

RECEIVED

By Recall Management Division at 4:20 pm, Feb 28, 2012

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan Motor Co., Ltd.

2. Vehicles Potentially Involved:

Certain 2003 - 2005 Model Year Infiniti Q45 vehicles.

3. Total Number of Vehicles Potentially Involved:

Approximately 5,777 vehicles had the subject condition. All but approximately 1,349 of those vehicles have already been repaired.

Nissan has proactively notified customers of this issue in 2009 and again in 2010 and has offered to provide a remedy. Indeed, as of January 2012, Nissan has remedied over 75% of the affected vehicles at no charge.

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

Unknown

5. Description of the Defect:

Due to the mounting location of an intermediate connector in the air bag system, slight movement of the connector pins against the female contacts can occur. As a result of this movement, an oxide film can develop which may increase electrical resistance and result in insufficient conduction. If this condition occurs, the air bag warning light will begin flashing and the seat-mounted side airbags ("SAB") will not deploy as designed in a side impact.

6. Chronology of Principal Events:

December, 2008 – Nissan received a Preliminary Evaluation (PE) information request from NHTSA for the subject condition and vehicles.

February 2009 – Nissan replied to the PE. Specifically, Nissan explained that the SABs in the Q45 were designed to provide only supplemental protection in side impact crashes and the vehicles were designed to provide adequate side impact crash protection without SABs by absorbing and dispersing side impact energy. Further, even without SABs, the vehicle met the applicable requirements specified in FMVSS No. 214. Nissan explained that if the condition subject to this campaign occurred, the air

bag warning lamp would illuminate to alert the driver that the vehicle needed service. Finally, Nissan confirmed that there were no reports of injuries or fatalities related to this issue.

March 2009 – Nissan conducted crash tests that confirmed that the subject vehicles met the requirements of FMVSS No. 114 without the SAB. This information was provided to NHTSA.

June 2009 - Nissan received an Engineering Analysis (EA) information request from NHTSA.

June 25, 2009. Nissan began to conduct a Voluntary Service Campaign to repair the intermediate connector in the potentially affected vehicles. The owner letters explained that the issue involved seat-mounted side air bags and that failure to have the repair performed could cause this air bag not to inflate in a crash. As of January 2012, the completion rate for this campaign is over 75%.

July 2009 – Nissan responds to NHTSA Engineering Analysis (EA).

June 2010 – Nissan sent a second notification concerning the 2009 Voluntary Service Campaign to owners of those vehicles yet to be serviced.

January 2012 - NHTSA contacted Nissan and requested that it conduct a recall campaign on the affected vehicles.

February 2012 – In response to the agency's request, Nissan decided to report this issue in accordance with the defect notification requirements specified 49 CFR Part 573 and to conduct a campaign in accordance with the provisions of 49 CFR Part 577.

7. Description of Corrective Action:

Owners of the remaining potentially affected vehicles will be again notified to take their vehicle to an Infiniti dealer. The dealer will change the mounting location of the intermediate connector and add epoxy to prevent movement in the connector.

8. Copy of Notices:

Copies of all notices, including customer notification letter, will be provided to NHTSA as they become available. We will include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy.