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NISSAN

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NISSAN NORTH AMERICA, INC.

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October 9, 2012

Ms. Nancy Lewis
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 notified dealers on October 9, 2012. Nissan plans to begin notifying owners on October 29, 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,



Donald Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc.

2. Vehicles Potentially Involved:

Certain Nissan Altima vehicles manufactured in the USA at the Canton, MS plant:

<u>Model</u>	<u>Dates of Manufacture</u>
MY 2012 Nissan Altima	May 10, 2012 – June 4, 2012
MY 2013 Nissan Altima	June 4, 2012 – July 26, 2012

No other Nissan or Infiniti models are affected. The subject vehicle range was determined based on the production range of the affected part that may have been assembled out of specification.

3. Total Number of Vehicles Potentially Involved:

Approximately 13,919 vehicles total. The approximate number by Model and Model Year is as follows:

<u>Model</u>	<u>Number of Vehicles</u>
MY 2012 Nissan Altima	Approximately 8,420 vehicles
MY 2013 Nissan Altima	Approximately 5,499 vehicles

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

Unknown

5. Description of the Defect:

Some of the subject vehicles may have been manufactured with four (4) transverse link bolts and two (2) power steering rack bolts that were not torqued to the proper specification (see Figure 1).

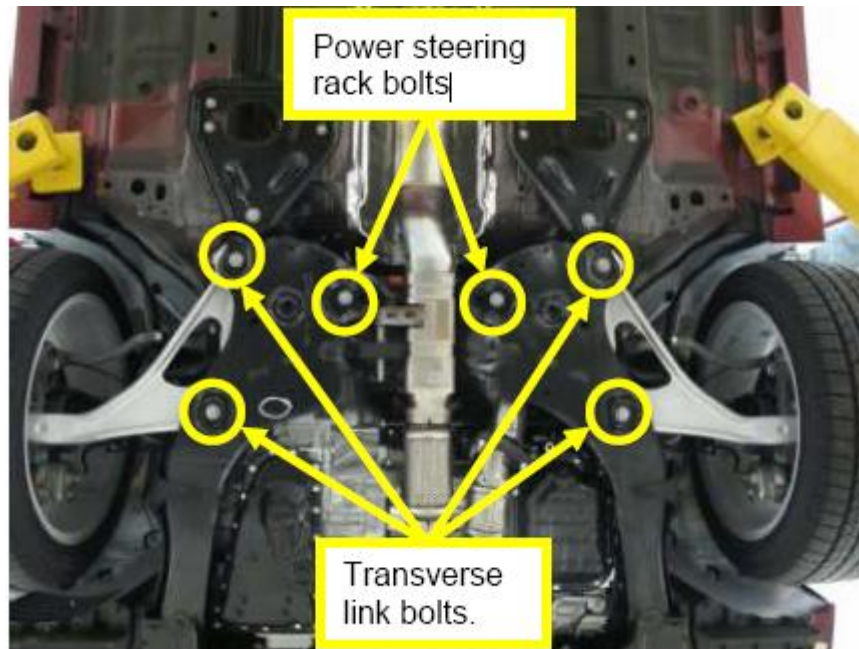


Figure 1 – Bolt locations

On some of the affected vehicles, a multispindle tool that installs and torques the transverse link bolts and power steering rack bolts may not have torqued them to the proper specification during the assembly process. This condition could cause the bolts to become loose while the vehicle is being driven. A rattling noise and vibration would give the driver notice that one of the bolts may be loose. If the driver continues to drive the vehicle in this condition, the bolts may fall out completely and, in that extreme case, the driver may experience difficulty controlling the direction of the vehicle.

6. Chronology of Principal Events:

July 26, 2012 – A front suspension rattle was detected during a routine dynamic driving evaluation on a single vehicle. It was discovered that the rattle was caused by a loose transverse link bolt that had not been properly torqued. An investigation was initiated to determine the cause, scope and the potential consequences of the issue.

Early August 2012 – A yard audit was performed to check the transverse link bolt and power steering rack bolt torque values of vehicles still at the plant. Several additional vehicles affected by the subject condition were identified. These vehicles were remedied at the plant.

August 21 – A dealer inspection was initiated to determine if the subject issue was present on any vehicles delivered to the dealers. The dealer inspection activities spanned over two thousand vehicles.

September 10 – Preliminary results of the dealer inspection were reviewed. However, it was determined that additional confirmation of the results was necessary. Dealerships were contacted for follow-up verification concerning their initial inspection feedback.

September 21 – Nissan confirmed that some vehicles affected by the subject issue were present at the dealerships.

In parallel to the dealer inspection activities, an analysis of the potential consequences of this issue was conducted. Based on engineering judgment, it was determined that if a loose bolt falls out completely, the driver may experience difficulty in controlling the direction of the vehicle.

October 3, 2012 - Nissan determined that a safety related defect exists and that a recall campaign will be conducted.

7. Description of Corrective Action:

Dealers will be instructed to confirm that the proper torque specifications for the transverse link bolts and power steering rack bolts of all subject vehicles that remain in dealer inventory are met prior to retail sale.

Owners of all potentially affected vehicles will be notified to take their vehicle to a Nissan dealer. The dealers will inspect and retighten the transverse link bolts and power steering rack bolts to the proper torque specification. If the dealer determines that any of the transverse link bolts and power steering rack bolts do not meet the proper torque specification, the loose bolts will be replaced and tightened to the proper torque specification.

8. Copy of Notices:

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