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**Nissan North America, Inc.**

One Nissan Way  
Franklin, TN 37067

**Mailing Address:**  
PO Box 685001  
Franklin, TN 37068

July 6, 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 June 17, 2021. 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. Units Potentially Involved:

Certain Model Year 2020-2021 Nissan Sentra vehicles manufactured from November 25, 2019 to March 24, 2021 at the Aguascalientes, Mexico plant.

This issue is unique to the above manufacturing range based on potential material handling and assembly process issues specific to Aguascalientes produced Sentra models manufactured during a specified period. Other models do not use this process and are therefore unaffected by the issue described in Section 5 below.

The name, description and part number of the recalled components are below:

<b><u>Part Name</u></b>	<b><u>Part Description</u></b>	<b><u>Part Number</u></b>
SOCKET KIT - TIE ROD, INNER	Tie Rod	D8521-6LB0A

3. Total Number of Vehicles Potentially Involved:

Approximately 138,736 MY 2020-2021 Nissan Sentra vehicles

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

0.005%

5. Description of the Defect:

The left and/or right side tie rod may be bent on the affected vehicles. Nissan has identified certain manufacturing process issues as potential sources for impact damage to the tie rod. A bent tie rod condition may impair the driver's ability to steer the vehicle. The steering wheel may be off-center and/or experience vibration. In the worst case scenario, if the tie rod breaks, it can lead to a partial loss of steering control which may increase the risk of a crash.

## 6. Chronology of Principle Events:

July 31, 2020 – Nissan received a report that the right front wheel of a customer's vehicle did not respond to steering inputs. Subsequent inspection of the subject vehicle revealed the right front tie rod had separated into two pieces although there was no apparent indication of accident damage to the vehicle. Nissan requested the incident part for analysis.

August 2020 – A new sensor was added to the assembly transfer arm in the Aguascalientes manufacturing plant to prevent movement when the front suspension assembly was transferred from one process to another.

October 2020 – Nissan received the incident part and sent it to the supplier for additional investigation. During the supplier investigation, Nissan implemented multiple handling and assembly process improvements to reduce the risk of unintended impact with the tie rod during production. Nissan also initiated a plant vehicle inspection of Sentra vehicles as part of the investigation.

Late November 2020 – The supplier investigation of the incident part revealed deformation from bending of the tie rod that led to fracture at the ball end housing. All material properties met design specification and no inclusions or other microstructural defects were observed.

December 2020 – Nissan's continuing investigation identified four (4) reports related to the subject condition being repaired under warranty. Out of 3,556 vehicles previously inspected at the plant, there were no units found with the subject condition and Nissan had been unable to duplicate the reported bent tie rod condition.

December 2020 to March 2021 – Nissan continued its parts collection, investigation, and supplier process review.

March 19, 2021 to April 2021 – Nissan performed a dealer action to inspect 4,551 Sentra vehicles and found no vehicles with the subject condition. Nissan also conducted a parts inspection of 35,000 tie rods at the Aguascalientes, Mexico plant and found no affected parts. The plant vehicle audit concluded with 86,338 Sentra vehicles inspected and none exhibited the subject condition.

May 2021 to June 2021 – Nissan met with NHTSA to discuss the investigation into the tie rod issue and potentially related field reports.

June 10, 2021 – Out of an abundance of caution, Nissan made a decision to recall all potentially affected vehicles to inspect, and if necessary, replace any bent tie rods. As of the date of determination, Nissan is aware of seven (7) warranty claims attributed to this condition in the U.S (dated 5/13/20, 7/23/20, 10/3/20, 11/23/20, 1/5/21, 1/21/21, and 4/26/21).

Nissan received one (1) report of an accident which it has determined was unrelated to this issue.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified beginning on August 5, 2021 to take their vehicle to a Nissan dealer where they will inspect both the left and right side tie rods and replace if either is bent. Dealers were notified on June 18, 2021.

Nissan will not 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 still under warranty.

8. Copy of Notices:

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