed
manual; CVT

FACTS & FIGURES

Exterior dimensions

Length (in.) 180

Width (in.) 71

Height (in.) 60

Wheelbase (in.) 106

Weight (lb.) 3,010

% weight front/rear . . . 62/38

Cargo measurement

Max. load (lb.) 850

Cargo volume, cu.ft. . . . 13.0

Towing capacity (lb.) . . . 1,000


Fuel

Regular or premium

EPA city/hwy, mpg . . . 25/33

RELIABILITY HISTORY

Category	Score
Engine Major	<input type="radio"/>
Engine Minor	<input type="radio"/>
Engine Cooling	<input type="radio"/>
Trans. Major	<input type="radio"/>
Trans. Minor	<input type="radio"/>
Drive System	<input type="radio"/>
Fuel System	<input type="radio"/>
Electrical	<input type="radio"/>
Climate System	<input type="radio"/>
Suspension	<input type="radio"/>
Brakes	<input type="radio"/>
Exhaust	<input type="radio"/>
Paint/Trim	<input type="radio"/>
Body Integrity	<input type="radio"/>
Body Hardware	<input type="radio"/>
Power equip.	<input type="radio"/>
Audio System	<input type="radio"/>
USED CAR VERDICTS	<input type="radio"/>
NEW CAR PREDICTION	Average <input type="radio"/>

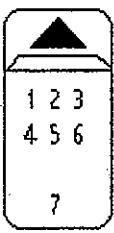
SPECIAL CONDITIONS		NUMBER INJURED 0	HIT & RUN FELONY <input type="checkbox"/>	CITY SAN FRANCISCO	JUDICIAL DISTRICT SAN FRANCISCO SUPER.		LOCAL REPORT NUMBER 08110005			
		NUMBER KILLED 0	HIT & RUN MISDEMEANOR <input type="checkbox"/>	COUNTY SAN FRANCISCO	REPORTING DISTRICT	BEAT 24	DAY OF WEEK SATURDAY	TOW AWAY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
LOCATION	COLLISION OCCURRED ON: I-280(N/B) FROM INDIANA ST				MO DAY YEAR 11/01/2008	TIME (2400) 1340	NCIC # 9335	OFFICER I.D. 013397		
	MILEPOST INFORMATION: 200 FEET NORTH OF 280 SF R6.440				GPS COORDINATES LATITUDE _____ LONGITUDE _____		PHOTOGRAPHS BY: <input checked="" type="checkbox"/> NONE			
	AT INTERSECTION WITH: <input checked="" type="checkbox"/> OR: 200 FEET NORTH OF 23RD STREET				STATE HWY REL. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
PARTY 1	DRIVER'S LICENSE NUMBER	STATE CA	CLASS C	AIR BAG M	SAFETY EQUIP. G	VEH. YEAR 2004	MAKE / MODEL / COLOR NISS SENTRA GRY	LICENSE NUMBER [REDACTED]	STATE CA	
DRIVER	NAME(FIRST, MIDDLE, LAST) [REDACTED]				OWNER'S NAME <input checked="" type="checkbox"/> SAME AS DRIVER					
PEDES-TRIAN	STREET ADDRESS [REDACTED]				OWNER'S ADDRESS <input checked="" type="checkbox"/> SAME AS DRIVER					
PARKED VEHICLE	CITY / STATE / ZIP SAN MATEO CA [REDACTED]				DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> OTHER					
BICY-CLIST	SEX M	HAIR BRN	EYES BRN	HEIGHT 6-02	WEIGHT 230	BIRTHDATE MO DAY YEAR [REDACTED]	RACE W	ATLANTIS TOW		
OTHER	HOME PHONE [REDACTED]		BUSINESS PHONE [REDACTED]		PRIOR MECH. DEFECTS <input checked="" type="checkbox"/> NONE APP. <input type="checkbox"/> REFER TO NARRATIVE		VEHICLE IDENTIFICATION NUMBER:			
INSURANCE CARRIER UNKNOWN		POLICY NUMBER UNKNOWN		VEHICLE TYPE 01		DESCRIBE VEHICLE DAMAGE <input type="checkbox"/> UNK <input type="checkbox"/> NONE <input type="checkbox"/> MINOR <input type="checkbox"/> MOD <input checked="" type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER		SHADE IN DAMAGED AREA 224H-TIP 		
DIR OF TRAVEL ON STREET OR HIGHWAY N I-280(N/B)		SPEED LIMIT 65		CA _____ DOT _____		CAL-T _____ TCP/PSC _____ MCMX _____				
PARTY 2	DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE	
DRIVER	NAME(FIRST, MIDDLE, LAST)				OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER					
PEDES-TRIAN	STREET ADDRESS				OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER					
PARKED VEHICLE	CITY / STATE / ZIP				DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER					
BICY-CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE MO DAY YEAR	RACE	PRIOR MECHANICAL DEFECTS <input type="checkbox"/> NONE APP. <input type="checkbox"/> REFER TO NARRATIVE		
OTHER	HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:		VEHICLE TYPE			
INSURANCE CARRIER		POLICY NUMBER		DESCRIBE VEHICLE DAMAGE <input type="checkbox"/> UNK <input type="checkbox"/> NONE <input type="checkbox"/> MINOR <input type="checkbox"/> MOD <input type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER		SHADE IN DAMAGED AREA				
DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		CA _____ DOT _____		CAL-T _____ TCP/PSC _____ MCMX _____				
PARTY 3	DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.	VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE	
DRIVER	NAME(FIRST, MIDDLE, LAST)				OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER					
PEDES-TRIAN	STREET ADDRESS				OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER					
PARKED VEHICLE	CITY / STATE / ZIP				DISPOSITION OF VEHICLE ON ORDERS OF: <input type="checkbox"/> OFFICER <input type="checkbox"/> DRIVER <input type="checkbox"/> OTHER					
BICY-CLIST	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE MO DAY YEAR	RACE	PRIOR MECHANICAL DEFECTS <input type="checkbox"/> NONE APP. <input type="checkbox"/> REFER TO NARRATIVE		
OTHER	HOME PHONE		BUSINESS PHONE		VEHICLE IDENTIFICATION NUMBER:		VEHICLE TYPE			
INSURANCE CARRIER		POLICY NUMBER		DESCRIBE VEHICLE DAMAGE <input type="checkbox"/> UNK <input type="checkbox"/> NONE <input type="checkbox"/> MINOR <input type="checkbox"/> MOD <input type="checkbox"/> MAJOR <input type="checkbox"/> ROLL-OVER		SHADE IN DAMAGED AREA				
DIR OF TRAVEL ON STREET OR HIGHWAY		SPEED LIMIT		CA _____ DOT _____		CAL-T _____ TCP/PSC _____ MCMX _____				
PREPARER'S NAME ANTHONY ZILL 013397				DISPATCH NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A		REVIEWER'S NAME <i>[Signature]</i> 9163			DATE REVIEWED 11/01/08	

TRAFFIC COLLISION CODING

CHP 555 CARS PAGE2 (REV. 11-06) OPI 065


DATE OF COLLISION (MO. DAY YEAR) 11/01/2008	TIME(2400) 1340	NCIC # 9335	OFFICER I.D. 013397	NUMBER 08110005
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PROPERTY DAMAGE	OWNER	OWNER ADDRESS	NOTIFIED <input type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF DAMAGE			

SEATING POSITION  <p>1 - DRIVER 2 TO 6 - PASSENGERS 7 - STA. WGN REAR 8 - RR. OCC TRK. OR VAN 9 - POSITION UNKNOWN 0 - OTHER</p>	OCCUPANTS A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULDER HARNESS USED F - SHOULDER HARNESS NOT USED G - LAP/SHOULDER HARNESS USED H - LAP/SHOULDER HARNESS NOT USED J - PASSIVE RESTRAINT USED K - PASSIVE RESTRAINT NOT USED	SAFETY EQUIPMENT L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE U - NONE IN VEHICLE	M/C BICYCLE - HELMET DRIVER PASSENGER V - NO X - NO W - YES Y - YES EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN	INATTENTION CODES A - CELL PHONE HANDHELD B - CELL PHONE HANDSFREE C - ELECTRONIC EQUIPMENT D - RADIO / CD E - SMOKING F - EATING G - CHILDREN H - ANIMALS I - PERSONAL HYGIENE J - READING K - OTHER
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ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.

PRIMARY COLLISION FACTOR LIST NUMBER (#) OF PARTY AT FAULT	TRAFFIC CONTROL DEVICES	1 2 3			SPECIAL INFORMATION	1 2 3			MOVEMENT PRECEDING COLLISION
1 A VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO 22350	A CONTROLS FUNCTIONING				A HAZARDOUS MATERIAL				A STOPPED
B OTHER IMPROPER DRIVING*	B CONTROLS NOT FUNCTIONING*				B CELL PHONE HANDHELD IN USE			X	B PROCEEDING STRAIGHT
C OTHER THAN DRIVER*	C CONTROLS OBSCURED				C CELL PHONE HANDSFREE IN USE				C RAN OFF ROAD
D UNKNOWN*	D NO CONTROLS PRESENT / FACTOR*			X	D CELL PHONE NOT IN USE				D MAKING RIGHT TURN
	TYPE OF COLLISION				E SCHOOL BUS RELATED				E MAKING LEFT TURN
	A HEAD - ON				F 75 FT MOTORTRUCK COMBO				F MAKING U TURN
	B SIDE SWIPE				G 32 FT TRAILER COMBO				G BACKING
	C REAR END				H				H SLOWING / STOPPING
	D BROADSIDE				I				I PASSING OTHER VEHICLE
	E HIT OBJECT				J				J CHANGING LANES
	F OVERTURNED				K				K PARKING MANEUVER
	G VEHICLE / PEDESTRIAN				L				L ENTERING TRAFFIC
	H OTHER*:				M				M OTHER UNSAFE TURNING
					N				N XING INTO OPPOSING LANE
					O				O PARKED
					P				P MERGING
					Q				Q TRAVELING WRONG WAY
					R				R OTHER*:
					OTHER ASSOCIATED FACTORS (MARK 1 TO 2 ITEMS)				
					A VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO				
					B VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO				
					C VC SECTION VIOLATED: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO				
					D			X	A HAD NOT BEEN DRINKING
					E VISION OBSCUREMENT:				B HBD - UNDER INFLUENCE
					F INATTENTION*:				C HBD - NOT UNDER INFLUENCE*
					G STOP & GO TRAFFIC				D HBD - IMPAIRMENT UNKNOWN*
					H ENTERING / LEAVING RAMP				E UNDER DRUG INFLUENCE*
					I PREVIOUS COLLISION				F IMPAIRMENT - PHYSICAL*
					J UNFAMILIAR WITH ROAD				G IMPAIRMENT NOT KNOWN
					K DEFECTIVE VEH. EQUIP.: CITED <input type="checkbox"/> YES <input type="checkbox"/> NO				H NOT APPLICABLE
					L UNINVOLVED VEHICLE				I SLEEPY / FATIGUED
					M OTHER*:				
					N NONE APPARENT				
					O RUNAWAY VEHICLE				

SKETCH FOR SKETCH DIAGRAM, SEE PAGE 3 <div style="text-align: center;">  INDICATE NORTH </div>	MISCELLANEOUS X HDQ X DIV. HWY POLICE DEPT. DIST. ATTY CORNER D.H.S.F.
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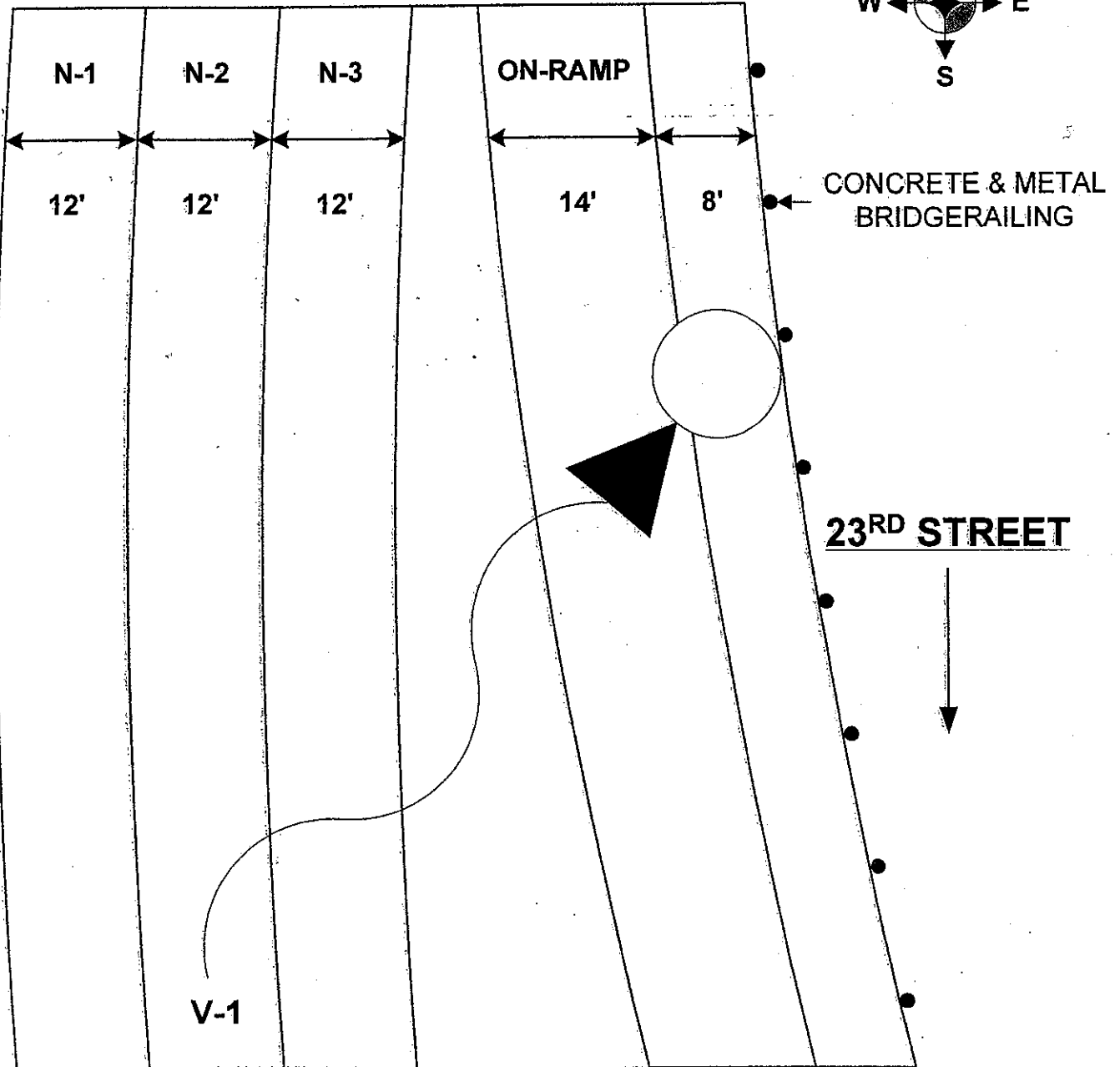
STATE OF CALIFORNIA
SKETCH DIAGRAM

CHP 555 Page 4 (Rev. 8-97) OPI 042

DATE OF INCIDENT 11/01/2008	TIME 1340	NCIC NUMBER 9335	OFFICER I.D. 013397	NUMBER 08110005
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ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

I-280(N/B) FROM INDIANA ST



PREPARED BY ANTHONY ZILL	I.D. NUMBER 013397	DATE 11/01/2008	REVIEWER'S NAME	DATE
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DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
11/01/2008	1340	9335	013397	08110005

1 NOTIFICATION

2

3 I encountered this collision on the east shoulder at 1349 hours.

4

5 All times, speeds, and measurements in this report are approximate. All measurements were
6 made by visual estimation.

7

8 STATEMENTS

9

10 **Party #1** [REDACTED] related that he was traveling I-280(N/B) N/23rd St in the N-2 lane at 65 mph. It
11 was raining heavily, and traffic was light. V-1 began to rotate counter-clockwise for unknown
12 reasons. V-1 then began to spin faster, and V-1 struck the E/bridge railing. No other vehicles were
13 involved in this collision.

14

15 *The Summary, Area Of Impact, and Cause were*
16 *determined by the vehicle damage and statements.*

17

18 SUMMARY

19

20 This collision occurred as V-1 was traveling I-280(N/B) N/ 23rd St in the N-2 lane at 65 mph. It was
21 raining heavily.

22

23 V-1 encountered standing water on the roadway. Due to its excessive speed for conditions, V-1
24 began to hydroplane. P-1 lost control of V-1, which spun out across the E/shoulder to the Indiana
25 St on-ramp. V-1's rear end struck the E/bridge railing.

26

27 After this collision, V-1 came to rest between the E/shoulder and the on-ramp lane from Indiana
28 St.

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
ANTHONY ZILL	013397	11/01/2008		

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
11/01/2008	1340	9335	013397	08110005

1 **AREA OF IMPACT (AOI)**

2

3 The AOI was 200' N/N edge of 23RD St and 8' E/E roadway edge of I-280(N/B) from Indiana St.

4

5 **CAUSE**

6 **Party #1** [REDACTED] was found to be the cause of this collision by traveling at an unsafe speed for
7 conditions, a violation of 22350 VC.

San Mateo, CA

7010 2780 0000 1341 4473
PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE
CERTIFIED MAIL™
7010 2780 0000 1341 4473

U.S. POSTAGE
PAID
BURLINGAME, CA
94010
MAR 16, 11
AMOUNT:
\$3.85
00084466-21

DOT Mailroom
TO: W48- 226
Building: DOT
Mailstop: 4 West
Route Sym: NVS-200,210,300,010
external carrier: Certified
Sender:
Manufacturer:
Purchase Order:
Item 1 of 1

DOT

7010278000013414473

3/24/2011 12:49:27 PM

X-RAYED
SECURITY

W48-226

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF DEFECTS INVESTIGATION NVS-210
1200 NEW JERSEY AVENUE SE.
WASHINGTON D.C. 20077-9382

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