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**Nissan North America, Inc.**

One Nissan Way  
Franklin, TN 37067

Mailing Address:  
PO Box 685001  
Franklin, TN 37068

December 10, 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 December 1, 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", 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. Aguascalientes plant

2. Vehicles Potentially Involved:

The vehicles subject to this report were previously recalled to replace a Takata SPI non-desiccated passenger airbag inflator, in accordance with the coordinated remedy schedule set by NHTSA. The production period of affected vehicles involved are in the table below:

<b><u>Model</u></b>	<b><u>Dates of Manufacture</u></b>
MY 2002-2006 Nissan Sentra	January 19, 2001 to August 24, 2006

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

TK Services Inc.  
111 Peyerk Court  
Romeo, MI 48065

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

<b><u>Part Name</u></b>	<b><u>Part Description</u></b>	<b><u>Part Number</u></b>
SPI INFLATOR-AIR BAG ASST	SPI Inflator for Front Passenger Air Bag Module	985614Z60A

3. Total Number of Vehicles Potentially Involved:

Approximately 3,930 Nissan Sentra vehicles.

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

1%<sup>1</sup>

5. Description of the Defect:

Sentra vehicles in scope of this recall may be equipped with a Takata SPI non-desiccated passenger airbag inflator and were inspected under previous NHTSA Recall 15V-287 (superseded by 20V-008); however, affected vehicles may have been mis-diagnosed as

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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.

having another type of airbag inflator and incorrectly released without replacing a Takata SPI inflator. Mis-diagnosis of the passenger airbag inflator type may increase the risk of occupant injury in a crash.

Previously, Takata (TK Services, Inc.) determined that a defect related to motor vehicle safety may arise in some of the subject Takata SPI non-desiccated passenger airbag 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.

6. Chronology of Principal Events:

July 2020 – Nissan became aware of an alleged inflator rupture claim via the Takata Settlement Trust. The incident allegedly occurred in 2018. Nissan began an investigation into the allegation and submitted its Initial Incident Report to NHTSA under General Order 2015-01A.

Nissan's investigation confirmed that Sentra vehicles subject to NHTSA Recall 15V-287 (superseded by recall 20V-008) required a dealer inspection to determine whether they were equipped with a Takata non-sodium azide passenger inflator (NAPI) or a recalled non-desiccated SPI inflator. Sentra vehicles with a NAPI inflator did not require replacement; however, Sentra vehicles equipped with a Takata SPI non-desiccated inflator required replacement.

Vehicle service records indicated that in 2017, a dealer had inspected the alleged incident vehicle's inflator and determined it was not equipped with an SPI inflator at that time. According to a CARFAX history report for the incident vehicle, it had been involved in three prior accidents (2005, 2014, and 2016) before the claim incident, but it was not clear if the passenger airbag had been deployed in two of these accidents.

September 20, 2020 – Nissan received access to inspect fragments of the alleged ruptured inflator. Nissan was not immediately able to conclude the inflator type from the fragments provided.

September 2020 through October 2020 – Nissan's investigation confirmed the incident vehicle had been crushed in 2019 and was unavailable for inspection. Nissan continued efforts to identify the inflator type from the fragments presented for inspection.

October 2020 –TK Services reviewed photographs from the inspection and provided confirmation that the inflator type was an SPI non-desiccated passenger inflator. Nissan reviewed TK Services findings and continued investigating to determine root cause and scope of the potential issue based on the information provided by the supplier.

November 2020 – Based on the root cause analysis, Nissan determined that certain Sentra vehicles containing a Takata SPI non-desiccated passenger inflator may have been mis-diagnosed at the dealer during inspection; and incorrectly identified as having a NAPI inflator that did not need replacing.

Nissan is aware of one (1) confirmed incident where the dealer recall inspection apparently mis-diagnosed the passenger airbag inflator type and released the vehicle without countermeasure part replacement. There was one (1) alleged injury associated with this incident and no fatalities.

November 23, 2020 – Nissan decided to conduct a recall campaign out of an abundance of caution to re-inspect all Sentra vehicles that were previously inspected and closed without inflator replacement under Recall 15V-287 (superseded by Recall 20V-008). If necessary, the dealer will replace the front passenger Takata SPI airbag inflator.

7. Description of Corrective Action:

Dealers will re-inspect and, if necessary, replace a non-desiccated Takata SPI front passenger air bag inflator with a final countermeasure part manufactured by a different supplier at no cost for parts and labor. If the dealer determines the inflator is not an SPI inflator, they are now required to submit photographic evidence of inflator type and get pre-approval from Nissan's Warranty Call Center to close the recall.

Dealers were notified on December 3, 2020. Nissan will begin notifying all affected vehicle owners by first class mail beginning January 5, 2021. Your office will be provided with the final Part 577 owner notification. 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 and the Takata Monitor as they become available.