

**NISSAN GROUP
OF NORTH AMERICA**



Nissan North America, Inc.

One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

March 6, 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:

We are transmitting the enclosed Defect Information Report (DIR) in accordance with 49 CFR Part 573. This reports relates to Model Year 2012 Nissan Versa Sedan vehicles (listed in section 2 below) subject to PE16-013. A voluntary recall campaign will be initiated and your office provided with the notices. Nissan plans to notify dealers on March 9, 2017 and begin notifying owners via first class mail within 60 days.

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 Mexicana, S.A, De C.V.

2. Vehicles Potentially Involved:

Certain Model Year 2012 Nissan Versa Sedan vehicles manufactured from June 9, 2011 (Start of Production) through April 2, 2012 at the Aguascalientes, Mexico plant.

No other vehicles are affected because the issue (described in Section 5 below) is unique to this model and dates of manufacture.

The name and address of the body harness and satellite sensor suppliers are:

Sumitomo Electric

Av. Japón #126 -A
Parque Industrial San Francisco
San Francisco de los Romo, Aguascalientes
C.P. 20304

Kenta Oyama
kenta-oyama@gate.sws.co.jp
Phone: (449) 9100-600 Ext. 1151

Robert Bosch LLC

15000 Haggerty Road
Plymouth, MI 48170

Steve Bral
steve.bral@us.bosch.com
Phone: (734)979-3794

3. Total Number of Vehicles Potentially Involved:

Approximately 54,751 vehicles

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

Unknown

5. Description of the Defect:

In the subject vehicles, dissimilar metals were used in the side air bag sensor connector harness (gold "female" connector and tin "male" connector). In some of the affected vehicles this metal combination may lead to fretting and oxidation on the pins of the Satellite Sensor-to-Airbag Control Unit (ACU) harness connection. Fretting and oxidation on the connector pins increases the likelihood of a momentary communication loss from the satellite sensor to the ACU.

The curtain and seat-mounted side air bag system is designed to enter "backup state" when signal loss occurs between the side impact satellite sensors and the ACU. This backup state allows the curtain and seat-mounted side air bag to deploy as intended even when the signal is lost. However, backup state uses only the "safing path" of the ACU algorithm for a deployment decision and has a significantly lower threshold requirement for airbag deployment compared to normal state which requires both safing and trigger path thresholds to be met. Consequently, if this momentary communication loss occurs when the door is closed with excessive force (greater than 4.2 m/s), it may cause the curtain and seat-mounted side air bag and seat belt pretensioner to deploy inadvertently. The force required to achieve this velocity means the person aggressively closing the door is likely located outside the vehicle. However, if another occupant is still seated in the vehicle, and the vehicle ignition is in the "on" or "start" position, the inadvertent curtain and seat-mounted side air bag deployment could increase the risk of injury to that occupant.

6. Chronology of Principal Events:

September 28, 2016 – Nissan received a Preliminary Evaluation (PE16-013) information request from NHTSA for the subject condition and began an investigation into this issue.

November 2016 – Nissan replied to PE16-013 stating that it there is no defect in the MY2011 Versa sedan and hatchback vehicles, and MY2012 Versa hatchback vehicles. These vehicles were substantially different from the subject MY2012 Versa Sedan, including platform, doors, and air bag system design and the data showed no identifiable defect trend in that group of vehicles.

With respect to vehicles subject to this report, Nissan noted the elevated incident rate for the subject vehicles compared to the other vehicles subject to PE, including later production of the same model. Nissan therefore explained that it was focusing its investigation specifically on a discreet production period of the Versa Sedan to confirm if the incident rate difference was attributable to a technical reason. Nissan further noted that it has not determined the subject vehicles contained a safety defect and that the issue was not associated with any serious injuries or fatalities and that, in most

instances, the subject issue occurs when the vehicle occupants are outside the vehicle.

November 2016 to December 2016 – Nissan investigated a customer incident involving the subject condition. R&D reviewed an incident vehicle at the dealership and recovered the satellite sensors, ACU and related harness connectors for further investigation. During this period, Nissan identified mismatched metal connector terminal corrosion to be a potential concern for the airbag performance. Additionally, 2 pre-owned subject vehicles that were dealer inventory were selected for corrosion inspection to support recent findings.

January 2017 to February 2017 Nissan continued to actively dialogue with NHTSA on the subject condition, including sharing corrosion testing results. More specifically, Nissan met with NHTSA to share the ongoing the root cause analysis and explained the backup state deployment logic.

March 2, 2017 – Based on agency’s feedback and internal assessment of the subject issue, Nissan decided to conduct a Safety Recall Campaign in accordance with the defect notification requirements specified in 49 CFR Part 573.

7. Description of Corrective Action:

Nissan will notify all owners of potentially affected vehicles within sixty (60) days. Nissan dealers will install a new jumper harness kit (with Tin plated connection terminals) on the main body harness and will replace the satellite sensor with a new one (applied to both LH and RH sides).

Nissan will 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 no longer covered under warranty.

8. Copy of Notices:

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