

**NISSAN**

PE04-077

**Fax**

**NISSAN NORTH AMERICA, INC.**  
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Telephone: 310.532.3111

**Date:** June 23, 2005

**To:** Jeff Quandt

**Department:** NHTSA

**Phone:**

**Fax:** 202.366.1767

**From:** Frank Slaveter

**Department:** Nissan

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**Fax:**

**Comments:**

**Pages:** 3

Attached is a supplementary response concerning PE04-077.

# NISSAN

**NISSAN NORTH AMERICA, INC.**

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June 23, 2005

Mr. Jeffery L. Quandt, Chief  
Vehicle Control Division  
Office of Defects Investigation  
National Highway Traffic Safety Administration  
400 Seventh Street S.W.  
Washington, D.C. 20590

Re: NVS212-cat  
PE04-077

Dear Mr. Quandt:

Enclosed is a supplementary response to Item 13 in the referenced NHTSA Information Request of November, 24 2004 concerning the Agency's investigation of certain 2003-2004 model year Nissan Murano vehicles.

Sincerely,



Frank D. Slaveter  
Senior Manager  
Technical Compliance

Enclosures

13. Furnish Nissan's assessment of the alleged defect in the subject vehicle, including:

- a. The causal or contributory factor(s);
- b. The failure mechanism(s);
- c. The failure mode(s);
- d. The condition(s) under which the alleged defect can occur;
- e. The risk to motor vehicle safety that it poses;
- f. The ability of the driver to restart the vehicle after a stalling incident has occurred;
- g. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
- h. The reports included with this inquiry.

In Nissan's response of January 28, 2005, we stated in the paragraph under the heading *Time 0* that "The battery warning lamp illuminates at the time of rotor disconnection". Based on further review of customer complaints and subsequent additional study of the electrical circuitry of the subject vehicles, we have determined that in addition to the battery warning lamp coming on at the time of alternator rotor disconnection, the brake warning lamp will also come on at the same time.

In the second paragraph under the heading *Time 55 - 73 minutes*, we stated that the vehicle speed is reduced to approximately 25 mph during fail-safe mode. This speed was based on an engineering calculation and assumed that the Continuously Variable Transmission (CVT) is in the equivalent of third gear. We have been conducting testing to confirm actual vehicle speeds when the Engine Control Module goes into the fail safe mode at various speeds. Although we have not yet completed all of the testing, we have determined that in the case of fail safe occurring at highway speed, the actual final speed of the vehicle in the equivalent of third gear under the test conditions was 17 mph. This speed was reached in approximately one minute after fail safe mode began.

Nissan's testing is continuing. We expect the testing to confirm that the actual fail safe mode speed will vary, and in some cases be less than 17 mph, depending upon the vehicle's initial speed at the time of alternator rotor disconnection, the gear equivalence of the CVT at the time of disconnection, the operation of the throttle pedal by the driver, and other variables. We look forward to discussing the results of these additional tests and exchanging information about NHTSA's testing of the vehicles which we provided at the July 12, 2005 meeting.