



SERVICE BULLETIN

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BRAKE ROTOR CARE DURING NEW VEHICLE STORAGE

APPLIED VEHICLES: New Unsold Nissan Dealer In-Stock Units equipped with wheel protector covers

This bulletin has been amended to include the newest models and model years. Please discard previous versions.

SERVICE INFORMATION

For vehicles delivered to the dealers with wheel protector covers:

- Do not remove the wheel protector covers during Pre-Delivery Inspection (PDI) unless the vehicle is being delivered to a customer.
NOTE: Cut small "X" holes in the wheel protector covers to access the transmitters (valve stems). For storage purposes, adjust tire pressures to 40 psi.
 - For NV1500, NV2500, and NV3500 vehicle storage, adjust tire pressures to 80 psi.
- Leave the wheel protector covers on the road wheels for the duration of the storage period, up to six (6) months.
NOTE: The wheel protector covers should be removed no later than 6 months after their installation date.
- Move the vehicle so that the tires rotate 90°, in one direction only, every 30 days of storage.
- Remove the wheel protector covers and install any wheel trim as applicable at the time of customer delivery.



Wheel protector covers help prevent cosmetic rotor corrosion.

Nissan Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. **NOTE:** If you believe that a described condition may apply to a particular vehicle, **DO NOT** assume that it does. See your Nissan dealer to determine if this applies to your vehicle.

COSMETIC ROTOR CORROSION REMOVAL PROCEDURE

NOTE: It is the dealer's responsibility to perform the cosmetic corrosion removal procedure. It is not covered under warranty.

Examples of cosmetic rotor corrosion:

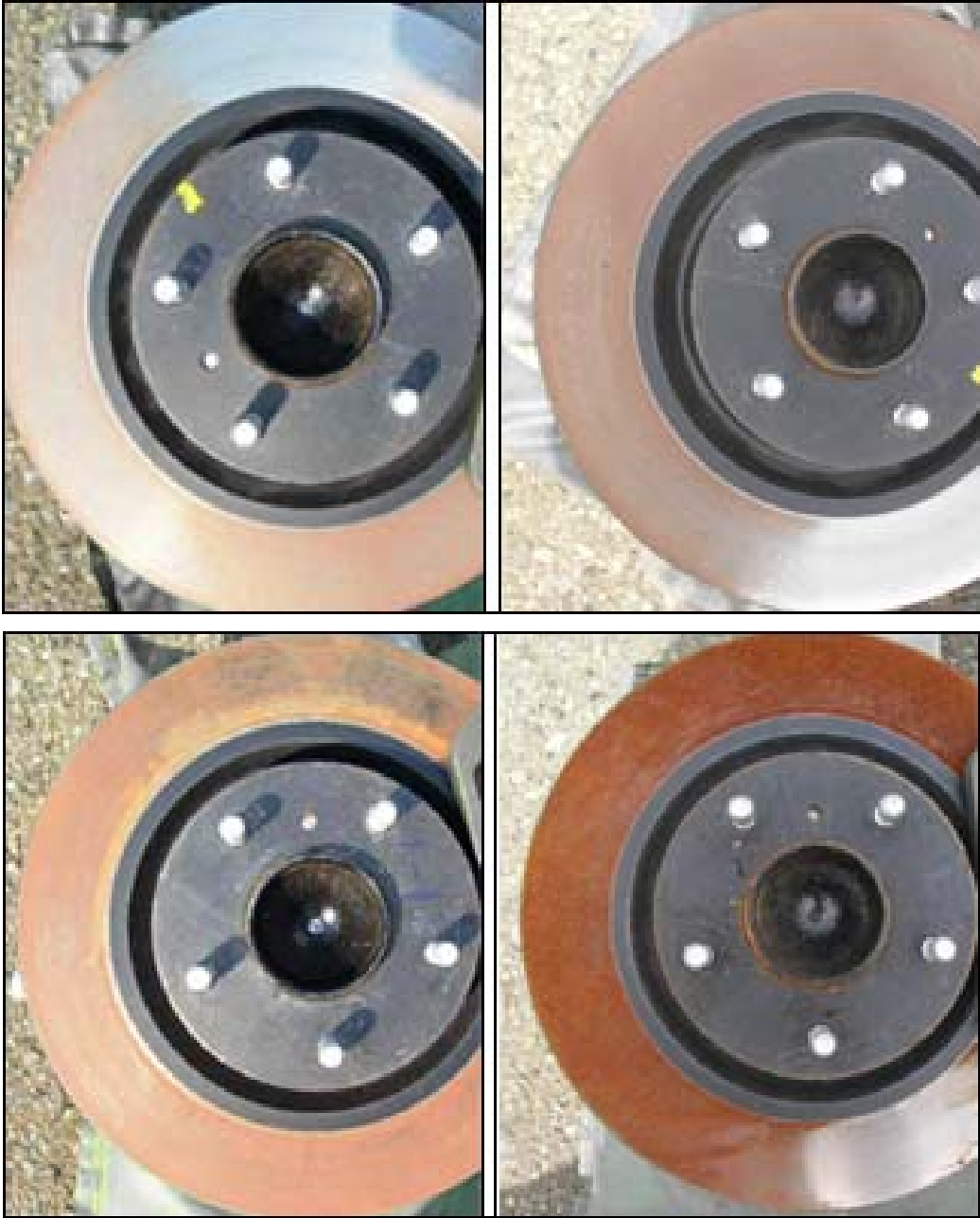


Figure 2

If, at the time of sale, there is cosmetic rotor corrosion when the protector covers are removed:

1. Drive and brake the vehicle 10 times from 30 MPH to 0 MPH.

2. After driving and braking, inspect the rotors for brake pad marks.

- If the rotors **do not have pad marks** after the driving and braking procedure is complete, do not machine the rotors.

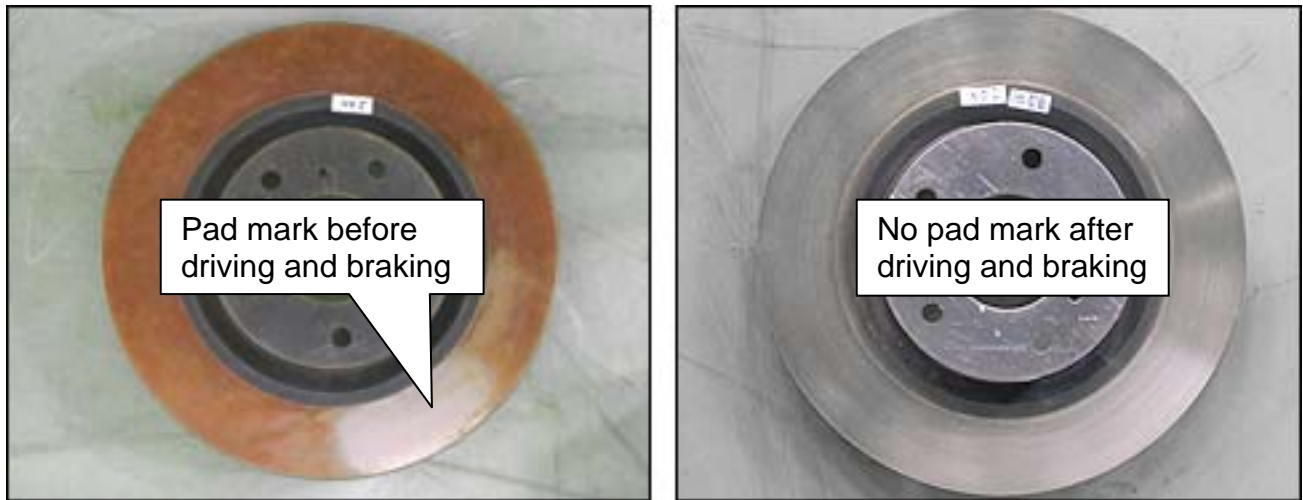


Figure 3

- If any rotor **has a pad mark** after driving and braking, machine the rotors using an on-car lathe:
 - If there is a pad mark on the front rotor(s), machine both front rotors.
 - If there is a pad mark on the rear rotor(s), machine both rear rotors.

NOTE: Machine rotors using an “on-car” brake lathe. Make a light cut with the lathe set to slow advance.

NOTE: It is the dealer’s responsibility to perform the cosmetic corrosion removal procedure. It is not covered under warranty.

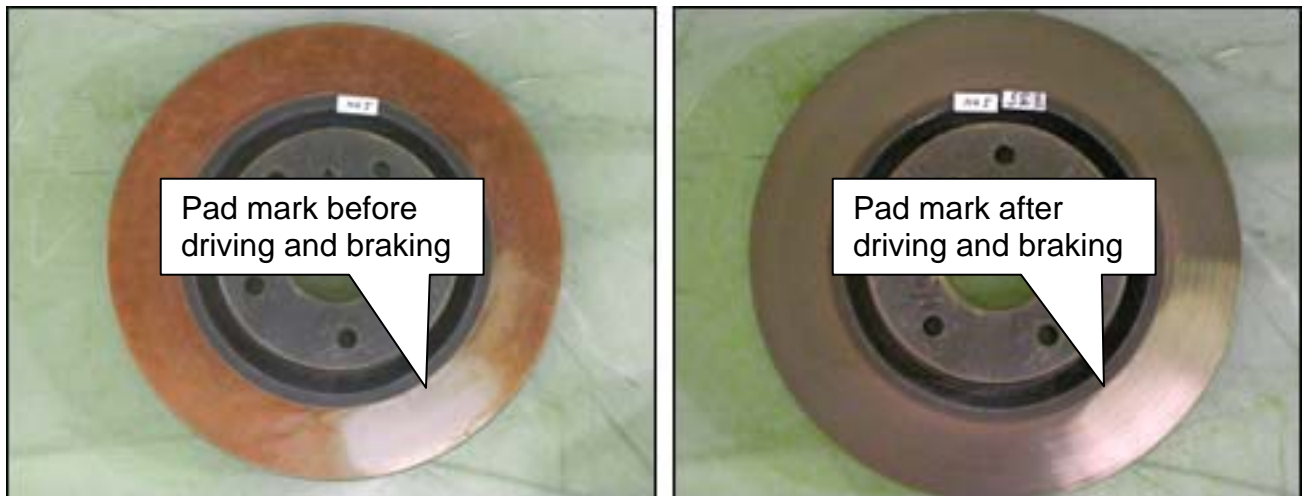


Figure 4

- When reinstalling the wheels – make sure to use a torque wrench to install the lug nuts. Tighten the lug nuts as described in the appropriate Service Manual to the correct torque spec.