
NISSAN NORTH AMERICA, INC.

Corporate Headquarters
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Franklin, TN 37068

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Telephone: 615.725.1000

NISSAN

December 16, 2014

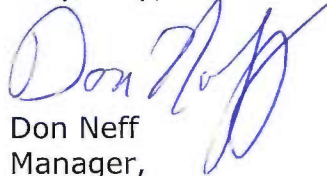
Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
Room W48-302
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Ms. Lewis:

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, 2014 and begin notifying owners within 60 days.

We do not plan to put a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy as the subject vehicles are under warranty.

Very truly,



Don Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc.

2. Vehicles Potentially Involved:

Model Year 2015 Armada vehicles manufactured from September 15, 2014 through October 14, 2014 at the Canton, MS plant.

Armada vehicles manufactured after October 14 are not affected because the supplier issue described in Section 5 below has been corrected.

The transmission supplier is:

JATCO Ltd.
700-1, Imaizumi, Fuji City, Shizuoka, 417-8585, Japan
Telephone : +81-545-87-2943

3. Total Number of Vehicles Potentially Involved:

Approximately 190 Model Year 2015 Nissan Armada vehicles. An additional 4 vehicles may have received affected service parts and the owners will be contacted.

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

Unknown

5. Description of the Defect:

The parking rod cannot complete its stroke due to interference with the transmission housing, preventing the parking pawl from engaging completely. If this condition occurs, the vehicle may not remain in park when the shifter in is the "P" position. If the transmission were to move out of the park position, the vehicle could roll and potentially cause an injury or accident.

6. Chronology of Principal Events:

October 7, 2014 - During an inspection activity at the Tier 1 Supplier (Jatco), it was discovered that the parking pawl may not fully engage on a

subject transmission assembly. Jatco immediately initiated an investigation into the issue.

October 2014 – November 2014 – Jatco implemented a parts quality hold and 100% inspection of the transmission assembly. Jatco also notified Nissan of the issue, and Nissan implemented a plant yard hold and an inspection.

Concurrently, Jatco worked with the Tier 2 supplier to analyze their manufacturing process to determine the root cause of the issue. The supplier investigation revealed that the fixing bolt became loose after routine die maintenance was performed. This incorrect die condition caused the depth of the hole in the transmission assembly to be too shallow, resulting in interference with the parking pawl.

Jatco also performed an engineering analysis to identify the potential failure mode for this issue. Their analysis revealed that the shallow depth of the parking rod hole could result in the parking pawl not being fully engaged.

Nissan also worked with Jatco to determine the affected population.

December 9, 2014 - Nissan determined that a safety-related defect exists and that a safety recall campaign would be conducted.

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 inspect the casting date stamp on the outside of the transmission housing and if it is within the affected range, it will be replaced with a new one.

8. Copy of Notices:

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