

**UNITED STATES DISTRICT COURT  
MIDDLE DISTRICT OF TENNESSEE - NASHVILLE DIVISION**

TERESA STRINGER, KAREN BROOKS,  
WILLIAM PAPANIA, JAYNE NEWTON,  
MENACHEM LANDA, ANDREA  
ELIASON, BRANDON LANE, DEBBIE  
O'CONNOR, MICHELLE WILLIAMS and  
WAYNE BALNICKI, Individually and on  
Behalf of All Others Similarly Situated,

Plaintiffs,

v.

NISSAN OF NORTH AMERICA, INC. and  
NISSAN MOTOR CO., LTD.

Defendants.

Case No. 3:21-cv-00099

**CLASS ACTION**

**DECLARATION OF LEE BOWRON,  
ACAS, MAAA**

District Judge William L. Campbell  
Courtroom A826  
Magistrate Judge Barbara D. Holmes  
Courtroom 764

**JURY TRIAL DEMANDED**

I, Lee Bowron, ACAS, MAAA, hereby declare as follows:

1. I am a member of the American Academy of Actuaries ("MAAA") and meet its qualification standards for statements of actuarial opinion regarding extended service contract liabilities. I am also an Associate of the Casualty Actuarial Society ("ACAS"). I have worked as a professional actuary for the past twenty-nine years.

2. I co-founded the Kerper Bowron actuarial consulting firm seventeen years ago, and I am currently a Member/Manager of the firm, which is located in Jefferson County, Alabama. I have continued in my role as a Principal and Actuary at the Kerper Bowron Firm since its founding. My practice has and does focus on automotive extended service contracts, GAP coverage, and captive market issues. Further details regarding my qualifications are set forth in my current curriculum vitae, which is attached hereto as **Exhibit I**.

3. Class Counsel engaged Kerper and Bowron, LLC, to calculate the retail price of the extended warranty covering the transmission and related components in the 2014-2018 model year Nissan Rogue, 2015-2018 model year Nissan Pathfinder and 2015-2018 model year Infiniti QX60 vehicles equipped with continuously variable transmissions (the “Class Vehicles”) for an additional 24 months or 24,000 miles after expiration of the manufacturer’s powertrain warranty.

4. As set forth in detail in my Report, attached hereto as **Exhibit II** and incorporated by reference, I calculated a range of retail prices for a 24-month extended warranty for the Class Vehicles. Based on the number of Class Vehicles, my analysis and computation resulted in a range of suggested retail prices for this warranty from \$294,799,000 to \$413,403,000, with a point estimate of \$354,101,000. These estimates include the value of the reimbursement program through which the benefit of the warranty extension is made available to those who previously paid out of pocket for a transmission repair within the time and milage limits of the warranty extension. These estimates do not include the value of any other Settlement benefits, such as a Voucher for certain current and former Class Vehicle owners, an expedited dispute resolution program for Future Transmission Claims and the costs of notice and settlement administration. These estimates are made within a reasonable degree of actuarial probability or certainty, as set forth in the Report.

5. These estimated values were calculated in accordance with accepted actuarial standards and principles. My conclusions are based on my education, training, and experience, as well as the information I reviewed, which includes detailed warranty claims databases for transmission related repairs to the Class Vehicles; confirmatory discovery responses provided by Nissan North America, Inc. (“NNA”) regarding the Class Vehicles and their transmissions; and other information provided by Class Counsel.

I declare under penalty of perjury under the laws of United States of America that the foregoing is true and correct, and I would competently testify as to any of the foregoing in a court of law if called upon to do so. Executed this 7th day of February, 2022, at Birmingham, Alabama.



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Lee Bowron, ACAS, MAAA

Dated: February 7, 2022

Respectfully submitted,

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### **CERTIFICATE OF SERVICE**

The undersigned certifies the foregoing document was filed with the Court's Case Management/Electronic Case Filing System, this 7<sup>th</sup> day of February, 2022, and served upon the following counsel:

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By: /s/ J. Gerard Stranch, IV  
J. Gerard. Stranch, IV

## EXHIBIT I

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# Lee M. Bowron, ACAS, MAAA

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### Work

**Kerper and Bowron LLC, Birmingham, AL**

**Principal**

### Experience

March 2001 - Present

- Representative Expert Work - CHRISTOPHER GANN, et al v. NISSAN NORTH AMERICA, INC
- Founded consulting firm in March 2001. Clients include insurance companies, state governments, reinsurance companies, managing general agencies and financial consulting firms.
- Practice focuses on extended service contract, GAP, and captive market. Extended service contract projects include:
  - Statutory Loss Reserve Opinion for regional service contract company
  - Product development for a major auto service contract company
  - Evaluation of liabilities for a major risk retention group for auto service contract
  - Auto service contract rate filings for a major auto service contract company
  - Sarbanes-Oxley compliance with actuarial function for a major service contract company
  - Development of pro-forma and reinsurance captive accounting for a regional service contract company
  - Acquisition due diligence for purchase of a service contract writers.

**J. Huell Briscoe and Associates, Chicago**

**Vice President**

2013 - Present

General management and strategic planning for Chicago based reinsurance accounting firm

**The General Auto Insurance, Nashville, TN**

February 1999 – February 2001

**Vice President and Chief Actuary**

September 1993 – February 1999

**Actuary**

Broad responsibility for reserving and pricing for a book of private passenger, reinsurance, and captive operations. Responsible for managing the staff of both the product management and the actuarial department.

- Responsible for developing data warehouse.
- Reported to the CEO and participated in strategic planning, reinsurance strategies and information system implementations.
- Supervised the pricing and product development of a new non-standard program in several states.
- Responsible for all actuarial activities of the company, including ratemaking, reserving and statistical reporting
- Assisted in acquisitions and negotiated loss portfolio transfer of reserve liabilities

**Alfa Insurance Companies, Montgomery, AL**

July 1990 – August 1993

**Actuarial Analyst**

- Ratemaking for second largest insurer in the state of Alabama

**Education**

1989

University of the South

Sewanee, TN

**BS, Mathematics**

**Professional  
activities**

Associate, Casualty Actuarial Society

Member, American Academy of Actuaries

Approved Actuary for Captive Feasibility Studies, Alabama, Oklahoma, Tennessee, South Carolina and the District of Columbia

Speaker, CAS Annual Meeting Fall 2007

Speaker, Casualty Actuaries of the Southeast, Fall 1998, March 2001, Fall 2007

Speaker, Midwest Actuarial Forum Fall 2007

Speaker, Southwest Actuarial Forum Spring 2008

Speaker, Quebec Actuarial, Spring 2008

Panelist, Ratemaking Seminar (2001, 2002)

Panelist, Dynamic Financial Analysis Seminar (2001)

Panelist, Predictive Modeling Seminar (2008)

Former Member, Casualty Actuarial Exam Committee



Former Member, Ratemaking Committee

Former Chair, Open Source Software CommitteeMember,

Webinar Committee

## **Publications**

"An Exposure Based Approach to Automobile Service contract Ratemaking and Reserving", Casualty Actuarial Society in 2006.

"Ratemaking for Maximum Profitability", published in the 2001 Ratemaking Discussion Forum

"Zipf's Law", published in the January 2004 issue of *Contingencies*

"Staying in the Race", published in the December 2001 issue of *Best's Review*.

***Last 10 Years - All from Providers and Administrators Magazine***

Will ASC 606 Impact Me?

October 31, 2019

<https://www.providers-administrators.com/359310/will-asc-606-impact-me>

Considerations When Designing New Products: An Update

July 18, 2018

<https://www.providers-administrators.com/349331/considerations-when-designing-new-products-an-update>

What's Going on With GAP in 2017?

November 16, 2017

<https://www.providers-administrators.com/349127/whats-going-on-with-gap-in-2017>

Does the IRS Notice 2016-66 Impact You?

April 12, 2017

<https://www.providers-administrators.com/348893/does-the-irs-notice-2016-66-impact-you>

What's Going On With GAP?

November 16, 2016

<https://www.providers-administrators.com/348751/whats-going-on-with-gap>

VSCs in 2016: New Terms, New Costs

July 13, 2016

<https://www.providers-administrators.com/348628/vscs-in-2016-new-terms-new-costs>

Month-to-Month Vehicle Service Contracts

October 26, 2011

<https://www.providers-administrators.com/345906/month-to-month-vehicle-service-contracts>



**Nissan/Infiniti 24 Month Extended Warranty  
Analysis of Benefits**

**February 7, 2022**

**Submitted By:  
Kerper and Bowron, LLC  
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Birmingham, AL 35216  
(205) 870-0595  
Fax: (815) 301-6769  
Prepared by: Lee Bowron, ACAS, MAAA**

**Nissan/Infiniti CVT 24 Month/24,000 Warranty Extension  
Analysis of Benefits**

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# **Nissan/Infiniti CVT 24 Month/24,000 Warranty Extension Analysis of Benefits**

## **Purpose of Report**

At the request of the Co-Lead Class Counsel, Kerper and Bowron LLC calculated a range of reimbursements and retail prices for an extended service contract covering the transmission and related components for 24 months or 24,000 miles after expiration of the manufacturer's powertrain warranty.

The vehicles eligible for extended warranties are equipped with Continuously Variable Transmissions (CVTs) and include the following vehicles.

- Nissan Rogue for the 2014 to 2018 Model Years
- Nissan Pathfinder for 2015 to 2018 Model Years and Infiniti QX60 for the 2015 to 2018 Model Years

The reimbursement and retail prices were calculated for a 24 month or 24,000-mile extension to the transmission portion of the warranty, which is 60 months or 60,000 miles whichever occurs first, for Nissan, and 72 months or 70,000 miles whichever occurs first, for Infiniti.

The data and conclusions in this report are provided to support the proposed settlement and may not be appropriate for any other purpose.

Kerper and Bowron LLC is available to answer questions regarding this report or any other aspect of our review.

## **Executive Summary**

Our point estimate for the suggested retail price for the extended warranty plus the value of reimbursement benefit is shown in the table below:

### **Nissan 24K/24 Month Extension Expected Benefits**

	(1)	(2)	(3)
	Vehicles in	Expected Total	Retail Price Cost per
Models in Case	Class	Benefit (000s)	Warranty
Nissan Rogue	1,457,096	226,019	87.09
Nissan Pathfinder & Infiniti QX60	449,744	128,081	188.29

## **Nissan/Infiniti CVT 24 Month/24,000 Warranty Extension Analysis of Benefits**

The retail price of a service contract is typically made up of 3 components: a loss fund, administrator cost, and marketing fee. The loss fund is generally the expected amount of losses plus a margin for premium taxes and profit. The administrator will receive a fee for administering the product, such as issuing the service contract, adjudicating claims and processing transfer and other transactions. The marketer will receive a fee for selling the product.

Adding the insurance, administrator, and marketer pieces, we get a range of suggested retail prices for this warranty.

We are expecting the proposed Settlement to become effective in June 2022. Therefore, estimated claims prior to June 2022 will be considered reimbursement claims. Because they are considered reimbursements, insurance, administration, and marketer pieces are not factored into the expected cost. Claims estimated after June 2022 will be based on retail price.

The expected benefit in this report is an estimate of the value made available to Class Members by the Settlement. The Settlement makes the warranty extension and reimbursement program available to all class members who fall within the applicable time and mileage limits. The expected benefit measures the value of this relief made available to class members.

### **Number of Vehicles Affected**

The number of vehicles in each class described above is in the table below:

Table 1

<b>Make &amp; Model</b>	<b>Vehicles in Class</b>
Nissan Rogue	1,457,096
Nissan Pathfinder - Infiniti QX60	449,744

The settlement documents indicate that the warranty extension will begin after the Settlement becomes effective. However, claims occurring before the Settlement becomes effective will be reimbursed, subject to some constraints. Our estimate is based on all claims which are projected to occur after the expiration of the original underlying manufacturer's warranty but within the 24 months/24,000-mile extension.

### **Data Analyzed**

The following data was provided by Co-Lead Class Counsel and Nissan:

- Motion for Preliminary Approval and the Settlement Agreement Amended Consolidated Class Action Complaint
- Detailed listing of all warranty claims

## **Nissan/Infiniti CVT 24 Month/24,000 Warranty Extension Analysis of Benefits**

The detailed warranty data was extensive and noted the mileage, claim date, paid amount, cause of loss and other factors.

A percentage of claims appeared to be paid outside of the Manufacturer's Warranty of 60 months and 60,000 miles for Nissan and 72 months and 70,000 miles for Infiniti. Claims were eliminated which were either older than 61 months or 60,100 miles for Nissan and 73 months or 70,100 miles for Infiniti. The slightly additional time is to account for claims which might be paid to accommodate customers.

For the analysis, claims inside the warranty were considered because it is not clear if the claims being paid Out-of-Warranty are a complete set of claims because Nissan was not obligated to pay these claims. About 16% of the claims were estimated to be out of the Manufacturer's Warranty. About 4% of claims were outside the warranty extension of 24 months and 24,000 miles.

### **Major and Minor Claims**

There are several different types of claims related to CVTs. These included relatively minor inspections to full transmission replacements. The data included detailed information for each claim, the identifiers were consistent enough to accurately identify all the major and minor claims.

The reason for separating these claims is that this allowed the focus of the analysis to be on modelling the future exposure of the Major claims. Minor claims, which have higher incidence rates and lower severities, might distort the model and are relatively small percentage of the overall liability to Nissan.

The Minor claims were assumed to be in proportion to their historical average and added to the projected Major claims to form the ultimate estimated cost for Nissan.

### **Development of Expected Losses**

The estimate of expected losses is further discussed below. The general formula utilized is:

*(Number of vehicles in extended warranty period ( or Exposures)  
× Frequency of Major Claims (Transaxle) in extended warranty period  
× Severity of Major Claims (Transaxle) in extended warranty period)  
+ (Number of vehicles in extended warranty period ( or Exposures)  
× Frequency of Major Claims (Control Valve) in extended warranty period  
× Severity of Major Claims (Control Valve) in extended warranty period)  
+ Estimate of Minor Claims*

## **Nissan/Infiniti CVT 24 Month/24,000 Warranty Extension Analysis of Benefits**

### **Development of Exposures**

Nissan provided the number of eligible vehicles by Make and Model Year. Also provided in the detailed data was the in-service date of each vehicle which had a claim. Using this data, we estimated the quarter and year that each vehicle was sold. Exposures were not adjusted for vehicles no longer in service, but at this time this was deemed not material.

For each model year, the number of vehicles was divided by 12 to form monthly exposures. In addition, a number of vehicles will drive more than the 60,000 miles for Nissan and 70,000 miles for Infiniti underlying the manufacturer's warranty. For this reason, the number of eligible vehicles will decrease each month as more vehicles "mile out." The claims data provided indicated the mileage at the time of the claim as well as the in-service date of the vehicle. Using this information, we reduced exposures using the factors on Exhibit III.

In a similar way, exposure estimates were formed for the 24 months/24,000-mile extension.

### **Frequency of Problem**

Frequency of transmission problems were calculated by aging out exposures and triangulating the claim counts. By dividing the claim counts by the exposures, we were able to get a good feel for how the frequencies develop over time. Claim triangles were split by transaxle claims and control valve claims. Frequency estimates are on Exhibit V. The frequencies for the Nissan Rogue transaxle claims are linear with time whereas the other models flatten out over time. Recent quarters indicate higher frequencies.

### **Severity of Repair**

Severity estimates are included on Exhibit IV. Severities are split by transaxle claims and control valve claims. Because severity is subject to increases over time, we selected a current severity and an inflationary estimate and adjusted the expected claims cost over time. In general, severities were stable and inflationary measures were not that divergent from recent inflation patterns.

### **Development of Expected Loss**

On Exhibit II, the expected losses were developed using the selected frequency, severity, and exposures to calculate the expected loss for each month.

### **Minor Cost Provision**

As noted above, the analysis only considers claims identified as transaxle claims and control valve claims. The historical percentage of claims not identified by transaxle or control valve is examined and this margin is added to the expected loss. This can be seen on Exhibit VI.

## **Nissan/Infiniti CVT 24 Month/24,000 Warranty Extension Analysis of Benefits**

### **Insurance Expenses**

Insurance expenses are relatively small and reflect premium tax and a profit margin for the cost of capital. The amount selected was 2.5% for premium taxes and 4% for profit, for a 6.5% margin.

### **Administrative Costs**

We estimated administrative costs to be \$4.38 for Nissan Rogue, \$7.20 for Nissan Pathfinder, and \$22.24 for Infiniti QX60 on this program which is consistent with other types of programs for small service contracts. This cost was calculated by dividing the expected costs by the vehicles in the class and multiplying by 40%.

### **Marketing Fee**

Markups on these programs by auto dealers or service contract writers vary widely but are usually around 100% (with direct marketed programs having, in general, even higher markups). Often the markups are flat and since the service contract cost is low, the percentage markup would likely be higher in the marketplace, but we have selected a 100% markup on loss cost and administrator cost.

### **Range of Results**

As this is a point estimate and the actual results are subject to deviation, we formed a range of reasonable estimates. This does not mean that the actual results will be within this range, but rather that the expected value of the benefits of the program can be reasonably ascertained within this range.

For the expected loss estimate, we created a range of +/-20%. We did not form a range around the other elements, such as markup, insurance costs and administrative fees. However, since some of these elements are a function of the expected losses, lower expected losses will result in lower estimates for these items as well.

### **Comparison with Other Scenarios**

At the request of Co-Lead Class Counsel, we calculated scenarios of expected benefit at alternative scenarios of 100 months/100,000 miles extension and 120 months/120,000 miles extension. These alternative scenarios are summarized on Exhibit IX.

### **Scope and Limitations**

#### *Data Reliance*

In performing this analysis, we relied upon data and other information provided to us by Co-Lead Class Counsel and Nissan North America (Nissan), as well as industry sources



## **Nissan/Infiniti CVT 24 Month/24,000 Warranty Extension Analysis of Benefits**

of data. We did not audit or verify this data and information. If the underlying data or information is inaccurate or incomplete, the results of our analysis may likewise be inaccurate or incomplete.

We performed a limited review of the data used directly in our analysis for reasonableness and consistency. We did not find material defects in the data.

If there are material defects in the data, it is possible that they would be uncovered by a detailed, systematic review and comparison of the data to search for data values that are questionable or relationships that are materially inconsistent. Such a review was beyond the scope of our assignment.

### *Significant Digits*

Numbers in the exhibits are generally shown to more significant digits than their accuracy suggests. This has been done to simplify review of the calculations.

### *Interpretation of Conclusions*

Some of the assumptions, methods, and conclusions in this report are of a significantly technical nature. The recipient should understand the assumptions, methodology and possible variability in results that are inherent in our conclusions. We are available to discuss our assumptions, methodology and conclusions in greater detail.

### *Uncertainty*

Due to the uncertainties inherent in the estimation of future costs, it cannot be guaranteed that the estimates set forth in the report will not prove to be inadequate or excessive and actual costs may vary significantly from our estimates.

### *Unanticipated Changes*

Unanticipated changes in factors such as judicial decisions, legislation actions, claim consciousness, claim management, claim settlement practices, and economic conditions may significantly alter the conclusions.

### *Best Estimate*

These caveats and limitations notwithstanding, the conclusions represent our best estimate of the total expected class benefit and are made within a reasonable degree of actuarial probability or certainty.

**24K/24 Month Extension  
Development of Expected Liability**

	(1)	(2)	(3)	(4)
Model	Vehicles in Class	Expected Total Benefit (000s)	Class Benefit Low End of Range (000s)	Class Benefit High End of Range (000s)
Nissan Rogue	1,457,096	226,019	187,724	264,315
Nissan Pathfinder	301,210	77,168	64,193	90,142
Infiniti QX60	148,534	50,914	42,882	58,945
By Case:				
Nissan Rogue	1,457,096	226,019	187,724	264,315
Nissan Pathfinder & Infiniti QX60	449,744	128,081	107,075	149,087
Combined Cases	1,906,840	354,101	294,799	413,403
(2)	(4) from Ex II - Reimbursement + (7) from Ex III - Extd Warranty			
(3)	(5) from Ex II - Reimbursement + (9) from Ex III - Extd Warranty			
(4)	(6) from Ex II - Reimbursement + (10) from Ex III - Extd Warranty			

**24K/24 Month Extension  
Development of Expected Reimbursement**

	(1)	(2)	(3)	(4)
Model	Vehicles in Class	Expected Costs (000s)	Reimbursement Est Low End of Range (000s)	Reimbursement Est High End of Range (000s)
Nissan Rogue	1,457,096	99,127	79,302	118,953
Nissan Pathfinder	301,210	32,000	25,600	38,401
Infiniti QX60	148,534	11,397	9,118	13,677
By Case				
Nissan Rogue	1,457,096	99,127	79,302	118,953
Nissan Pathfinder & Infiniti QX60	449,744	43,398	34,718	52,077
Combined Cases	1,906,840	142,525	114,020	171,030
(2)	(5) from Ex XXII			
(3)	(2) x .80			
(4)	(2) x 1.20			

24K/24 Month Extension  
Development of Expected Extended Warranty

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Model	Vehicles in Class	Expected Costs (000s)	Insurance Costs (000s)	Administrative Cost per Warranty	Administrative Costs (000s)	Retail Markup (000s)	Retail Price Point Estimate (000s)	Retail Price Cost per Warranty	Retail Price Low End of Range (000s)	Retail Price High End of Range (000s)
Nissan Rogue	1,457,096	43,175	3,001	11.85	17,270	63,446	126,892	87	108,422	145,362
Nissan Pathfinder	301,210	15,368	1,068	20.41	6,147	22,584	45,167	150	38,593	51,742
Infiniti QX60	148,534	13,445	935	36.21	5,378	19,758	39,516	266	33,764	45,268
By Case Nissan Rogue	1,457,096	43,175	3,001	11.85	17,270	63,446	126,892	87	108,422	145,362
Nissan Pathfinder & Infiniti QX60	449,744	28,813	2,003	25.63	11,525	42,342	84,683	188	72,357	97,010
Combined Cases	1,906,840	71,988	5,005	15.10	28,795	105,788	211,575	275	180,778	242,372
(2)	(5) from Ex XXII									
(3)	[(2) ÷ .935] - (2)									
(4)	(2) x 1000 ÷ (1) x .4									
(5)	(4) x (1) ÷ 1000									
(6)	(2) + (3) + (5)									
(7)	(6) x 2									
(8)	(7) ÷ (1) x 1000									
(9)	[((2) x .8) ÷ .935 + (5)] x 2									
(10)	[((2) x 1.2) ÷ .935] + (5)] x 2									

**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Rogue**

	(1)	(2)	(3)	(4)	(5)	(6)
	<b>Nissan Rogue</b>					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
201309	-	-	-	3,239	980	-
201310	-	-	-	3,242	980	-
201311	-	-	-	3,244	980	-
201312	-	-	-	3,247	980	-
201401	-	-	-	3,250	980	-
201402	-	-	-	3,253	980	-
201403	0	0	0	3,255	980	0
201404	0	0	0	3,258	980	0
201405	2	0	0	3,261	980	0
201406	4	0	0	3,263	980	0
201407	9	0	0	3,266	980	0
201408	17	0	0	3,269	980	0
201409	29	0	0	3,272	980	0
201410	47	0	0	3,274	980	0
201411	73	0	0	3,277	980	0
201412	111	0	0	3,280	980	1
201501	161	0	0	3,283	980	1
201502	228	0	0	3,285	980	1
201503	318	0	0	3,288	980	1
201504	436	1	0	3,291	980	2
201505	593	1	0	3,294	980	3
201506	784	1	0	3,296	980	4
201507	1,062	1	0	3,299	980	5
201508	1,405	2	0	3,302	980	7
201509	1,833	2	1	3,305	980	9
201510	2,371	3	1	3,307	980	11
201511	3,046	4	1	3,310	980	14
201512	3,799	5	1	3,313	980	18
201601	4,753	6	1	3,316	980	23
201602	5,814	8	2	3,318	980	28
201603	6,983	9	2	3,321	980	33
201604	8,457	11	3	3,324	980	40
201605	10,128	14	3	3,327	980	48
201606	11,970	16	4	3,329	980	57
201607	14,085	19	4	3,332	980	67
201608	16,476	22	5	3,335	980	78
201609	19,107	26	6	3,338	980	91
201610	21,755	29	7	3,340	980	104
201611	24,758	33	7	3,343	980	118
201612	28,083	38	8	3,346	980	134
201701	31,861	43	10	3,349	980	152
201702	35,603	48	11	3,352	980	170
201703	39,709	53	12	3,354	980	190
201704	44,394	59	13	3,357	980	213

**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Rogue**

	(1)	(2)	(3)	(4)	(5)	(6)
	<b>Nissan Rogue</b>					
	Settlement Exposures	Expected Claims	Expected Claims	Expected Severity	Expected Severity	Expected Losses (000s)
		Transaxle	Control Valve	Transaxle	Control Valve	
201705	49,061	66	15	3,360	980	235
201706	54,368	73	16	3,363	980	261
201707	59,684	80	18	3,366	980	287
201708	65,529	88	20	3,368	980	315
201709	71,876	96	22	3,371	980	346
201710	78,166	105	23	3,374	980	376
201711	84,434	113	25	3,377	980	407
201712	91,282	122	27	3,380	980	440
201801	98,432	132	30	3,382	980	475
201802	105,792	142	32	3,385	980	511
201803	113,439	152	34	3,388	980	548
201804	121,727	163	37	3,391	980	589
201805	129,494	174	39	3,394	980	627
201806	137,776	185	41	3,397	980	668
201807	146,157	196	44	3,399	980	709
201808	154,888	208	46	3,402	980	752
201809	167,873	225	50	3,405	980	815
201810	180,378	242	54	3,408	980	877
201811	192,683	258	58	3,411	980	937
201812	204,858	275	61	3,414	980	997
201901	217,108	291	65	3,416	980	1,058
201902	229,095	307	69	3,419	980	1,117
201903	241,147	323	72	3,422	980	1,177
201904	253,557	340	76	3,425	980	1,238
201905	264,985	355	79	3,428	980	1,295
201906	276,530	371	83	3,431	980	1,353
201907	288,244	386	86	3,434	980	1,411
201908	299,413	401	90	3,436	980	1,467
201909	314,389	421	94	3,439	980	1,541
201910	328,863	441	99	3,442	980	1,614
201911	342,618	459	103	3,445	980	1,682
201912	355,948	477	107	3,448	980	1,749
202001	369,222	495	111	3,451	980	1,816
202002	381,984	512	115	3,454	980	1,880
202003	394,064	528	118	3,457	980	1,941
202004	406,101	544	122	3,459	980	2,002
202005	417,362	559	125	3,462	980	2,059
202006	427,914	573	128	3,465	980	2,113
202007	438,277	587	131	3,468	980	2,166
202008	447,896	600	134	3,471	980	2,215
202009	458,244	614	137	3,474	980	2,268
202010	464,404	622	139	3,477	980	2,300
202011	469,615	629	141	3,480	980	2,328
202012	474,532	636	142	3,483	980	2,354

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**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Rogue**

	(1)	(2)	(3)	(4)	(5)	(6)
	<b>Nissan Rogue</b>					
	Settlement Exposures	Expected Claims	Expected Claims	Expected Severity	Expected Severity	Expected Losses (000s)
		Transaxle	Control Valve	Transaxle	Control Valve	
202101	478,992	642	144	3,485	980	2,378
202102	483,213	648	145	3,488	980	2,401
202103	486,571	652	146	3,491	980	2,419
202104	489,310	656	147	3,494	980	2,435
202105	491,614	659	147	3,497	980	2,448
202106	492,873	660	148	3,500	980	2,456
202107	493,829	662	148	3,503	980	2,463
202108	494,124	662	148	3,506	980	2,467
202109	494,353	662	148	3,509	980	2,470
202110	490,963	658	147	3,512	980	2,455
202111	487,052	653	146	3,515	980	2,437
202112	482,493	647	145	3,518	980	2,416
202201	477,402	640	143	3,520	980	2,392
202202	472,423	633	142	3,523	980	2,369
202203	466,748	625	140	3,526	980	2,343
202204	460,381	617	138	3,529	980	2,313
202205	454,437	609	136	3,532	980	2,285
202206	447,348	599	134	3,535	980	2,251
202207	440,579	590	132	3,538	980	2,218
202208	433,142	580	130	3,541	980	2,183
202209	423,921	568	127	3,544	980	2,138
202210	413,927	555	124	3,547	980	2,089
202211	404,422	542	121	3,550	980	2,043
202212	394,429	529	118	3,553	980	1,994
202301	384,435	515	115	3,556	980	1,945
202302	373,981	501	112	3,559	980	1,893
202303	363,469	487	109	3,562	980	1,842
202304	352,398	472	106	3,565	980	1,787
202305	342,265	459	103	3,568	980	1,737
202306	332,072	445	100	3,571	980	1,686
202307	321,411	431	96	3,574	980	1,634
202308	310,926	417	93	3,577	980	1,582
202309	292,671	392	88	3,580	980	1,490
202310	274,998	368	82	3,583	980	1,401
202311	257,505	345	77	3,586	980	1,313
202312	241,006	323	72	3,589	980	1,230
202401	224,508	301	67	3,592	980	1,146
202402	209,074	280	63	3,595	980	1,069
202403	193,825	260	58	3,598	980	991
202404	178,576	239	54	3,601	980	914
202405	164,461	220	49	3,604	980	842
202406	150,534	202	45	3,607	980	772
202407	136,607	183	41	3,610	980	701
202408	123,899	166	37	3,613	980	636

**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Rogue**

	(1)	(2)	(3)	(4)	(5)	(6)
	<b>Nissan Rogue</b>					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
202409	111,190	149	33	3,616	980	571
202410	99,612	133	30	3,619	980	512
202411	89,279	120	27	3,622	980	460
202412	78,945	106	24	3,625	980	407
202501	68,611	92	21	3,628	980	354
202502	58,277	78	17	3,631	980	301
202503	49,213	66	15	3,634	980	254
202504	40,148	54	12	3,637	980	207
202505	31,084	42	9	3,640	980	161
202506	23,313	31	7	3,643	980	121
202507	15,542	21	5	3,646	980	80
202508	7,771	10	2	3,649	980	40

<b>Total</b>	<b>140,879</b>
<b>Warranty</b>	<b>42,743</b>
<b>Reimbursement</b>	<b>98,136</b>

	Transaxle	Control Valve
Frequency	0.134%	0.030%
Severity	3,500	980
Trend	1.0%	0.0%

- (2) (1) x Transaxle Frequency  
(3) (1) x Control Valve Frequency  
(4) Transaxle Severity x [1 + [Transaxle Trend ÷ 12]]^[Number of Months from 202106]  
(5) Control Valve Severity x [1 + [Control Valve Trend ÷ 12]]^[Number of Months from 202106]  
(6) ((2) x (4) ÷ 1000) + ((3) x (5) ÷ 1000)



**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Pathfinder**

	(1)	(2)	(3)	(4)	(5)	(6)
	Nissan Pathfinder					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
201409	-	-	-	3,739	856	-
201410	-	-	-	3,742	858	-
201411	-	-	-	3,745	859	-
201412	-	-	-	3,748	861	-
201501	-	-	-	3,751	862	-
201502	-	-	-	3,755	863	-
201503	0	0	0	3,758	865	0
201504	0	0	0	3,761	866	0
201505	1	0	0	3,764	868	0
201506	3	0	0	3,767	869	0
201507	5	0	0	3,770	871	0
201508	10	0	0	3,773	872	0
201509	17	0	0	3,777	874	0
201510	28	0	0	3,780	875	0
201511	43	0	0	3,783	877	0
201512	66	0	0	3,786	878	0
201601	95	0	0	3,789	879	1
201602	135	0	0	3,792	881	1
201603	188	0	0	3,796	882	1
201604	258	0	0	3,799	884	2
201605	349	1	1	3,802	885	3
201606	460	1	1	3,805	887	3
201607	622	1	1	3,808	888	5
201608	818	1	1	3,811	890	6
201609	1,061	2	2	3,815	891	8
201610	1,365	2	2	3,818	893	10
201611	1,744	3	3	3,821	894	13
201612	2,159	3	3	3,824	896	16
201701	2,683	4	4	3,827	897	20
201702	3,257	5	5	3,830	899	25
201703	3,876	6	6	3,834	900	29
201704	4,653	7	7	3,837	902	35
201705	5,516	9	9	3,840	903	42
201706	6,454	10	10	3,843	905	49
201707	7,484	12	12	3,846	906	57
201708	8,628	14	14	3,850	908	66
201709	9,849	16	16	3,853	909	75
201710	10,996	18	18	3,856	911	84
201711	12,249	20	20	3,859	912	94
201712	13,640	22	22	3,862	914	104

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**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Pathfinder**

	(1)	(2)	(3)	(4)	(5)	(6)
	<b>Nissan Pathfinder</b>					
	Settlement Exposures	Expected Claims	Expected Claims	Expected Severity	Expected Severity	Expected Losses (000s)
		Transaxle	Control Valve	Transaxle	Control Valve	
201801	15,146	24	24	3,866	915	116
201802	16,561	26	26	3,869	917	127
201803	18,123	29	29	3,872	918	139
201804	19,806	32	32	3,875	920	152
201805	21,352	34	34	3,879	921	164
201806	23,167	37	37	3,882	923	178
201807	24,843	40	40	3,885	925	191
201808	26,663	43	43	3,888	926	205
201809	28,658	46	46	3,892	928	221
201810	30,699	49	49	3,895	929	237
201811	32,555	52	52	3,898	931	252
201812	34,551	55	55	3,901	932	267
201901	36,529	58	58	3,905	934	283
201902	38,740	62	62	3,908	935	300
201903	40,901	65	65	3,911	937	317
201904	43,220	69	69	3,914	938	336
201905	45,387	73	73	3,918	940	353
201906	47,461	76	76	3,921	942	369
201907	49,753	80	80	3,924	943	387
201908	52,012	83	83	3,927	945	405
201909	56,521	90	90	3,931	946	441
201910	60,707	97	97	3,934	948	474
201911	64,988	104	104	3,937	949	508
201912	68,945	110	110	3,940	951	540
202001	72,927	117	117	3,944	953	571
202002	76,461	122	122	3,947	954	600
202003	80,038	128	128	3,950	956	628
202004	83,559	134	134	3,954	957	657
202005	86,742	139	139	3,957	959	682
202006	90,012	144	144	3,960	961	709
202007	93,101	149	149	3,964	962	734
202008	95,839	153	153	3,967	964	756
202009	97,652	156	156	3,970	965	771
202010	99,552	159	159	3,973	967	787
202011	100,915	161	161	3,977	969	799
202012	102,402	164	164	3,980	970	811
202101	103,757	166	166	3,983	972	823
202102	105,311	168	168	3,987	973	836
202103	106,398	170	170	3,990	975	845
202104	107,382	172	172	3,993	977	854

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**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Pathfinder**

	(1)	(2)	(3)	(4)	(5)	(6)
	Nissan Pathfinder					
	Settlement Exposures	Expected Claims	Expected Claims	Expected Severity	Expected Severity	Expected Losses (000s)
		Transaxle	Control Valve	Transaxle	Control Valve	
202105	108,377	173	173	3,997	978	863
202106	108,830	174	174	4,000	980	867
202107	109,307	175	175	4,003	982	872
202108	109,783	176	176	4,007	983	876
202109	111,128	178	178	4,010	985	888
202110	110,081	176	176	4,013	987	881
202111	109,149	175	175	4,017	988	874
202112	107,922	173	173	4,020	990	865
202201	106,586	171	171	4,023	991	855
202202	105,102	168	168	4,027	993	844
202203	103,661	166	166	4,030	995	833
202204	102,039	163	163	4,033	996	821
202205	100,424	161	161	4,037	998	809
202206	98,765	158	158	4,040	1,000	796
202207	97,136	155	155	4,044	1,001	784
202208	95,227	152	152	4,047	1,003	769
202209	92,393	148	148	4,050	1,005	747
202210	90,599	145	145	4,054	1,006	734
202211	88,755	142	142	4,057	1,008	719
202212	86,885	139	139	4,060	1,010	705
202301	85,014	136	136	4,064	1,012	690
202302	83,128	133	133	4,067	1,013	676
202303	81,078	130	130	4,071	1,015	660
202304	78,915	126	126	4,074	1,017	643
202305	77,024	123	123	4,077	1,018	628
202306	74,966	120	120	4,081	1,020	612
202307	72,814	117	117	4,084	1,022	595
202308	70,786	113	113	4,088	1,023	579
202309	67,188	108	108	4,091	1,025	550
202310	62,777	100	100	4,094	1,027	514
202311	58,494	94	94	4,098	1,028	480
202312	54,411	87	87	4,101	1,030	447
202401	50,328	81	81	4,105	1,032	414
202402	46,460	74	74	4,108	1,034	382
202403	42,722	68	68	4,111	1,035	352
202404	38,984	62	62	4,115	1,037	321
202405	35,475	57	57	4,118	1,039	293
202406	32,097	51	51	4,122	1,041	265
202407	28,720	46	46	4,125	1,042	237
202408	25,589	41	41	4,129	1,044	212

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**24K/24 Month Extension**  
**Development of Loss Estimate - Nissan Pathfinder**

	(1)	(2)	(3)	(4)	(5)	(6)
	<b>Nissan Pathfinder</b>					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
202409	22,458	36	36	4,132	1,046	186
202410	20,119	32	32	4,136	1,048	167
202411	18,032	29	29	4,139	1,049	150
202412	15,945	26	26	4,142	1,051	132
202501	13,858	22	22	4,146	1,053	115
202502	11,771	19	19	4,149	1,055	98
202503	9,940	16	16	4,153	1,056	83
202504	8,109	13	13	4,156	1,058	68
202505	6,278	10	10	4,160	1,060	52
202506	4,709	8	8	4,163	1,062	39
202507	3,139	5	5	4,167	1,063	26
202508	1,570	3	3	4,170	1,065	13

<b>Total</b>	<b>46,658</b>
<b>Warranty</b>	<b>15,137</b>
<b>Reimbursement</b>	<b>31,520</b>

	Transaxle	Control Valve
Frequency	0.160%	0.160%
Severity	4,000	980
Trend	1.000%	2.00%

- (2) (1) x Transaxle Frequency  
 (3) (1) x Control Valve Frequency  
 (4) Transaxle Severity x [1 + [Transaxle Trend ÷ 12]]^[Number of Months from 202106]  
 (5) Control Valve Severity x [1 + [Control Valve Trend ÷ 12]]^[Number of Months from 202106]  
 (6) ((2) x (4) ÷ 1000) + ((3) x (5) ÷ 1000)

**24K/24 Month Extension**  
**Development of Loss Estimate - Infiniti QX60**

	(1)	(2)	(3)	(4)	(5)	(6)
	Infiniti QX60					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
201409	-	-	-	3,758	874	-
201410	-	-	-	3,767	875	-
201411	-	-	-	3,777	877	-
201412	-	-	-	3,786	878	-
201501	-	-	-	3,795	880	-
201502	-	-	-	3,805	881	-
201503	-	-	-	3,814	883	-
201504	0	0	0	3,824	884	0
201505	1	0	0	3,834	886	0
201506	2	0	0	3,843	887	0
201507	2	0	0	3,853	888	0
201508	3	0	0	3,862	890	0
201509	3	0	0	3,872	891	0
201510	4	0	0	3,882	893	0
201511	7	0	0	3,891	894	0
201512	10	0	0	3,901	896	0
201601	14	0	0	3,911	897	0
201602	20	0	0	3,921	899	0
201603	26	0	0	3,930	900	0
201604	34	0	0	3,940	902	0
201605	43	0	0	3,950	903	0
201606	56	0	0	3,960	905	0
201607	76	0	0	3,970	906	1
201608	103	0	0	3,980	908	1
201609	139	0	0	3,990	909	1
201610	182	0	1	4,000	911	1
201611	233	0	1	4,010	912	2
201612	292	0	1	4,020	914	2
201701	366	0	1	4,030	916	3
201702	443	0	1	4,040	917	3
201703	537	1	2	4,050	919	4
201704	643	1	2	4,060	920	5
201705	768	1	3	4,070	922	5
201706	901	1	3	4,080	923	6
201707	1,050	1	3	4,091	925	7
201708	1,214	1	4	4,101	926	9
201709	1,401	1	5	4,111	928	10
201710	1,606	2	5	4,121	929	12
201711	1,843	2	6	4,132	931	13
201712	2,115	2	7	4,142	932	15
201801	2,426	2	8	4,152	934	18
201802	2,795	3	9	4,163	936	20
201803	3,138	3	10	4,173	937	23

**24K/24 Month Extension**  
**Development of Loss Estimate - Infiniti QX60**

	(1)	(2)	(3)	(4)	(5)	(6)
	Infiniti QX60					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
201804	3,537	4	12	4,184	939	26
201805	3,995	4	13	4,194	940	29
201806	4,537	5	15	4,205	942	33
201807	5,048	5	17	4,215	943	37
201808	5,638	6	19	4,226	945	41
201809	6,189	6	20	4,236	947	46
201810	6,858	7	23	4,247	948	51
201811	7,622	8	25	4,257	950	56
201812	8,329	8	27	4,268	951	62
201901	9,129	9	30	4,279	953	68
201902	9,903	10	33	4,289	954	74
201903	10,811	11	36	4,300	956	81
201904	11,694	12	39	4,311	958	87
201905	12,482	12	41	4,322	959	93
201906	13,360	13	44	4,332	961	100
201907	14,254	14	47	4,343	962	107
201908	15,234	15	50	4,354	964	115
201909	16,235	16	54	4,365	966	123
201910	17,079	17	56	4,376	967	129
201911	18,094	18	60	4,387	969	137
201912	19,027	19	63	4,398	970	145
202001	19,922	20	66	4,409	972	152
202002	20,937	21	69	4,420	974	160
202003	21,885	22	72	4,431	975	167
202004	22,852	23	75	4,442	977	175
202005	23,953	24	79	4,453	979	184
202006	25,024	25	83	4,464	980	193
202007	25,918	26	86	4,475	982	200
202008	27,014	27	89	4,487	983	209
202009	29,293	29	97	4,498	985	227
202010	31,482	31	104	4,509	987	244
202011	33,599	34	111	4,520	988	261
202012	35,735	36	118	4,532	990	279
202101	37,690	38	124	4,543	992	295
202102	39,578	40	131	4,554	993	310
202103	41,506	42	137	4,566	995	326
202104	43,204	43	143	4,577	997	340
202105	44,806	45	148	4,589	998	353
202106	46,425	46	153	4,600	1,000	367
202107	48,111	48	159	4,612	1,002	381
202108	49,485	49	163	4,623	1,003	393
202109	50,295	50	166	4,635	1,005	400
202110	51,096	51	169	4,646	1,007	407

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**24K/24 Month Extension**  
**Development of Loss Estimate - Infiniti QX60**

	(1)	(2)	(3)	(4)	(5)	(6)
	Infiniti QX60					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
202111	51,923	52	171	4,658	1,008	415
202112	52,469	52	173	4,669	1,010	420
202201	53,049	53	175	4,681	1,012	425
202202	53,629	54	177	4,693	1,013	431
202203	54,187	54	179	4,705	1,015	436
202204	54,569	55	180	4,716	1,017	440
202205	54,960	55	181	4,728	1,018	445
202206	55,260	55	182	4,740	1,020	448
202207	55,517	56	183	4,752	1,022	451
202208	55,873	56	184	4,764	1,024	455
202209	56,698	57	187	4,776	1,025	463
202210	55,967	56	185	4,787	1,027	458
202211	55,107	55	182	4,799	1,029	452
202212	54,410	54	180	4,811	1,030	447
202301	53,570	54	177	4,823	1,032	441
202302	52,701	53	174	4,836	1,034	435
202303	51,758	52	171	4,848	1,036	428
202304	50,845	51	168	4,860	1,037	421
202305	49,952	50	165	4,872	1,039	415
202306	48,981	49	162	4,884	1,041	407
202307	48,054	48	159	4,896	1,043	401
202308	46,905	47	155	4,909	1,044	392
202309	45,413	45	150	4,921	1,046	380
202310	44,703	45	148	4,933	1,048	375
202311	43,859	44	145	4,945	1,049	369
202312	43,003	43	142	4,958	1,051	362
202401	42,204	42	139	4,970	1,053	356
202402	41,341	41	136	4,983	1,055	350
202403	40,479	40	134	4,995	1,056	343
202404	39,588	40	131	5,008	1,058	336
202405	38,645	39	128	5,020	1,060	329
202406	37,702	38	124	5,033	1,062	322
202407	36,857	37	122	5,045	1,064	315
202408	35,925	36	119	5,058	1,065	308
202409	34,236	34	113	5,070	1,067	294
202410	32,117	32	106	5,083	1,069	277
202411	29,998	30	99	5,096	1,071	259
202412	27,944	28	92	5,109	1,072	242
202501	26,016	26	86	5,121	1,074	225
202502	24,088	24	79	5,134	1,076	209
202503	22,159	22	73	5,147	1,078	193
202504	20,424	20	67	5,160	1,080	178
202505	18,689	19	62	5,173	1,081	163

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**24K/24 Month Extension**  
**Development of Loss Estimate - Infiniti QX60**

	(1)	(2)	(3)	(4)	(5)	(6)
	Infiniti QX60					
	Settlement Exposures	Expected Claims Transaxle	Expected Claims Control Valve	Expected Severity Transaxle	Expected Severity Control Valve	Expected Losses (000s)
202506	16,954	17	56	5,186	1,083	149
202507	15,219	15	50	5,199	1,085	134
202508	13,617	14	45	5,212	1,087	120
202509	12,015	12	40	5,225	1,089	106
202510	10,823	11	36	5,238	1,090	96
202511	9,631	10	32	5,251	1,092	85
202512	8,581	9	28	5,264	1,094	76
202601	7,531	8	25	5,277	1,096	67
202602	6,481	6	21	5,290	1,098	58
202603	5,431	5	18	5,304	1,100	49
202604	4,526	5	15	5,317	1,101	41
202605	3,621	4	12	5,330	1,103	32
202606	2,716	3	9	5,343	1,105	24
202607	1,810	2	6	5,357	1,107	16
202608	905	1	3	5,370	1,109	8

Total	24,594
Warranty	13,311
Reimbursement	11,283

	Transaxle	Control Valve
Frequency	0.100%	0.330%
Severity	4,600	1000
Trend	3.000%	2.00%

- (2) (1) x Transaxle Frequency  
 (3) (1) x Control Valve Frequency  
 (4) Transaxle Severity x [1 + [Transaxle Trend ÷ 12]]^[Number of Months from 202106]  
 (5) Control Valve Severity x [1 + [Control Valve Trend ÷ 12]]^[Number of Months from 202106]  
 (6) ((2) x (4) ÷ 1000) + ((3) x (5) ÷ 1000)



**24K/24 Month Extension**

**Exposure Factors**

**Percent of Vehicles in Each Category at Each Quarter  
After Sale of Vehicle**

Quarter	Nissan Quarters	Nissan Quarters	Nissan Quarters	Infiniti Quarters	Infiniti Quarters	Infiniti Quarters
	Original	Extended	Settlement	Original	Extended	Settlement
1	1.000	1.000	0.000	1.000	1.000	0.000
2	1.000	1.000	0.000	1.000	1.000	0.000
3	1.000	1.000	0.000	1.000	1.000	0.000
4	1.000	1.000	0.000	1.000	1.000	0.000
5	0.998	1.000	0.001	0.999	1.000	0.000
6	0.995	0.999	0.004	0.999	1.000	0.001
7	0.989	0.998	0.009	0.997	0.999	0.002
8	0.975	0.996	0.021	0.993	0.999	0.005
9	0.951	0.992	0.041	0.987	0.998	0.011
10	0.919	0.987	0.068	0.978	0.996	0.018
11	0.873	0.976	0.103	0.964	0.992	0.028
12	0.817	0.961	0.144	0.947	0.986	0.039
13	0.765	0.940	0.175	0.923	0.980	0.057
14	0.701	0.916	0.215	0.886	0.972	0.087
15	0.635	0.883	0.248	0.850	0.962	0.112
16	0.570	0.853	0.283	0.795	0.947	0.152
17	0.498	0.811	0.312	0.743	0.930	0.187
18	0.435	0.765	0.331	0.682	0.905	0.223
19	0.370	0.721	0.351	0.626	0.881	0.256
20	0.320	0.670	0.350	0.559	0.844	0.285
21	0.000	0.635	0.635	0.507	0.813	0.305
22	0.000	0.570	0.570	0.454	0.765	0.312
23	0.000	0.528	0.528	0.397	0.732	0.335
24	0.000	0.483	0.483	0.339	0.682	0.343
25	0.000	0.435	0.435	0.000	0.640	0.640
26	0.000	0.403	0.403	0.000	0.592	0.592
27	0.000	0.353	0.353	0.000	0.542	0.542
28	0.000	0.303	0.303	0.000	0.507	0.507
29				0.000	0.472	0.472
30				0.000	0.416	0.416
31				0.000	0.378	0.378
32				0.000	0.359	0.359

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**24K/24 Month Extension  
Minor Claims Provision (000s)**

	(1)	(2)	(3)	(4)	(5)
Model/Type	Expected Major Costs	Percentage Historical Minor	Selected Minor Percentage	Expected Minor Costs	Expected Total Costs
Nissan Rogue - Reimbursement	98,136	1.1%	1.0%	991	99,127
Nissan Rogue - Extended Warranty	42,743	1.1%	1.0%	432	43,175
Nissan Pathfinder - Reimbursement	31,520	1.5%	1.5%	480	32,000
Nissan Pathfinder - Extended Warranty	15,137	1.5%	1.5%	231	15,368
Infiniti QX60 - Reimbursement	11,283	1.1%	1.0%	114	11,397
Infiniti QX60 - Extended Warranty	13,311	1.1%	1.0%	134	13,445

- (1) (Rogue) From Exhibit IV  
(Pathfinder) From Exhibit V  
(QX6) From Exhibit VI
- (4)  $(3) \times (1) \div [1 - (3)]$
- (5)  $(1) + (4)$

**Extension Compare  
Development of Expected Liability**

Model	(1) Vehicles in Class	(2) Settlement Expected Total Benefit (000s)	(3) 100 months\100K Expected Total Benefit (000s)	(4) 120 months\120K Expected Total Benefit (000s)
Nissan Rogue	1,457,096	226,019	430,842	732,963
Nissan Pathfinder	301,210	77,168	148,438	251,809
Infiniti QX60	148,534	50,914	64,153	121,419
By Case:				
Nissan Rogue	1,457,096	226,019	430,842	732,963
Nissan Pathfinder & Infiniti QX60	449,744	128,081	212,591	373,228
Total	1,906,840	354,101	643,433	1,106,191
Nissan Rogue			52%	31%
Nissan Pathfinder & Infiniti QX60			60%	34%
Total			55%	32%