
NISSAN NORTH AMERICA, INC.

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NISSAN

June 24, 2015

Mr. Frank S. Borris II
Acting Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-210)
Room W48-302
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Borris:

We are transmitting the enclosed amended Defect Information Report in accordance with 49 CFR Part 573. This report includes the chronology of principle events. Nissan notified dealers on January 23, 2015 and began notifying customers on February 11, 2015.

Very truly,



Donald Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan Motor Co., Ltd.

2. Vehicles Potentially Involved:

<u>Model</u>	<u>Dates of Manufacture</u>
MY 2008-2013 Nissan Rogue	March 7, 2007 to November 26, 2013
MY 2014 Nissan Rogue Select	September 23, 2013 to July 2, 2014

No other Nissan or Infiniti models are affected. The vehicle population was determined based on the subject wire harness that, as described in Section 6 below, was installed in vehicles manufactured between March 7, 2007 and July 2, 2014 at the Kyushu, Japan plant.

The wire harness supplier and the country of origin are:

SUMITOMO ELECTRIC INDUSTRIES, LTD.
1-3-13, Motoakasaka, Minato-ku,
Tokyo, Japan
Zip: 107-0051
Phone: +81-3-6406-2743

3. Total Number of Vehicles Potentially Involved:

Approximately 468,815 vehicles may be affected.

<u>Model</u>	<u>Total Number of Vehicles</u>
MY 2008-2013 Nissan Rogue	447,796
MY 2014 Nissan Rogue Select	21,019

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

Unknown

5. Description of the Defect:

A mixture of snow/water and salt carried onto the driver side floor area (by shoes or other means) can seep into the carpet near the harness connector area and eventually cause an electric short to occur. This short may lead to connector damage, and in rare instances, could potentially cause a thermal incident.

6. Chronology of Principal Events:

June 2011 to July 2013 – Nissan received several reports of thermal damage in the area of driver's side kick panel on Nissan Rogue vehicles in U.S. and Canadian markets. None of the reports were associated with injuries.

Nissan was unable to determine the root cause of these incidents. Because it received only two reports of incidents in the U.S. in the span of three years, Nissan deemed these incidents to be isolated and not an indication of a defect trend. Nevertheless, Nissan began to monitor field data for additional incidents.

January 2014 through April 2014 – Nissan received several additional reports of thermal damage and collected parts, including wiring harnesses, for analysis. Again, these reports were sporadic (three reports in the U.S.) and did not involve any injuries. Nissan began more active field monitoring and initiated a parts collection activity focusing its analysis on the main body harness connection. Nissan also collected three returned parts that exhibited corrosion.

Separately, an audit of the manufacturing plant in Kyushu, Japan was also conducted to verify the manufacturing process.

May 2014 through July 2014– The investigation showed that the connection between the main harness and body harness was being damaged by corrosion due to a combination of salt and water seeping into the carpet near the harness. At that time, Nissan did not observe a defect trend. While no safety defect determination was made, a production improvement was implemented at the Kyushu plant on May 27, 2014.

August 2014 through October 2014 - Nissan continued to monitor this issue and study how the corrosion occurs and whether it could lead to thermal propagation. Nissan also studied whether other Nissan models were affected.

Concurrently, Nissan continued parts collection activities and conducted comprehensive studies of the collected parts. Nissan also investigated whether this corrosion issue was specific to certain regions of the country.

During this time period, Nissan was not aware of any additional thermal incidents related to this issue.

November 2014 through December 2014 – Nissan conducted further market surveys to determine if harness corrosion was more prevalent in certain geographic regions. This analysis showed that there is a higher potential for corrosion to occur in certain regions.

January 23, 2015 – Nissan determined that there was potential for harness corrosion to lead to thermal damage and therefore, a safety related defect exists and that a recall campaign would be conducted.

7. Description of Corrective Action:

Owners of all potentially affected vehicles are being notified to take their vehicle to a Nissan dealer where they will inspect the kick panel wiring harness connector for damage. If no damage is detected, the vehicle will receive a waterproof seal for the harness. If damage is found, the dealer will install a new harness connector and the waterproof seal, all at no cost to the owner.

8. Copy of Notices:

Copies of all notices have been provided to NHTSA.