

# NISSAN

**NISSAN NORTH AMERICA, INC.**

Corporate Headquarters  
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11V-579  
(4 Pages)

December 14, 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

Dear Madam:

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 by December 16, 2011 and begin owner notification on January 23, 2012. 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,

A handwritten signature in blue ink that reads "Donald Neff" with a small "for" written below the name.

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 11 to May 22, 2010 and July 8 to October 25, 2010 equipped with MR20 engines.

Sentra vehicles manufactured between May 22 and July 8, 2010 are not affected because the component subject to this recall was replaced during a previous campaign (10V-555).

Sentra vehicles manufactured before May 11 and after October 25, 2010 are not affected because they are equipped with a different battery terminal design.

No other Nissan vehicles are affected because they use a different battery terminal.

The battery cable harness (with terminal) supplier is:

Yazaki North America Inc.  
6801 Haggerty Road  
Canton, MI 48187

Country of origin: USA

3. Total Number of Vehicles Potentially Involved:

Approximately 33,803

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

Unknown

## 5. Description of the Defect:

Due to a process change at the supplier, the zinc coating applied to the terminal stud bolt was thicker than specification. This can result in a voltage drop that may cause difficulty starting the vehicle and could cause damage to the Engine Control Module (ECM). In rare instances, this issue can cause the engine to stop running while the vehicle is in motion. In some instances, it maybe not be possible to restart the engine after it stopped.

## 6. Chronology of Principal Events:

In November 2010, Nissan conducted a recall campaign on 13,737 Model Year 2010-2011 Sentra vehicles equipped with MR20 engine and manufactured from May 22, 2010 through July 8, 2010 to address a crimping issue on the positive battery terminal cable (10V-555). The issue stemmed from a gap in the contact area of the terminal that could result in a voltage drop and damage to the ECM. Subsequent quality monitoring activity identified a separate issue affecting a different vehicle population. The chronology of this new issue is described below.

February 28, 2011 – Nissan noticed a spike in battery terminal warranty for vehicles manufactured after the 10V-555 recall period as part of an on-going monitoring activity. An investigation was initiated to determine the root cause of the increase in warranty activity.

March 2011 to July 2011 – The investigation revealed that there were warranty claims related to ECM damage caused by a low voltage condition related to the battery. The supplier of the battery terminal was notified to help investigate the issue.

August 2011 to December 2011 - Supplier testing revealed that the coating of the stud bolt was thicker than specification due to a process change. This condition could cause a voltage drop that may damage the ECM and cause difficulty starting the engine or no start.

During the supplier investigation, Nissan continued to collect and analyze field data and returned parts. Nissan also became aware of incidents of where this ECM damage caused the engine to stop running while the vehicle was in motion.

December 8, 2011 – 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 and cover will be replaced with a new one.

8. Copy of Notices:

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