

**NISSAN GROUP
OF NORTH AMERICA**



Nissan North America, Inc.

One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

July 8, 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 July 12, 2016 and will notify all affected owners within 60 days of DIR submission.

Very truly,

A handwritten signature in black ink, appearing to read 'Derek Latta', with a long horizontal flourish extending to the right.

Derek Latta
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan Motor Co., Ltd., Tochigi plant

2. Vehicles Potentially Involved:

Certain Model Year 2012-2013 Infiniti M35 Hybrid vehicles manufactured from March 23, 2010 (Start of Production) to September 9, 2013 at the Tochigi, Japan plant.

No other Infiniti (or Nissan) vehicles are affected by this issue because the affected hybrid powertrain control module programming (described in Section 5 below) is unique to this model and dates of manufacture.

3. Total Number of Vehicles Potentially Involved:

Approximately 1,140 Infiniti M35 Hybrid vehicles are subject to this recall shown in the table below.

<u>Model</u>	<u>Number of Vehicles</u>
MY 2012 Infiniti M35 Hybrid	Approximately 944
MY 2013 Infiniti M35 Hybrid	Approximately 196

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

1.27%

5. Description of the Defect:

M35 Hybrid vehicles are equipped with a hybrid powertrain system. In the event of a cooling system malfunction resulting in a system overheat condition, a warning telltale will illuminate to warn the driver. If the warning lamp is ignored and the vehicle continues to be operated for a prolonged period of time, the hybrid powertrain control module logic will shut off the engine, as designed, to prevent damage, resulting in an engine stop.

In the event that the engine stops while driving, the brake and steering systems remain operational, allowing the customer to stop the vehicle safely. However, if the engine stops while the customer is driving, it may increase the risk of a crash.

6. Chronology of Principal Events:

Early April 2016 - Nissan began investigating several field reports in foreign markets involving Infiniti M35 hybrid vehicles that experienced engine shut off while the vehicle is in motion. Nissan initiated a review of field data in U.S. market to determine whether there were any incidents attributable to the issue.

April 2016 through May 2016 – Nissan found only one (1) incident of engine stop in the U.S. market after review of the field data. Separately, Nissan confirmed that under certain conditions, a malfunction in the hybrid cooling system could cause the engine to overheat. Under this condition, a telltale warning lamp will illuminate to notify the operator of the system malfunction. However, if the warning is ignored, and the vehicle continues to be operated for a prolonged period of time, the hybrid powertrain control module logic on the subject vehicles is designed to shut off the engine, to prevent damage to the engine.

June 2016 – While Nissan believes the telltale warning lamp adequately warns vehicle operators of the overheat condition and even though Nissan is only aware of one (1) incident of engine shut off attributable to this issue in the U.S. market, out of an abundance of caution, Nissan decided to conduct a Safety Recall Campaign and is reporting in accordance with the defect notification requirements specified in 49 CFR Part 573.

7. Description of Corrective Action:

Owners of all affected vehicles will be notified to take their vehicle to an Infiniti retailer. The dealer will reprogram the software for the hybrid control module, automatic transmission control unit and inverter to include logic which will allow the engine to continue operating at reduced power in the event of a cooling system malfunction. This reprogram will be performed free of charge for the customer.

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.