



NISSAN NORTH AMERICA, INC.

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August 11, 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 Defect Information Report in accordance with 49 CFR Part 573. The vehicles subject to this notice are already part of an ongoing Service Campaign (Nissan Campaign ID #P5308; TSB #NTB15-033). After consultations with NHTSA, and in the interest of Nissan's consistent cooperation with NHTSA on issues of safety, Nissan is reclassifying this Service Campaign as a Safety Recall.

Owners have previously been notified. However, those owners who have not yet elected to remedy their vehicles will get a new Part 577 recall letter within the next 60 days. Your office will be provided with a copy of the letter for approval. Affected vehicles remaining in dealer inventory will be placed on sales hold and remedied prior to retail sale.

Very truly,

Donald Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan Mexicana, S.A, De C.V.

2. Vehicles Potentially Involved:

Model	Dates of Manufacture
MY 2012-2015 Nissan Versa Sedan	June 9, 2011 through March 11, 2015
MY 2014-2015 Nissan Versa Note	April 23, 2013 through March 11, 2015

No other Nissan or Infiniti models are affected. The vehicle population was determined based on new model production ranges.

3. Total Number of Vehicles Potentially Involved:

Approximately 298,747 vehicles are subject to this recall. We note that Nissan has remedied approximately 122,558 vehicles as part of the Service Campaign that is being superseded by this notice.

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

100%

5. Description of the Defect:

In certain rare instances, a driver's shoe could contact the edge of the center console lower trim panel and potentially impede smooth pedal operation. More specifically, in certain rare instances that are dependent on driver foot position and shoe type, the right edge of the driver's shoe may catch the edge of the center console lower trim panel. Even if this occurs, the brake and accelerator pedals remain fully operational with no loss of vehicle control. However, this condition could cause a slight delay in the smooth transition between the accelerator pedal and the brake pedal which may increase the braking distance; therefore increasing the risk of a crash.

6. Chronology of Principal Events:

May 2014 – Nissan received a Preliminary Evaluation (PE14-018) information request from NHTSA for the subject vehicles.

August 2014 – Nissan replied to PE14-018 explaining that it did not believe the subject condition was a safety defect. More specifically, Nissan was not aware of any incidents attributed to the subject condition in the U.S. There were no U.S. warranty claims and the U.S. consumer complaint rate was 0.0031% of vehicles produced.

August 2014 through March 2015 – Nissan continued periodic discussions with NHTSA concerning the subject condition and met with the agency on February 4, 2015. During the meeting, Nissan demonstrated a sample Versa sedan that contained a planned design improvement.

March 11, 2015 – Nissan made a design improvement in production to help prevent the subject condition from occurring. The new production vehicles contain a shorter console panel so that the leading edge is at a greater distance from the driver's foot.

April, 2015 – Nissan informed NHTSA that while it did not believe the subject condition was a safety defect, Nissan was launching a Service Campaign to modify the console trim panel for the affected customers. Nissan also previewed the customer notification letter with the agency on April 23.

June 2015 – Nissan received an Engineering Analysis (EA15-001) information request from NHTSA related to the subject condition.

July 15, 2015 – Nissan met with NHTSA representatives to update the agency on the status of the Service Campaign repairs and to further consult on the subject condition and the appropriate campaign classification.

August 5, 2015 – Nissan decided that, in order to increase the campaign completion rate, it will reclassify the ongoing Service Campaign as a Safety Recall and report this issue in accordance with the defect notification requirements specified 49 CFR Part 573 and to conduct a campaign in accordance with the provisions of 49 CFR Part 577.

7. Description of Corrective Action:

A Service Campaign to help address this issue is already underway and owners of all potentially affected vehicles have previously been notified. Those owners who have not yet elected to remedy their vehicles will get a new Part 577 recall letter within the next 60 days. The remedy is not affected by this campaign reclassification. Nissan dealers will continue to

trim the console panel so that the leading edge is at a greater distance from the driver's foot.

For those subject vehicles under warranty, 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. However, for those Model Year 2012 vehicles that may no longer be under warranty, Nissan will include reimbursement in the owner notification.

8. Copy of Notices:

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