

**NISSAN GROUP
OF NORTH AMERICA**



Nissan North America, Inc.

One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

June 27, 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 Defect Information Report in accordance with 49 CFR Part 573. A voluntary recall campaign will be initiated and your office provided with the notices. Nissan plans to notify dealers on June 28, 2016 and will notify all affected owners within 60 days of DIR submission to bring their vehicle into a Nissan dealer.

Very truly,

A handwritten signature in black ink, appearing to read "Derek Latta". The signature is stylized with a large, sweeping initial "D" and a long horizontal line extending to the right.

Derek Latta
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan Mexicana, S.A, De C.V., Aguascalientes plant 1
Nissan Mexicana, S.A, De C.V., Aguascalientes plant 2

2. Vehicles Potentially Involved:

Certain 2016 Model Year Nissan Sentra vehicles manufactured within the date ranges shown in the table below:

<u>Manufacturing Plant</u>	<u>Dates of Manufacture</u>
Aguascalientes, Mexico Plant 1	April 11, 2016 through April 23, 2016
Aguascalientes, Mexico Plant 2	April 11, 2016 through April 26, 2016

The issue is unique to the subject vehicles that are equipped with the affected engine room harnesses, produced during the specific time periods shown above.

The name and address of the Tier 1 supplier for the engine room wire harness is:

Arnecom S.A. de C.V.

Av. Rómulo Garza No. 300, Col. Tacuba
San Nicolás de los Garza,
Nuevo Leon, México C.P 66470

Telephone: 01 961 6174300 / 01 962 6214 63

3. Total Number of Vehicles Potentially Involved:

Approximately 1,522 Sentra vehicles are subject to this recall.

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

3.35%

5. Description of the Defect:

Due to a Tier 2 supplier error that has since been corrected, an oversized continuity check pin was used by the supplier at a final inspection station, causing a permanent shape change to one of the engine room harness terminal pins. As a result, the shape

of the affected terminal pin is too large to maintain a secure connection to the Engine Control Unit (ECU), resulting in poor continuity.

If this condition occurs, a potentially inadequate connection between the engine room harness terminal and the ECU may cause a no start condition or the engine may stop while the vehicle is in motion; which may increase the risk of a crash. Air bag functionality is unaffected, even if the engine stops running.

6. Chronology of Principal Events:

Late April 2016 – A vehicle exhibited a no start condition at the post assembly inspection. Nissan immediately began an investigation into the cause of the condition.

The initial investigation showed a terminal pin issue. Nissan contacted the engine room harness supplier Yazaki about the issue and requested a supplier investigation to determine the root cause and scope of the issue. Nissan also requested that the supplier study the outflow of potentially affected parts.

April 22, 2016 – The Yazaki investigation identified an oversized diameter continuity check pin was used at a final inspection station, causing a permanent shape change to one of the engine room harness terminal pins. This caused the pin shape to become too large to maintain a secure connection to the ECU, resulting in poor continuity. The supplier stopped shipment of engine room harnesses to Nissan and implemented quality control measures to prevent recurrence of the issue.

May 2016 through June 2016 – Yazaki conducted an engine room harness audit of 387 vehicles in containment and identified 13 affected parts. Nissan worked together with the supplier to further analyze and understand whether this issue only occurs at engine start up, or if it could possibly occur while driving.

In addition, Nissan investigated the affected vehicle population ranges at both the Aguascalientes, Mexico plants to determine if there was any outflow to dealers. During this time period, Nissan also actively monitored field information and did not identify any field incidents attributable to the subject condition.

June 20, 2016 – Nissan determined that as a result of this condition, the engine could stop running while the vehicle is in motion. While Nissan is not aware of any engine stop incidents attributable to this issue, out of an abundance of caution, Nissan decided to conduct a safety recall campaign.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified to take their vehicle to a Nissan dealer. The dealer will replace the affected terminal pin in the engine room harness at no cost to the owner.

We will not include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy as the subject vehicles are under warranty.

8. Copy of Notices:

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