

NISSAN

NISSAN MOTOR CORPORATION in U.S.A.

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June 29, 1987

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Mr. Michael Brownlee, Director
Office of Defects Investigation
Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Brownlee:

Nissan Motor Co., Ltd. has authorized us to submit this letter to you which relates to reports of unintended acceleration by some owners of 280ZX and 300ZX vehicles equipped with automatic transmission.

As you are well aware, NHTSA has over the course of the last ten or more years conducted various investigations into reports of unintended acceleration of vehicles produced by virtually every automobile manufacturer. Typically, the incidents are reported to have occurred when the driver is shifting from the "park" position. While in a small number of these investigations the Agency or the manufacturer has been able to identify a specific vehicle component or system which contains a specific defect and which may have caused or contributed to the reported incidents, in the vast majority of the investigations no defect of any kind has been identified, and the Agency's investigation has been closed.

Reports of unintended acceleration have been highly publicized over the course of the past year or so. Nissan and NHTSA have investigated the reported incidents on 280ZX and 300ZX models and have examined a variety of systems on these vehicles which conceivably could provide an explanation for the reports. The investigation confirms that no vehicle component, either alone or in combination with others, has been found to be the cause or a contributing factor to these reports. No general or specific vehicle defect has been found to exist by Nissan or NHTSA which can cause or result in unintended acceleration. Further, the investigation highlights the fact that the brake system in the 280ZX and 300ZX models is capable of overriding any increase in vehicle speed and controlling the vehicle.

Nevertheless, it is Nissan's desire to maintain the high level of consumer satisfaction and confidence in the safety of the 280ZX and 300ZX vehicles which these vehicles now enjoy. In order to accomplish this goal, Nissan engineers have developed a Shift Interlock System which prevents the transmission shift lever from being moved from the "park" position unless the brake pedal is depressed. The brake system is the safety feature of 280ZX and 300ZX vehicles which will override any increase in vehicle speed and will control the movement of the vehicle.

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Nissan intends to notify owners of 1979 through 1987 280ZX and 300ZX vehicles equipped with automatic transmissions to inform them of the availability of the Shift Interlock System and to ask that they return their vehicles to their Nissan dealer for its installation without charge.

As indicated above, no defect exists in these vehicles which would require Nissan to comply with the notification and remedy provisions of the National Traffic and Motor Vehicle Safety Act. However, to demonstrate to owners our commitment and confidence in the safety of these vehicles, Nissan intends to conduct this voluntary notification program as a safety recall campaign.

Attached is Nissan's information report and a copy of the owner's notification letter. Should there be any questions, please feel free to contact the undersigned.

Sincerely,


Frank D. Slaveter
Technical Compliance Manager

FS/ms

att.