

NISSAN GROUP
OF NORTH AMERICA



Nissan North America, Inc.

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Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

August 11, 2016

Mr. Gregory K. Rea
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 Sir:

We are transmitting the enclosed amended Defect Information Report in accordance with 49 CFR Part 573. This Defect Information Report updates the one submitted on May 23, 2016 to amend the affected Nissan Sentra population. The model years and manufacturing range remain unchanged.

Very truly,

A handwritten signature in black ink, appearing to read "Derek Latta". The signature is stylized with a long horizontal stroke at the beginning and end.

Derek Latta
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc. Smyrna Plant
Nissan North America, Inc. Canton Plant
Nissan Mexicana, S.A. de C.V. Aguascalientes Plant
Nissan Mexicana, S.A. de C.V. Civac Plant
Nissan Motor Co., Ltd. Tochigi Plant
Renault Samsung MFG Plant (RSM)

2. Vehicles Potentially Involved:

<u>Model Year/Make/Model</u>	<u>Dates of Manufacture</u>
MY 2013-2016 Nissan Altima	March 6, 2012 through April 1, 2016
MY 2013-2016 Nissan LEAF	November 19, 2012 through March 23, 2016
MY 2016-2017 Nissan Maxima	February 10, 2015 through April 7, 2016
MY 2015-2016 Nissan Murano	August 22, 2014 through April 1, 2016
MY 2015-2016 Nissan Murano Hybrid	August 22, 2014 through January 9, 2016
MY 2013-2016 Nissan NV200	August 7, 2012 through April 6, 2016
MY 2014-2016 Nissan Taxi	May 29, 2013 through April 6, 2016
MY 2013-2016 Nissan Pathfinder	June 20, 2012 through April 1, 2016
MY 2014-2015 Nissan Pathfinder Hybrid	July 18, 2013 through June 21, 2014
MY 2014-2017 Nissan Rogue	July 25, 2013 through April 15, 2016
MY 2013-2016 Nissan Sentra	June 4, 2012 through April 9, 2016
MY 2014-2017 Infiniti Q50	December 19, 2012 through March 30, 2016
MY 2014-2016 Infiniti Q50 Hybrid	December 10, 2012 through March 26, 2016
MY 2013 Infiniti JX35	November 29, 2011 through June 14, 2013
MY 2014-2016 Infiniti QX60	May 16, 2013 through April 1, 2016
MY 2014-2016 Infiniti QX60 Hybrid	July 18, 2013 through March 31, 2016
MY 2015-2016 Chevrolet City Express	September 22, 2014 through March 1, 2016

No other Nissan or Infiniti vehicles are affected because this specific Occupant Classification System (OCS) system is not utilized in any other Nissan or Infiniti vehicles.

3. Total Number of Vehicles Potentially Involved:

Approximately 3,296,947 vehicles are subject to this recall as show in the table below:

<u>Model Year/Make/Model</u>	<u>Number of Vehicles</u>
MY 2013-2016 Nissan Altima	1,252,907
MY 2013-2016 Nissan LEAF	77,851
MY 2016-2017 Nissan Maxima	65,697
MY 2015-2016 Nissan Murano	106,410
MY 2015-2016 Nissan Murano Hybrid	12
MY 2013-2016 Nissan NV200	49,514
MY 2014-2016 Nissan Taxi	1,998
MY 2013-2016 Nissan Pathfinder	301,636
MY 2014-2015 Nissan Pathfinder Hybrid	2,845
MY 2014-2017 Nissan Rogue	507,383
MY 2013-2016 Nissan Sentra	645,898
MY 2014-2017 Infiniti Q50	115,829
MY 2014-2016 Infiniti Q50 Hybrid	7,714
MY 2013 Infiniti JX35	42,235
MY 2014-2016 Infiniti QX60	95,741
MY 2014-2016 Infiniti QX60 Hybrid	4,081
MY 2015-2016 Chevrolet City Express	19,196

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

100%

5. Description of the Defect:

In the subject vehicles, a small number of rare passenger ingress scenarios and unusual seating postures immediately upon entering the vehicle, can cause the Occupant Classification System (OCS) to initially classify an adult passenger as a child or classify an occupied seat as an "empty seat." In both of such rare instances, the passenger airbag will be suppressed. If the vehicle begins driving while this condition is present, the current OCS logic will lock this classification until the vehicle comes to a stop and remains stationary for 12-13 seconds.

In the case of a child classification, the current logic is designed to illuminate the Passenger Airbag Indicator (PABI) light, alerting the customer that the air bag is disabled. However, if the initial classification is "empty seat," the PABI light will not illuminate and there is no indication to the seat occupant that the air bag is suppressed. In both instances, this issue may cause the passenger airbag not to deploy as designed in a crash, increasing the risk of injury to the front passenger seat occupant.

Nissan will also address a supply chain error which led to a small number of incorrect OCS control unit service parts being installed on certain Nissan Pathfinder vehicles during service. If this occurred, incompatibility may cause the OCS not to perform as designed and the passenger airbag not to deploy as designed in a crash, increasing the risk of injury to the front passenger seat occupant.

6. Chronology of Principal Events:

In March 2014, Nissan launched a safety recall campaign (14V-138) to reprogram the OCS ECU in the subject vehicles manufactured prior to March 2014.

In March 2015, Nissan received Recall Query (RQ15-001) from NHTSA for the subject vehicles concerning post-remedy OCS performance.

In June 2015, Nissan responded to RQ15-001 stating that Nissan believed 14V-138 had resolved the safety defect and that there were no confirmed incidents of the defect condition addressed by Recall 14V-138 occurring after the recall remedy. Nissan noted the elevated warranty rate, but indicated that some of the warranty claims involved a properly operating system.

June 2015 to October 2015, Nissan continued active dialogue with NHTSA on the subject issue and specifically the post 14V-138 warranty data. Nissan met with NHTSA in July 2015. In addition, Nissan and NHTSA jointly inspected a customer buy-back vehicle in August 2015. Throughout this time period, Nissan actively monitored field information and did not identify any occurrences of the defect condition identified in 14V-138.

October 19, 2015 – Nissan issued recall 15V-681 to address approximately 900 vehicles that may have been serviced with an incorrect service parts.

In November 2015 - Nissan met with NHTSA representatives to continue discussions related to the subject issue. Nissan also received Engineering Analysis (EA15-004) information request from NHTSA related to the subject issue.

In early December 2015 - Nissan and Calsonic Kansei (CK) met with NHTSA representatives, to update the Agency on the status of Nissan's ongoing investigation and areas of potential system improvements.

Throughout this time period, Nissan continued to actively monitor field information and did not identify any occurrences of the defect condition identified in 14V-138. Further, Nissan observed a reduction in warranty claims.

In late December 2015 to January 2016 – Nissan became aware of three (3) incidents where the OCS system may not have performed as designed in a crash. None of these resulted in serious injuries. Nissan immediately began an investigation into these incidents to determine whether the system malfunctioned. This included customer interviews and vehicle re-purchase for further investigation of the OCS system.

During this time period, Nissan also worked with NHTSA to provide the Agency vehicle from the 14V-138 recall population for NHTSA's independent testing.

January 22, 2016 - Nissan replied to EA15-004 with updated field data.

In February 2016, Nissan met with NHTSA to update the Agency on the status of Nissan's investigation into the field incidents and to offer NHTSA staff an opportunity to inspect the three vehicles identified above. Nissan also informed NHTSA that Nissan was studying system improvements that could be rapidly implemented in production.

In March 2016 Nissan met with NHTSA to update the Agency on the status of its investigation and planned production improvements to the OCS system. Separately, NHTSA and Nissan conducted a joint inspection of the three (3) re-purchased incident vehicles at the Nissan Technical Center in Michigan.

In early April 2016, Nissan again met with NHTSA to explain the planned production OCS improvements and its intent to conduct a field remedy program for in-use vehicles. Nissan provided the Agency with technical details, answered questions concerning the system and the proposed improvements, and conferred with the Agency on the campaign classification.

April 18, 2016 – Based on the Agency's feedback and internal assessment of the issues, Nissan decided to conduct a Safety Recall and report this issue in accordance with the defect notification requirements specified 49 CFR Part 573.

7. Description of Corrective Action:

Dealers and owners have received notification. Recall letters were sent to owners of Sentra¹, Maxima, Altima, Rogue, and Murano vehicles. Owners of other affected vehicles received interim notification letters that will be followed by recall letters when the remedy becomes available. These owners were advised that if they experienced any issues with OCS to immediately contact the dealer for repairs. The remedy varies based on the vehicle as described below:

¹ Newly added Sentra VINs were mailed to on August 1, 2016.

Affected Altima, Maxima, Murano, Rogue, and Sentra vehicles will be remedied as follows:

1. Air Bag Control Unit (ACU) reprogramming
2. OCS Electronic Control Unit (ECU) reprogramming

Affected LEAF, NV200/Taxi, Pathfinder, Q50, JX35/QX60 will be remedied by replacing the OCS ECU.

This remedy will be offered at no charge to the customer. Nissan will include a statement in the final Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy for the subject vehicles that are no longer under warranty. The statement will be excluded for the subject vehicles that are still under warranty. Your office will be provided with a copy of the Part 577 owner notification for approval.

8. Copy of Notices:

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