

NISSAN

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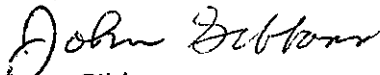
April 6, 2010

Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
Attention: Early Warning Division (NVS-217)
Room 217
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Associate Administrator:

We are transmitting the enclosed Report of a Defect in a Vehicle in a Foreign Country.

Very truly,



John Gibbons
Senior Manager
Technical Compliance

Encl.

**REPORT OF A SAFETY RECALL OR OTHER SAFETY CAMPAIGN
IN A FOREIGN COUNTRY**

1. Manufacturer

Nissan Motor Company, Ltd., Japan.

2. Vehicles Potentially Involved

Nissan Cefiro vehicles produced from December 4, 1998 to August 20, 2002 at the Nissan Motor Co., Ltd., Oppama plant and Tochigi plant in Japan; Nissan Bluebird vehicles, Nissan Primera vehicles and Nissan Primera Wagon vehicles produced from August 20, 1998 to July 27, 2001 at the Nissan Motor Co., Ltd., Oppama plant in Japan; Nissan Sunny vehicles produced from November 18, 1998 to April 4, 2002 at the Nissan Motor Co., Ltd., Kyushu plant in Japan and Nissan Tino Hybrid vehicles produced from February 29, 2000 to August 27, 2000 at the Nissan Motor Co., Ltd., Murayama plant in Japan. No vehicles sold in the United States are affected because the design and construction of their accelerator pedal assembly are different as discussed below.

3. Total Number of Vehicles Potentially Involved

Total: approximately 25,024.

Nissan Cefiro: approximately 10,775.
Nissan Bluebird: approximately 2,635.
Nissan Primera: approximately 2,613.
Nissan Primera Wagon: approximately 6,317.
Nissan Sunny vehicles: approximately 2,570.
Nissan Tino Hybrid vehicles: approximately 114.

4. Description of the Defect

A disc in the accelerator assembly is used to help adjust the operating force of the accelerator pedal. In some accelerator assemblies, excessive oil from the forming process could remain on some discs. If this occurs, friction in the accelerator pedal operation force adjusting device in the accelerator assembly may increase over time with usage. This could cause a delay in the throttle angle sensor returning the accelerator pedal when pressure is released. In an extreme case, the throttle angle sensor may not return to idle completely. In the unlikely event this occurs, the vehicle can be stopped by applying the brakes. However, this could affect the stopping distance. This issue was caused by a supplier manufacturing process error and is unique to vehicles sold in Japan.

5. Foreign Country in which the Safety Recall or Other Safety Campaign is Being Conducted

Japan.

6. Date of Determination

March 31, 2010.

7. Determination Made By

Manufacturer.

8. Date the Recall or Other Campaign will Commence

April 7, 2010.

9. Descriptive of Corrective Action

Owners of potentially affected vehicles will be notified to take their vehicle to a dealer. The accelerator pedal force adjustment disk will be removed. This device is redundant and is not necessary for safe operation of the vehicle, as other components of the accelerator assembly also perform this function. In addition, the return spring on some of the affected models will be replaced with a counter-measured one.

10. Vehicles in the United States (If known)

Model year 2000-2003 Nissan Maxima vehicles, model year 2000-2001 Infiniti I30 vehicles, model year 2002-2004 Infiniti I35 vehicles, model year 1999-2002 Infiniti G20 vehicles and model year 2000-2006 Nissan Sentra vehicles sold in the U.S. are manufactured on a similar "platform" as the Nissan Cefiro, Bluebird, Primera, Primera Wagon and Sunny sold in Japan. However, these U.S. vehicles differ significantly from an engineering standpoint, and use many different components.

With respect to the accelerator assembly subject to this report, the U.S. vehicles use a different accelerator assembly system that is not affected by the excess oil condition possibly affecting the vehicles in Japan. Accordingly, this issue does not affect any vehicles sold in the U.S.