Nissan North America, Inc.
One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

June 26, 2024

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 Defect Information Report in accordance with 49 CFR Part 573. A voluntary recall campaign will be initiated and your office provided with the notices.

Very truly,

Will Swindell
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

   Nissan North America Inc. Canton Plant

2. Vehicles Potentially Involved:

   Certain Model Year 2024 Nissan Frontier vehicles as shown in the table below:

Model	Dates of Manufacture	Plant
MY 2024 Nissan Frontier	January 29, 2024 through March 4, 2024	Canton

   According to supplier production records, the issue (as described in Section 5 below) occurred on certain Model Year 2024 Frontier vehicles equipped with an affected front right hand lower link and produced during the specified vehicle production period. No additional Nissan or INFINITI vehicles are affected.

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

Part Name	Part Description	Part Number
FR RH Lower Link	Front Right Hand Lower Link	54500 9CD0C

   The name and address of the Lower Link supplier is:

   Yorozu Automotive Alabama
   3680 Whitehouse Road
   Jasper, Alabama 35501

   Name: Swaroop (Reddy) Gujjula (Quality Manager)
   Phone: (313) 977-0733
   Email: swaroopreddy.gujjula@yrzna.com

3. Total Number of Vehicles Potentially Involved:

   Approximately 5,929 MY 2024 Nissan Frontier vehicles total.

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

   Approximately 95.7%.

5. Description of the Defect:

Due to a supplier production issue that has since been corrected, the front right hand lower link may have been manufactured with an oversized ball joint. As a result, the ball joint press fit on the front right hand lower link may be below the minimum pushout specification, potentially leading to ball joint disengagement from the front right hand lower link.

While the disengagement of the ball joint will not lead to an immediate separation, it may create a higher risk of corrosion over time and a subsequent separation of the ball joint from the lower link. If this separation occurs, the vehicle's drivability may be affected, increasing the risk of a crash.

6. Chronology of Principal Events:

On March 1, 2024, during a routine part evaluation at the supplier, a technician reported a failed test result for the push out evaluation on a front right hand lower link. The supplier quarantined the part and initiated an investigation.

On March 4, 2024, the supplier identified an oversized diameter of the ball joint in the incident test part. The supplier's investigation found the incorrect die was used in the production of the front right hand lower link.

March 2024 –The supplier was able to determine a total of 10,036 suspect parts were produced on the incorrect stamping die based on production and maintenance records. The suspect parts were installed on 9,664 assemblies and shipped to the Canton, MS plant. These assemblies containing a suspect part may have been installed on 10,198 vehicles. Of the remaining parts, 248 were found at the supplier and scrapped, while 124 were identified as service parts and quarantined. Out of the total affected vehicles, 4,056 were held at Canton plant for inspection. Separately, five of the vehicles are trial units within Nissan's control, 208 were destined for export and the remaining 5,929 vehicles potentially outflowed to the U.S. market.

April 2024 through May 2024 – The supplier conducted bench testing to simulate the subject condition. The initial testing showed vertical displacement of the ball joint. This result confirmed that the ball joint press fit was less than the minimum push out force of the joint. However, the ball joint remained engaged as the snap ring retained the ball joint.

Nissan coordinated vehicle level evaluations with two front right hand lower link assemblies to measure both lateral and longitudinal displacement. During this evaluation, Nissan assessed what effect excess movement would have on the front right hand ball joint durability and corrosion resistance.

June 2024 – Nissan concluded testing and finalized its assessment. As a result of the testing, Nissan confirmed that if the ball joint disengages from the front right hand lower link, the snap ring will retain the ball joint connection to the lower link. However, vertical movement of the ball joint over time may lead to corrosion of the lower link, which could result in separation of the ball joint. If this occurs, the vehicle's drivability may be affected; increasing the risk of a crash.

June 18, 2024 - Nissan decided to conduct a Voluntary Safety Recall for all potentially affected vehicles.

Nissan has confirmed there are no market reports related to the subject condition. Nissan is also not aware of any accident or injuries related to the subject condition.

7. Description of Corrective Action:

Dealers will be notified of the recall on June 28, 2024. Beginning August 15, 2024, owners of all potentially affected vehicles will be notified to bring their Frontier to a Nissan dealer for replacement of the front right hand lower link. All repairs will be performed free of charge for parts and labor and may take up to two and a half (2.5) hours to complete.

Nissan will not include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy because the subject vehicles are under warranty.

8. Copy of Notices:

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