

**NISSAN GROUP  
OF NORTH AMERICA**



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**Nissan North America, Inc.**

One Nissan Way  
Franklin, TN 37067

Mailing Address:  
PO Box 685001  
Franklin, TN 37068

February 17, 2017

Mr. Jeff Giuseppe  
Acting 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 Mr. Giuseppe:

This supplements the Defect Information Report 17V-068 with an update to Section 6.

Very truly,

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

Derek Latta  
Manager,  
Technical Compliance

Encl.

## **DEFECT INFORMATION REPORT**

1. Manufacturer:

Nissan Motor Co., Ltd.

2. Vehicles Potentially Involved:

Certain specific MY2002 Nissan Pathfinder and Infiniti QX4 vehicles manufactured from August 24, 2001 to August 28, 2001 subject to Recall 10V-312.

The name and address of the front passenger air bag inflator supplier is:

TK HOLDINGS INC.  
2500 Takata Drive  
Auburn Hills, MI 48326  
Phone 248-373-8040  
Fax 248-373-2897

3. Total Number of Vehicles Potentially Involved:

46 vehicles are subject to this defect report.<sup>1</sup>

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

0.34% based on cumulative ballistic data provided by Takata.

5. Description of the Defect:

According to Takata Defect Reports 17E-001, 17E-002 and 17E-003, Takata has determined that a defect related to motor vehicle safety may arise in some of the subject ammonium nitrate inflators due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures and high temperature cycling. Activation of a non-desiccated ammonium nitrate inflator with degraded propellant may result in an inflator rupture. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants.

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<sup>1</sup> 46 vehicles were originally subject to 10V-312. Of this total, 27 vehicles will be removed from recall population based on information obtained through registration data, and further confirmed by Harbor Business Partners. 9 have been previously remedied with non-desiccated Takata replacement inflators.

## 6. Chronology of Principal Events:

On July 1, 2010, Nissan recalled forty-six (46) MY2002 Nissan Pathfinder and Infiniti QX4 vehicles manufactured from August 24, 2001 to August 28, 2001 to replace Takata passenger air bag SPI inflators (Recall 10V-312). According to Takata, the issue was potential for improper propellant wafer installation during the air bag inflator assembly process.

The remedy for 10V-312 were non-desiccated Takata SPI replacement inflators. Customers were notified in accordance with Part 577 in a timely manner. A follow-up reminder notification was made in February 2012. This recall remained open and active since 2010. Any affected vehicle subject to 10V-312 would have been flagged for open recall during any dealer service visit, and on <https://www.nissanusa.com/recalls-vin/>.

The subject vehicles were not added to recall 13V-136 (and subsequent amendments) because there were already subject to a recall with an identical remedy (replace Takata SPI inflators with new replacement Takata SPI inflators). The 2010 remedy inflators were not themselves declared subject to a recall until the May 2016 Second Amendment to the Coordinated Remedy Order.

On November 9, 2015 – At the request of NHTSA, Nissan consolidated all active Takata-related safety recall campaigns under two recall campaign numbers. Recalls 15V-287 and 15V-226 superseded other prior Takata-related Recalls. The 10 vehicles subject to 10V-312 that had not been remedied should have been subject to this consolidation and added to 15V-287 but were inadvertently left off the list.

In May 2016, NHTSA issued an amendment to the Coordinated Remedy Order. 9 vehicles subject to 10V-312 that were previously remedied are subject to that order (Priority Groups 11 and 12, as applicable). However, because Nissan expects to have sufficient parts supply of final remedy inflators in the near future, it will accelerate the recall for this group of vehicles.

In early January 2017, in light of the Third Amendment to the Coordinated Remedy Order, and as part of careful review of affected vehicles and updated registration data, Nissan determined that the 10 vehicles previously subject to 10V-312 that were not remedied and are currently in service should have been consolidated into 15V-287. Nissan promptly contacted NHTSA and received instructions on how to best address this discreet population of vehicles consistent with the Coordinated Remedy.

7. Description of Corrective Action:

Nissan and Infiniti dealers have been notified.

Owners of the 19 affected vehicles (this includes 10 unremedied, and 9 previously remedied) will be re-notified of the recall by FedEx and, additionally by email or phone if information is available. The front passenger air bag assembly will be replaced with an interim remedy Takata SPI inflator or Daicel-equipped air bag module assembly, once final remedy parts are available.

Previously approved Part 577 owner notification will be utilized. Nissan will include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy.

8. Copy of Notices:

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