
NISSAN NORTH AMERICA, INC.

Corporate Headquarters
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NISSAN

January 14, 2015

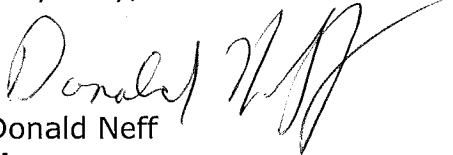
Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
Room W48-302
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Madam:

We are transmitting the enclosed Defect Information Report in accordance with 49 CFR Part 573. A voluntary safety recall has been initiated and your office will be provided with the notices. Nissan plans to notify dealers on January 14, 2015 and will notify all affected owners within 60 days.

We will not include 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,



Donald Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc.

2. Vehicles Potentially Involved:

<u>Model</u>	<u>Dates of Manufacture</u>
MY 2014 & 2015 Nissan Pathfinder	October 12, 2014 through November 15, 2014
MY 2014 & 2015 Nissan Rogue	October 12, 2014 through November 15, 2014
MY 2014 & 2015 Infiniti QX60	October 12, 2014 through November 15, 2014

No other Nissan or Infiniti models are affected. The vehicle population was determined based on an assembly process error that, as described in Section 6 below, only occurred between August 12, 2014 and November 15, 2014.

3. Total Number of Vehicles Potentially Involved:

Approximately 893 vehicles may be affected.

<u>Model</u>	<u>Total Number of Vehicles</u>
MY 2014 Nissan Pathfinder	236
MY 2015 Nissan Pathfinder	41
MY 2014 Nissan Rogue	365
MY 2015 Nissan Rogue	169
MY 2014 Infiniti QX60	75
MY 2015 Infiniti QX60	7

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

Unknown

5. Description of the Defect:

Due to an assembly process issue, the front hub bolts, torque member bolts, and/or stopper bolt may be under torqued or missing. If any of the

bolts are not properly tightened, they may loosen and eventually fall off. If left uncorrected over time, the brake caliper may separate from the wheel assembly, reducing braking performance and potentially reducing steering control which could lead to a crash.

6. Chronology of Principal Events:

November 3, 2014 through November 6, 2014 – Nissan became aware of two incidents of loose bolts and immediately began an investigation. It was determined that the multi spindle torque tool had intermittently been placed into "bypass" mode during vehicle assembly. Countermeasures were put in place to prevent "bypass" mode from being used improperly in the future. However, at this juncture it was not known whether any other vehicles were affected.

November 2014 through December 2014– A yard audit of vehicles at the manufacturing plant was conducted and a study was undertaken to determine if any other vehicles had been affected. No torque issues on the subject bolts were found. Concurrently, Nissan studied production records to determine which vehicles may have been produced while the multi spindle torque tool was in bypass mode. On November 24, a dealer inventory inspection of certain vehicles was begun to confirm whether additional vehicles outside of Nissan's control may have been affected by the issue. One vehicle was found to be out of torque specification.

January 8, 2015 – Based on the potential consequences of under-torqued bolts, Nissan determined that a safety-related defect exists and that a voluntary safety recall campaign will 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 confirm the presence and torque on the front hub bolts, torque member bolts and stopper bolt and tighten any loose nuts to the correct specification, at no cost to the owner.

8. Copy of Notices:

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