

NISSAN

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(4 pages)

NISSAN NORTH AMERICA, INC.

Corporate Headquarters
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September 10, 2009

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
Room W48-302
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Sir:

We are transmitting the enclosed Defect Information Report in accordance with 49 CFR Part 573. A voluntary recall campaign will be initiated and your office provided with the notices. Nissan plans to begin dealer notification on October 2, 2009 and owner notification on October 5, 2009. We will include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy.

Very truly,



John Gibbons
Senior Manager,
Technical Compliance

Encl.

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2009 SEP 16 A 6:00
OFFICE DIRECTS
RECALL DIVISION

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America.

2. Vehicles Potentially Involved:

2009 model year Nissan Altima vehicles manufactured on March 2, 2009 and June 17, 2009 through August 17, 2009.

2010 model year Altima vehicles manufactured on July 22, 2009 through July 30, 2009

2009 model year Nissan Maxima vehicles manufactured on March 2, 2009 and June 19, 2009 through August 3, 2009.

2010 model year Maxima vehicles manufactured on August 3, 2009 through August 14, 2009.

Maxima and Altima vehicles manufactured before and after these dates are not affected because they were assembled with the upper front strut insulator manufactured by a different supplier. Other Nissan vehicles are not affected because they are not equipped with the part that is subject to this recall.

The strut insulator supplier is:

Trelleborg Automotive Americas
Corporate Headquarters
400 Aylworth Avenue
South Haven, MI 49090-1796

Country of origin:

China.

3. Total Number of Vehicles Potentially Involved:

Total number of vehicles: 26,398.

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Unknown

5. Description of the Defect:

The metal upper strut insulators installed on some of the potentially affected vehicles may have been manufactured out of specification resulting in a potential for the strut insulator to crack. If this were to occur, the strut rod would begin to make a loud noise audible to the vehicle operator. Under normal driving conditions, the suspension remains intact as the strut spring is contained within the body strut tower housing and the strut rod would remain within the inner diameter of the strut spring, so the vehicle operation is not degraded. However, under certain extreme driving conditions, there is some potential for the strut rod to come out of its mounting position, which could affect vehicle operation and increase the risk of a crash.

6. Chronology of Principal Events:

Early August 2009 – Nissan discovered the issue during testing at the Canton manufacturing plant. The vehicle did not experience any degradation in control. Instead the issue was detected by a loud noise.

August 2009 - An investigation was conducted to determine the cause, scope and the potential consequences of the issue. This involved a metallurgical analysis of the failed part and a subsequent spare parts collection program aimed at determining if any other parts were affected. Static testing was conducted to study the effects of the issue on the suspension system. Nissan has not received any reports of injuries or crashes associated with this issue.

September 2, 2009 - Nissan determined that a safety related defect may exist and that a recall campaign should be conducted.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified. Both left and right side front strut insulators will be replaced with parts that meet the appropriate standards.

8. Copy of Notices:

Copies of all notices will be provided to NHTSA as they become available.