
NISSAN NORTH AMERICA, INC.

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NISSAN

May 29, 2015

Mr. Frank S. Borris II
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 Mr. Borris:

We are transmitting the enclosed amended Defect Information Report in accordance with 49 CFR Part 573. The Defect Information Reports updates and further refines the recall population of 15V-197 based on information provided by Bosch.

Nissan began notifying owners on May 28, 2015. We did not include information in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy as these vehicles are covered 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 Nissan Rogue	January 2, 2014 to June 4, 2014

No other Nissan or Infiniti models are affected. The vehicle population was determined based on information provided to Nissan by the supplier (Bosch) regarding the subject fuel pump module that, as described in Section 6 below, was installed in certain vehicles manufactured between June 11, 2013 and June 7, 2014 at the Smyrna, Tennessee plant.

The fuel pump module supplier is:

Robert Bosch Corporation
8101 Dorchester Road
Charleston, SC 29418
Phone: (843) 760-7411

3. Total Number of Vehicles Potentially Involved:

Approximately 29,297 MY 2014 Rogue vehicles.

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

The current incident rate is 0.71%.

5. Description of the Defect:

On some of the affected vehicles, the nickel plating material from the fuel pump's inner or outer casing/cover may detach due to fuel flow, vibration or pressure. Detached plating particles may move into the gap between the impeller and the casing/cover, causing the impeller to stop rotating.

If this occurs during engine start-up, the pump will not function and the engine will not start. In some instances, the particles may interfere with impeller rotation during pump operation. If this occurs, the pump may stop functioning and the engine will stop. Even if the engine stops running, the 12V power remains on, the air bag system remains fully functional and the vehicle can be brought to a controlled stop. However, the engine stop may increase the risk of a crash.

Due to the low starting inertia (torque) of the impeller (compared to the high inertia of the impeller during the engine operation period), a no-start incident mode is expected to be more prevalent in the field than the engine stop.

6. Chronology of Principal Events:

In March 2014, Nissan identified an incident involving a no start condition on a 2014 Model Year Nissan Rogue vehicle.

March 2014 through June 2014 – Nissan began actively monitoring the warranty information for this issue. Nissan identified incidents of no-start and also a small number of incidents involving reports of engine stopping after start-up.

Nissan supplied incident parts directly to tier 1 supplier (Bosch) who, along with tier n supplier (AFCO), analyzed them. Analysis of the incident parts indicated nickel contamination within the fuel pump module as the possible cause for the engine no start condition. At this stage in the investigation, an incident trend was not established.

July 2014 – incident rate projections from Bosch along with internal warranty claim analysis indicated a low projected incident rate and likely early in-service occurrence, if the issue is to occur at all. However, Nissan decided to continue monitoring the issue on a monthly basis.

July 2014 – December 2014 – monthly monitoring of warranty claim data indicated a linear progression in incident rates.

Separately, Nissan collected additional field incident parts for further investigation and internal analysis and continued to monitor warranty information.

January 2015 to March 2015 – Based on Nissan's continued analysis of warranty data, meetings with Bosch were initiated concerning their incident rate projections. During these meetings, the total incident count provided

by Bosch showed an increasing rate of predicted incidents as opposed to the historically linear trend based on warranty claim analysis.

Concurrently, Nissan continued field monitoring activities. To date, Nissan is not aware of any vehicle crashes confirmed to be attributable to this issue.

March 24, 2015 – Based on further internal data analysis and additional information received from Bosch, Nissan determined that a safety related defect exists and that a 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 fuel pump assembly will be replaced at no cost to the owner.

8. Copy of Notices:

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