



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

24V700

Manufacturer Name: Nissan North America, Inc.

Submission Date: Apr 29, 2026

NHTSA Recall No.: 24V700

Manufacturer Recall No.: R24B2, P4A38, P5A22

Manufacturer Information

Population

Manufacturer Name: Nissan North America, Inc.

Address: P. O. BOX 685001
Franklin TN, 37068-5009

Total number of potentially involved: 25,704

Estimated percentage with defect: 10%

Vehicle Information

Vehicle 1: 2019-2020 Nissan LEAF

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Aug 29, 2018 - Nov 03, 2020

Number of potentially involved: 25,704

Descriptive Information:

Certain Model Year 2019-2020 Nissan LEAF vehicles equipped with the quick charge port (for Level 3 charging via CHAdeMO connector) and manufactured from August 29, 2018 to November 3, 2020 at the Nissan Smyrna plant.

Based on Nissan production records, this issue (as described in Section 5 below) can affect certain Model Year 2019 – 2020 LEAF vehicles during Level 3 quick charging.

Certain MY2021-2022 Nissan LEAF vehicles equipped with the quick charge port for Level 3 charging (via CHAdeMO connector) and manufactured from November 3, 2020 to May 23, 2022 at the Nissan Smyrna plant are subject to recall 25V655 for this issue.

There is no evidence other Nissan or INFINITI vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Nissan is continuing to investigate this issue. Preliminarily, Nissan has determined the lithium-ion

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battery in affected vehicles may experience excessive lithium deposits within battery cells, increasing the electrical resistance and potentially causing a fluctuation in the state of charge.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

While the vehicle is Level 3 quick charging, the increased electrical resistance could result in rapid heating of the battery. If quick charging continues, a battery fire may occur increasing the risk of injury.

Description of the cause:

Identification of any warning that can occur:

During Level 3 quick charging, the customer may notice smoke, noise, interrupted charging, or thermal odors coming from the vehicle's battery.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name:

Address: TN

Country: United States

Tier of Supplier:

Supplier Type:

Name: Automotive Energy Supply Corporation (AE)

Address: 500 Battery Plant Road
Smyrna TN, 37167

Country: United States

Involved Components

Component Name 1: BAT ASSY-MAIN B

Component Description: Battery – 62kWh

Component Part Number: 295B0 5SA1C

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Component Name 2: BAT ASSY-MAIN B

Component Description: Battery – 62kWh

Component Part Number: 295B0 5SF0A

Component Name 3: BAT ASSY-MAIN B

Component Description: Battery – 40kWh

Component Part Number: 295B0 5SA0C

Chronology

See attached Amendment #3 Part 573 for updated Chronology of Principal Events details.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Dealers were notified of the recall on September 20, 2024. Nissan mailed interim notification letters to all affected owners as follows:

- Nissan sent interim owner letters to owners on October 10, 2024. The letter instructed owners not to use Level 3 quick charging until the remedy was completed. Nissan communicated that the remedy software was anticipated to be available in November 2024.
- Following unexpected delays in the software development, Nissan followed up with a second interim letter to owners on November 22, 2024. This second interim letter advised owners that Nissan was continuing development of the remedy software and updated final remedy timing to Spring 2025. Additionally, this letter reminds owners not to use Level 3 quick charging until the remedy was completed.
- Due to further unexpected delays in the testing and validation of the intended final remedy software, owners were mailed a third interim remedy letter beginning June 20, 2025. Nissan communicated to owners that it anticipated remedy software beginning in Q3 2025 and reiterated to continue to not to use Level 3 quick charging until the remedy was completed.
- On October 8, 2025, Nissan notified dealers it had identified a selection of focus group vehicles to be among the first to receive the interim remedy software. This new software monitors the battery state-of-charge. At the time this remedy was released, the customer was informed if a fluctuation is detected, the software would display a "Service EV System Power reduced" message on the vehicle's information

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display screen and prevent vehicle recharging or restarting. On October 14, 2025, Nissan called focus group vehicle owners and mailed an invitation for the interim repair owner letter. Dealers were instructed to reprogram the Lithium Battery Controller (LBC) with updated software. After reprogramming was completed, dealers fully recharged the EV battery and checked to confirm that there were no Diagnostic Trouble Codes (DTCs) for the EV battery. If a DTC was detected, the customer was informed that additional diagnostic service would be required to repair the EV battery. Customers were instructed to drive their vehicles to 20% battery state of charge before the first recharging to allow the diagnostic software to complete a full monitoring cycle before recharging. Recharging before the software monitoring cycle is complete could potentially result in a lack of detection of increased electrical resistance, which could increase the risk of rapid heating and battery fire occurring during Level 3 quick charging. The reprogramming process and DTC check took approximately one and a half (1.5) hours to complete, followed by time to charge the EV battery to 100%. If an EV battery DTC was detected after reprogramming, customers were informed that additional diagnostic services were required to repair the EV battery. Based on the diagnostic result, the Nissan dealer provided an estimated time for repair. The interim remedy was performed free of charge for parts and labor.

- As an update to owners and to reiterate the risk of Level 3 quick charging, owners were mailed a fourth interim remedy letter beginning March 31, 2026. Nissan communicated to owners that the anticipated remedy software will be available within the 2026 calendar year.

Dealers will be notified of the final remedy on May 15, 2026. The owner notification will be conducted in a phased mailing beginning on May 20, 2026. All affected owners are expected to be notified by first-class mail no later than June 3, 2026.

Dealers will reprogram the LBC and Vehicle Control Module (VCM) software, incorporating logic to detect state of charge (SOC) fluctuations and to improve the warning messaging that is displayed on the combi meter. Once the reprogram is complete, dealers will perform a drive cycle and DTC check for the EV battery and take the appropriate action as described below:

- If there is no DTC for EV battery, the dealer will fully recharge the EV battery and release the vehicle to the customer who can resume using Level 3 charging. The reprogramming process and DTC check should take approximately two (2) hours to complete, followed by time to charge the EV battery to 100%. This remedy will be conducted free of charge.
- If a particular DTC for the EV battery is detected, dealers will replace the EV battery with a new one if battery replacement is available. The battery replacement may take up to four and a half (4.5) hours to complete, followed by additional time to charge the EV battery to 100%. This repair will be performed free of charge for parts and labor. If a replacement battery is not available, Nissan will initiate a repurchase offer within 3 business days. Nissan will provide a complimentary rental vehicle for a limited period.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Description of reimbursement program:

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

Period of reimbursement:

Part 573 Safety Recall Report**24V700****Costs to be reimbursed:****Address for reimbursement claims:****Recall Schedule****Description of recall schedule:**

Dealers will be notified of the final remedy on May 15, 2026. The owner notification will be conducted in a phased mailing beginning on May 20, 2026. All affected owners are expected to be notified by first-class mail no later than June 3, 2026.

Planned Dealer Notification Date: May 15, 2025 No Dealers**Planned Interim Owner Notification Date:** Oct 10, 2024 No Owners**Planned Remedy Owner Notification Date:** May 20, 2026 - Jun 03, 2026 Phased Recall**Date when VIN will be searchable:** Sep 21, 2024