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**Nissan North America, Inc.**

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Franklin, TN 37067

Mailing Address:  
PO Box 685001  
Franklin, TN 37068

February 8, 2021

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 January 20, 2021. This supplement updates section(s) 2, 3, 6 and 7: Vehicles Potentially Involved, Total Number of Vehicles Potentially Involved, Chronology of Principal Events and Description of Corrective Action, respectively.

Very truly,

A handwritten signature in black ink, appearing to read "Derek Latta", written over a horizontal line.

Derek Latta  
Manager,  
Technical Compliance

Encl.

## **DEFECT INFORMATION REPORT**

1. Manufacturer:

Nissan North America, Inc., Smyrna Plant

2. Vehicles Potentially Involved:

Certain 2013-2015 Model Year Nissan Pathfinder vehicles manufactured in the Smyrna, TN plant from June 20, 2012 (start of production) to November 10, 2015 (end of production).

All vehicles subject to Recall 16V-380 are included in this recall population; including both those that did and did not receive the recall repair. As such, this recall will supersede recall 16V-380.

In addition, the subject vehicle range is expanded to include additional Model Year 2014 and 2015 Pathfinder vehicles that contain the subject stop lamp relay.

This issue is unique to Model Year 2013-2015 Nissan Pathfinder vehicles that contain the subject stop lamp relay. A combination of stop lamp switch positioning and pedal ratio can affect the ON/OFF performance of the stop lamp relay. This issue does not affect any other Nissan or INFINITI vehicles.

The name, description and part number of the recalled component is below:

<b><u>Part Name</u></b>	<b><u>Part Description</u></b>	<b><u>Part Number(s)</u></b>
RELAY	Brake Relay	25230 79917

3. Total Number of Vehicles Potentially Involved:

Approximately 264,431 vehicles may be affected as shown in the table below:

<b><u>Model Year / Model</u></b>	<b><u>Number of Vehicles</u></b>
MY 2013 Nissan Pathfinder	79,826
MY 2014 Nissan Pathfinder	93,545
MY 2015 Nissan Pathfinder	91,060

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

Approximately 1%<sup>1</sup>

5. Description of the Defect:

Due to the location of the stop lamp switch on the brake pedal, a chattering condition may occur in the stop lamp relay. Under certain driving conditions, such as frequent stop-and-go driving with repeated brake pedal input, the chattering can degrade the relay contact service life. Over time, this may lead to the stop lamp relay sticking in the ON position.

As a result of this condition, customers may experience one or more of the following symptoms: limited engine power (brake override), continuous stop lamp illumination, the ability to shift the vehicle out of park without depressing the brake pedal, and/or the engine starting without depressing the brake pedal. These symptoms could potentially increase the risk of a crash or rollaway.

6. Chronology of Principal Events:

Timeline from Recall 16V-380 included below for reference.

December 2015 – Nissan issued a Technical Service Bulletin (TSB) applicable to certain MY13-MY15 Nissan Pathfinder vehicles to aid technicians in diagnosing and repairing stop lamp switch issues.

January 2016 to March 2016 – While the combined warranty rate for MY13-MY15 vehicles was unremarkable, after the TSB was issued, Nissan monitored the field information and studied available warranty data.

During this time period, Nissan also updated NHTSA on the TSB and its ongoing warranty analysis.

Early April 2016 – After reviewing the available warranty data, it was determined that the subject vehicles produced before June 2013 had an elevated warranty rate compared to vehicles produced after this date, and also other models subject to a similar TSB. An investigation was launched to determine the potential cause of this increased incident rate. NHTSA was updated on the progress of the investigation.

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<sup>1</sup> The estimated percentage of vehicles involved with defect is 1.17%. However, 1% is used on NHTSA's safety portal because it will not allow decimal values.

May 12, 2016 – It was determined that some of the subject vehicles were affected by stop lamp switch assembly process issues.

May 2016 through June 2016 – Nissan decided to conduct a recall campaign (Recall 16V-380) on May 19, 2016 to remedy MY13-MY14 Pathfinder vehicles produced from June 20, 2012 (SOP) to June 13, 2013.

Vehicles produced after June 13, 2013 were excluded from the recall as they were subjected to a 100% inspection of the gap (between the brake switch and brake pedal) during assembly. Field data confirmed that these vehicles had a significantly lower incident rate than vehicles produced before the inspection was implemented.

In addition, Nissan issued/revised TSBs for vehicles not covered by the recall;

- Removal of the 16V-380 recall campaign population from bulletin NTB15-112;
- Instruction specific to MY15 Pathfinder Four-Wheel-Drive (FWD) vehicles equipped with V6 engines only in bulletin NTB16-039a.

The warranty claims rates for vehicles outside of the recall population remained low in the months following the Recall 16V-380 decision.

On April 4, 2019 Nissan Canada received notification from Transport Canada (TC) about five (5) complaints in the Canadian market related to alleged stop lamp switch failures outside/after Transport Canada Recall 2016-264 (NHTSA Recall 16V-380).

On May 22, 2019, TC sent Issue Assessment 3280-04-78 relating to stop lamp relay switches outside/after Recall 2016-264. Nissan Canada replied to TC on July 8, 2019.

April 2019 through July 2019 - Nissan initiated an investigation into stop lamp switches for MY13-MY15 Pathfinder vehicles equipped with a stop lamp relay in the U.S. market.

August 2019 through October 2019 – As part of Nissan’s investigation, Nissan initiated a warranty parts collection activity for vehicles outside/after Recall 16V-380 and worked together with the supplier to investigate the returned parts. However, the parts analysis did not yield sufficient results to understand the failure mechanism and potential extent of the issue.

November 2019 through January 2020 – In order to obtain additional parts for analysis, Nissan pursued scramble activities. Nissan worked extensively with Pathfinder customers to locate and organize scramble opportunities to inspect stop lamp switches that matched the subject condition of Recall 16V-380.

February 2020 through March 2020 - Three (3) sets of parts (3 switches + 3 relays) were obtained for analysis through the scramble activities. Nissan performed Fault Tree Analysis (FTA) on the parts and again the results were inconclusive.

March 2020 to June 2020 - Nissan experienced business interruptions of U.S. operations due to COVID-19 public health concerns. Due to these interruptions and local public health requirements, the investigation process was slowed.

April 2020 through June 2020 - Nissan initiated a second, more extensive, random in-use parts collection activity for post-remedy (Recall 16V-380) vehicles. This action included not only warranty parts return but also healthy parts collection from the field.

June 2020 through December 2020 - Twenty (20) random in-use parts were obtained for analysis through the collection activities. Nissan performed FTA analysis on the parts and measured degradation of the switch. This included bench testing to simulate the failure mechanism and measuring the gap on vehicles that were not experiencing the subject condition.

January 12, 2021 - Nissan reviewed the results of the parts collection and bench testing analysis. Updated incident rates and projections were still below those of the previous recall population, but were above what was anticipated when the issue was investigated in 2016. Therefore, Nissan decided to conduct a recall campaign to remedy this issue.

Nissan has received one allegation of a post-remedy (Recall 16V-380) rollaway incident, but after inspection, determined the incident was not related to the subject condition. Nissan is not aware of any accidents in vehicles outside the earlier recall, and is not aware of any alleged injuries.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified beginning on March 1, 2021 to take their vehicle to a Nissan dealer where the dealer will inspect the vehicle to determine if the stop lamp relay has been deleted under the applicable TSB: NTB15-112, NTB15-112b or NTB16-039a. If the relay has been deleted, no further action is necessary. Dealers were notified on January 21, 2020.

If the relay has not been deleted, the dealer will inspect the stop lamp switch and take one of the following actions:

Early Model Year 2013 vehicles (produced prior to November 9, 2012)

1. If the stop lamp switch positioning is incorrect, it will be re-installed correctly to required specification.

2. Replace the stop lamp relay with a new one.

Late Model Year 2013-2015 vehicles (produced November 9, 2012 and after)

1. Swap the stop lamp switch with the Automatic Speed Control Device (ASCD) switch location on the brake pedal.
2. Replace the stop lamp relay with a new one.

Nissan will include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy for the subject vehicles because they are no longer under warranty.

8. Copy of Notices:

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