



Nissan North America, Inc.

One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

February 4, 2025

Ms. Eileen Sullivan
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 Ms. Sullivan:

We are transmitting the enclosed fourth amendment to the Defect Information Report for NHTSA Recall 22V-240 filed on October 10, 2023. This amendment updates sections 6 and 7, Chronology of Principal Events and Description of Corrective Action, respectively.

Very truly,

A handwritten signature in black ink, appearing to read "Will Swindell".

Will Swindell
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America Inc., Smyrna Plant

2. Vehicles Potentially Involved:

Certain Model Year 2013-2016 Nissan Pathfinder vehicles manufactured from June 20, 2012 (SOP) to July 27, 2016 (EOP) at the Smyrna, TN plant. The subject vehicle range was determined based on the production range of vehicles that might have been manufactured with the subject bell crank assembly.

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

<u>Part Name</u>	<u>Part Description</u>	<u>Part Number(s)</u>
BELL CRANK-HOOD LOCK	Bell Crank Assembly	65603 9UA0A

The name and address of the bell crank assembly supplier is:

Gecom Corporation
1025 Barachel Lane
Greensburg, Indiana 47240

Contact: Mike Bailey, Senior Program Manager
Phone: (812) 663-1782
Mike_bailey@gecomcorp.com

3. Total Number of Vehicles Potentially Involved:

Approximately 322,671 vehicles may be affected as shown in the table below:

<u>Model Year / Model</u>	<u>Number of Vehicles</u>
MY 2013 Nissan Pathfinder	79,910
MY 2014 Nissan Pathfinder	95,520
MY 2015 Nissan Pathfinder	91,823
MY 2016 Nissan Pathfinder	54,418

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

0.44%

5. Description of the Defect:

On certain Pathfinder vehicles, dust and dirt contamination may accumulate on and around the bell crank lever pivot joint. Over time, the build-up of contamination combined with a lack of proper inspection and maintenance of the bell crank assembly (as described in the Owner's Manual), can create mechanical binding that could cause the lever to remain in the open position after it has been disengaged. In addition, this contamination can scratch the bell crank protective anti-corrosion coating, allowing corrosion of the bare metal in the pivot joint.

The bell crank lever actuates the secondary hood latch. In such cases where the bell crank lever remains in the open position, if the primary hood latch is inadvertently released or the hood is not closed properly after engine service, the secondary hood latch may not hold the hood closed as designed while the vehicle is in motion. If this condition occurs, the hood may open without warning and obstruct the driver's forward view, increasing the risk of crash.

6. Chronology of Principal Events:

January 2015 - Nissan decided to conduct a safety recall on a population of MY 2013-2014 Nissan Pathfinder vehicles to remedy a hood release cable issue (Recall Number 15V-033). Specifically, analysis showed that the hood release cable was too short in certain circumstances preventing the secondary hood latch from engaging properly. This hood latch failure resulted in the hood becoming unlatched, or partially unlatched, while driving in a portion of the subject vehicles. The remedy for this recall involved modification of the angle of the hood release mechanism to provide additional length to the release cable.

Subsequent reports of the alleged defect in certain subject vehicles have led Nissan to continue its investigation. Initial efforts in this investigation focused on failure modes similar to Recall Number 15V-033 or a stuck latch due to corrosion. Nissan did not find significant evidence of an issue with the Recall Number 15V-033 repair or population, nor did we find evidence of substantial corrosion on hood latches in the parts collected from incident vehicles.

July 2021 through December 2021 - Nissan reviewed Vehicle Owner Questionnaires (VOQs) NHTSA had received alleging hood latch failures on MY 2013-2016 Pathfinder vehicles, while being driven, resulting in the hood opening and obstructing vision of the driver. Nissan

began an investigation into the claims and initiated a field parts collection activity to assess the alleged failure of the hood latch. Nissan determined the reported failures did not appear to be related to the defect or remedy under Recall Number 15V-033, and broadened its parts collection and investigation. Nissan had ongoing discussions with NHTSA concerning its investigation progress.

December 9, 2021 - NHTSA opened Preliminary Evaluation (PE21-022).

January 2022 through March 2022 - Nissan conducted an analysis of the subject Pathfinder vehicles and expanded its parts collection activity. The initial analysis showed that the unique front-end design on the subject Pathfinder vehicles could potentially create airflow around the hood locking system such that dust/dirt contamination may accumulate around the bell crank lever pivot. If not properly maintained, over time this build-up of contamination could cause the lever to stick/seize and compromise the anti-corrosion coating allowing long term corrosion of bare metal in the pivot joint.

April 2022 - Nissan replied to the Information Request for PE21-022 with its analysis in the on-going investigation and explained that it had not found any incidents of the subject condition where a customer had a vehicle accident or fatality and only one instance of an alleged injury (whiplash) which had not been substantiated.

June 6, 2022 - After further consultation with NHTSA, Nissan decided to conduct a Safety Recall Campaign and submitted its reporting in accordance with the defect notification requirements specified in 49 CFR Part 573.

June 2022 through December 2022 - Nissan provided interim notification letters to all affected customers as described below. Nissan was continuing to collect and review the parts to further inform its final remedy development and preparation.

March 2023 - Nissan mailed a second interim notification letter to owners of affected vehicles as described below. Nissan was continuing its final remedy development and preparation.

June 2023 through July 2024 - The planned remedy part did not perform as intended during development testing, and it was necessary to work with Nissan's supplier to redesign and re-test additional final remedy parts. The redesigned remedy will replace the bell crank and cable assembly with an improved design that contains a plastic spacer insert to prevent metal-to-metal contact at the pivot joint. This will help mitigate the contamination and debris build up that can scratch the bell crank protective anti-corrosion coating, allowing corrosion of the bare metal in the pivot joint. Additionally, the new bell crank assembly design will contain a stronger spring that will increase the return force of the hood lock lever that retains the hood. On July 15, 2024, Nissan was able to confirm final remedy timing with the redesigned parts.

August 2024 through January 2025 – Nissan continued to receive regular updates from the supplier on final remedy timing and production progress. On September 24, 2024, Nissan notified NHTSA of a change to final remedy parts timing and an update to the recalled components initially reported.

January 28, 2025 – Based on supplier’s production plans, Nissan determined final remedy notification timing for Nissan dealers and customers.

7. Description of Corrective Action:

Dealers were notified on June 24, 2022. Previously, Nissan mailed interim notification letters to all affected owners as follows:

- Nissan sent interim notifications to owners on June 30, 2022 and August 3, 2022, respectively. This interim notification instructed owners how to properly inspect the bell crank assembly and hood lock lever for proper operation. If the levers moved freely, the owner could clean and condition the lever per the Owner’s Manual general maintenance requirements in Section 8 “Maintenance and DIY,” or they could bring their vehicle into a dealer to perform the inspection and maintenance free of charge. If functioning properly, the dealer cleaned and conditioned by applying lubricant free of charge. If either of these components did not function properly, the bell crank and/or hood lock assembly would be replaced with a new like-for-like part at no charge to the customer. This free repair should take about 1 hour to perform.
- Following unexpected delays in the development of intended final remedy parts, Nissan followed up with a second interim letter to owners on March 24, 2023. This second interim letter advised customers that Nissan was continuing to prepare a remedy for their vehicle and provided updated final remedy timing of summer 2024. Additionally, this letter reminded owners on how to properly inspect and maintain the bell crank assembly and hood lock lever for proper operation or they could bring their vehicle into a dealer to perform the inspection and maintenance free of charge. Owners were reminded that if either of these components did not function properly, the bell crank and/or hood lock assembly would be replaced with a new like-for-like part at no charge to the customer. This free repair should take about 1 hour to perform.
- Due to further unexpected delays in the testing and production of intended final remedy parts, owners were mailed a third interim remedy letter beginning October 25, 2024 reminding them of the available free interim remedy and updating them on the final remedy schedule. Nissan anticipates having a limited quantity of final

remedy parts available beginning in February 2025 for customers who visit the dealer for the interim remedy and the dealer confirms the bell crank assembly or hood lock lever are not functioning properly.

Nissan will notify dealers of the final remedy availability on March 14, 2025. Owners of all potentially affected vehicles will receive a final invitation to repair letter beginning March 26, 2025, instructing them to bring their vehicle to a dealer. The dealer will be instructed to replace the bell crank assembly with the final remedy part. This repair will be performed free of charge for parts and labor and should take less than an (1) hour to complete.

Nissan will include a statement concerning reimbursement for the cost of obtaining a pre-notification remedy for subject vehicles that are no longer under warranty.

8. Copy of Notices:

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