

# NISSAN

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(4 pages)

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By Recall Mgt Div. at 8:59 am, Apr 30, 2010

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**NISSAN NORTH AMERICA, INC.**

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Franklin, TN 37068-5001

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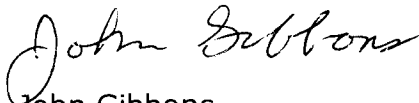
April 20, 2010

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 will supplement this defect report with a customer and dealer notification plan shortly. 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.

## **DEFECT INFORMATION REPORT**

1. Manufacturer:

Nissan Motor Co., Ltd.

2. Vehicles Potentially Involved:

2005-2006 Model Year Infiniti G35 sedan manufactured from March 29, 2004 to August 25, 2006.

2005-2007 Model Year Infiniti G35 Coupes manufactured from April 1, 2004 to May 30, 2007.

None of the potentially affected passenger seat assemblies were installed in any other Nissan or Infiniti vehicles.

The passenger seat assembly supplier and the country of origin of the passenger seat assembly are:

TACHI-S CO., LTD.

3-3-7, Matsubara-cho, Akishima, Tokyo, Japan

Zip: 196-8611

Phone: +81-42-546-8111

Fax: +81-42-546-7361

3. Total Number of Vehicles Potentially Involved:

Total number of vehicles: Approximately 134,215.

Infiniti G35 Sedan - Approximately 76,703 vehicles.

Infiniti G35 Coupe - Approximately 57,512 vehicles.

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

Unknown

5. Description of the Defect:

On some of the potentially affected vehicles, the wire harness connecting the Belt Tension Sensor (BTS) and the Occupant Detection Sensor (ODS) control unit under the front passenger seat can experience relative

movement possibly caused by vehicle vibration or passenger loading on the seat cushion. In certain instances, the movement may cause the pin and sleeve terminals in the connector to rub against each another. If this occurs repeatedly, it can cause wear and oxidization of the terminals, which may cause the contact resistance of the terminals to increase excessively. High resistance in the connector can cause interruption of the signal from the BTS to the ODS control unit. If the signal interruption is detected, the passenger air bag is designed to suppress. If this occurred, the (red) supplemental air bag warning light would flash and the (amber) front passenger air bag status light would illuminate to alert the vehicle operator that the passenger air bag is not operating.

#### 6. Chronology of Principal Events:

April 2009 to May 2009: Nissan received several reports of the air bag warning indicator lamp ON with a stored Diagnostic Trouble Code (DTC) showing a Belt Tension Sensor malfunction. Nissan collected several warranty return parts from the field but could not duplicate the issue – the return parts operated as designed. However, Nissan began to monitor warranty data and instituted a parts collection program. Field investigators also traveled to inspect actual vehicles in the field.

June 2009 to November 2009: An investigation of several warranty return parts showed some increase in electrical resistance. However, a DTC showing a BTS malfunction could not be duplicated. Nor could it be duplicated during the investigation of the actual vehicles in the field.

December 2009 to February 2010: Field investigation and warranty return parts continued. A "Fault Tree Analysis" was conducted. In addition, a duplication test to investigate the increase of contact resistance at the terminal in the subject connector was conducted.

March 2010 to April 2010 - The increase of contact resistance at the terminal was confirmed in additional warranty return parts, but the detection of BTS failure was still not duplicated. Nevertheless, it was determined that the increase in electrical contact resistance was the likely cause of the Belt Tension Sensor DTC.

There were no reports of crashes or injuries possibly attributed to this issue throughout the investigation. Dealers have been and are replacing the passenger seat assemblies under warranty if there is any question about system function.

April 14, 2010 – After analyzing the warranty rate for the Belt Tension Sensor DTC, and considering the other investigations conducted, it was determined that a recall campaign should be conducted.

7. Description of Corrective Action:

Nissan is preparing its corrective action plan and will supplement this information shortly.

8. Copy of Notices:

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