



NISSAN NORTH AMERICA, INC.

Corporate Headquarters
One Nissan Way
Franklin, TN 37068

Mailing Address: P.O. Box 685001
Franklin, TN 37068-5001

Telephone: 615.725.1000

December 16, 2011

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

Ref: 11V-565

Dear Madam:

We are transmitting the enclosed amended Defect Information Report concerning the referenced recall campaign in accordance with 49 CFR Part 573. The report submitted on November 23, 2011 did not include a chronology of principal events which is provided in this report. Dealers were notified on November 23, 2011 and owner notification will begin on December 20, 2011.

We will not include information in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy because these vehicles are well within the warranty coverage period.

Very truly,

John Gibbons
Senior Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan Motor Co., Ltd.

2. Vehicles Potentially Involved:

2011 Model Year Nissan Rogue vehicles manufactured from August 17, 2010 to October 30, 2010. Vehicles manufactured before and after these dates are not affected because the component subject to this recall is unique to this vehicle in this production range.

The Electric Power Steering assist (EPS) control unit supplier is:

NSK Ltd.

1-6-3, Osaki, Shinagawa-ku, Tokyo 141-8560, Japan

Tel: +81-3-3779-7111

Fax: +81-3-3779-7431

Country of origin:

Japan

3. Total Number of Vehicles Potentially Involved:

Approximately 7,365 vehicles. To date, Nissan has not received any reports of field incidents related to this issue in U.S.

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

Unknown

5. Description of the Defect:

Due to a production process issue at the supplier that has been corrected, the circuit board may not have been installed in the correct position on certain specific EPS control units. As a result, there may be additional stress on the solder of the terminal to the circuit board. If this condition occurs, over time, the solder may crack and separate completely from the

circuit board. If this occurs, the power steering assist feature will stop functioning. The mechanical steering linkage is not affected and the steering system still functions. However, the steering effort will increase, especially at low speeds. If this occurs, a warning lamp will illuminate to alert the driver.

6. Chronology of Principal Events:

January 31, 2011 - Nissan received a report from the supplier regarding a production issue involving the EPS control unit. At the time, the consequence of the issue and the effected vehicle population were unknown.

February 2011 - Nissan initiated an investigation to determine the potential effect of the production issue on the EPS control unit durability. The investigation revealed that the circuit board was not installed in the correct position on certain EPS control units. In the affected units, a gap formed between the heat sink and the circuit board which placed additional stress on the solder of the terminal on the circuit board. This could result in the solder developing a crack.

March 2011 through April 2011 - Nissan conducted closed course vehicle testing with the incident parts to analyze the failure mode on the vehicle and consequence of the issue. The testing showed some increase in the steering effort at low speeds but did not indicate a loss of steering control on vehicles without functioning power steering assist. Concurrently, available warranty data was analyzed and no reports related to this issue were identified.

May through November 2011 - Nissan continued to monitor field data but no field reports related to this issue were received. Separately, additional thermal shock tests were conducted to determine the expected length of time until part failure. The testing showed that a very long period of time was required for the crack to occur and propagate confirming the cracking did not occur rapidly. This testing explained why Nissan had not identified field data related to this issue. Although continued monitoring showed no field incidents, Nissan nevertheless decided to consider a field action to address the potential for power steering assist malfunction.

November 17, 2011 - Nissan decided to conduct a recall campaign to remedy this issue.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified to take their vehicle to a Nissan dealer. The dealer will check the serial number on the steering column assembly to determine whether the EPS control unit is affected. If the EPS control unit is part of the subject population it will be replaced with a correct one.

8. Copy of Notices:

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