



Mailing Address:  
PO Box 685001  
Franklin, TN 37068

April 17, 2020

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 Defect Information Report filed on March 30, 2020. This supplement updates section(s) 6 and 7: Chronology of Principal Events and Description of Corrective Action, respectively.

Very truly,

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

Derek Latta  
Manager,  
Technical Compliance

Encl.

## DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America Inc., Canton plant  
Nissan Shatai Co. Ltd., Kyushu plant

2. Vehicles Potentially Involved:

The name, description and part number(s) of the recalled component(s) are below.

<u>Model</u>	<u>Part Name</u>	<u>Part Description</u>	<u>Part Number</u>
Nissan Titan	MODULE ASSY - AIR BAG, DRIVER	PSDI-5D Inflator for Front Driver Air Bag Module	98510 9GE0A 98510 9GE0B
Nissan Armada	MODULE ASSY - AIR BAG, DRIVER	PSDI-5D Inflator for Front Driver Air Bag Module	98510 9GE0A 98510 9GE0B 98510 9GEOC
Nissan NV Cargo/ Passenger Van	MODULE ASSY - AIR BAG, DRIVER	PSDI-5D Inflator for Front Driver Air Bag Module	98510 1PA0A
INFINITI QX56	MODULE ASSY - AIR BAG, DRIVER	PSDI-5D Inflator for Front Driver Air Bag Module	98510 9GE0A 98510 9GE0B 98510 9GEOC

Production period of affected vehicles manufactured with Takata PSDI-5D front driver air bag inflators with 13X desiccant:

<u>Make/Model</u>	<u>Dates of Manufacture</u>
MY 2013-2015 Nissan Titan	July 19, 2012 through August 22, 2015
MY 2013-2015 Nissan Armada	July 19, 2012 through January 20, 2016
MY 2012-2017 Nissan NV Cargo/ Passenger Van	November 1, 2010 through October 13, 2017
MY 2011-2012 INFINITI QX56	October 27, 2009 through August 22, 2012

This issue is unique to PSDI-5D front driver air bag inflators (containing 13X desiccant) manufactured using a specific propellant loading process according to supplier records. The manufacturing process issue does not affect any other Nissan or INFINITI vehicles.

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

TK HOLDINGS INC.  
2500 Takata Drive  
Auburn Hills, MI 48326

Brian Catlin  
Vice President, Quality  
(248) 340-7628

3. Total Number of Vehicles Potentially Involved:

Approximately 216,678 vehicles shown in the table(s) below:

<u>Make/Model</u>	<u>Number of Vehicles</u>	<u>Inflator Type</u>
MY 2013-2015 Nissan Titan	37,977	PSDI-5D
MY 2013-2015 Nissan Armada	45,535	PSDI-5D
MY 2012-2017 Nissan NV Cargo/ Passenger Van	98,412	PSDI-5D
MY 2011-2012 INFINITI QX56	34,754	PSDI-5D

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

1%<sup>1</sup>

To date, Nissan is not aware of any confirmed field incidents attributable to the subject condition in vehicles equipped with PSDI-5D inflators.

5. Description of the Defect:

Due to a manufacturing process issue at the Takata Monclova, Mexico plant, the driver front air bag inflator may not function properly or may rupture during deployment, increasing the risk of injury. Based on the supplier's investigation, the issue may be caused by overloading of the propellant or asymmetric loading of the propellant during manufacturing. Over-pressurization of the inflator housing in the event of a crash 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.

6. Chronology of Principal Events:

April 26, 2018 – Nissan received notification from the airbag inflator supplier about a field incident involving a driver airbag inflator rupture in another OEM's vehicle. The supplier informed Nissan that the incident inflator was a PSDI-5D type manufactured at the same facility as PSDI-5D type inflators supplied to Nissan. The supplier further informed Nissan that the root-cause of the incident inflator rupture was under investigation in conjunction with NHTSA and the other OEM. Nissan confirmed it had no reports of rupture incidents for the subject inflators. Nissan requested the supplier to conduct a thorough investigation to determine any adverse quality effects on Nissan's inflators and to notify Nissan immediately of any findings relevant to subject inflators supplied to Nissan and to provide periodic investigation updates.

May 2018 through early March 2019 – The supplier's root-cause investigation continued into the inflator rupture incident involving the other OEM and potential impact to inflators supplied to Nissan. Nissan continued to monitor the field and did

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<sup>1</sup> The estimated percentage of vehicles involved with defect is unknown, 1% is used here because submission within NHTSA's safety portal will not allow a non-numeric value.

not identify any subject inflator rupture incidents. On March 6, 2019, the other OEM decided to conduct a safety recall of supplier's PSDI-5D inflators in its vehicles.

March 8, 2019 – The supplier notified Nissan of the other OEM's safety recall determination and shared that its investigation pointed toward a manufacturing process anomaly specific to the other OEM's affected population. The supplier confirmed the other OEM incident inflator was manufactured on a different production line from inflators supplied to Nissan and design differences between the two OEM's subject inflators. The supplier also provided an update on the healthy parts field collection and testing of subject inflators supplied to Nissan, which had found no ruptures or abnormal deployments. The supplier committed to continue to investigate any potential effects on inflators supplied to Nissan.

March 11, 2019 – Nissan discussed the supplier's investigation with NHTSA to understand the other OEM's determination with respect to inflators in its vehicles and also to consider plans for evaluating any potential field risk to the subject inflators supplied to Nissan.

March 28, 2019 – The supplier reported that testing of additional subject inflators recovered from Nissan vehicles again found no ruptures or abnormal deployments. The supplier advised that it was reviewing its manufacturing process records for Nissan inflators to ensure that no manufacturing process anomalies occurred.

July 9, 2019 – The supplier provided an investigation update into potential manufacturing process anomalies, specifically the propellant loading process. Because process control records could not conclusively rule out potential anomalies, a second healthy parts collection and testing of specific inflators was necessary to investigate any potential propellant loading anomalies.

Mid-July 2019 through early September 2019 – The supplier provided Nissan with specific inflator serial numbers for collection. Nissan matched the inflators to VINs and launched a parts collection activity on September 6, 2019.

October 2019 – The supplier presented materials to the affected OEM community and to NHTSA regarding its investigation and findings into the safety and/or service life of desiccated PSAN inflators. It was requested that the supplier continue its investigation into the potential impact of manufacturing anomalies.

Mid-March 2020 - The supplier provided Nissan with investigation results from a limited number of field parts returned through the second parts collection activity. The supplier concluded the collected inflators did not exhibit evidence of propellant being overloaded or asymmetrically loaded.

March 23, 2020 - Because Nissan was unable to rule out the potential for manufacturing process anomalies in the subject inflators, out of an abundance of caution, Nissan decided to conduct a voluntary recall to proactively replace the subject inflators. Nissan is not aware of any incidents of rupture or abnormal deployment of the subject inflators.

7. Description of Corrective Action:

Nissan will issue an owner notification to vehicle owners by first class mail beginning May 4, 2020. Dealers were notified on March 31, 2020. Dealers will replace the front driver air bag inflator with a new (Daicel) supplied inflator or module kit at no cost to owners for parts or labor.

Your office will be provided with the Part 577 owner notification.

8. Copy of Notices:

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