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By Recall Management Division at 7:46 am, Nov 12, 2010

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**NISSAN NORTH AMERICA, INC.**

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10V-555  
(3 Pages)

November 11, 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 plans to notify dealers and begin owner notification on November 29, 2010. We will not include information in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy as these vehicles are under warranty.

Very truly,

John Gibbons  
Senior Manager,  
Technical Compliance

Encl.

## **DEFECT INFORMATION REPORT**

1. Manufacturer:

Nissan Mexicana, S.A, De C.V.

2. Vehicles Potentially Involved:

2010 and 2011 Model year Nissan Sentra vehicles manufactured from May 22, 2010 through July 8, 2010 equipped with MR20 engines.

Sentra vehicles with the MR20 engine manufactured before and after these dates are not affected. The affected vehicle production range was determined based on the production range of the affected part that may have been manufactured out of specification.

Sentra vehicles with the QR25 engine and other Nissan vehicles are not affected because they are equipped with different positive battery terminals.

The battery terminal supplier is:

AEES  
36555 Corporate Drive  
Farmington Hills, MI 48331  
Phone: 248-489-4900

Country of origin: USA

3. Total Number of Vehicles Potentially Involved:

Approximately 13,737

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

Unknown

5. Description of the Defect:

Due to a machining irregularity by the supplier, the bolt/washer surface on the positive battery terminal cable end may allow for a gap to occur in the contact area of the terminal. This can result in a voltage drop that may cause difficulty starting the vehicle and could cause damage to the

Engine Control Module. In rare instances, this issue can cause the engine to stop running while the vehicle is in motion at low speed with a difficult or no restart.

6. Chronology of Principal Events:

July 2010 – Nissan received field data of difficulty starting the subject vehicles. An investigation was initiated to determine the cause, scope and the potential consequences of the issue.

August 2010 to October 2010 – Nissan continued to collect and analyze field data and returned parts. In the later stages of the investigation, Nissan identified several incidents where this issue caused the engine to stop running while the vehicle was in motion.

November 4, 2010 – Nissan determined that a safety related defect exists and that a recall campaign should be conducted.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified. The positive battery terminal cable end will be replaced with a new one.

8. Copy of Notices:

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