

# NISSAN

NISSAN NORTH AMERICA, INC.

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*6/8/06*

June 6, 2006

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

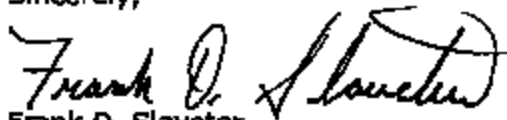
Re: RQ06-001; NVS-213dir

Dear Mr. Quandt:

Enclosed is Nissan's second partial response to the referenced NHTSA Information Request of March 31, 2006 concerning the Agency's investigation of 2003 model year Nissan Altima vehicles. A complete response will be submitted on the extended due date of June 23, 2006.

The attached reply responds by first stating each question, then the response. Please contact us if you have any questions.

Sincerely,



Frank D. Slaveter  
Senior Manager  
Technical Compliance

Enclosures

**Response to**

**RQ06-001**

## INTRODUCTION

In accordance with discussions with the Agency's Jeffrey Quandt and Derek Rinehardt, an extension of time was granted until June 2, 2006 to respond with additional information to this Information Request ("IR"), specifically Items 3 and 9. The alleged defect statement had previously been modified to read "Engine stall while driving, due to cam and/or crank position sensors failure". Additionally, the model year scope was limited in Items 5 and 6 to the 2003 model year. Nissan appreciates the Agency's courtesy in this regard. A partial response to the IR was submitted on May 19, 2006 which included responses to Items 1, 2, 5, 6, 7 and 11. A complete response will be submitted on the June 23, 2006 revised due date.

In responding to this Information Request ("IR"), information has been obtained from those places within Nissan likely to contain such information in the regular and ordinary course of business. When a particular Request seeks "documents" as defined in the IR, reasonable, good faith searches have also been made of corporate records in those places likely to maintain them in the regular and ordinary course of business.

The definitions of "documents" and "Nissan", however, are unreasonably broad, vague and ambiguous in the context of the information sought by this IR. For example, "calendars", "appointment books", "financial statements" and "personnel records" would not contain owner complaints, field reports or other information sought by Question 2 pertaining to the alleged defect. Therefore, searches were not made for such "documents", inasmuch as they would not likely contain responsive information. In addition, Nissan has not provided information from persons or entities over which it does not ordinarily exercise control. Nissan understands this IR to seek information on vehicles manufactured for sale in the United States.

Responses are provided after each question, and Attachments are utilized as appropriate. The source of information used as a basis for the data in each Attachment, including the date the data were updated and retrieved, is identified at the beginning of each Attachment, as applicable. If a document itself is the source for the requested information and it is provided, we assume no further source identification is called for. If a document, drawing or component is requested, or if no responsive information is available, we assume no further source identification is called for.

With regard to claims of privilege, Nissan understands that it is acceptable to the Agency for Nissan to identify specific categories of privileged documents rather than any specific document. These specific categories are: 1) communications between outside counsel and Nissan Legal Department employees, other Nissan employees, or other Nissan-represented parties in litigation and claims; 2) communications between Nissan Legal Department employees and other Nissan employees or other Nissan-represented parties in litigation or claims; 3) notes and other work product of outside counsel or of Nissan Legal Department employees concerning communications with Nissan employees or consultants, and the work product of those employees or consultants done for or at the request of outside counsel or Legal Department employees; and 4) other categories to be identified later as necessary. For any privileged documents that are not included in these categories, such documents, if any, will be specifically identified on a separate privilege index at a later time. To the extent that a document is furnished, Nissan is not asserting a privilege claim for that

document, although the disclosure of such document does not waive the attorney-client privilege or work-product protection with respect to other documents prepared in connection with the specific litigation or claim or other litigation or claims. In addition, in submitting such documents, we reserve our right to claim the attorney-client privilege and/or work-product protection with respect to analyses that may be prepared subsequently in connection with these and other cases. Also, we understand documents specifically related to the preparation of the responses are not sought.

Nissan believes NHTSA's policy is to protect the privacy of individuals under exemption 6 of the Freedom of Information Act, 5 U.S.C. Section 552(b)(6). We understand that name, address, and other personal information of owners or other individuals, including Nissan personnel, contained in any of the attachments in this response will not be made available to the public. Therefore, Nissan is not requesting confidential treatment for this information pursuant to 49 CFR, Part 512, but we believe any private information concerning individuals should not be made public.

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3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
- a. Nissan's file number or other identifier used;
  - b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
  - c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
  - d. Vehicle's VIN;
  - e. Vehicle's make, model, classification and model year;
  - f. Vehicle's mileage at time of incident;
  - g. Incident date;
  - h. Report or claim date;
  - i. Whether a crash is alleged;
  - j. Whether a fire is alleged;
  - k. Whether property damage is alleged;
  - l. Number of alleged injuries, if any; and
  - m. Number of alleged fatalities, if any.

Provide this information in Microsoft Access 2000, or a compatible format, entitled "REQUEST NUMBER TWO DATA". See Enclosure 1, Data Collection Disc, RQ06-001 for a pre-formatted table which provides further details regarding this submission.

The information requested in 3.a through 3.m is provided, when known, in the following file: "REQUEST NUMBER TWO DATA(RQ06001).mdb", on a CD enclosed as Attachment E.

9. Describe all modifications or changes made by, or on behalf of, Nissan in the design, material composition, manufacture, quality control, supply, or installation of the subject components, from the start of production to date, which relate to, or may relate to, the alleged defect in the MY 2002 through current production Altima vehicles. For each such modification or change, provide the following information:
- a. The date or approximate date on which the modification or change was incorporated into vehicle production;
  - b. A detailed description of the modification or change;
  - c. The reason(s) for the modification or change;
  - d. The part numbers (service and engineering) of the original component;
  - e. The part number (service and engineering) of the modified component;
  - f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
  - g. When the modified component was made available as a service component; and
  - h. Whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Nissan is aware of which may be incorporated into vehicle production within the next 120 days.

Changes that were made in the design or specifications for the subject component in the subject vehicles are contained in Attachment F.

**ATTACHMENT E**

**CD with Request Number Two Data**

The enclosed CD contains a Microsoft Access database, entitled : "REQUEST NUMBER TWO DATA(RQ06001).mdb"

**ATTACHMENT F**

Subject component modifications



## L31 QR engine C r a n k    and    C A M S e n s o r ( Design & Process ) history

No	category	part & supplier	revision item	reason	part number	revision part number	adoption date(Y.M.D)*
1	design	SEN ASSY- CRANK (UGC)	TDK<-Murata Capacitor supplier change	cost reduction	23731-8J105	<-	2002.1.30
2	process		Hot blow (φt23mm) process is added for IC lead soldering point	Solder ball is reduced	23731-8J105	<-	2002.02.20
3	process		Hot blow process is changed (blow diameter φt0<-23mm)	Soldering flux is removed for IC lead point	23731-8J105	<-	2002.07.16 (Car_Date)
4	process		Murata<-TDK Capacitor supplier change	Quality improvement	23731-8J105	<-	2003.01.15**
5	design		Sensor characteristics delivery inspection change	CAM sensor selected by sensitivity	23731-8J105	23731-8J105	2003.5.20
6	process	SEN ASSY- CRANK (Hitachi)	Production process change(Unisia Gunma<-Unisia of georgia)	Supplier request	23731-8J105	23731-8N206	2004.2.26
7	process		Sensor characteristics delivery inspection change(QR real signal input)	Accuracy of Sensor characteristics delivery inspection is increased	23731-8N206	<-	2004.7.22
8	process		Prefix of PCB change	Supplier request ( due to environmental )	23731-8N206	<-	2005.7.16
9	process		Supplier process change	To prevent IC breakage during handling	23731-8N206	<-	2004.9.22**
10	process		Supplier process change	Confirmation of solder	23731-8N206	<-	2005.6**

\* Engine production date

\*\* Vehicle manufacture date

## L31 VQ engine C r a n k    and    C A M S e n s o r ( Design & Process ) history

No	category	part & supplier	revision item	reason	part number	revision part number	edition date(Y..M.D)*
1	design	SEN ASSY- CRANK (UGC)	TDK<-Murata Capacitor supplier change	cost reduction	23731-8J805 23731-AL818 23731-AL806	<-	2001.11.19
2	process		Hot blow (φ123mm) process is added for IC lead soldering point	Solder ball is reduced	23731-8J805 23731-AL818 23731-AL806	<-	2002.02.25
3	process		Hot blow process is changed(blow diameter φ18<-23mm)	Soldering flux is removed for IClead point	23731-8J805 23731-AL818 23731-AL806	<-	2002.06.07**
4	design		Local part	<-	23731-7Y000 23731-5M018 23731-8J105	<-	03-08Model year
5	process		Murata<-TDK Capacitor supplier change	Quality improvement	23731-7Y000 23731-5M018 23731-8J105	<-	2003.01.18
6	design		Sensor characteristics delivery inspection change	CAM sensor selected by sensitivity	23731-7Y000 23731-5M018 23731-8J105	23731-7Y001 23731-5M016 23731-8J106	2003.02.25
7	process	SEN ASSY- CRANK (Hitachi)	Production process change(Unista Gurms<-Unista of georgia)	Supplier request	23731-7Y001 23731-5M018 23731-8J106	23731-8J806 23731-AL818 23731-AL806	2004.2.26
8	process		Preflux of PCB change	Supplier request ( due to environmental )	23731-8J806 23731-AL818 23731-AL806	<-	2005.07.15
9	process		Supplier process change	To prevent IC breakage during handling	23731-8J806 23731-AL818 23731-AL806	<-	2004.9.23**
10	process		Supplier process change	Confirmation of solder	23731-8J806 23731-AL818 23731-AL806	<-	2006.8.7**

\* Engine production date

\*\* Vehicle manufacture date