

May 2014 – Nissan opened an investigation into several reported incidents involving MY 2013 Altimas in which it was reported that the hood opened while driving. Initial examination of parts involved in the reported incidents did not show a hood latch malfunction. Nissan also attempted duplication testing but was not able to induce the condition in a test setting. Consequently, the initial reported incidents were deemed isolated and not an indication of a defect trend.

June 2014 to July 2014 – Nissan began to actively monitor available field data and continued to investigate the cause, scope and the effect of the issue. Again, initial parts examination did not identify any malfunctioning latch components.

August 2014 – Nissan received an incident part that exhibited corrosion and binding. Nissan began to conduct duplication lab testing focused on corrosion. Concurrently, Nissan examined several off-lease subject vehicles at an auction. Of the 41 vehicles examined, five displayed lack of free-play in the secondary hood latch lever. Nissan also examined some corporate lease vehicles and identified some variation in free-play in the secondary latch lever.

September 4, 2014 – Nissan audited an auction yard in California. No subject vehicles displayed any abnormalities in the secondary latch free-play.

September 5, 2014 – Nissan received data from Enterprise Rent-a-Car indicating a larger than previously known number of vehicles that had experienced reported hood-related incidents. Upon reviewing this new information, Nissan made a decision that there was a safety defect in the subject vehicles and notified NHTSA. A Part 573 report was submitted on September 10, 2014 (Recall number 14V-565). The report indicated that the root cause, remedy, and the affected population were unknown.

September 10, 2014 to October 2, 2014 – Nissan examined additional subject vehicles and hood latches. The analysis revealed that interference between the hood inner panel and the secondary latch lever, in combination with debris and corrosion, could create mechanical binding that may cause the secondary hood latch to remain in the open position.

Based on this analysis and production information, Nissan determined the affected vehicle population and the appropriate remedy.