



RECALL CAMPAIGN BULLETIN

Reference:

NTB15-064a

Date:

July 21, 2015

VOLUNTARY SAFETY RECALL CAMPAIGN 2013-2014 JUKE, 2013-2014 CUBE AND 2014 VERSA SEDAN ENGINE STOP/START SWITCH

This bulletin has been amended to correct a Part Number in the Parts Information.
Please discard previous versions of this bulletin.

CAMPAIGN ID #: R1511
NHTSA #: 15V-418
APPLIED VEHICLES: 2013 – 2014 Juke (F15)
2013 – 2014 cube® (Z12)
2014 Versa Sedan (N17)

INTRODUCTION

Nissan is conducting a Voluntary Safety Recall Campaign on certain specific Model Year 2013 – 2014 Juke, 2013 – 2014 cube, and 2014 Versa Sedan vehicles to remove a “crush rib” from the Engine Stop/Start Switch and install a piece of foam. This service will be performed at no charge for parts or labor.

IDENTIFICATION NUMBER

Nissan has assigned identification number R1511 to this campaign. This number must appear on all communications and documentation of any nature dealing with this campaign.

DEALER RESPONSIBILITY

It is the dealer's responsibility to check Service Comm for the campaign status on each vehicle falling within the range of this voluntary safety recall campaign which for any reason enters the service department. This includes vehicles purchased from private parties or presented by transient (tourist) owners and vehicles in a dealer's inventory. **Federal law requires that new vehicles in dealer inventory which are the subject of a safety recall must be corrected prior to sale. Failure to do so can result in civil penalties by the National Highway Traffic Safety Administration.** While federal law applies only to new vehicles, Nissan strongly encourages dealers to correct any used vehicles in their inventory before they are retailed.

Nissan Bulletins are intended for use by qualified technicians, not 'do-it-yourselfers'. Qualified technicians are properly trained individuals who have the equipment, tools, safety instruction, and know-how to do a job properly and safely. NOTE: If you believe that a described condition may apply to a particular vehicle, DO NOT assume that it does. See your Nissan dealer to determine if this applies to your vehicle.

SERVICE PROCEDURE

Engine Stop/Start Switch Removal:

- Versa Sedan - Page 2
- cube - Page 7
- Juke - Page 12

Engine Stop/Start Switch Crush Rib Removal – Page 16.

Versa Sedan: Engine Stop/Start Switch Removal

NOTE: Use covers and protectors as needed to prevent scratches and damage to interior parts and surfaces.

1. Disconnect both battery cables (negative cable first) and wait at least 3 minutes.

IMPORTANT: Follow all warnings and cautions in the Electronic Service Manual (ESM) when working on or near a Supplemental Restraint System (SRS), such as an air bag.

2. Remove the recirculation knob.

- Pull to remove.

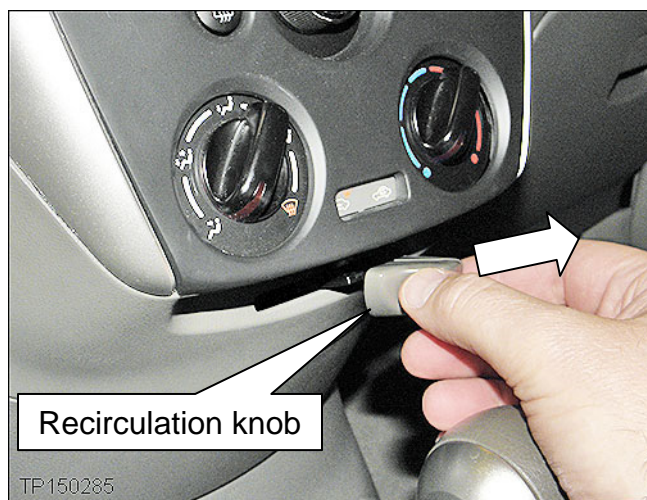


Figure S1

3. Snap loose cluster lid C.

- Cluster lid C is held on with 11 metal clips.
- See Figure S3 for clip locations.
- Use a plastic trim tool as needed.

NOTE: Disengage slowly so that clips are not damaged.

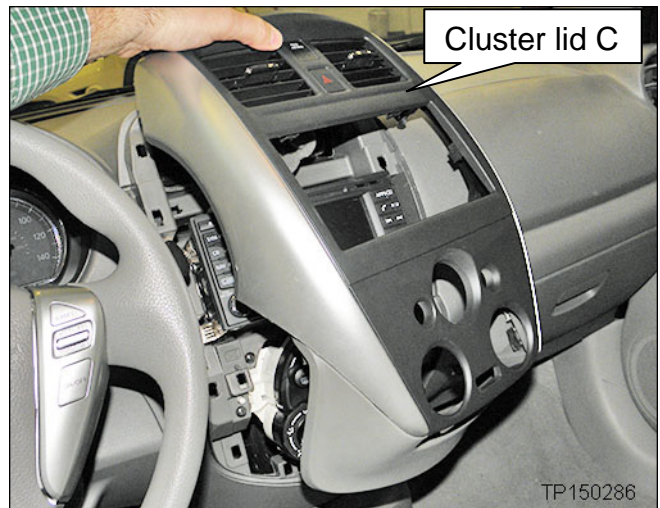


Figure S2

- Metal clip locations - 

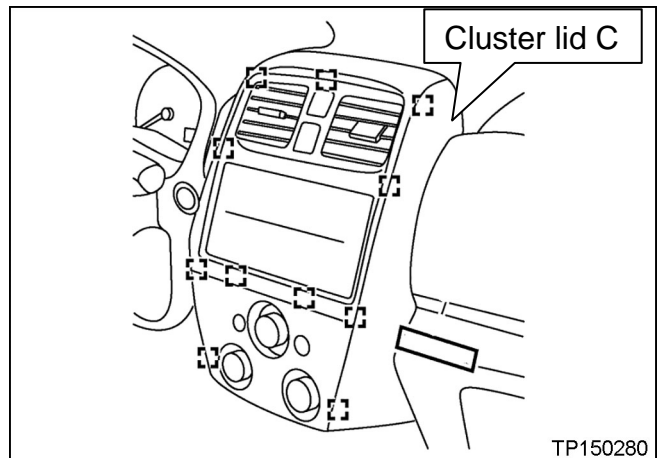


Figure S3

4. When cluster lid C is loose, disconnect the 2 harness connectors.

- One for the passenger air bag status light.
- One for the hazard switch (4 way flashers).

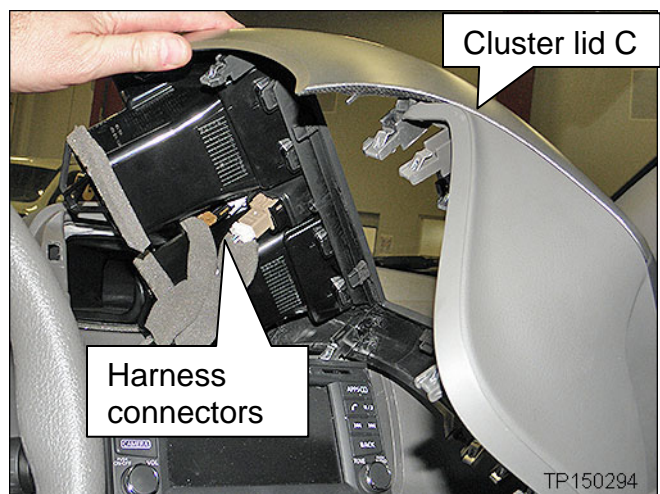


Figure S4

5. Set cluster lid C in a clean safe area.

6. Adjust the steering wheel to the lowest position.



Figure S5

7. Snap loose and remove the instrument side finisher LH.

- Finisher is held on with 3 pawls.
- Use a plastic trim tool as needed.
- Set the finisher in a clean safe area.

NOTE: Disengage slowly so that pawls are not damaged.



Figure S6

8. Remove bolts **A** (shown in Figure S7).

- Let the hood lock and fuel fill door handles hang loose from the instrument lower panel LH.

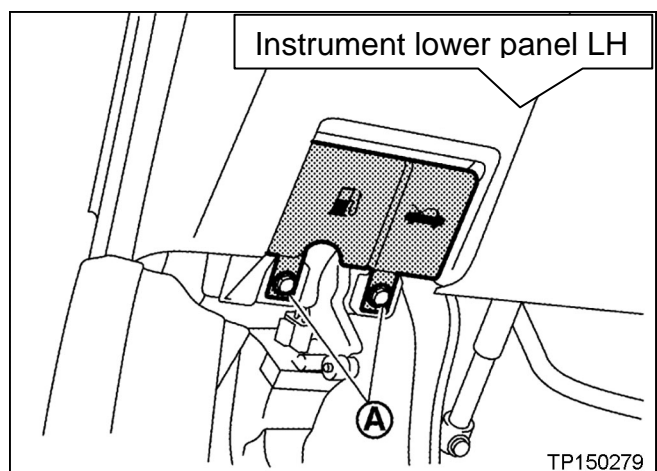


Figure S7

9. Snap loose the instrument lower panel LH.

- Panel is held on with 9 metal clips and 2 pawls.
- See Figure S9 for clip and pawl locations.
- Use a plastic trim tool as needed.
- Allow the panel to hang loose as shown. Disconnection of the harness connectors is not needed.

NOTE: Disengage slowly so that clips and pawls are not damaged.

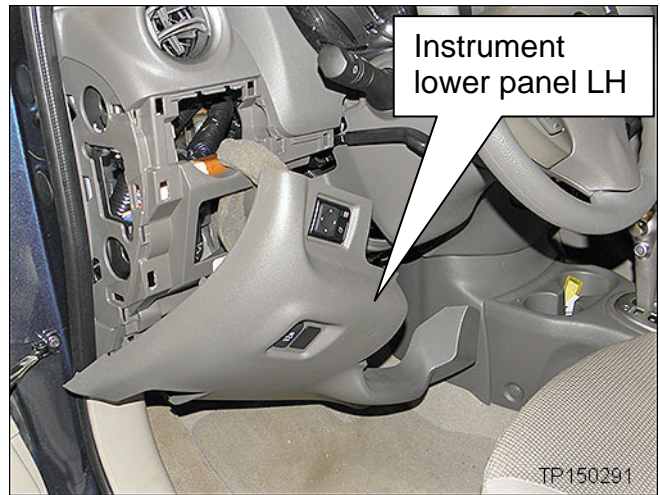



Figure S8

- Metal clip locations – 

- Pawl locations – 

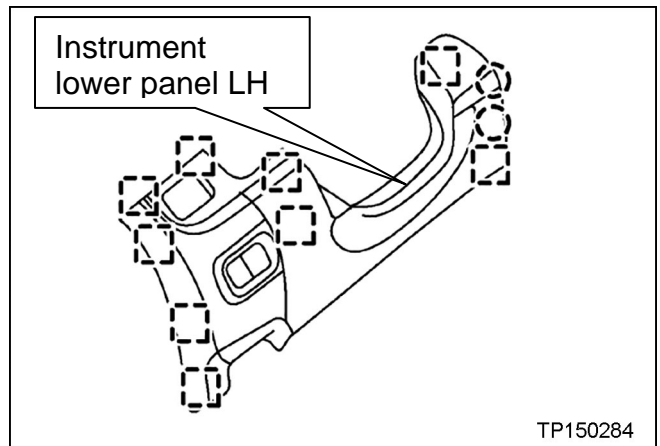



Figure S9

10. Remove the steering column upper cover as follows:

- a. Remove screws **A** (shown in Figure S10).
 - Turn the steering wheel to access screws **A**.
- b. Snap loose and remove the upper cover (1).
 - Use a plastic trim tool as needed.
 - Pawl locations - 
 - Set the cover in a clean safe area.

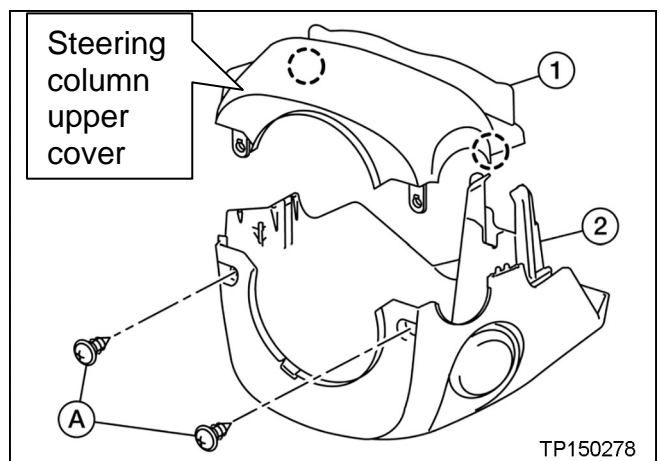


Figure S10

11. Snap loose cluster lid A.

- Cluster lid A is held on with 5 metal clips and 4 pawls.
- See Figure S12 for clip and pawl locations.
- Use a plastic trim tool as needed.

NOTE: Disengage slowly so that clips and pawls are not damaged.

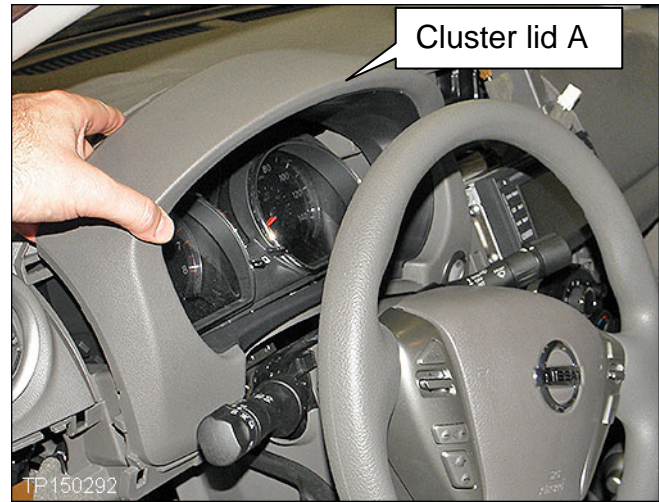




Figure S11

- Metal clip locations – 
- Pawl locations – 

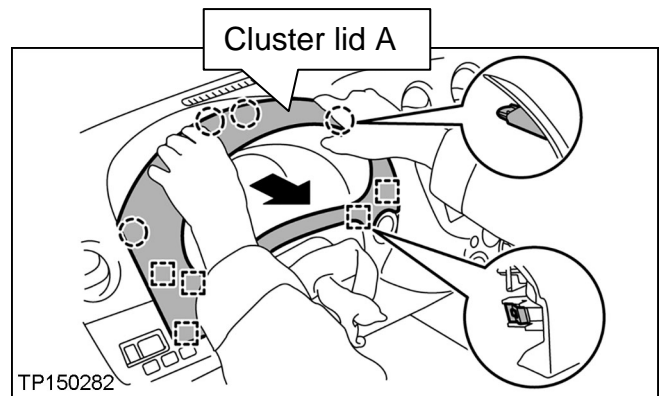


Figure S12

12. When cluster lid A is loose, disconnect the 2 harness connectors.

- One for the NATS antenna amp.
- One for the Engine Stop/Start Switch.

13. Set cluster lid A in a clean working area.

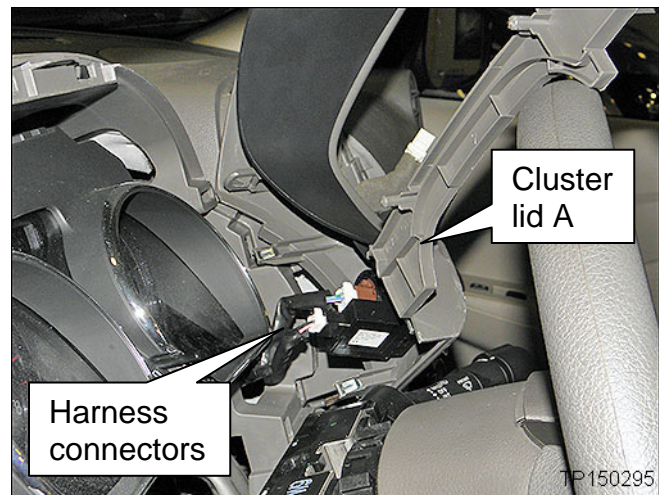


Figure S13

14. Perform Engine Stop/Start Switch Crush Rib Removal, see page 16.

15. Re-install cluster lid A and all other removed parts in reverse order.

16. Re-connect both battery cables, positive cable first.

cube: Engine Stop/Start Switch Removal

NOTE: Use covers and protectors as needed to prevent scratches and damage to interior parts and surfaces.

1. Write down audio system presets.

Presets	1	2	3	4	5	6
AM						
FM 1						
FM 2						
SAT 1						
SAT 2						
Bass	Treble		Balance	Fade	Speed Sen. Vol.	

2. Disconnect both battery cables (negative cable first) and wait at least 3 minutes.

IMPORTANT: Follow all warnings and cautions in the Electronic Service Manual (ESM) when working on or near a Supplemental Restraint System (SRS), such as an air bag.

3. Remove the instrument side finisher LH as follows:

- a. Insert finger into the instrument side finisher LH hole.
- b. Disengage the four pawls by pulling to the left (away from the instrument panel).

NOTE: Disengage slowly so that pawls of instrument side finisher LH are not damaged. Use a plastic trim tool as needed.

- c. And then pull towards the rear of the vehicle.

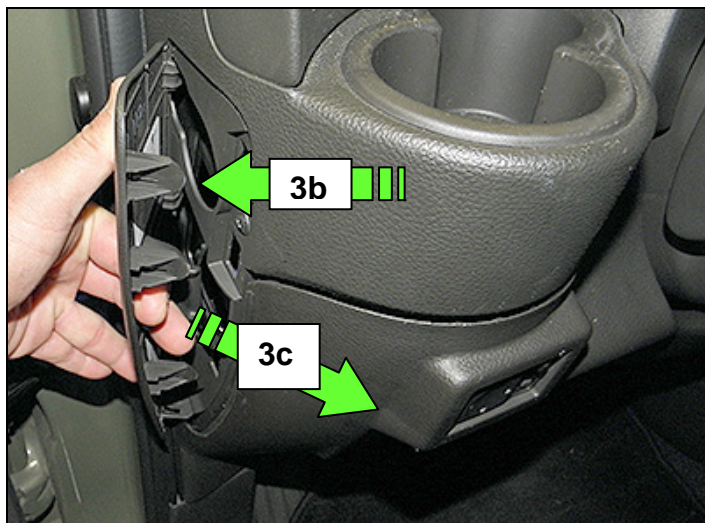


Figure C1

4. Remove the instrument lower panel LH as follows:
 - a. Unbolt the two bolts (Figure C4) that hold the hood lock and fuel door handles.
 - b. Remove one sheet metal screw (Figure C3) located behind the hood lock and fuel door handles.
 - c. Unclip the 9 clips and 1 pawl holding the instrument lower panel LH by pulling firmly at the bottom edge toward the rear of vehicle and then remove it from the instrument panel (Figure C2).

NOTE: Disengage slowly so that clips and pawls are not damaged.

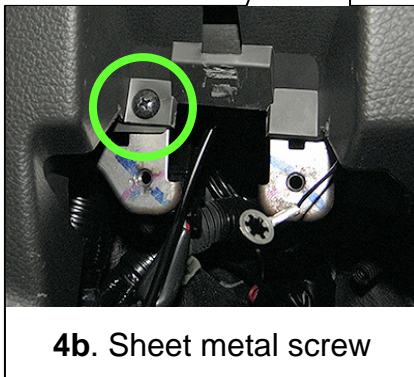
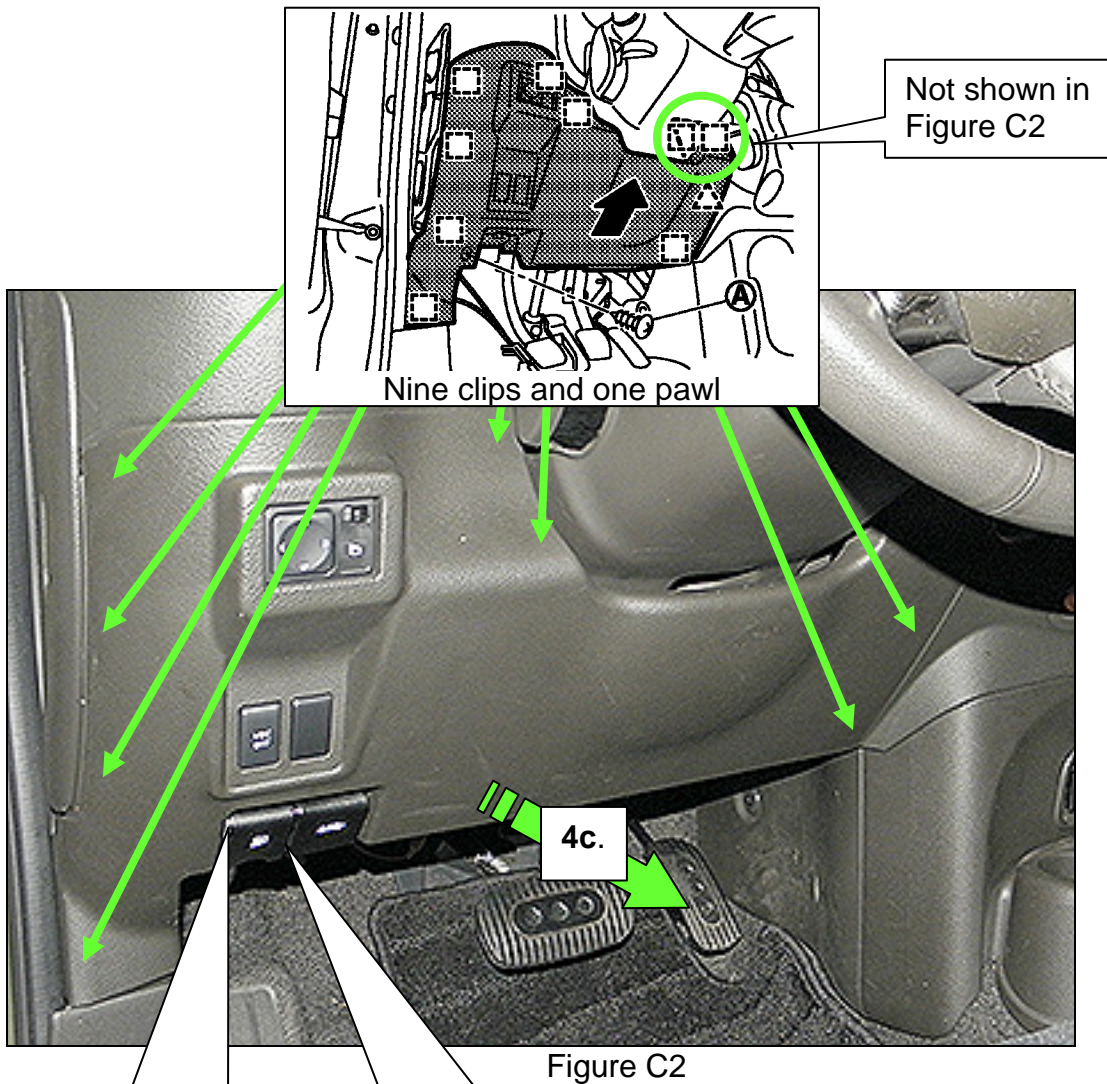


Figure C3

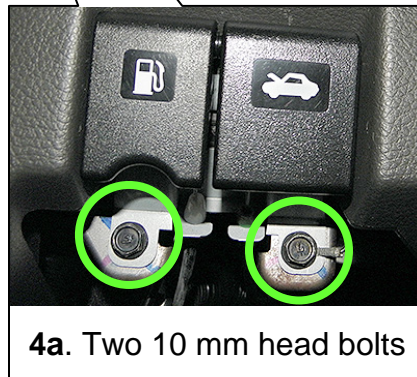


Figure C4

5. Carefully unclip cluster lid A (**rear**) from cluster lid A (**front**).

- Use a plastic trim tool as needed.
- 5 clips and 1 pawl.

NOTE: Disengage slowly so that clips and pawls are not damaged.

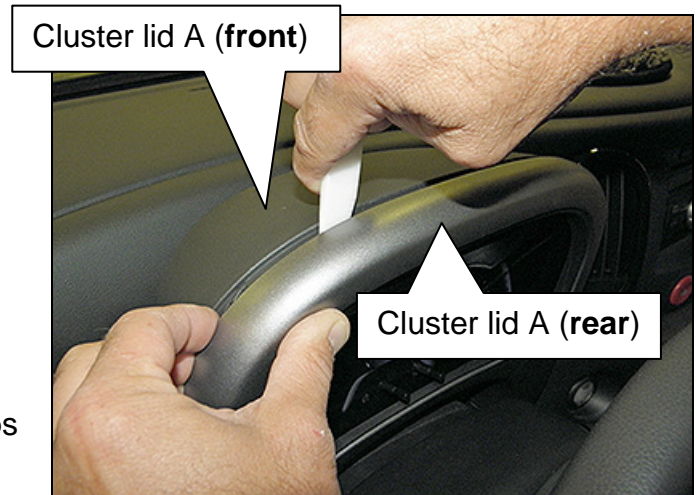


Figure C5

6. Remove cluster lid A (**rear**) from cluster lid A (**front**).

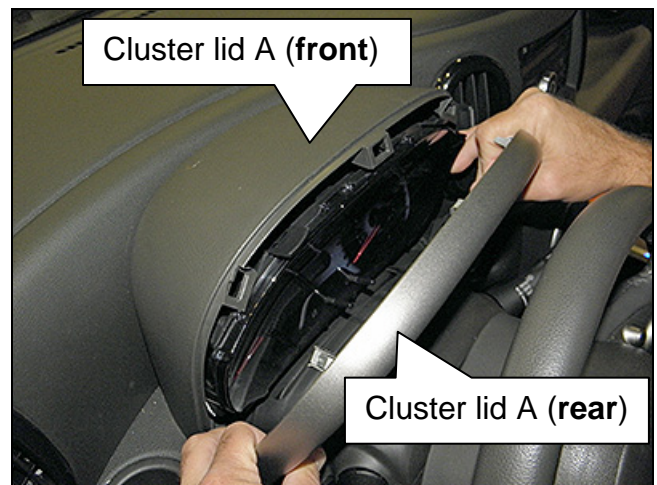


Figure C6

7. Remove two screws holding the bottom of the A/C finisher.

NOTE: Figure C7 shown with accessory hooks removed to show screws.

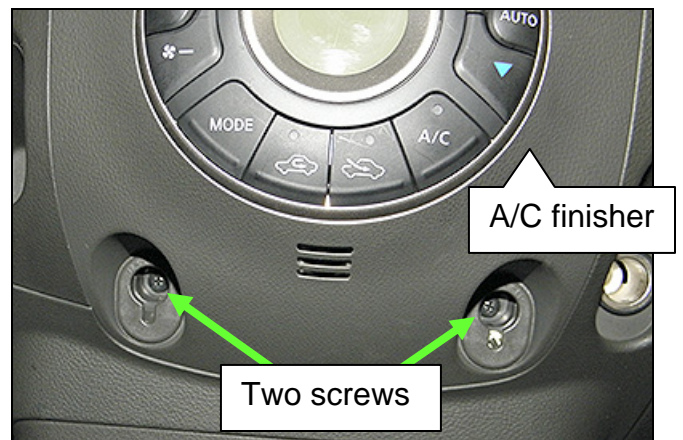


Figure C7

8. Remove the A/C finisher from the instrument panel.

- 4 clips and 2 pawls.

NOTE: Disengage slowly so that clips and pawls are not damaged.

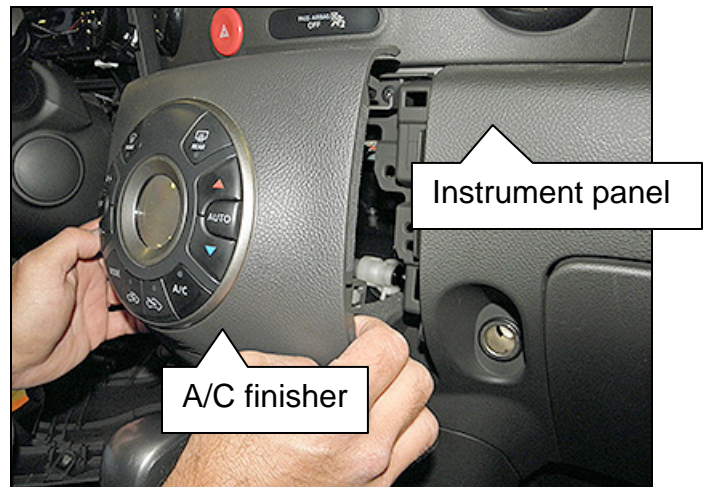


Figure C8

9. Remove the 2 screws that attach cluster lid C to the instrument panel.

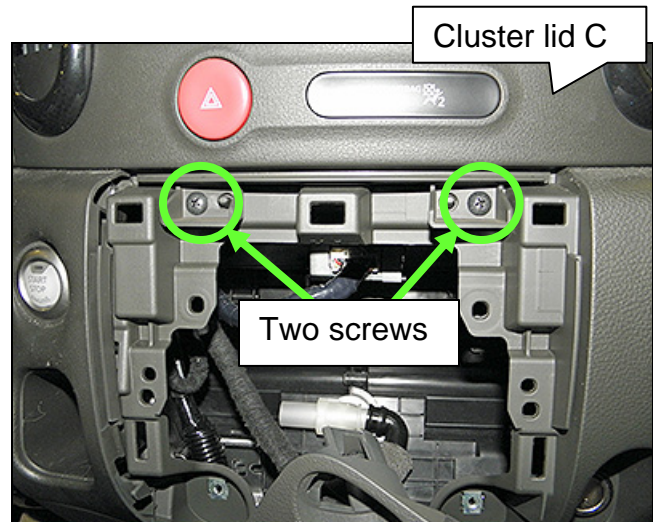


Figure C9

10. Pull cluster lid C at the lower edge toward the rear of the vehicle to unclip from the instrument panel and remove.

- 7 clips and 1 pawl.

NOTE: Disengage slowly so that clips and pawls are not damaged.

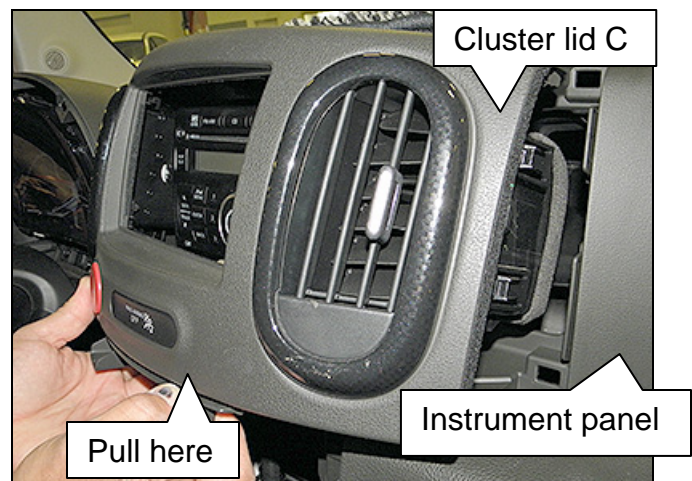


Figure C10

11. Unclip the switch panel finisher from the instrument panel.

- 5 clips and 1 pawl.

NOTE: Disengage slowly so that clips and pawls are not damaged.

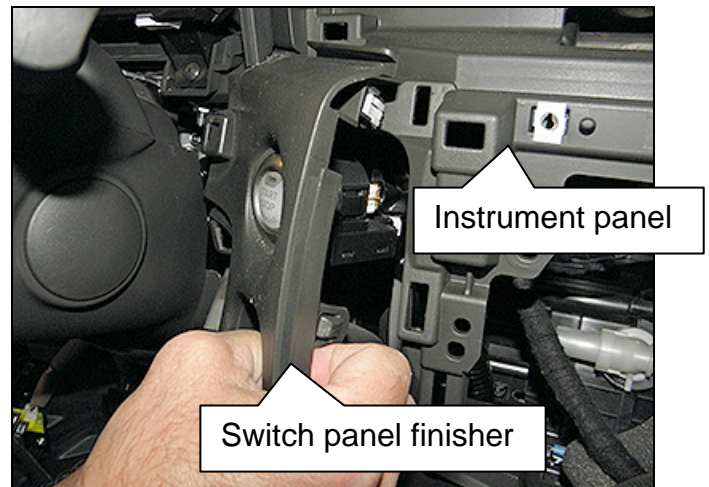


Figure C11

12. When the switch panel finisher is loose, disconnect the 2 harness connectors.

- One for the NATS antenna amp.
- One for the Engine Stop/Start Switch.



Figure C12

13. Perform Engine Stop/Start Switch Crush Rib Removal, see page 16.

14. Re-install the switch panel finisher and all other removed parts in reverse order.

15. Re-connect both battery cables, positive cable first.

16. Reset the clock and audio settings.

17. Reinitialize each auto-up power window as follows:

- a. Turn ignition ON.
- b. Open window all the way DOWN.
- c. Pull all the way UP on the switch and HOLD (close the window completely), continue to HOLD for 4 seconds after window is completely closed.
- d. Confirm auto up/down operates correctly.

Juke: Engine Stop/Start Switch Removal

NOTE: Use covers and protectors as needed to prevent scratches and damage to interior parts and surfaces.

1. Disconnect both battery cables (negative cable first) and wait at least 3 minutes.

IMPORTANT: Follow all warnings and cautions in the Electronic Service Manual (ESM) when working on or near a Supplemental Restraint System (SRS), such as an air bag.

2. Remove the steering column upper cover (Figure J1) as follows:
 - a. Lower the steering wheel to the lowest position.
 - b. Rotate the steering 90° to the right (Figure J3) to expose the first of two screws retaining the steering column upper cover and then remove the screw.
 - c. Rotate the steering 90° to the left (Figure J2) to expose the second screw retaining the steering column upper cover and then remove screw.
 - d. Using a plastic trim tool, separate the steering column upper cover from steering column lower cover and then remove the upper cover only.
 - e. Rotate steering wheel 90° to the right (back to center).



Figure J1

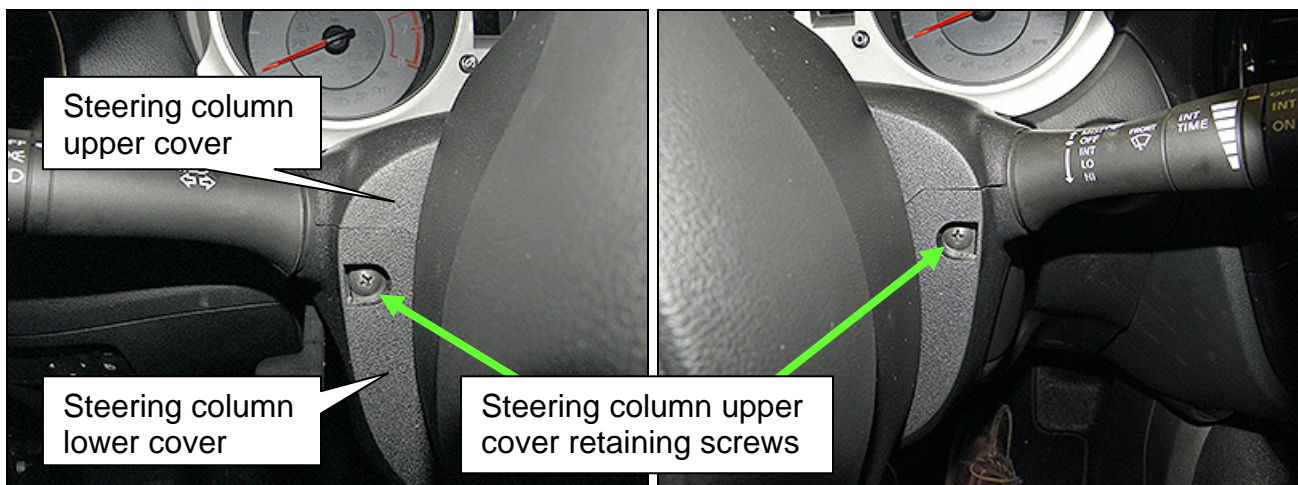


Figure J2

Figure J3

3. Separate the instrument lower panel LH from cluster lid A.
 - Release the 2 clips that attach the instrument lower panel LH to the cluster lid A and leave the instrument lower panel LH in place.

NOTE: Disengage slowly so that the clips are not damaged.

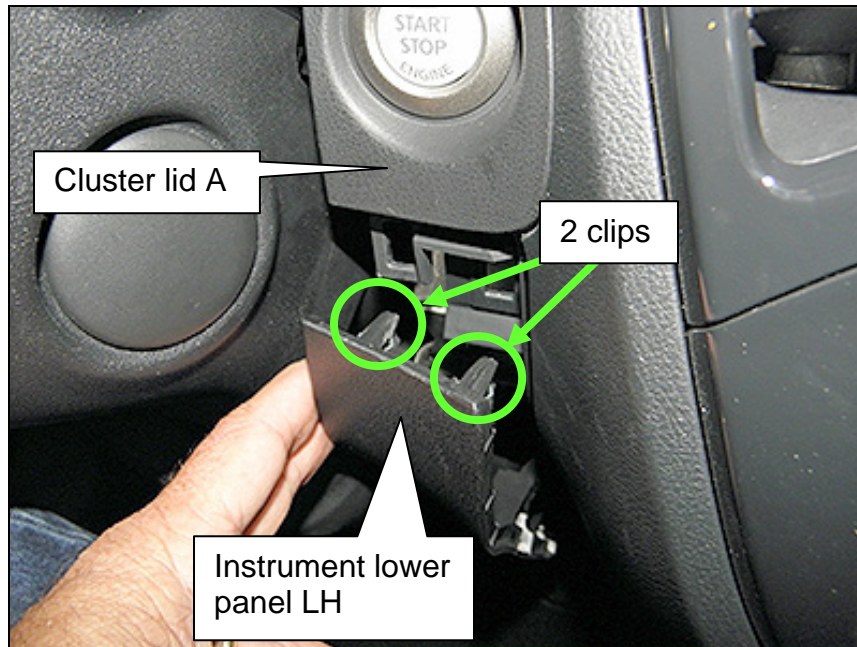


Figure J4

4. Carefully separate cluster lid A from the instrument panel (8 clips) by pulling gently with equal force on the lower bezel (see Figure J5).

NOTE: Disengage slowly so that the clips are not damaged.

CAUTION: When separating cluster lid A, care must be taken to prevent the gauges from being scratched by the attachment clips.

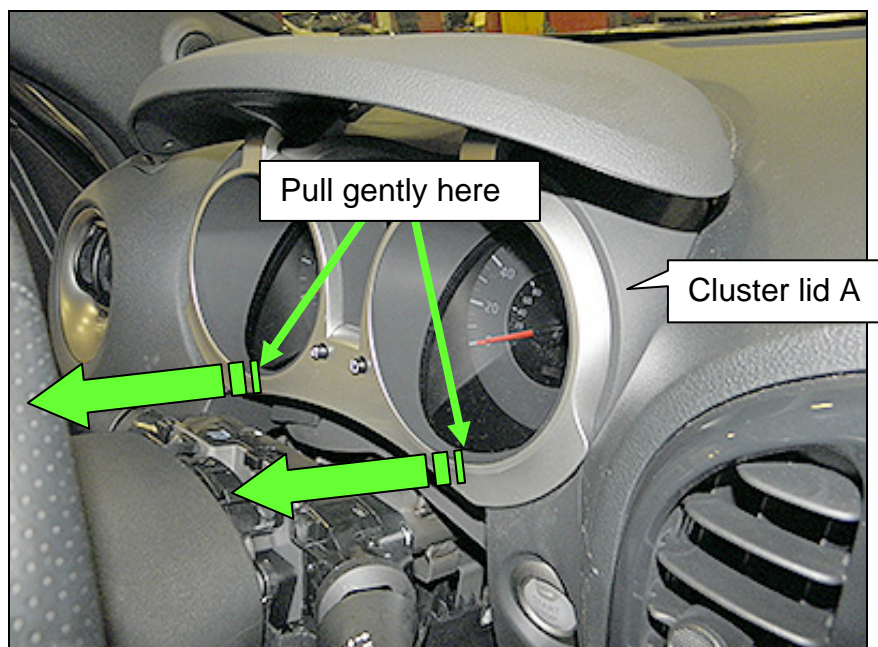


Figure J5

5. Place a clean fender cover between cluster lid A and the instrument panel to prevent the attachment clips from scratching the gauges.

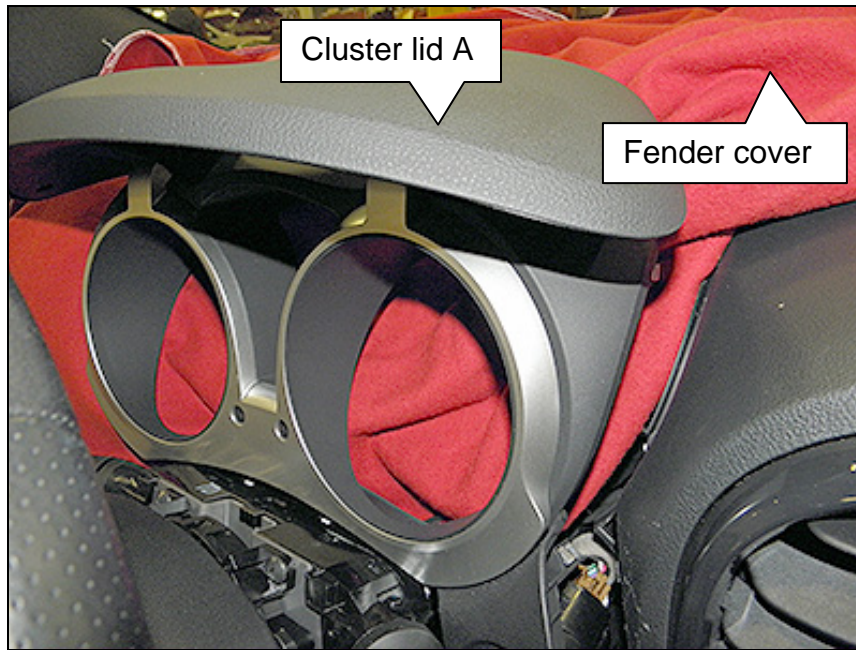


Figure J6

6. Disconnect harnesses from the Engine Stop/Start Switch and the NATS antenna amp and then remove cluster lid A from the vehicle.

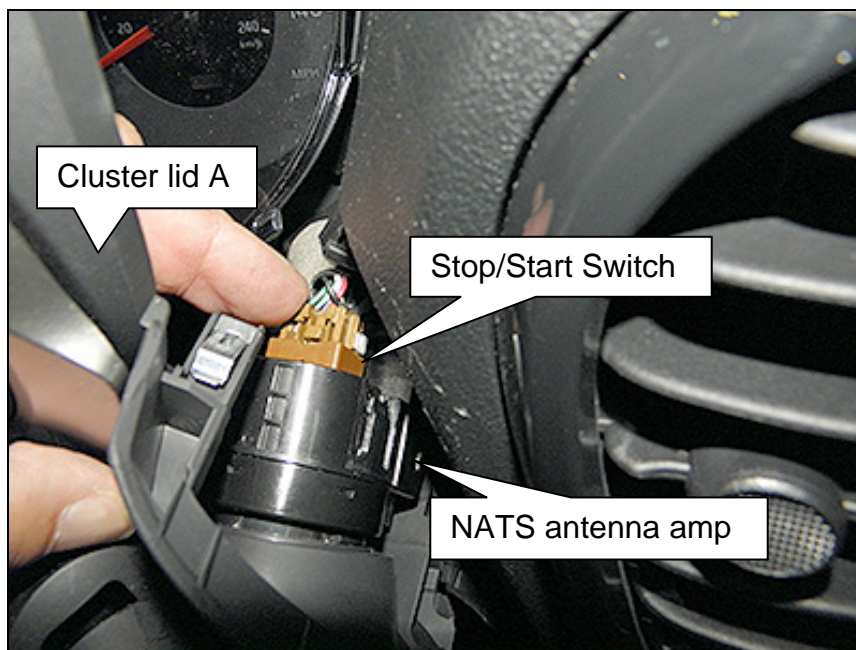


Figure J7

7. Perform Engine Stop/Start Switch Crush Rib Removal, see page 16.
8. Re-install the switch panel finisher and all other removed parts in reverse order.
9. Re-connect both battery cables, positive cable first.
10. Reinitialize each auto-up power window as follows:
 - a. Turn ignition ON.
 - b. Open window all the way DOWN.
 - c. Pull all the way UP on the switch and HOLD (close the window completely), continue to HOLD for 4 seconds after window is completely closed.
 - d. Confirm auto up/down operates correctly.

Engine Stop/Start Switch Crush Rib Removal

NOTE:

- The Versa Sedan cluster lid A was used for the photos in this section. Juke and cube will look slightly different, but the procedure is the same.
- For Juke and Versa Sedan, the Engine Stop/Start Switch is mounted in cluster lid A. For cube it is mounted in the switch panel finisher. In the following steps, the term “finisher” has been used for the part that the Engine Stop/Start Switch is mounted to.

1. Place the finisher face down on a clean cloth.
2. Remove the NATS antenna amp.
 - Pull out on the lock tabs to release, then pull the NATS antenna amp straight up to remove.

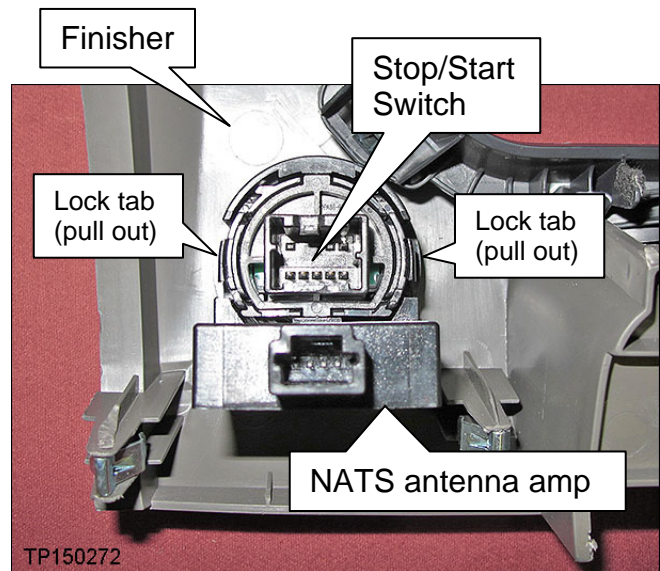


Figure M1

3. Remove the Engine Stop/Start Switch from the finisher.
 - Push in the lock tabs on each side of the switch and then slide the switch out the front of the finisher.

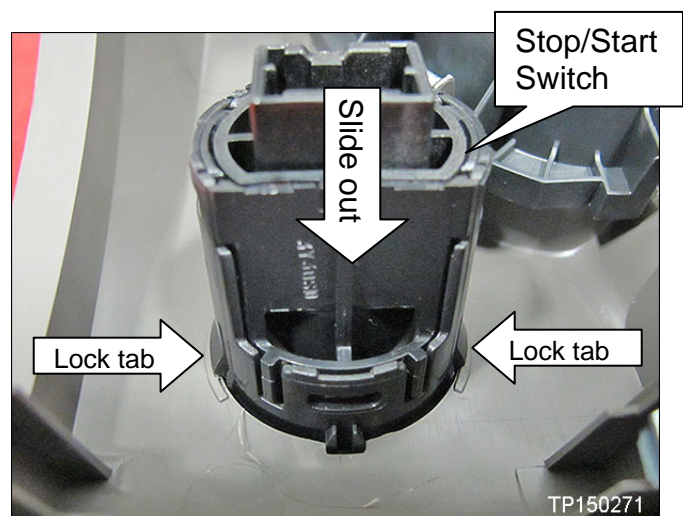


Figure M2

4. Inspect the Engine Stop/Start Switch for a “crush rib” on the top of the switch (see Figure M3).

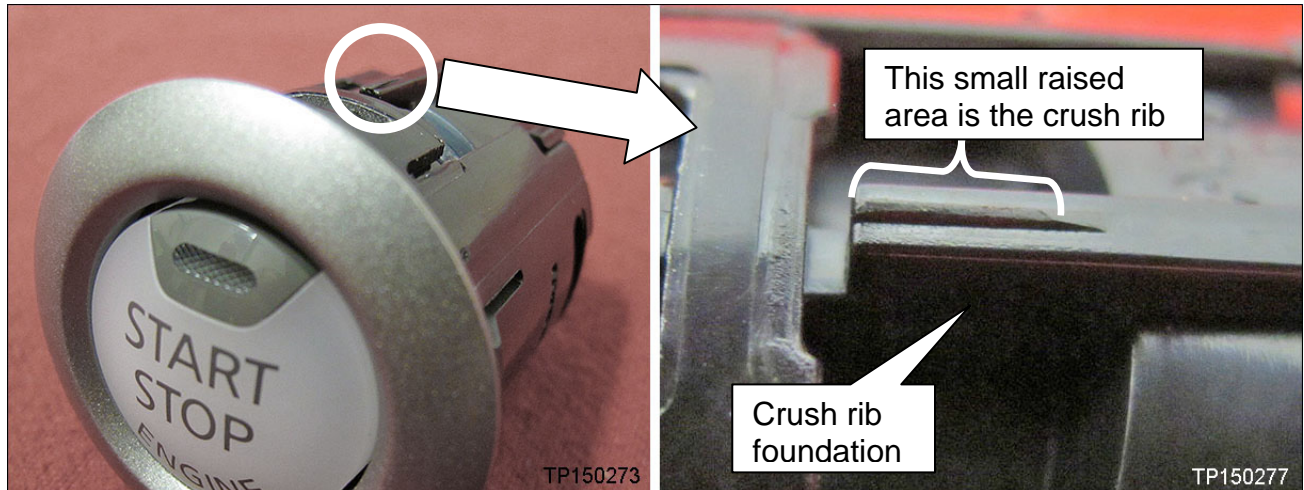


Figure M3

5. Does the Engine Stop/Start Switch have a crush rib?

- If YES, proceed to step 6.
- If NO, skip to step 10.

6. Cover the holes around the crush rib with tape to prevent debris from entering the switch.

- Cut two lengths of tape approximately 1.5 inches (38 mm) long.
- Apply tape to both sides of the crush rib as shown.

NOTE: Orange tape was used here to make it easier to see in the photos.



Figure M4

7. Carefully cut the crush rib (the small raised area) off of the Engine Stop/Start Switch with a utility knife.

IMPORTANT: Only cut the crush rib. DO NOT cut into the larger foundation under the crush rib.

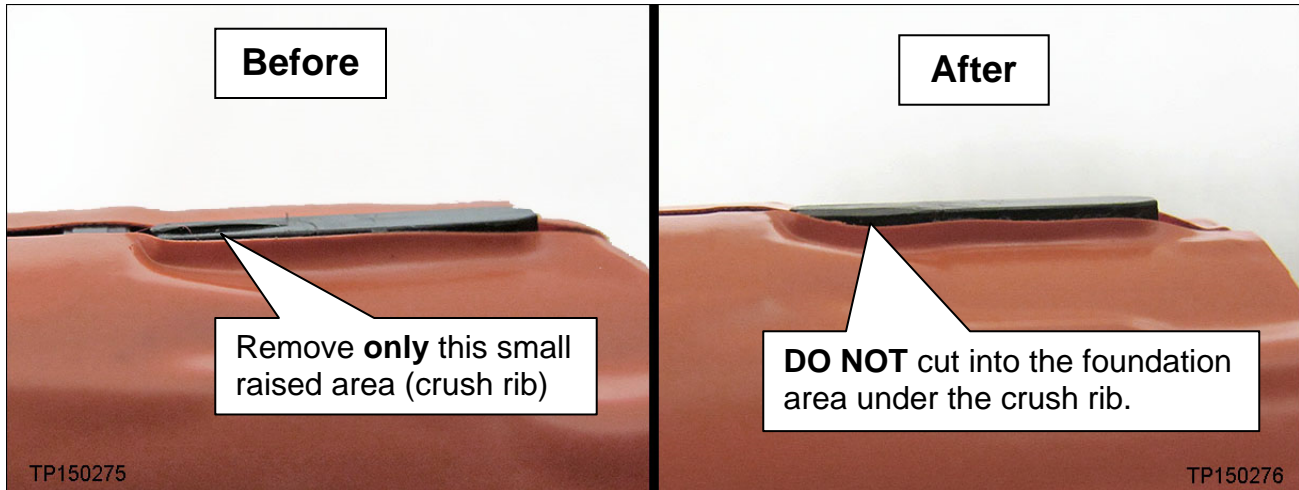


Figure M5

8. Clean all shavings off of the Engine Stop/Start Switch.
9. Remove and discard the tape.

10. Re-install the Engine Stop/Start Switch into the finisher.

- Install from the front side of the finisher.
- Line up the locating tab on the bottom of the switch to the cut-out in the finisher.
- Gently push into place until a “click” sound is heard.
- Make sure the lock tabs are locked in place.

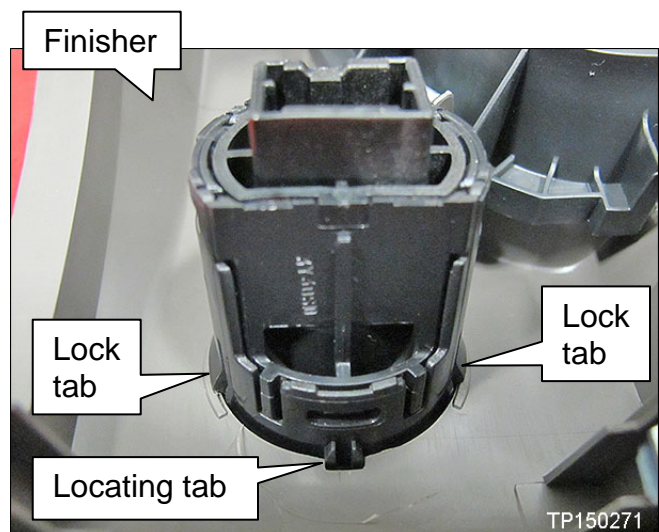


Figure M6

11. Apply the immobiliser foam seal to the top of the Engine Stop/Start Switch (see Figure M7).

- Immobiliser foam seal is listed in the Parts Information.
- **Cut 30 mm (1¼ inch) length.**
- Remove the adhesive backing.
- Stick the foam seal to the top center of the Engine Stop/Start Switch and against the finisher as shown in Figure M7.

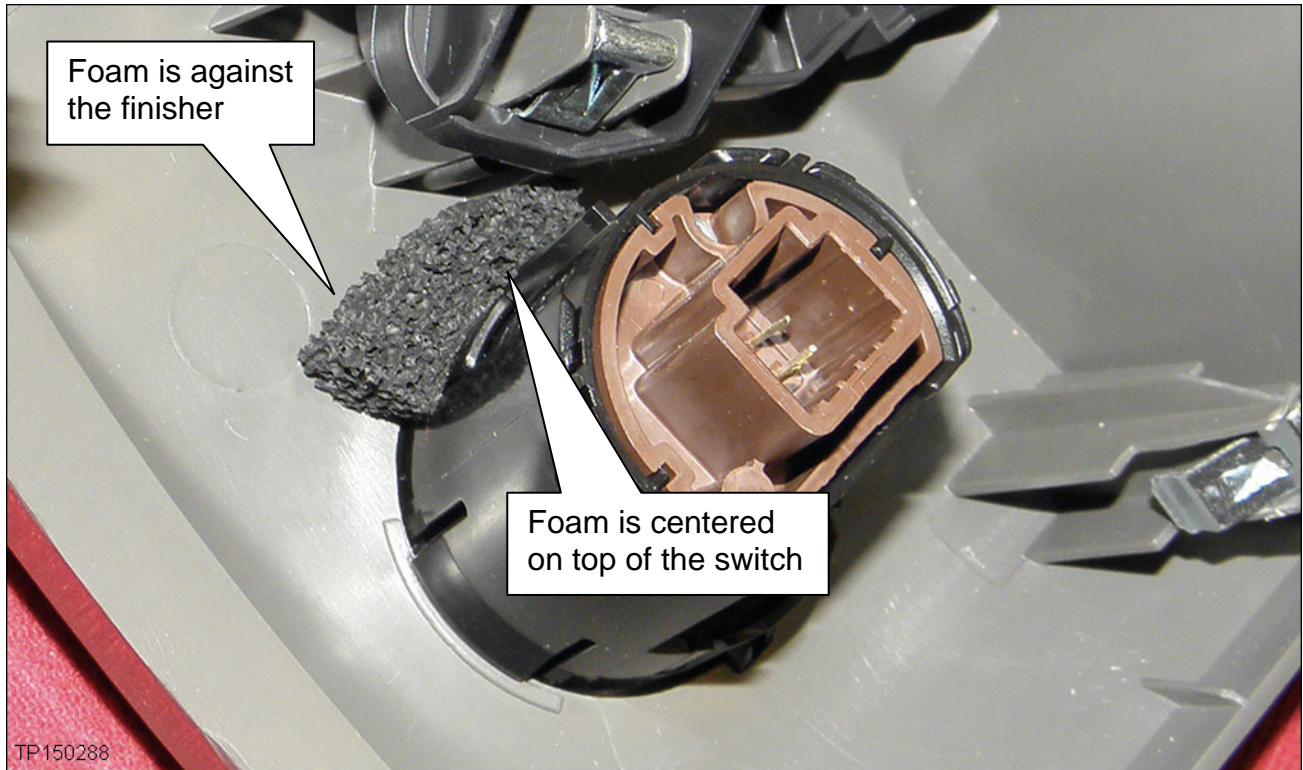


Figure M7

12. Re-install the NATS antenna amp onto the Engine Stop/Start Switch.

- Push the NATS antenna amp onto the Engine Stop/Start Switch until a "click" sound is heard.
- The NATS antenna amp should be pressing against the immobiliser foam seal as shown.

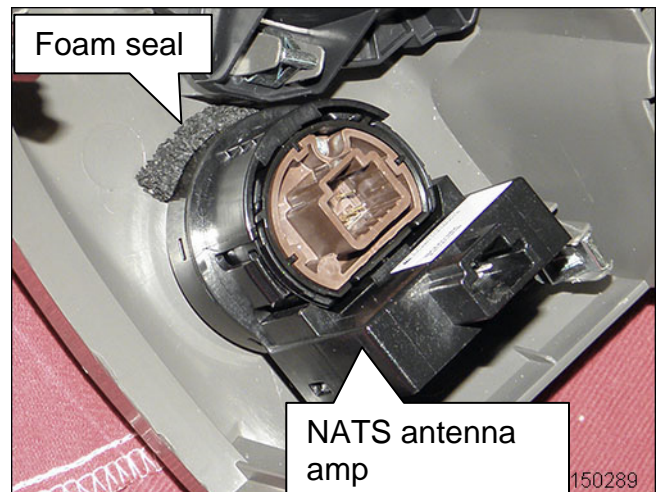


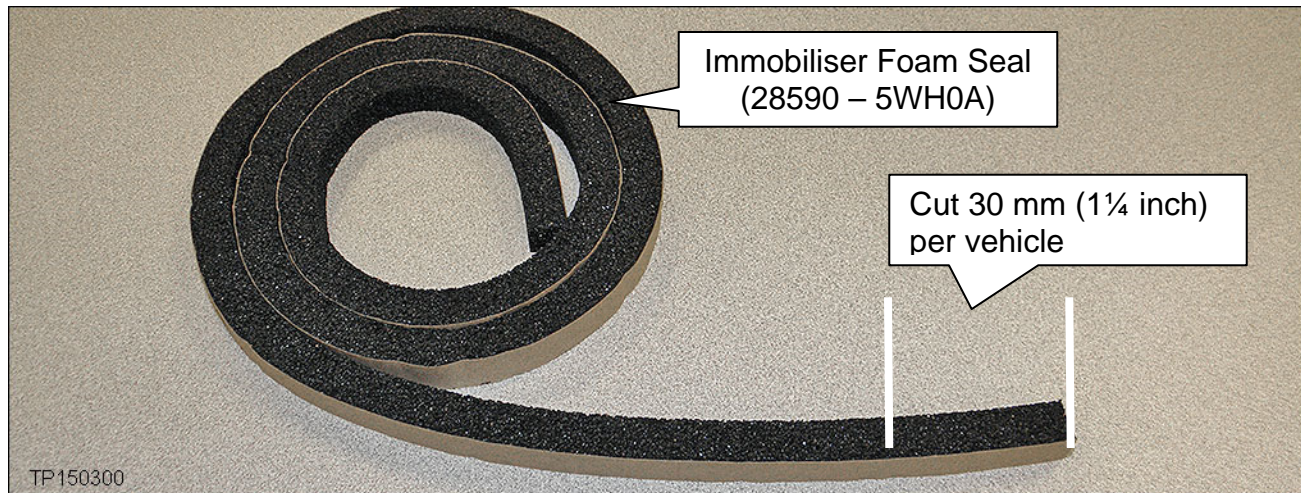
Figure M8

PARTS INFORMATION

DESCRIPTION	PART NUMBER	QUANTITY
ANT ASSY-IMMOBI (Immobiliser Foam Seal)	28590 – 5WH0A	(1) (2)

(1) This part is a length of foam seal that will service 25 vehicles. Cut 30 mm (1¼ inch) length for each vehicle.

(2) **Make sure to use all of the length. Do not throw any away. Supply of this part may be limited.**



CLAIMS INFORMATION

Submit a “CM” line claim using the following claims coding:

Versa Sedan

CAMPAIGN (“CM”) I.D.	DESCRIPTION	OP CODE	FRT
R1511	Inspect Versa Sedan Engine Stop/Start Switch for Crush Rib, Remove Rib and Apply Foam Seal.	R15111	0.5 hrs.

OR

Juke and cube:

CAMPAIGN (“CM”) I.D.	DESCRIPTION	OP CODE	FRT
R1511	Inspect <u>Juke/cube</u> Engine Stop/Start Switch for Crush Rib, Remove Rib and Apply Foam Seal.	R15112	0.6 hrs.

EXPENSE CODE

EXPENSE CODE	DESCRIPTION	MAXIMUM AMOUNT
041	Immobiliser Foam Seal.	\$1.00