



Nissan North America, Inc.

One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

November 9, 2018

Mr. Jeff Giuseppe
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 supplement to the Noncompliance Information Report submitted on May 29, 2018. This supplement updates sections 6 and 7.

Very truly,

A handwritten signature in black ink, appearing to read "Derek Latta".

Derek Latta
Manager,
Technical Compliance

Encl.

NONCOMPLIANCE INFORMATION REPORT

1. Manufacturer:

Nissan Motor Co., Ltd. Sunderland Plant

2. Vehicles Potentially Involved:

Certain Model Year 2018 Infiniti QX30 vehicles identified through production tool records that were manufactured between November 10, 2017 and February 16, 2018 at the Sunderland, England plant.

No other vehicles are affected because the issue (described in Section 5 below) is unique to the vehicles specifically identified through production tool records.

No component suppliers are involved.

3. Total Number of Vehicles Potentially Involved:

Approximately 6 Model Year 2018 Infiniti QX30 vehicles are affected.

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

100%

5. Description of the Noncompliance:

Due to operator error, the bolt that secures the right-hand side lower seat belt anchorage may have been installed incorrectly during production. More specifically, the bolt may have been cross-threaded during installation, which could potentially allow the lower seat belt anchorage to detach during an impact. If this condition occurs, the right-hand side seat belt anchorage may not comply with certain performance requirements of Federal Motor Vehicle Safety Standards (FMVSS) No. 210; Seat Belt Assembly Anchorages, FMVSS 209; Seat Belt Assemblies and FMVSS No. 208; Occupant Crash Protection.

6. Basis for Determination of the Existence of a Noncompliance

During a post-manufacture vehicle inspection at the Sunderland, England plant, Nissan identified an issue with the right-hand side lower seat belt anchorage bolt on the subject vehicle. More specifically, the operator may

have over-tightened the right-hand side anchor bolt potentially cross-threading the bolt.

Nissan immediately began investigating this issue to determine if additional vehicles outside of Nissan's control were affected and whether the issue affected vehicle safety or compliance. As part of this investigation, Nissan determined that one operator may not have followed the assembly procedure. This operator worked at the station on November 10, 2017 and was removed on February 16, 2018, which helped define the range of the potentially affected vehicles. Plant inventory was checked and corrected, as needed.

Nissan began reviewing trace data for the hand tool used to tighten the subject bolt for vehicles manufactured during the subject production range that had left the plant. Data for 3,971 vehicles within the production range was checked. As a result of this activity, 52 vehicles were identified for repair at various ports. Furthermore, trace data from other operators for an additional 2,654 vehicles outside the subject production range was reviewed, with no issues found.

Nissan repaired 44 out of 52 vehicles during a port modification activity, prior to leaving Nissan's control. However, Nissan determined that eight vehicles had left Nissan's control, six of which were in the U.S. market.

On May 29, 2018, Nissan decided that the subject issue may cause the six affected vehicles to not meet certain performance requirements of FMVSS No. 210; Seat Belt Assembly Anchorages, FMVSS 209; Seat Belt Assemblies and FMVSS No. 208; Occupant Crash Protection.

7. Description of Corrective Action:

Given the small population of vehicles, owners of the affected vehicles were notified by phone. All six affected vehicles were remedied by July 17, 2018, prior to issuing a Part 577 notification letter. The remedy involved welding a new retaining plate in place of the old one and securing the seat belt anchorage with a new anchor bolt.

8. Copy of Notices:

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