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August 31, 2011

Mr. Jeffrey L. Quandt, Chief
Vehicle Control Division
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: PE11 -020; NVS 213cni

Dear Mr. Quandt:

Enclosed is Nissan's response to the referenced NHTSA Information Request of July 23, 2011 concerning the Agency's investigation of master cylinder leaks in 2007 - 2008 model year Nissan Altima vehicles. This response supersedes the previously submitted partial response.

This submission includes appendices containing information that Nissan considers confidential. Nissan is submitting a confidentiality request to the Office of Chief Counsel pursuant to 49 C.F.R. Part 512 and is hereby requesting that the confidential attachments be permanently protected from public release.

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

Sincerely,



John Gibbons
Senior Manager
Technical Compliance

Enclosures

Response to

PE11-020

INTRODUCTION

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. Nissan has searched for and produced records that were created up to and on the date this Information Request was received, June 23, 2011 unless otherwise noted.

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 Request 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 located in the United States.

Responses are provided after each request, 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.

* * * * *

1. State, by model and model year, the number of subject and peer vehicles Nissan has manufactured for sale or lease in the United States. Separately, for each subject and peer vehicle manufactured to date by Nissan, state the following:

- a. Vehicle identification number (VIN);
- b. Make;
- c. Model;
- d. Model Year;
- e. Date of manufacture;
- f. Date warranty coverage commenced; and
- g. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease)

Provide the table in Microsoft Access 2003, or a compatible format, entitled "PRODUCTION DATA," See Enclosure 1, Data Collection Disc, for a pre-formatted table that provides further details regarding this submission.

	MODEL	MY2007	MY2008
SUBJECT VEHICLES	ALTIMA	194,658	243,657
	ALTIMA COUPE	N/A	53,949
	ALTIMA HYBRID	7,410	8,547
PEER VEHICLES	SENTRA	97,145	121,002

The information requested in 1.a through 1.g is provided, when known, in a table titled, "tblPopulationData" as prescribed on the pre-formatted table provided to Nissan by NHTSA, within the database titled PE11-020 REQUEST DATA.mdb on a disc enclosed as Attachment A.

2. State the number of each of the following, received by Nissan, or of which Nissan is otherwise aware, which relate to, or may relate to, the alleged defect in the subject and peer vehicles:

- a. Consumer complaints, including those from fleet operators;
- b. Consumer complaints, including those from operators, where a failure or malfunction of the brake master cylinder or booster system was reported;
- c. Field reports, including dealer field reports;
- d. Field reports, including dealer field reports where master cylinder leakage or failure was claimed;
- e. Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;
- f. Property damage claims;
- g. Third-party arbitration proceedings where Nissan is or was a party to the arbitration; and
- h. Lawsuits, both pending and closed, in which Nissan is or was a defendant or codefendant.

For subparts "a" through "f" state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "e" through "h," provide a summary description of the alleged problem and causal and contributing factors and Nissan's assessment of the problem, with a summary of the significant underlying facts and evidence. For items g and h, identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

- a) Consumer complaints, including those from fleet operators;

Subject Vehicles: 85 Consumer Complaints

Peer Vehicles: 38 Consumer Complaints

- b) Consumer complaints including those from operators, where a failure or malfunction of the brake master cylinder or booster system was reported;

Subject Vehicles: 4 Consumer Complaints

Peer Vehicles: 16 Consumer Complaints

These reports involved some complaints related to braking performance. These are included in the totals shown above even if there was not necessarily an actual failure of the braking system.

- c) Field reports, including dealer field reports;

Subject Vehicles: 110 Reports

Peer Vehicles: 108 Reports

- d) Field reports, including dealer field reports were master cylinder leakage or failure was claimed;

Subject Vehicles: 98 Reports

Peer Vehicles: 98 Reports

(2c and 2d yield nearly same response since the alleged defect encompasses the additional detail sought by 2d)

- e) Reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;

Subject Vehicles: 1 Reported crash with no injuries or fatalities

Peer Vehicles: 12 Reported crashes with 1 reported minor injury and 0 fatalities

- f) Property damage claims, alleged to have resulted from alleged defect;

Subject Vehicles: 1 consumer complaint alleged property damage
Peer Vehicles: 8 total claims (5 consumer complaints, and 3 field reports)

- g) Third-party arbitration proceedings where Nissan is or was a party to the arbitration; and

Nissan's interactions with third party arbitration such as the Better Business Bureau are tracked via our Consumer Affairs system, and are counted as consumer complaints. The following counts represent consumer complaints that referenced third party arbitration.

Subject Vehicles: 21 Consumer Complaints
Peer Vehicles: 27 Consumer Complaints

- h) Lawsuits, both pending and closed, in which Nissan is or was a defendant or codefendant.

There are no lawsuits associated with the alleged defect.

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 and model year;
- f. Vehicle's mileage at time of incident;
- g. Incident date;
- h. Report or claim date;
- i. Repair(s) dealer made to the vehicle;
- j. Whether a crash is alleged;
- k. Whether property damage is alleged;
- l. Number of alleged injuries;
- m. Number of alleged fatalities; and
- n. A summary of the incident.

Provide this information in Microsoft Access 2003, or a compatible format, entitled "REQUEST NUMBER TWO DATA." See Enclosure 1, Data Collection Disc, for a preformatted table that provides further details regarding this submission.

The information requested in 3.a through 3.n is provided, when known, in tables titled, "tblQuestionTwoData" as prescribed on the pre-formatted table provided to Nissan by NHTSA, within the database titled PE11-020 REQUEST DATA.mdb on a disc enclosed as Attachment A.

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Nissan used for organizing the documents.

The requested documents are on a disc enclosed as Attachment A and Confidential Attachment A.

5. State, by model and model year, total counts for all of the following categories of claims, collectively, that have been paid by Nissan to date that relate to repair or replacement of the subject component in the subject and peer vehicles; warranty claims; extended warranty claims; claims for good will services; and field, zone, or similar adjustments and reimbursements. This should include all claims made in accordance with procedures specified in any service bulletins issued by Nissan related to the subject components. Separately, for each such claim, state the following information:

- a. Nissan's claim number;
- b. Vehicle owner or fleet name (and fleet contact person) and telephone number;
- c. VIN;
- d. Repair date;
- e. Vehicle mileage at time of repair;
- f. Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
- g. Labor operation number;
- h. Problem code;
- i. Replacement part number(s) and description(s);
- j. Whether the master cylinder was returned for analysis;
- k. Concern stated by customer; and
- l. Comment, if any, by dealer/technician relating to claim and/or repair.

Provide this information in Microsoft Access 2003, or a compatible format, entitled "WARRANTY DATA." See Enclosure 1, Data Collection Disc, for a pre-formatted table that provides further details regarding this submission.

The main purpose of the warranty system is to reimburse dealers for performing warranty repairs. Claims are submitted by dealers through an on-line computer system through the use of a set of codes. The codes are designed to allow flexibility for their use and, as such, do not supply a significant amount of information about why a particular repair was made, or specific details about the nature of the repair itself.

Within the limitations of our warranty system as it relates to the subject matter of this inquiry, the total count for all of the categories of paid warranty claims, as described in Request No. 5 that relate to repair or replacement of the subject component in the subject and peer vehicles, is contained in the table below.

	MODEL	MY2007	MY2008
SUBJECT VEHICLES	ALTIMA	7,817	9,939
	ALTIMA COUPE	N/A	2,868
	ALTIMA HYBRID	4	5
PEER VEHICLES	SENTRA	1,919	3,388

The information requested in 5.a through 5.l is provided, when known, in tables titled, "tblWarrantyData" as prescribed on the pre-formatted table provided to Nissan by NHTSA, within the database titled PE11-020 REQUEST DATA.mdb on a disc enclosed as Attachment A.

6. Describe in detail the search criteria used by Nissan to identify the claims identified in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used. Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions applicable to the alleged defect in the subject vehicles. State, by make and model year, the terms of the new vehicle warranty coverage offered by Nissan on the subject vehicles (i.e., the number of months and mileage for which coverage is provided and the vehicle systems that are covered). Describe any extended warranty coverage option(s) that Nissan offered for the subject vehicles and state by option, model, and model year, the number of vehicles that are covered under each such extended warranty.

The requested new vehicle warranty coverage documents are on a disc enclosed as Attachment A.

The search criteria used by Nissan to identify the claims identified in response to Request No. 5 are set forth in Attachment B.

The subject component, brake master cylinder, is covered by all of our Extended Service Contracts. Gross sales units of our Extended Service Contracts for the subject vehicles are contained in the table below.

Model Year	Altima Coupe	Altima Hybrid	Altima Sedan
2007	N/A	2,922	73,343
2008	20,579	2,956	81,204

7. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect in the subject vehicles, that Nissan has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Nissan is planning to issue within the next 120 days.

There are no TSBs or other responsive documents that relate to the alleged defect in the subject vehicles.

However, a TSB was issued on 09/15/2010 to reduce misdiagnosis of brake warning light on with no leak in the subject vehicles. The referenced TSB is on a disc enclosed as Attachment C.

8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Nissan. For each such action, provide the following information:
- Action title or identifier;
 - The actual or planned start date;
 - The actual or expected end date;
 - Brief summary of the subject and objective of the action;
 - Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
 - A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

A spreadsheet containing the responses to Requests 8.a - 8.f is provided in Confidential Attachment D. Copies of documents related to the listed actions are also contained in Confidential Attachment D.

9. State the number of master cylinders and brake booster assemblies that Nissan has sold that may be used in the subject vehicles by part number (both service and engineering/production) and month/year of sale (including the cut-off date for sales, if applicable). For each component part number, provide the supplier's name, address, and appropriate point of contact (name, title, and telephone number). Also identify by make, model and model year, all vehicle applications that use the component, whether installed in production or in service, and state the applicable dates of production or service usage.

A spreadsheet of part number applications and sales is provided in Confidential Attachment E.

Supplier information:

Robert Bosch, LLC
Chassis Systems, Product Quality
38000 Hills Tech Drive
Farmington Hills, MI 48331

Michael J. Burrill
Director, Product Quality
(248) 876-6673

10. Provide the following information regarding all warranty return analyses conducted by, or for, Nissan related to the alleged defect in the subject or peer vehicles:

- An Excel spreadsheet listing all returns and including the following information:

- i) Claim number;
 - ii) Vehicle identification number;
 - iii) Master cylinder information (e.g., manufacturing date,
 - iv) Repair date;
 - v) Repair mileage;
 - vi) Results of all testing conducted on the part (e.g., leak check); and
 - vii) Summary of warranty return analysis findings.
- b. Copies of all warranty return analysis reports, including all test results and photographs;
 - c. Describe all failure modes identified in analyses of returned parts; and
 - d. Describe and provide copies of all documents related to all analyses of return part inspections and testing.

The requested warranty part return spreadsheet requested in 10a along with documents requested in 10.b and 10.d are provided on a disc enclosed as Confidential Attachment F.

The failure modes identified in the attached warranty return part analysis responsive to Request 10.c are described in detail in a table titled "Warranty Return Analysis" in Confidential Attachment F.

11. Provide the following information regarding Nissan's recall decision making process:

- a. A description and flow chart of the recall decision making process, including organization and titles of responsible parties for recommending or making final approval decisions;
 - b. Copies of all documents used in reviewing the defect conditions at each step of Nissan's safety recall decision making process for recalls 08V-311 and 09V-431; and
 - c. A description of how the subject vehicles were evaluated by Nissan in the recall decision making process, either during the reviews that led to recalls 08V-311 and 09V-431 or subsequently.
- a) A general description of Nissan's recall decision making process with respect to whether to conduct a recall is attached as Confidential Attachment G.
 - b) Copies of all documents considered by Nissan during the decision making process that led to recalls 08V-311 and 09V-431 are attached as Confidential Attachment G.
 - c) As shown in the documents provided in response to Request 11(b), Nissan did not evaluate the subject vehicles during the process that led to the decisions to conduct recalls 08V-311 and 09V-431. All evaluations of the subject components in the subject vehicles are described in the responses to Requests 8 and 10.

The Altima master cylinder leakage did not rise to the same level of concern as the Sentra for several reasons. The primary difference between master cylinder leakage in the Sentra and the Altima is the leak rate. Master cylinder leakage in the Altima (if any)

occurs at a very slow rate; more like seepage. In some cases, the brake pads may need replacement prior to any braking performance loss due to brake fluid seepage. In contrast, the Sentra had a number of reports that involved poor braking performance due to a faster leak rate. While this did not result in a sudden loss of brakes, Nissan decided to err on the side of caution and conducted Recall 08V-311.

Subsequently, because reports were received of leaking master cylinders on Sentras produced after the initial recall cut off date, Nissan decided to expand the vehicle population and conduct Recall 09-431.

Another difference between the subject vehicles and the peer vehicles is that the leaks in the Sentra master cylinders were caused by incorrect machining during the manufacturing process. This did not apply to the master cylinders in the subject Altima vehicles. The Altima issue was clearly different. Nissan has identified eight different semi-random manufacturing inconsistencies that could lead to potential leaks. None of these eight factors, other than in rare occurrences, caused a fast rate of fluid leakage. As each of these manufacturing factors was evaluated, many of the returned parts exhibited no leakage when tested.

Nissan believes that when an Altima was presented at a dealership with the brake warning light illuminated and the fluid level approaching "MIN", in many cases the dealer replaced the master cylinder based upon his experience with the Sentra recall even though there was no evidence of fluid leakage. In fact, in many of those cases, there was no problem whatsoever with the master cylinders removed from the subject vehicles. Rather, it appears that in many instances the brake warning light was illuminated due to the sensor location in the brake fluid reservoir. This location allows the light to illuminate when the brake pads have partially worn, even when there is no leakage and there is more than enough brake fluid to allow the braking system to function normally. On 09/15/2010, Nissan issued a Technical Service Bulletin to alert dealers to this phenomenon.

In summary, the master cylinder leakage issues between the Sentra and the Altima vary entirely and the facts do not warrant a recall of the subject vehicles.

12. Provide the following sample parts related to the alleged defect in the subject vehicles and peer vehicles (one sample each for subject and peer vehicles):
- a. One exemplar sample of the master cylinder sectioned or disassembled to show the leak path related to the alleged defect (i.e., seal and seal groove);
 - b. One field return sample of a master cylinder assembly representing a "worst case" leak rate for the alleged defect, sectioned or disassembled to show the subject seal and groove; and
 - c. One sample each of any kits that have been released by Nissan for use in repairs related to the alleged defect, or may be relate, to the alleged defect in the subject or peer vehicles.

In addition to the request samples, please provide a description of how field return parts were tested to assess "worst case" leak rates and provide the range, mean, standard deviation and maximum values measured by Nissan in field returns for each vehicle population (i.e., subject and peer vehicles).

The master cylinders requested in 12.a and 12.b are being mailed under separate cover. Nissan has not issued any master cylinder repair "kits" responsive to item 12.c.

For a description of field return parts testing, please refer to the Bosch PowerPoint presentation provided in response to item 10.d. The testing results requested are provided in Confidential Attachment F.

13. Provide the following information comparing the alleged defect and its effect on vehicle braking performance in the subject and peer vehicles:
- a. Describe the design of the master cylinder, including the subject seal and seal groove;
 - b. Describe the manufacturing process for the master cylinder and identify all factors related to the alleged defect condition;
 - c. Describe the leak rates associated with the alleged defect (maximum, mean, and standard deviation), including a detailed description of how Nissan measured or estimated leak rate (e.g., field return analysis, analysis of leak volume by time or miles in service, etc);
 - d. Describe the master cylinder reservoir construction, including a plot of fill height vs. volume with the nominal fill level and level at which the brake warning lamp illuminates shown;
 - e. Service interval remaining between brake lamp illumination and partial system failure, including the following:
 - i) A detailed description of how Nissan conducted this analysis and all assumptions used;
 - ii) A discussion of differences between city drive cycles and highway drive cycles on both the time to failure and miles to failure analyses;
 - iii) A discussion of leak dynamics during driving and after each drive cycle; and
 - iv) Nissan's assessment of how the time to failure and mileage to failure data in field reports, complaints and warranty claims fit with the estimated intervals;
 - f. The failure rate related to the alleged defect;
 - g. Analysis of failure rates as a function of service time and mileage
 - h. Nissan's estimate of the number of failures that resulted in a reduction in brake effectiveness (i.e., hydraulic circuit failure) and how this assessment was performed
 - i. Nissan's assessment of the effect of the brake fluid leakage on brake booster assembly performance (using worst case fill volume); and
 - j. The effect of hydraulic circuit failure on vehicle stopping distance.

Responses for items 13.a – 13.j are contained in Confidential Attachment H.

14. Provide Nissan's assessment of the alleged defect in the subject vehicles, including:
- a. Causal or contributory factor(s);
 - b. The failure mechanism(s);
 - c. The failure mode(s);
 - d. The risk to motor vehicle safety that it poses, including Nissan's assessment of the causes and contributing factors for all crash reports submitted in response to this information request;

- e. What warnings, if any, the operator of the vehicle would have that the alleged defect was occurring or subject system was malfunctioning; and
- f. The reports included with this inquiry.

The subject vehicles do not contain a safety related defect.

The leakage caused by imperfections in the master cylinder components in the subject vehicles is very slow in nature and does not result in a rapid loss of braking capability. In addition to the red brake warning light illuminating to alert the drivers that the brake fluid level is approaching the "MIN" level, the leak is so slow that it will allow safe operation of the vehicle until the next scheduled service, even if the driver does not promptly bring the vehicle in for repair. An analysis conducted by the supplier on recent returned parts from the subject Altimas shows that the vehicle will require new brake pads long before there is any loss in braking performance (refer to the analysis document in Confidential Attachment J). The slowness of the leak along with reserve brake fluid reservoir capacity allows a sufficient time interval for brake system service even if the operator ignores the warning lamp. Comments in the consumer complaints and warranty reports submitted with this response indicate that owners were safely able to drive their vehicles to the dealer for repair; almost none of the owners complained of a loss of braking performance.

As noted above, a large number of master cylinders returned for evaluation did not exhibit any leak. Nissan believes that when an Altima was presented at a dealership with the brake warning light illuminated and a relatively low level of brake fluid, in many cases the dealer replaced the master cylinder based upon his experience with the Sentra recall even though there was no evidence of fluid leakage. In fact, in many of those cases, there was no problem whatsoever with the master cylinders removed from the subject vehicles. Rather, it appears that in many instances the brake warning light was illuminated early due to the sensor location in the brake fluid reservoir. This location allows the light to illuminate when the brake pads have partially worn, even when there is no leakage and there is more than enough brake fluid to allow the braking system to function normally. On 09/15/2010, Nissan has issued a Technical Service Bulletin to alert dealers to this phenomenon.

In consideration of the above, Nissan believes there is no defect in the subject vehicles.

ATTACHMENT A

Disc with Information Related to Requests 1 through 6

This attachment contains a disc containing the information related to Request Numbers 1 through 6. The information was obtained from the Consumer Affairs database, the Tech Line Database, the legal department database and the field reports database as of July 15, 2011. The databases and Legal Files are updated daily.

ATTACHMENT B

Warranty Claims Data

Warranty claims data were gathered from Warranty database as of June 23, 2011 using the Part Number Code (PNC) for Brake Master Cylinder.

The total counts of warranty claims are as follows: 25,490

The search criteria used by Nissan to identify the claims identified in response to Request number 5 is as follows:

Search terms for Warranty:

PNC = 46010 - Brake Master Cylinder

ATTACHMENT C

Disc with Information Related to Request 7

This attachment contains a disc containing the information related to Request 7. The enclosed TSB was issued on 09/15/2010 to reduce misdiagnosis of brake warning light on with no leak in the subject vehicles.

CONFIDENTIAL ATTACHMENT D

Disc with Information Related to Request 8

This attachment contains a disk containing the information related to Request 8.

CONFIDENTIAL ATTACHMENT E

Disc with Information Related to Request 9

This attachment contains a disc containing the information related to Request 9.

CONFIDENTIAL ATTACHMENT F

Disc with Information Related to Request 10

This attachment contains a disc containing the information related to Request 10.

CONFIDENTIAL ATTACHMENT G

Disc with Information Related to Request 11

This attachment contains a disc containing the information related to Request 11.

CONFIDENTIAL ATTACHMENT H

Disc with Information Related to Request 12

This attachment contains a disc containing the information related to Request 12.

CONFIDENTIAL ATTACHMENT I

Disc with Information Related to Request 13

This attachment contains a disc containing the information related to Request 13.

ATTACHMENT J

Disc with Information Related to Request 14

This attachment contains a disc containing the information related to Request 14.