PE15-001

NISSAN

4/2/2015

ATTACHMENT A

Request Number Four

INCIDENT INVESTIGATION REPORTS

[redacted] N8AS58V79W[redacted]

ACM data.[redacted].PE15.001

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	JN8AS5MT1DW[redacted]
User	[redacted]
Case Number	14198192
EDR Data Imaging Date	04/28/2014
Crash Date	04/11/2014
Filename	JN8AS5MT1DW043284 ACM.CDRX
Saved on	Monday, April 28 2014 at 11:53:23
Collected with CDR version	Crash Data Retrieval Tool 12.3
Reported with CDR version	Crash Data Retrieval Tool 12.3
EDR Device Type	Airbag Control Module
Event(s) recovered	Event Record 1

Comments

Driver airbag deployed, Driver and passenger seatbelt pretensioners are deployed.

Data Limitations

CDR Record information:

Airbag Control Unit (ACU)

- The Air bag Control Unit (ACU) can store two types of events: Non-Deployment Events and Deployment.
  - A Non-Deployment Event is a crash or other physical occurrence which causes the ACU algorithm to be activated, but in which deployment thresholds are not reached.
  - A Deployment Event is a crash or other physical occurrence which causes ACU deployment thresholds to be reached or exceeded. Depending on the vehicle model, one or more of the following may be activated during a Deployment Event: front air bags, seat-mounted side airbags, roof-mounted or door-mounted curtain air bags, pretensioners, or pop-up roll bars.

- The ACU can record up to two events. If additional events occur subsequently, the older of the two events already recorded (i.e. the one which occurred first) is overwritten.
  - A Non-Deployment Event can be overwritten by another Non-Deployment event, or by a Deployment Event.
  - A Deployment Event has higher priority than a Non-Deployment Event, and cannot be interrupted or overwritten by another event.
  - The data pertaining to a Deployment Event is locked after being recorded. However, a second event can still be recorded subsequently in the portion of the event memory which is not locked.

- Event data includes both pre-crash data and crash data.
  - If the power supply to the ACU is lost during an event, all or part of the event data may not be recorded.
  - In addition to the recording of event data, the ACU has the ability to perform diagnostics and record Diagnostic Trouble Codes (DTCs).

Data Element Sign Convention:

The following table provides an explanation of the sign convention for data elements in the CDR report.

Data Element Name	Positive Sign Notation Indicates
Longitudinal Acceleration	Forward
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Lateral Acceleration	Left to Right
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Vehicle Roll Angle	Left to Right Rotation
Steering Input	Left Turn

- "Life Time Counter (sec)" indicates the elapsed time, in seconds, from the vehicle's first ignition activation until the start of the first recorded event. The counter is incremented whenever the vehicle's ignition is on. The counter is reset to 0 if the ACU is replaced.
- "Complete File Recorded" indicates whether a complete EDR data set has been stored after the event. "Yes" indicates that a complete data set has been recorded. "No" indicates that only a portion of the data set has been recorded, for example due to the power to the ACU being lost during the event.
- "Multi-Event, Number of Events (1, 2)" indicates the number of events which are stored during a given ignition cycle. A Multi-Event occurs whenever the time between Event 2 trigger threshold and Event 1 trigger threshold is less than or equal to 5 seconds during the same ignition cycle, and "2" will be recorded in this case. Otherwise, "1" will be recorded.
- "Air Bag Warning Lamp (On, Off)" indicates whether the ACU was in trouble mode or in normal operation mode at the time of the event. "On" indicates that the air bag warning lamp was illuminated at the time of the event, and the ACU was in trouble mode. "Off" indicates that the

air bag warning lamp was not illuminated at the time of the event, and the ACU was in normal operation mode.
- "Frontal Air Bag Suppression Switch Status" indicates whether front passenger air bag deployment was suppressed at the time of the event. "On" indicates that the front passenger air bag was suppressed at the time of the event (deployment inhibited). "Off" indicates that the front passenger air bag was not suppressed at the time of the event (deployment enabled).
- "Delta-V, Longitudinal" indicates the cumulative change in velocity along the longitudinal direction.
- "Acceleration, Longitudinal" indicates the rate of change of velocity with time along the longitudinal direction.
- "Delta-V, Lateral" indicates the cumulative change in velocity along the lateral direction.
- "Acceleration, Lateral" indicates the rate of change of velocity with time along the lateral direction.
- "Engine Throttle, % full" indicates the position of the accelerator pedal as a percentage of the fully depressed position.
- "Service Brake (On, Off)" indicates whether the service brake is activated ("On") or not activated ("Off").
- "Steering Input (deg)" indicates the angular displacement of the steering wheel measured in degrees. -250 deg indicates a 250 degree turn to the right of the steering wheel, 0 deg indicates the straight-ahead steering wheel position, and 250 deg indicates a 250 degree turn to the left of the steering wheel.
- The notation "CLP" indicates that the measurement captured by a sensor exceeded the design range of the sensor.
- "Seat Track Position Switch, Foremost, Status, Driver (Yes/No)" indicates whether the driver's seat is positioned within a designated threshold value of the most forward adjustment position. "Yes" indicates that the driver's seat is positioned within a designated threshold value of the most forward adjustment position. For all other adjustment positions, "No" is displayed. This data will not be available if the seat track position switch is not installed in the vehicle.
- "Occupant Size Classification, Right Front Passenger, Child (Yes/No)" indicates whether or not the right front passenger is classified as a child (as defined in 49 CFR part 572, subpart N or smaller). This data will not be available for all vehicles.

Hexadecimal Data:
Data displayed in the Hexadecimal Data section of this CDR report may contain data that is not translated by the CDR program.

Data Sources:
- Crash data is measured internally in the ACU.
- Pre-crash data is not measured internally in the ACU, but is transmitted from other control units through the Controller Area Network (CAN).
- Pre-crash data and crash data are asynchronous.

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DTCs at Time of Retrieval

DTC	Status	Description
B1209	Current	FRONTAL COLLISION DETECTION
B1049	Current	DRIVER AIRBAG MODULE [OPEN]
B1081	Current	PRE-TEN FRONT RH [OPEN]
B1086	Current	PRE-TEN FRONT LH [OPEN]
B1054	Current	DRIVER AIRBAG MODULE [OPEN]
B1177	Current	PRE-TEN2 FRONT RH [OPEN]
B1182	Current	PRE-TEN2 FRONT LH [OPEN]

System Status at Event (Event Record 1)

Life Time Counter (sec)	277738
Complete File Recorded (Yes/No)	Yes (Complete)
Ignition Cycle, Crash	440
Ignition Cycle, Download	486
Multi-Event, Number of Events (1, 2)	1
Time from Event 1 to 2 (sec)	N/A
Safety Belt Status, Driver	On (Fastened)
Safety Belt Status, Right Front Passenger	Off (Unfastened)
Frontal Air Bag Warning Lamp (On, Off)	Off
Frontal Air Bag Suppression Switch Status	On (AS airbag inhibit)
Maximum Delta-V, Longitudinal (MPH [km/h])	6 [10]
Time, Maximum Delta-V, Longitudinal (msec)	167.5
Maximum Delta-V, Lateral (MPH [km/h])	0 [0]
Time, Maximum Delta-V, Lateral (msec)	75
Maximum Acceleration, Longitudinal (g)	6.5
Time, Maximum Acceleration, Longitudinal (msec)	42.5
Maximum Acceleration, Lateral (g)	7.5
Time, Maximum Acceleration, Lateral (msec)	45

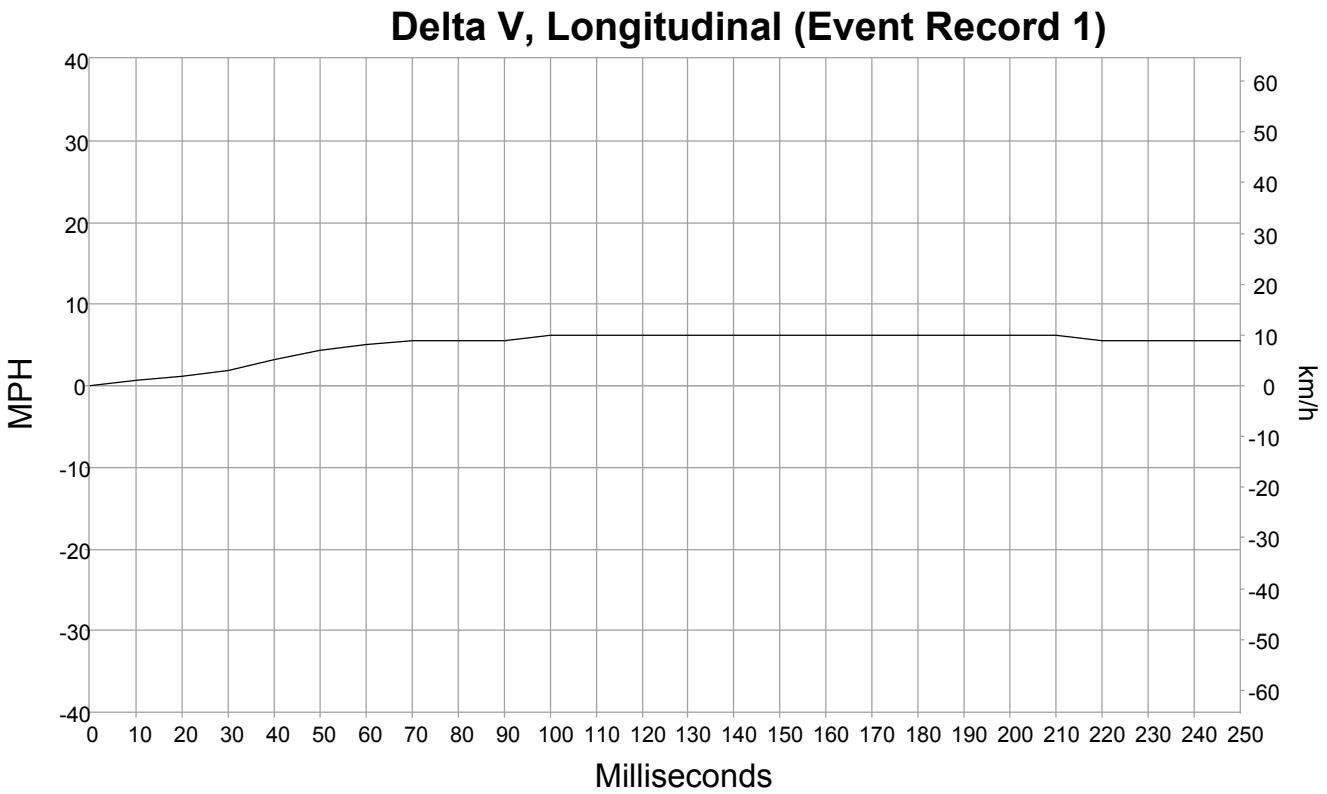
Deployment Command Data (Event Record 1)

Frontal Air Bag Deployment, Time to Deploy/First Stage, Driver (msec)	29
Frontal Air Bag Deployment, Time to Deploy/First Stage, Passenger (msec)	N/A
Frontal Air Bag Deployment, Time to 2nd Stage, Driver (msec)	59
Frontal Air Bag Deployment, Time to 2nd Stage, Right Front Passenger (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Driver (msec)	N/A
Side Air Bag Deployment, Time to Deploy, Right Front Passenger (msec)	N/A
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Driver Side (msec)	N/A
Side Curtain/Tube Air Bag Deployment, Time to Deploy, Right Side (msec)	N/A
Pretensioner Deployment, Time to Fire, Driver (msec)	29
Pretensioner Deployment, Time to Fire, Right Front Passenger (msec)	29

Pre-Crash Data -5 to 0 sec [2 samples/sec] (Event Record 1)

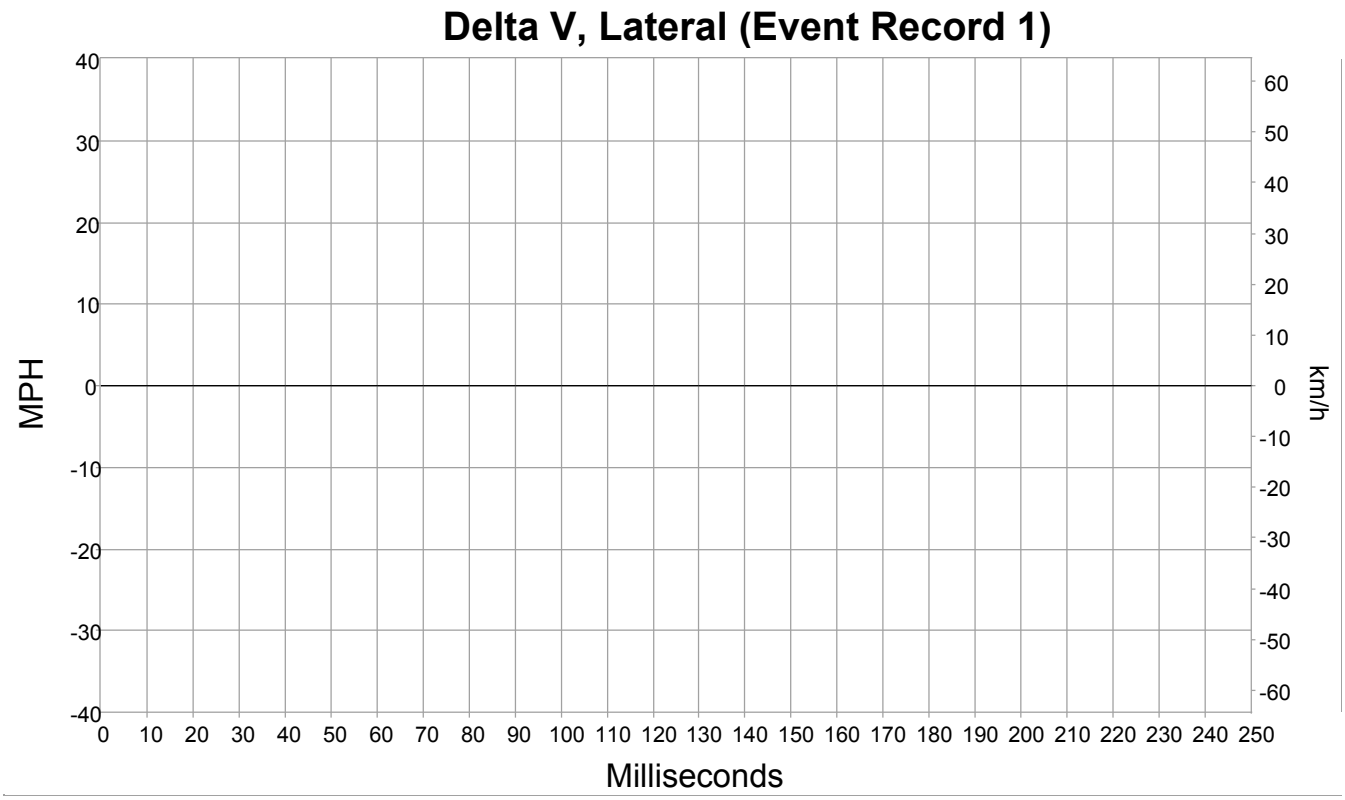
(the most recent sampled values are recorded prior to the event)

Time Stamp (sec)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal, % full	Engine RPM	Motor RPM	Service Brake (On, Off)	Steering Input (deg)
-5.0	36 [57]	Invalid	1525.0	1527	Off (Brake Not Activated)	2.9
-4.5	36 [58]	Invalid	1646.9	1657	Off (Brake Not Activated)	2.7
-4.0	37 [59]	Invalid	1718.8	1722	Off (Brake Not Activated)	2.7
-3.5	37 [60]	Invalid	1753.1	1751	Off (Brake Not Activated)	3.9
-3.0	38 [60]	Invalid	1900.0	1896	Off (Brake Not Activated)	3.5
-2.5	38 [61]	Invalid	2046.9	2049	Off (Brake Not Activated)	2.3
-2.0	39 [62]	Invalid	2131.3	2124	Off (Brake Not Activated)	2.2
-1.5	39 [63]	Invalid	1756.3	1711	On (Brake Activated)	-8.3
-1.0	30 [48]	Invalid	1162.5	1217	On (Brake Activated)	-1.7
-0.5	20 [32]	Invalid	900.0	823	On (Brake Activated)	-4.2
0.0	9 [14]	Invalid	856.3	524	On (Brake Activated)	-4.0



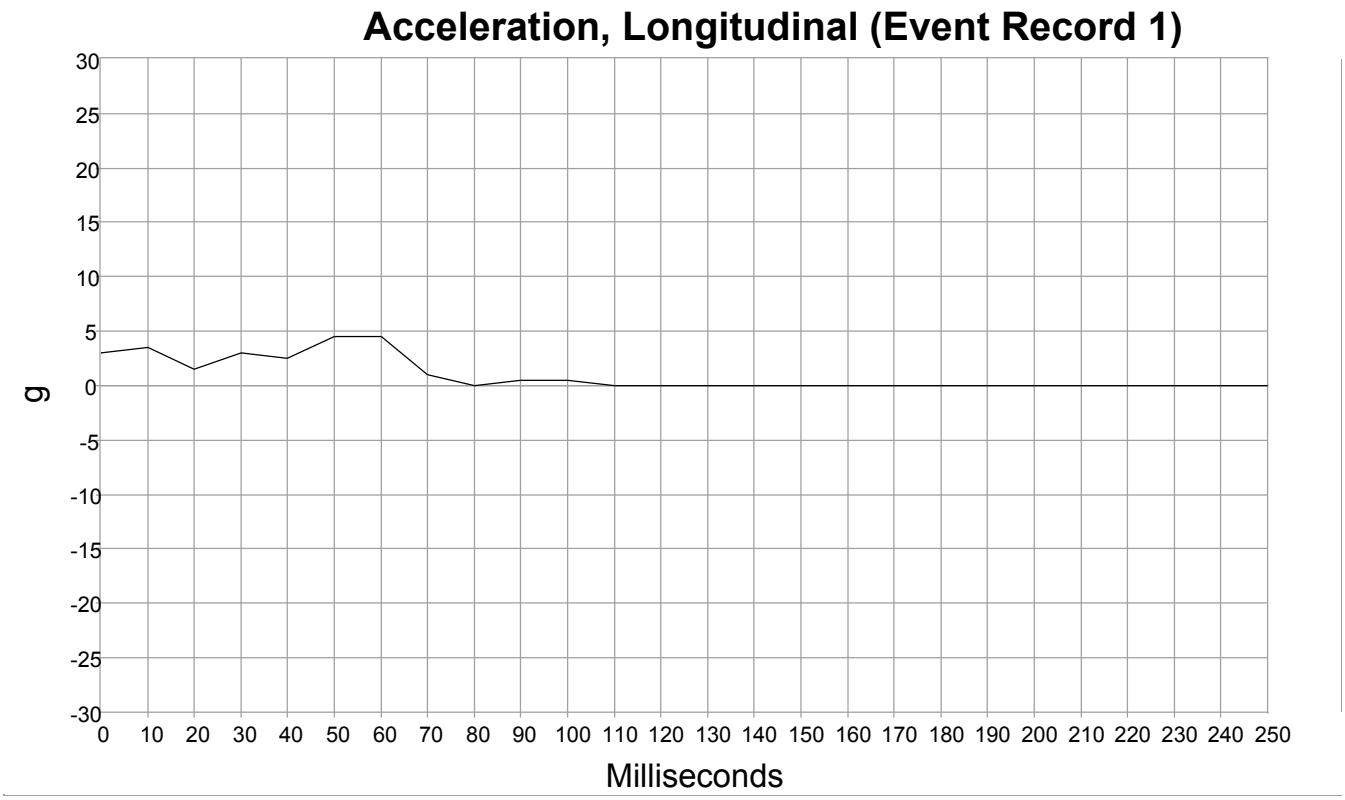
Longitudinal Delta V (Event Record 1)

Time (msec)	MPH [km/h]
0	0 [0]
10	1 [1]
20	1 [2]
30	2 [3]
40	3 [5]
50	4 [7]
60	5 [8]
70	6 [9]
80	6 [9]
90	6 [9]
100	6 [10]
110	6 [10]
120	6 [10]
130	6 [10]
140	6 [10]
150	6 [10]
160	6 [10]
170	6 [10]
180	6 [10]
190	6 [10]
200	6 [10]
210	6 [10]
220	6 [9]
230	6 [9]
240	6 [9]
250	6 [9]



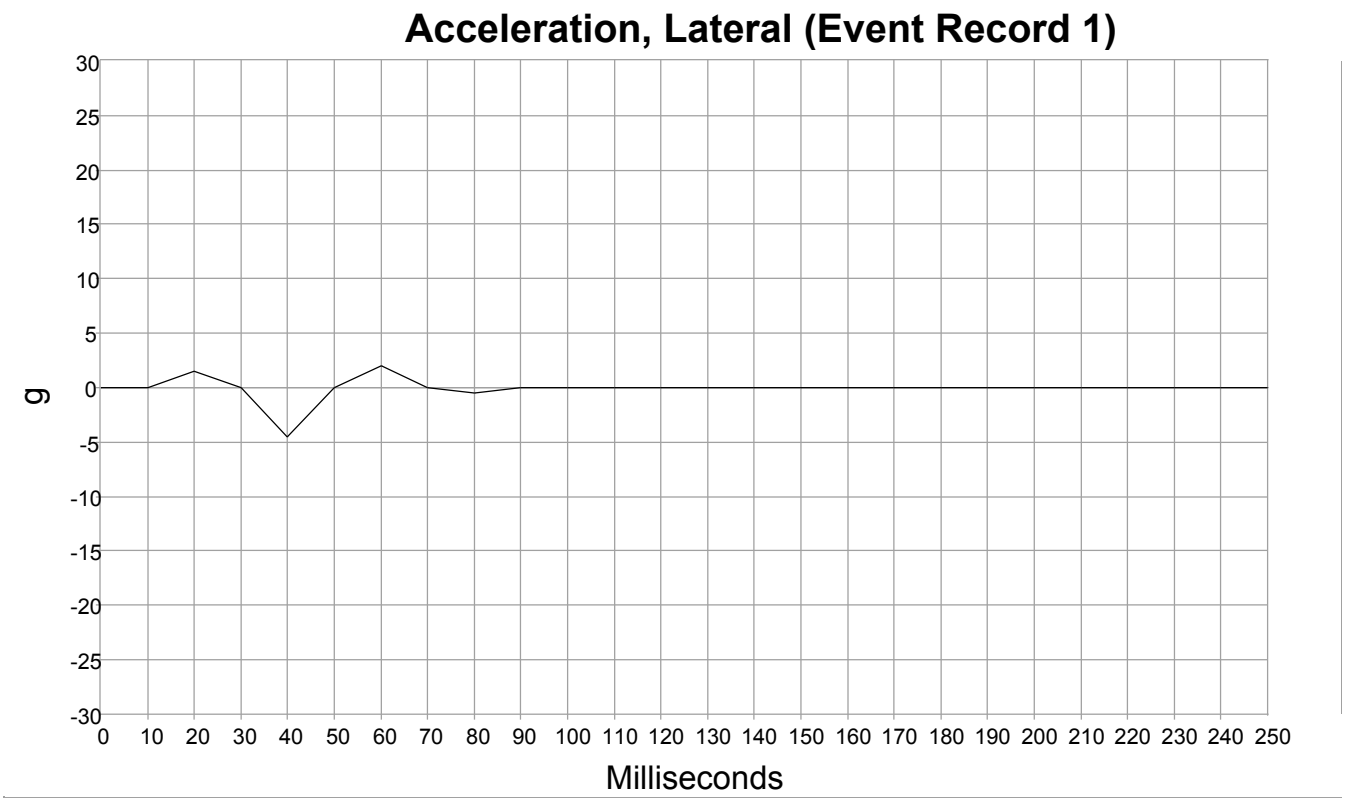
Lateral Delta V (Event Record 1)

Time (msec)	MPH [km/h]
0	0 [0]
10	0 [0]
20	0 [0]
30	0 [0]
40	0 [0]
50	0 [0]
60	0 [0]
70	0 [0]
80	0 [0]
90	0 [0]
100	0 [0]
110	0 [0]
120	0 [0]
130	0 [0]
140	0 [0]
150	0 [0]
160	0 [0]
170	0 [0]
180	0 [0]
190	0 [0]
200	0 [0]
210	0 [0]
220	0 [0]
230	0 [0]
240	0 [0]
250	0 [0]



Longitudinal Acceleration (Event Record 1)

Time (msec)	g
0	3
10	3.5
20	1.5
30	3
40	2.5
50	4.5
60	4.5
70	1
80	0
90	.5
100	.5
110	0
120	0
130	0
140	0
150	0
160	0
170	0
180	0
190	0
200	0
210	0
220	0
230	0
240	0
250	0



Lateral Acceleration (Event Record 1)

Time (msec)	g
0	0
10	0
20	1.5
30	0
40	-4.5
50	0
60	2
70	0
80	-.5
90	0
100	0
110	0
120	0
130	0
140	0
150	0
160	0
170	0
180	0
190	0
200	0
210	0
220	0
230	0
240	0
250	0

Hexadecimal Data

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61 03 FF 17 00 2D 2D 2D 4B FF FF 10 FF FF 36 39 FF FF FF 36 35 FF 81 A5 0D 0D 0D 1F FF FF 34
00 00 00 00 00 00 00 00 00 00 00 00 00 24 24 FF 23 23 FF FF FF FF FF FF FF FF 2D 20 5A FF
FF FF 1D FF FF 22 22 22 FF FF FF 27 FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF FF FF 00 00 00 00 00 00 00 00 00 00 00 00 FF FF FF FF FF
FF FF FF FF FF FF FF FF FF FF FF 37 24 FF FF 32 00 FF FF AA FF FF FF FF FF FF

61 04 FA 46 02 7E 01 7E

61 06 00 01 00 D1 00 31 00 51 00 56 00 36 00 B1 00 B6 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 FF

61 07 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 0C

61 19 00 00 80 00 00 00 80 00 00 00 01 48 00 00 10 00 00 00 80 00 00 00 80 00 00 00 80 00 00
00 80 00 00 00 00 29 00 00 80 00 00 00 02 8F 00 00 80 00 00 00 80 00 00 00 01 48

61 1A 00 01 02 03 05 07 08 09 09 09 0A 0A 0A 0A 0A 0A 0A 0A 0A 0A 0A 09 09 09 09 0A 43 16
69 16 AA 17 04 17 5A 17 A2 17 FE 18 5D 18 7D 12 98 0C A5 05 9E FF FE FF FE FF FE FF FE FF FE
FF FE FF FE FF FE FF FE FF FE FF FE 01 01 01 01 01 01 01 00 00 00 00 01 B8 01 E6 00 01 1D FF
01 FF 00 01 00 3B FF FF FF FF FF 1D 1D 00 00 03 00 F7 00 04 00 FF 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00

61 1B 06 07 03 06 05 09 09 02 00 01 01 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00
00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 1E 2F A8 33 77 35 B6
36 C9 3B 60 3F F7 42 9A 36 E2 24 54 1C 20 1A C2

61 1C 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F FF E3 FF E5 FF E5 FF D9 FF DD FF E9 FF EA 00 53 00 11 00 2A 00 28 0D 11 0F 12 05 F7 06 79
06 BA 06 D7 07 68 08 01 08 4C 06 AF 04 C1 03 37 02 0C FF FF FF FF FF FF FF FF FF FF FF FF FF
FF FF FF FF FF FF FF FF FF 00 04 3C EA

61 1D 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F FF FF
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7F 7F 7F 7F 7F 7F 7F 7F

61 1E 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F FF FF FF FF FF FF FF
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61 1F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F 7F
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7F 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF 7F FF FF FF FF FF
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61 83 4A 4D 30 30 43 09 42 05 17 00 00 00 00 00 00 00 00 00 00 00 40 00 00 80

59 02 09 92 09 00 09 90 49 00 09 90 81 00 09 90 86 00 09 90 54 00 09 91 77 00 09 91 82 00 09

59 02 09

59 0F 09
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Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

PE15-001

NISSAN

4/2/2015

ATTACHMENT A

Request Number Four

INCIDENT INVESTIGATION REPORTS

[redacted].JN8AS58V79W[redacted]

Field Report.[redacted].PE15.001

Incident Investigation Report

CAR #: [redacted]
Claimant: [redacted]
VIN: JN8AS5MT1DW[redacted]

I. Claimant

Claimant name: [redacted] *DOB:* [redacted] *Day phone:* [redacted]
Address: [redacted], Mentone, CA, [redacted] *Eve. Phone:*

Driver Name [redacted] *DOB:* [redacted] *Day phone:*
Address: [redacted], Mentone, CA, [redacted] *Eve. Phone:*

Owner name: [redacted] *DOB:* [redacted] *Day phone:*
Address: [redacted], Mentone, CA [redacted] *Eve. Phone:*

Who notified NNA of incident? Owner/Driver *CAR #:* 141983192

If represented, claimant's attorney name, address, phone: At time of inspection not represented by attorney

II. Vehicle

Model year & model name: 2013 Rogue *Mfg. date:* 11-13 *VIN:* JN8AS5MT1DW[redacted]

Mileage: 2097 *License #* [redacted] *State:* CA

Special equipment & accessories: None

List all applicable recalls and service campaigns in table below:

Number	*Description*	*Status (Open/Closed)*
	None	

III. Description of Incident & Claim

Source of information (unless otherwise noted): Driver/Owner

Date & time of incident:: 4/11/2014

Location of incident (describe fully):

Going East on Yucaipa Blvd. between 10th and 11th Ave. in Yucaipa, CA

Nature of weather: Sunny 80 degrees *Vision obstruction (describe):* None

Claimant's description of incident and statement of cause (be as detailed as possible):

- *Claimant's description of the "sequence of events" that occurred:*

Owner /driver stated she was traveling [redacted], in the third lane of a six lane road (there was a median) when the incident happened. She was about 10 yards behind the vehicle in front of her when all at once the driver slammed on the brakes. The vehicle in front of him, vehicle number 1, had stopped, it did not have any brake lights. She stated that she applied the brakes but the vehicle did not stop in time and she skidded into the vehicle in front of her (vehicle number 2). She stated she hit the steering wheel, then the driver airbag went off and the seat locked up. There were no reported injuries in the incident.

- *Relation to roadway (on-road, off-road, left side, right side):*

Driver was in the third lane near the median of a 6 lane road.

- *Driver action (braking, steering, etc):*

Driver applied brakes, skidded into the vehicle in front of her.

- *Special circumstances:*

Prior to incident no warning lights illuminated in instrument panel, except when vehicle goes through self-check.

Incident Investigation Report

CAR #: [redacted]
Claimant: [redacted]
VIN: JN8AS5MT1DW[redacted]

III. Description of Incident & Claim - continued

Vehicle estimated speed: 25-30 MPH *Source of estimate:* Driver *Posted speed limit:* Unknown

Other vehicle estimated speed: Stopped *Source of estimate:* Driver/owner *Posted speed limit:* UNknown

Name & address of witnesses:

[redacted], driver of vehicle she ran into.

Police report taken? (Yes/No/#): No *Reporting officer name & station (if report not attached):* Not applicable

List each allegation made. Be as specific as possible and list affected components and detailed reasons for allegation.

#	Allegation	Allegation made by
1	Brakes did not stop vehicle in time resulting in accident, brake failure	Driver/Owner
2		
3		
4		
5		

IV. Occupants & Injuries

Location:	Seat Pos.	Seat Belts:	Air Bags:	Source of information:

Name: [redacted] *DOB:* [redacted]

Address: [redacted]. Mentone, CA [redacted] *Height:* [redacted]

1	1	B	D	*Nature & extent of Injuries:* No reported injuries

Name: Not Applicable *DOB:*

Address: *Height:* *Weight:*

				Nature & extent of Injuries:

Name: Not Applicable *DOB:*

Address: *Height:* *Weight:*

				Nature & extent of Injuries:

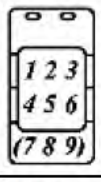
Name: Not Applicable *DOB:*

Address: *Height:* *Weight:*

				Nature & extent of Injuries:

Where, when, and by whom were the injured treated?

(Legend for Section IV.)

Location:	*1. Incident vehicle 2. Other Vehicle 3. Pedestrian 4. Other*
Seating Position:	 *10. Unknown 11. Other*
Seat Belts Worn:	*U. Unknown L. Lap Only S. Shoulder Only B. L+S belt N. None Worn C. Child Restraint*
Airbag Status:	*NA. Not equipped N. Airbag not deployed D. Airbag deployed*

Incident Investigation Report

V. Other Property Damage

Source of information (unless otherwise noted): Driver/owner

Other vehicle model year, make, model name: Unknown

Name, address, phone of other vehicle owner: Unknown

Name, address, phone of other vehicle driver: Unknown

Nature & extent of other vehicle damage: Unknown

Nature & extent of property (other than motor vehicle) damage & name of owner:

Owner name: [redacted], address unknown

Incident Investigation Report

VI. Investigation Results

Date of vehicle inspection: 04/28/2014 *Location of inspection:* [redacted] Bernardino, CA [redacted]

Nature & extent of damages to vehicle & estimated cost of repairs (Attach estimate if available):
See attached estimate

Have you located any related prior repair orders? (Yes/No): None available

Photos taken by: Ted D'Orazi *# photos:* 128

Observations / findings. Be as detailed as possible, put "Not Available" in sections that you are not able to inspect. Include observations and findings from test drives and Consult diagnostics.

- *Exterior / Body:*

The damage was mainly to the front bumper cover. The front bumper cover was pushed in/ripped 47"x11"x3" below the center line. This damage was under the Grill/Hood. The headlight assemblies were not broken, the AC condenser/radiator were not damaged.

- *Engine / Transmission / Drivetrain:*

No noted damage

- *Underbody / Suspension / Steering / Wheels & Tires:*

No noted damage

- *Interior Observations / Seats / Instrument Panel / Headliner / Trim:*

There was no interior damage to the vehicle except the seatbelts and the driver airbag.

- *Seat Belts / Child Restraints (if applicable):*

The driver's seatbelt pretensioner was deployed, in the extended position. The seatbelt would buckle and unbuckle, it would not retract because it is deployed. The deployment button was still on the seatbelt. The latch plate number was: 603-3305. The passenger seatbelt pretensioner is deployed. The seatbelt is tight against the "B" pillar. The latch plate number could not be obtained as the latch plate was tight against the "B" pillar. There was no a passenger in the vehicle at the time of the accident. All other seatbelts (rear) operated without restriction.

- *Air Bags:*

The driver's airbag was deployed.

- *Additional Observations / Findings (describe any inspection items not covered under headings above, e.g. vehicle test drive with customer, site observations, etc):*

None

- *Summary. List factual inspection findings pertaining to each allegation made by claimant. Ensure appropriate IIR supplements are filled out.*

The driver's seatbelt was deployed. The brake system did not have any leaks. The master cylinder fluid was full, clean, and clear.

Incident Investigation Report

CAR #: 141983192
Claimant: [redacted]
VIN: JN8AS5MT1DW[redacted]

#	*Allegation*	*Factual Findings*
1	Driver's airbag deployed late/ brake system did not stop vehicle in time, resulting in accident.	The driver's airbag is deployed. Brake system is intact no noted malfunctions. All CDR data is included with this report.
2		
3		
4		
5		

Have alleged defective parts been removed from vehicle? (Yes/No): No

If yes, by whom? Not Applicable

Present location: [redacted]
San Bernardino, Ca.

Reporter's Signature: Ted D'Orazi

Reporter's Name & Region: Western

Incident Investigation Report

IIR Supplement: Restraint System Checklist

** On seat belt systems with more than one belt, buckle or retractor, please specify (e.g. Lap or Shoulder).*

DRIVER'S SEAT BELT*

Model #:	6094470
Mfg. Date:	2013
Lot #:	3917
Manufacturer:	AutoLiv japan LTD

AS-FOUND CONDITION*

Fully Stowed? (Yes/No):	No
If extended, measure webbing length from outboard floor anchor to D-ring:	76”
Buckled? (Yes/No):	No

BUCKLE*

Model #:	No number on buckle
Buckle latches/unlatches (Yes/No):	Yes

RETRACTOR*

Retractor(s) spring functioning? (Yes/No):	No
Retractor Locked? (Yes/No):	Yes
Emergency locking function operable? (Yes/No):	NO

Describe how ELR was checked:

The ELR could not be checked because the seatbelt pretensioner was deployed.

RF PASSENGER SEAT BELT*

Model #:	6094469
Mfg. Date:	2013
Lot #:	3911
Manufacturer:	AutoLiv Japan LTD

AS-FOUND CONDITION*

Fully Stowed? (Yes/No):	Yes
If extended, measure webbing length from outboard floor anchor to D-ring:	
Buckled? (Yes/No):	No

BUCKLE*

Model #:	No number on buckle
Buckle latches/unlatches (Yes/No):	No

RETRACTOR*

Retractor(s) spring functioning? (Yes/No):	No
Retractor Locked? (Yes/No):	Yes
Auto locking (ALR) function operable? (Yes/No):	No
Emergency locking function operable? (Yes/No):	NO

Describe how ELR was checked:

Seatbelt pretentioner is deployed, seatbelt tight against “B” pillar.

LR PASSENGER SEAT BELT*

Model #:	Not Applicable
Mfg. Date:	
Lot #:	
Manufacturer:	

AS-FOUND CONDITION*

Fully Stowed? (Yes/No):	
If extended, measure webbing length from outboard floor anchor to D-ring:	
Buckled? (Yes/No):	

BUCKLE*

Model #:	
Buckle latches/unlatches (Yes/No):	

RETRACTOR*

Retractor(s) spring functioning? (Yes/No):	
Retractor Locked? (Yes/No):	
Auto locking (ALR) function operable? (Yes/No):	
Emergency locking function operable? (Yes/No):	

Describe how ELR was checked:

RR PASSENGER SEAT BELT*

Model #:	Not Applicabble
Mfg. Date:	
Lot #:	
Manufacturer:	

AS-FOUND CONDITION*

Fully Stowed? (Yes/No):	
If extended, measure webbing length from outboard floor anchor to D-ring:	
Buckled? (Yes/No):	

BUCKLE*

Model #:	
Buckle latches/unlatches (Yes/No):	

RETRACTOR(S)*

Retractor(s) spring functioning? (Yes/No):	
Retractor Locked? (Yes/No):	
Auto locking (ALR) function operable? (Yes/No):	
Emergency locking function operable? (Yes/No):	

Describe how ELR was checked:

Incident Investigation Report

IIR Supplement: Restraint System Checklist (continued)

CENTER REAR PASSENGER SEAT BELT*	BUCKLE*
Model #: Not Applicable *Mfg. Date:* *Lot #:* *Manufacturer:*	*Model #:* Not Applicable *Buckle latches/unlatches (Yes/No):*
*AS-FOUND CONDITION**	RETRACTOR*
Fully Stowed? (Yes/No): *If extended, measure webbing length from outboard floor anchor to D-ring:* *Buckled? (Yes/No):*	*Retractor(s) spring functioning? (Yes/No):* *Retractor Locked? (Yes/No):* *Auto locking (ALR) function operable? (Yes/No):* *Emergency locking function operable? (Yes/No):* *Describe how ELR was checked:*

If more than 5 passengers, please add additional information here:

Not Applicable

Child Restraint Observations (if applicable):

Not Applicable

AIRBAG DEPLOYMENT INFORMATION

Driver "front" airbag deployed? (Yes/No):	Yes	*RF pass "front" airbag deployed? (Yes/No):*	No
Driver "side" airbag deployed? (Yes/No/NA):	No	*RF pass "side" airbag deployed? (Yes/No/NA):*	No
Left curtain airbag deployed? (Yes/No/NA):	No	*Right curtain airbag deployed? (Yes/No/NA):*	NO

Airbag Warning Lamp Status *(when ignition is turned ON):*

	Illuminates for approximately 7 seconds and goes off (normal)
	Does not illuminate at all
X	*Remains illuminated continuously*
	Flashes continuously

Consult or CDR Data Included in Report (Yes/No)

Consult DTCs (all items in sub-menus below)	
○ Current DTCs	
○ Past DTCs	
○ Trouble Diag Record	
Consult Hexadecimal data	
Consult EDR data (all items in sub-menus below)	
○ All High-frequency data	
○ All Low-frequency data	
○ All Static Data	
OR	
CDR data (includes DTCs, EDR, and hex data)	**X**

Always use diagnostic tool appropriate for vehicle. Photograph or scan Consult-II printout since thermal paper will degrade over time.

If any Consult or CDR data above is marked as "No", please explain here why not included in report:

Incident Investigation Report

IIR Supplement: Restraint System Photograph Checklist

VIN plate (door jam)
Odometer
8 external views
Windshield (from standing in front of hood)
Exterior damage close-ups
Underbody views
(if possible and accident circumstances dictate)
Overhead view (if possible)
Engine compartment (hood open)
Engine compartment close-ups (hood open)
Front airbag sensors (where applicable)
Driver side open door view (angled forward)
Driver seat position
(perpendicular view documenting initial position)
Overview of drivers seating area (downward view)
Driver knee bolster area
Driver side upper instrument panel
Header and visor area
Headliner over driver and passenger seating area
Driver "front" airbag overall
Close-ups of any marks on driver "front" airbag
Driver "front" airbag deployment door (upper)
Driver "front" airbag deployment door (lower)
Steering wheel rim side view
Passenger side open door view (angled forward)
RF seat position
(perpendicular view documenting initial position)
Overview of RF seating area (downward view)
RF knee bolster area
RF upper instrument panel
RF passenger "front" airbag overall
Close-ups of any marks on RF pass. "front" airbag
RF passenger "front" airbag deployment door
Driver "side" airbag
RF passenger "side" airbag
Left curtain airbag
Right curtain airbag

Drivers seatbelt - seatbelt label(s)
Drivers seatbelt - overall
Drivers seatbelt - webbing (any marks-note location)
Drivers seatbelt - latchplate metal (both sides)
Drivers seatbelt - latchplate pass thru (both sides)

Drivers seatbelt - pillar guide loop (D-ring)
Driver seatbelt - buckle (side view-inboard & outboard)
Drivers seatbelt - buckle (end view)

RF seatbelt - seatbelt label(s)
RF seatbelt - overall
RF seatbelt - webbing (any marks-note location)
RF seatbelt - latch plate metal (both sides)
RF seatbelt - latchplate pass through (both sides)
RF seatbelt - pillar guide loop (D-ring)
RF seatbelt - buckle (side view-inboard & outboard)
RF seatbelt - buckle (end view)

CASE BY CASE BASIS

LR seatbelt - seatbelt label(s)
LR seatbelt - overall
LR seatbelt - webbing (any marks-note location)
LR seatbelt - latchplate metal (both sides)
LR seatbelt - latchplate pass through (both sides)
LR seatbelt - pillar guide loop (D-ring)
LR seatbelt - buckle (side view-inboard & outboard)
LR seatbelt - buckle (end view)
CR seatbelt - seatbelt label(s)
CR seatbelt - overall
CR seatbelt - webbing (any marks-note location)
CR seatbelt - latchplate metal (both sides)
CR seatbelt - latchplate pass through (both sides)
CR seatbelt - buckle (side view-inboard & outboard)
CR seatbelt - buckle (end view)
RR seatbelt - seatbelt label(s)
RR seatbelt - overall
RR seatbelt - webbing (any marks-note location)
RR seatbelt - latchplate metal (both sides)
RR seatbelt - latchplate pass through (both sides)
RR seatbelt - pillar guide loop (D-ring)
RR seatbelt - buckle (side view-inboard & outboard)
RR seatbelt - buckle (end view)
Any visible prior damage (unrelated to subject accident)
Prior repairs to vehicle
Extrication/towing damage
Any non-OEM components (accessories, etc.)
Center console SRS diagnostic module (if necessary)

Incident Investigation Report

IIR Supplement: Brake Checklist

I. Pedal behavior (check / fill in appropriate boxes per claimant's statement)

	Pedal went to floor and stayed there
X	Pedal returned after pumping
X	Pedal felt solid, would not move
	Pedal felt spongy
	Other (describe):

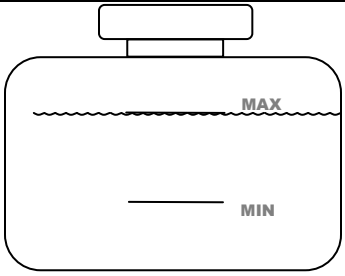
II. Vehicle Inspection

Include photographs in report

Yes	No		Comments
X		ABS equipped, if yes, turn ignition ON:	
X		• ABS warning lamp illuminates for approximately 1 second and turns off (normal)	
		VDC equipped, if yes, turn ignition ON:	
		• VDC OFF lamp illuminates for approximately 1 second and turns off (normal)	
		• VDC OFF lamp turns on and off as VDC switch is cycled	
X		TCS equipped, if yes, turn ignition ON:	
X		• TCS OFF lamp illuminates for approximately 1 second and turns off (normal)	
X		• TCS OFF lamp turns on and off as TCS switch is cycled	
X		Brake controller Consult diagnostic printout included (perform diagnostic if vehicle is equipped)	
X		PKB adjustment within specifications	
X		Fluid quality OK	
	X	Foreign material present in filter screen	
X		Visual inspection of brake circuit:	
	X	• Reservoir and Master cylinder leaks visible	
	X	• ABS/TCS/VDC actuator leaks visible (if applicable)	
	X	• Brake line leaks visible in engine compartment	
	X	• Brake line leaks visible on underbody	
	X	• Flexible connector line leaks visible by wheel brakes	
	X	• Pistons and piston seal leaks visible (disc brakes)	
		• Wheel cylinder leaks visible (drum brakes)	

Master cylinder fluid level

(click and drag fluid line to level)



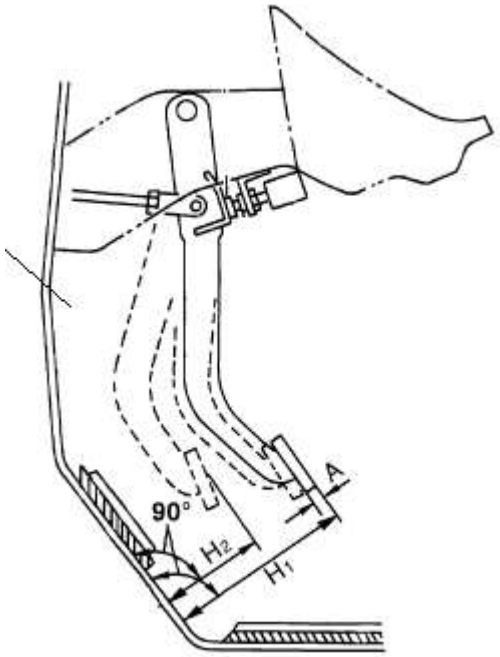
Comments
Level full and clean

Incident Investigation Report

IIR Supplement: Brake Checklist (continued)

III. Pedal Adjustment (Refer to Service Manual):

	Measured Data	Comments
Free height (H1)	**5 .25 inches**	
Free play (A)	**1.0 inch**	
Depressed Height (pedal to floor-H2)	**3.5 inches**	
Note: When equipped with adjustable pedal, the pedal must be in the forward most (closest to the floor) position for pedal height measurement.		



IV. Booster Check (complete if engine can be started)

Instructions: Operation Check

1. Depress brake pedal several times with engine off.
2. Depress brake pedal and hold.
3. Start engine.

Yes	No		Comments
X		Pedal goes down slightly	

Instructions: Airtight Check

1. Start engine, let run 2 - 3 minutes, turn off.
2. Depress brake pedal several times.

Yes	No		Comments
X		Pedal goes down 1st time then raises 2nd and 3rd	

3. Restart engine.
4. Depress brake pedal and hold.
5. Stop engine.

Yes	No		Comments
X		Pedal height does not change after 30 seconds	
X		Is vacuum supply hose connected properly	

Incident Investigation Report

IIR Supplement: Brake Checklist (continued)

V. Measurements:

Instructions for brake pads / shoes:

1. Measure friction material thickness only
2. Report minimum thickness and location measured
3. Report uneven wear, cracking, and other conditions / observations in Comments
4. For rear brakes, fill out either disc or drum section as appropriate for vehicle
5. Include photographs in report

		Outboard Pad	Inboard Pad	Comments
Front Pad Thickness	LF	**10.00MM**	**10.00MM**	**No unusual wear**
	RF	**10.00MM**	**10.00MM**	
Front Rotor Thickness	LF	**19.23MM**		**No unusual wear**
	RF	**19.20MM**		

		Outboard Pad	Inboard Pad	Comments
Rear Pad Thickness	LR	**5.00MM**	**8.00MM**	**No unusual wear**
	RR	**6.00MM**	**8.00MM**	
Rear Rotor Thickness	LR	**16.11MM**		**No unusual wear**
	RR	**16.34MM**		

		Leading Shoe	Trailing Shoe	Comments
Rear Shoe Thickness	LR	**Not Applicable**	**Not Applicable**	
	RR			
Drum Inner Diameter	LR			
	RR			

VI. Tire Inspection

Include photographs in report

Loc.	Make	Model	Size	DOT#	Tread Depth	PSI
LF	**Continental**	**4X4 Contact**	**P215/70R15**	**FDYU 3JA 4313**	**8/32**	**40**
Condition/Comments:						
RF	**Continental**	**4X4 Contact**	**P215/70R15**	**FDYU 3JA 4313**	**8/32**	**40**
Condition/Comments:						
RR	**Continental**	**4X4 Contact**	**P215/70R15**	**FDYU 3JA 4313**	**8/32**	**40**
Condition/Comments:						
LR	**Continental**	**4X4 Contact**	**P215/70R15**	**FDYU 3JA 4313**	**8/32**	**40**
Condition/Comments:						

Incident Investigation Report

The Bosch CDR was connected to the vehicle and Data is in a separate attached report. The brake system was intact, there were no leaks. The brake system did not show any abnormal wear. The parking brake when applied the Brake light in the instrument panel would illuminate. When slowly increasing throttle pedal pressure, with the Parking Brake applied the vehicle would not move. When the Parking Brake was released the light in the instrument panel went "off". When driving the vehicle around the body shop parking lot, lightly, medium, heavy application of the vehicle' brakes, the vehicle stopped without hesitation, pull or malfunction. The owner stated there was not a Police Report submitted because there were no injuries. The Police came to the accident but did not submit a report.

PE15-001

NISSAN

4/2/2015

ATTACHMENT A

Request Number Four

INCIDENT INVESTIGATION REPORTS

[redacted].JN8AS58V79W[redacted]

Photos.[redacted].PE15.001


MFD BY NISSAN MOTOR CO.,LTD.
DATE 11/13
GVWR/PNBV 4339 LBS.
GAWR/PNBE FR. 2315 LBS.
WITH P215/70R16 TIRES.
16×6½ RIMS. AT 33 PSI
COLD SINGLE.
GAWR/PNBE RR. 2116 LBS.
WITH P215/70R16 TIRES.
16×6½ RIMS. AT 33 PSI
COLD SINGLE.
THIS VEHICLE CONFORMS
TO ALL APPLICABLE FED-
ERAL MOTOR VEHICLE SA-
FETY AND THEFT PREVEN-
TION STANDARDS IN EFF-
ECT ON THE DATE OF MA-
NUFACTURE SHOWN ABOVE.
VIN: JN8AS5MT1DW
TYPE: MPV
COLOR TRIM TRANS
QAB K RE0F10A
AXLE ENGINE
GB57 QR25(DE) 2488CC
2014/4/29 10:33am


MFD BY NISSAN MOTOR CO.,LTD
DATE 11/13
GVWR/PNBV 4339 LBS
GAWR/PNBE FR. 2315 LBS
WITH P215/70R16 TIRES
16×6½ RIMS. AT 33 PSI
COLD SINGLE.
GAWR/PNBE RR. 2116 LBS
WITH P215/70R16 TIRES.
16×6½ RIMS. AT 33 PSI
COLD SINGLE.
THIS VEHICLE CONFORMS
TO ALL APPLICABLE FED-
ERAL MOTOR VEHICLE SA-
FETY AND THEFT PREVEN-
TION STANDARDS IN EFF-
ECT ON THE DATE OF MA-
NUFACTURE SHOWN ABOVE.
VIN: JN8AS5MT1DW
TYPE: MPV
COLOR TRIM TRANS
QAB K RE0F10A
AXLE ENGINE
GB57 QR25(DE) 2488CC
2014/4/29 10:33am


2102 miles
A 2097.6 miles
2014/4/29 10:33am


2102 miles
A 2097.6 miles
2014/4/29 10:34am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No. 3Y08K019
No. 4760-MD4A
CONSOLE SM04A
HITACHI
2014/4/29 10:51am


2014/4/29 10:51am


NISSAN LMM
SEAT BELT FOR AUTOMOBILES
MEETS:MVSS 209, 302
MODEL : 6094470
MFD.DATE : 2013
MFD.BY : Autoliv Japan Ltd.
LOT NO. : 3917
WEBBING : >PET<
PRLE
2014/4/29 10:59am


NISSAN LMM
SEAT BELT FOR AUTOMOBILES
MEETS:MVSS 209, 302
MODEL : 6094470
MFD.DATE : 2013
MFD.BY : Autoliv Japan Ltd.
LOT NO. : 3917
WEBBING : >PET<
PRLE
2014/4/29 10:59am


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2014/4/29 11:05am


2014/4/29 11:06am


PRESS
2014/4/29 11:06am


PRESS
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PULL
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8D3 3305
2014/4/29 11:08am


6D3 3305
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2014/4/29 11:15am


2014/4/29 11:16am


2014/4/29 11:16am


RMM
FOR AUTOMOBILES
MEETS: MVSS 209, 302
MODEL : 6094469
MFD.DATE : 2013
MFD.BY : Autoliv Japan Ltd.
LOT NO. : 3911
WEBBING : >PET<
PRLE
2014/4/29 11:16am


RMM
FOR AUTOMOBILES
MEETS:MVSS 209, 302
MODEL
MFD.DATE : 6094469
MFD.BY : 2013
LOT NO. : Autoliv Japan Ltd.
WEBBING : 3911
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PRLE
2014/4/29 11:17am


2014/4/29 11:20am


2014/4/29 11:20am


PRESS
2014/4/29 11:20am


PULL
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PULL
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RPMx1000
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SOURCE
SRS
AIRBAG
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AIRBAG
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SRS AIRBAG
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R.F.
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R.R.
2014/5/1 12:07pm


R.R
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L.R.
2014/5/1 12:11pm


2014/5/1 12:12pm


2014/5/1 12:12pm


TIRE AND LOADING INFORMATION
RENSEIGNEMENTS SUR LES PNEUS ET LE CHARGEMENT
SEATING CAPACITY
NOMBRE DE PLACES
TOTAL
TOTAL
FRONT
AVANT
REAR
ARRIÈRE
The combined weight of occupants and cargo should never exceed 465 kg or 980 lbs.
Le poids total des occupants et du chargement ne doit jamais dépasser 465 kg ou 980 lb.
SIZE
DIMENSIONS
COLD TIRE PRESSURE
PRESSION DES PNEUS À FROID
TIRE
PNEU
FRONT
AVANT
P215/70R16 99H
230kPa , 33PSI
REAR
ARRIÈRE
P215/70R16 99H
230kPa , 33PSI
SPARE
DE SECOURS
T155/90D16 110M
420kPa , 60PSI
2014/5/1 12:15pm

TIRE AND LOADING INFORMATION
RENSEIGNEMENTS SUR LES PNEUS ET LE CHARGEMENT

SEATING CAPACITY NOMBRE DE PLACES	TOTAL TOTAL	5	FRONT AVANT	2	REAR ARRIÈRE	3

The combined weight of occupants and cargo should never exceed 408 kg or 900 lbs.
Le poids total des occupants et du chargement ne doit jamais dépasser 408 kg ou 900 lb.

TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE PRESSION DES PNEUS À FROID
FRONT AVANT	P215/70R16 99H	230kPa , 33PSI
REAR ARRIÈRE	P215/70R16 99H	230kPa , 33PSI
SPARE DE SECOURS	T155/90D16 110M	420kPa , 60PSI

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
VOIR LE MAN
DE L'USAG
POUR PL
RENSEIGN

2014/5/1 12:15pm

PE15-001

NISSAN

4/2/2015

ATTACHMENT A

Request Number Four

INCIDENT INVESTIGATION REPORTS

[redacted].JN8AS58V79W[redacted]

Repair Estimate[redacted].PE15.001

Date: 4/15/2014 11:03 AM
Estimate ID: [redacted]
Estimate Version: 0
Committed
Profile ID: * AAA-FOREIGN

H Street Collision Center

1228 N. "H" Street, San Bernardino, CA 92405
(909) 889-5875
Fax: (909) 888-6547

" NUMBER ONE IN THE INLAND EMPIRE "
B.A.R.# AJ191043
EPA# 8701070797

Damage Assessed By: DARREN GARCIA

Appraised For: John Marsh
(951) 637-8503

Type of Loss: Collision
Date of Loss: 4/11/2014
Deductible: 250.00
Policy No: [redacted]

Arrival Date: 4/14/2014
Claim Number: [redacted]

Insured:
Owner:
Address: [redacted] MENTONE, CA [redacted]22
Telephone: Work Phone:
Cell Phone: [redacted]

Home Phone:
Contact Phone: [redacted]

Mitchell Service: 911003

Description: 2013 Nissan Rogue S
Body Style: 4D Ut
VIN: JN8AS5MT1DW[redacted]
Mileage: 2,102
OEM/ALT: A
Color: White Pearl
Options: PASSENGER AIRBAG, DRIVER AIRBAG, POWER LOCK, POWER WINDOW, REAR WINDOW DEFOGGER
MANUAL AIR CONDITION, CRUISE CONTROL, TILT STEERING COLUMN, ANTI-LOCK BRAKE SYS.
TRACTION CONTROL, AUXILIARY INPUT, IPOD ADAPTER, FRONT AIR DAM, TINTED GLASS
TRIP COMPUTER, VARIABLE ASSISTED STEERING, SIDE AIRBAGS, ANTI-THEFT SYSTEM
SIDE HEAD CURTAIN AIRBAGS, AM/FM STEREO CD/MP3 PLAYER
ELECTRONIC STABILITY CONTROL, FRONT BUCKET SEATS, INTERIOR AIR FILTER
KEYLESS ENTRY SYSTEM, POWER DISC BRAKES, REAR SPOILER, REAR WINDOW WIPER
STEERING WHEEL MOUNTED CONTROLS

Vehicle Production Date: 11/13
Drive Train: 2.5L Inj 4 Cyl FWD
License: [redacted]

Search Code: None

Date: 4/15/2014 11:03 AM
Estimate ID: [redacted]
Estimate Version: 0
Committed
Profile ID: * AAA-FOREIGN

** SPECIAL PARTS NOTICE: ALL CRASH PARTS ON THIS ESTIMATE ARE NEW-OEM (ORIGINAL EQUIPMENT MANUFACTURER) UNLESS OTHERWISE SPECIFIED. PARTS DESCRIBED AS RECHROMED, RECORED, or REMANUFACTURED ARE EITHER RECONDITIONED or REBUILT. PARTS THAT ARE DESCRIBED AS AFTERMARKET PART,AFTERMARKET CAPA, ARE NON-OEM CRASH PARTS.**
*"This estimate has been prepared based on the use of crash parts supplied by a source other than the manufacturer of your motor vehicle. Any warranties applicable to these replacement parts are provided by the manufacturer or distributor of the parts, rather than by the original manufacturer of your vehicle."
* ALSO NOTE TO OWNER OF VEHICLE, ALL SHEET METAL AND STRUCTURE PARTS ARE SECTIONED TO FIT UNLESS OTHERWISE WRITTEN "COMPLETE INSTALL". *

* ALL ALIGNMENTS ARE DONE AT H STREET COLLISION NOTED (IN HOUSE), UNLESS OTHERWISE NOTED (OUTSIDE SUBLET VENDER) *
* NOTE TO OWNER OF VEHICLE, REFINISHING OF VEHICLE PARTS REPAIRED OR NEW MAYBE LISTED AS COMPLETE PAINT OF PANEL BUT BLENDING OF PANEL IS PARTIAL REFINISH OF COLOR TO FULL CLEAR COAT OF PANEL.

Line Item	Entry Number	Labor Type	Operation	Line Item Description		Part Type/ Part Number	Dollar Amount	Labor Units
1	102466	BDY	OVERHAUL	Frt Bumper Cover Assy		62022-1VK0H	315.58	2.0 # INC #
2	102492	BDY	REMOVE/REPLACE	Frt Bumper Cover				C 2.6 #
3	AUTO	REF	REFINISH	Frt Bumper Cover		96010-1VK0A	114.35	INC #
4	102628	BDY	REMOVE/REPLACE	Frt Bumper Spoiler				INC #
5	AUTO	BDY	REMOVE/INSTALL	Frt Bumper Cover		01121-N6041	13.10	INC
6	102629	BDY	REMOVE/REPLACE	Frt Bumper Bolt 5@2.62		96210-1VK0A	29.40	INC
7	102489	BDY	REMOVE/REPLACE	Frt Bumper License Plate Bracket		62030-JM00A	311.80	0.3 #
8	102474	BDY	REMOVE/REPLACE	Frt Bumper Reinforcement Bar (HSS)		62090-1VK0A	74.33	INC
9	102493	BDY	REMOVE/REPLACE	Frt Bumper Energy Absorber		01553-09611	3.60	INC
10	102842	BDY	REMOVE/REPLACE	R Frt Bumper Clip 2@1.80		01553-09611	3.60	INC
11	102843	BDY	REMOVE/REPLACE	L Frt Bumper Clip 2@1.80		62310-1VK0A	106.56	INC #
12	102940	BDY	REMOVE/REPLACE	Grille		65601-JM00A	61.55	0.3
13	100073	BDY	REMOVE/REPLACE	Hood Latch		K8510-JM12A	735.35	INC
14	100240	MCH	REMOVE/REPLACE	Air Bag Module-Driver Front	-M	B5567-CB69D	179.52	1.0
15	102930	MCH	REMOVE/REPLACE	Air Bag Spiral Cable	-M	K8581-1VK0A	281.37	0.3 #
16	102697	MCH	REMOVE/REPLACE	Frt Air Bag Impact Sensor	-M	985Q2-9Y000	9.08	
17	100244	BDY	REMOVE/REPLACE	Air Bag Sensor Brkt		K8820-JM00B	621.48	0.6 #
18	102438	MCH	REMOVE/REPLACE	Air Bag Control Unit	-M			0.8
19	AUTO	BDY	REMOVE/INSTALL	Console		86884-CZ30B	335.10	1.0 #
20	100856	BDY	REMOVE/REPLACE	R Frt Seat Belt Retractor Assy		86885-JM04B	335.10	1.0 #
21	100857	BDY	REMOVE/REPLACE	L Frt Seat Belt Retractor Assy				1.8
22	AUTO	REF	ADD'L OPN	Three Stage		Sublet	10.00 *	1.0*
23	900500	BDY *	REMOVE/REPLACE	MIX & TONE COLOR		Sublet	2.50 *	0.0*
24	900500	BDY *	REMOVE/REPLACE	FLEX ADDITIVE		Sublet	5.00 *	0.5*
25	900500	BDY *	REMOVE/REPLACE	FLEXIBLE PARTS ADHESION PROMOTER PROCESS FOR REPAIRED BUMPER				0.8
26				COLOR SAND & BUFF			199.51 *	
27	AUTO	REF	ADD'L OPN	Paint/Materials			5.00 *	
28	AUTO		ADD'L OPN	Hazardous Waste Disposal				
29	AUTO		ADD'L OPN					

Date: 4/15/2014 11:03 AM
Estimate ID: [redacted]
Estimate Version: 0
Committed
Profile ID: * AAA-FOREIGN

* - Judgment Item
# - Labor Note Applies
C - Included in Clear Coat / Three Stage Calc

Remarks
DIGITAL PHOTOS ON [illegible]

TARGET DATE IS 4/23/201[illegible]

Estimate Totals

I. Labor Subtotals	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals
Body	6.9	[illegible]3.00	0.00	0.00	296.70
Refinish	5.2	[illegible]1.00	0.00	0.00	213.20
Mechanical	1.9	[illegible]3.00	0.00	0.00	138.70
[illegible]-Taxable Labor					648.60
Labor Summary	14.0				648.60

III. Additional Costs			Amount
Taxable Costs			199.51
[illegible] Tax	@	8.250%	16.46
Non-Taxable [illegible]			5.00
Total Additional Costs			220.97
Paint Materials Fee: RM			

II. Part Replacement Summary			Amount
Taxable Parts			3,743.39
Parts Adjustments			186.54-
Sales Tax	@	8.250%	293.44
Non-Taxable Parts			5.00
Total Replacement Parts Amount			3,855.29

IV. Adjustments	Amount
Insurance Deductible	250.00-
Customer Responsibility	250.00-

I.	Total Labor:	648.60
II.	Total Replacement Parts:	3,855.29
III.	Total Additional Costs:	220.97
	Gross Total:	4,724.86
IV.	Total Adjustments:	250.00-
	Net Total:	4,474.86

Point(s) of Impact
12 Front Center (?)

Insurance Co[illegible] [illegible], California

ESTIMATE RECALL [illegible]: 04/1[illegible]2014 11:02:10 [redacted]
Mitchell Data Version: [illegible]: MAR_14_V0409
[illegible]:MAR_14_V
Software Version: 7.4.163

Date: 4/15/2014 11:03 AM
Estimate ID: [redacted]
Estimate Version: 0
Committed
Profile ID: * AAA-FOREIGN

Inspection Site: R ir Sho
Address: 1 N H S
S BERN DINO, CA 92405-5015
(889-5 75
Inspection Dat 1014

Body Shop: H REET OLLISION CENTER
Address: 1 N H ST
S N BERNARDINO, CA 92405-5015
Fax Phone: (9) 888-6 47

********** RTS PRICE SUBJECT TO INVOICE **********

AUTHORIZED D A CEPTED: You are hereby authorized to make the above specifie r air . I understand that payment in full will be due upon release of hicle, including additional supplemental damage charges, and hereby ran you and/or your employees, permission to operate the car, truck r vehicle herein described on street, highway or elsewhere f the purpose of testing and/or inspection. An express mechanic's en is hereby acknowledged on above car, truck or vehicle to secure the amount of repairs there to.H STREET COLLISION CENTER will not be held responsible for loss or damage to vehicle or articles left an vehicle in case of fire, theft, accident or any other cause beyond our ntrol. ALSO NOTE: THERE IS A STORAGE CHARGE OF 70.00 PER DAY.
** TEAR DOW CHA GE IS 184.00 OR MORE, DISASSEMBLY WILL PREVENT REASSEME Y VE ICLE TO CONDITION AS RECEIVED**

***OLD PART REM VED OR REPLACED WILL BE DISCARDED UNLESS OTHERWISE NOTIFIED RIO TO REPAIRS ***
CUSTOMER AU ORI ATION:_____DATE:_____/_____/_____

I authorize y nd all drafts, checks and supplements payable direct to "H" STRE CO ISION CENTER. I authorize "H" STREET COLLISION CENTER to a as Y POWER OR ATTORNEY to sign drafts, checks, and supplements

POWER OF AT RNE AUTHORIZATION:_____

THANK YOU F SE ECTING "H" STREET COLLISION CENTER FOR YOUR REPAIRS.

Due to unfo een circumstances in the repairing of your vehicle,we regre that o c only estimate, not promise, a completion time. Your unders ndi g is greatly appreciated!

** INSURED PROVI D A COPY OF THE ESTIMATE AND MPR BROCHURE.

*** (CLAIMA S) PROVIDED COPY OF ESTIMATE.

For y ur pr ect on, California Law requires the following to appear

on this form. Any person who knowingly presents a false or fraudulent claim for the payment of a loss is guilty of a crime and may be subject to fines and confinement in state prison.

THANK YOU FOR SELECTING "H" STREET COLLISION CENTER FOR YOUR REPAIRS.

Cycle Time Information

Drop Off Date and Time: 4/14/2014
Promise Date: 4/23/2014

Repair Dates:
Start Date: 4/15/2014

H Street Collision Center
1228 N. "H" Street, San Bernardino, CA 92405

REFINISH MATERIALS CALCULATION REPORT

[redacted]

License: [redacted]
Vehicle: 2013 Nissan
Estimate ID: [redacted]
Repair Order: 0

Paint Code 1 QAB White Pearl

3 Stage Waterborne

		Units	$/Per	Cost
Refinishing	Paint Code 1 Time Less Overlap:	2.60		193.01
	Paint Code 2 Time Less Overlap:	0.00		0.00
	Blend 1 Time:	0.00		0.00
	Blend 2 Time:	0.00		0.00
	Buffing/Polishing:	0.80	8.12	6.50
	Additional Refinishing Materials:			0.00
	Refinishing Materials Subtotal:			199.51
Bodywork	Metal Materials:	0.00	6.22	0.00
	Fiberglass Materials:	0.00	10.71	0.00
	Plastic 'Flex' Materials:	0.00	21.24	0.00
	Additional Bodywork Materials:			0.00
	Body Materials Subtotal:			0.00
	Adjustment:		0.00 %	0.00
	GRAND TOTAL:			199.51

PE15-001

NISSAN

4/2/2015

ATTACHMENT A

Request Number Four

INCIDENT INVESTIGATION REPORTS

[redacted].JN8AS58V79W[redacted]

Repair Resolution letter[redacted].PE15.001

NISSAN NORTH AMERICA, INC.

Consumer Affairs
P.O. Box 685003
Franklin, TN 37068-5003
Telephone: 1-800-647-7261

May 6, 2014

[redacted]
[redacted]
MENTONE, CA[redacted]

RE: Date of Incident: April 11, 2014
Vehicle: 2013 Nissan Rogue
VIN NO: JN8AS5MT1DW[redacted]

Dear Ms. [redacted],

Thank you for allowing us the opportunity to review the circumstances of your unfortunate accident. As you probably know, a detailed inspection of your vehicle with specific focus on the Air Bag Supplemental Restraint System (SRS) was performed on or about April 28, 2014.

Air bags must be made so that they inflate fast enough in a severe accident. The speed at which an air bag inflates and then deflates is similar in all designs. Air bags are designed to inflate in less than 1/20 of a second. It is not uncommon for people involved in the trauma of an accident to not remember the sequence of events, including exactly when the air bag deployed, as the deployment occurs in the blink of an eye. Air bags are designed to help prevent fatal injuries and reduce the extent of serious skeletal and internal injuries. Unfortunately, because of the speed necessary for inflation, sometimes injury does occur. However, the overall utility of air bags outweighs their risk of injury. Both diagnostic and visual checks confirmed that the air bag and seat belt systems in your vehicle were functioning properly, and no manufacturing defects were found.

In addition, both visual and diagnostic tests indicate the brake system was functioning properly as well.

Although we are sorry to learn about your accident, Nissan has no basis on which to offer assistance. This appears to be a matter which should be referred to your insurance company. Should any additional factual information become available, Nissan would be happy to reconsider the matter.

Thank you for allowing us the opportunity to review this matter and explain our position.

[redacted]

Pat Reynolds
Nissan North America
Incident Investigation
615.725.7883