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

Mailing Address:
PO Box 685001
Franklin, TN 37068

November 18, 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 second amendment to the Defect Information Report filed on September 19, 2024. This supplement updates sections 2, 6 and 7: Vehicles Potentially Involved, Chronology of Principle Events and Description of Corrective Action, respectively.

Very truly,

Will Swindell
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

   Nissan North America, Inc, Smyrna Plant

2. Vehicles Potentially Involved:

   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.

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

Part Name	Part Description	Part Number
BAT ASSY-MAIN B	Battery – 62kWh	295B0 5SA1C
BAT ASSY-MAIN B	Battery – 62kWh	295B0 5SF0A
BAT ASSY-MAIN B	Battery – 40kWh	295B0 5SA0C

   The name and address of the Li-ion Battery supplier is:

   Automotive Energy Supply Corporation (AESC)
   500 Battery Plant Road
   Smyrna, TN 37167

   Bill Stephens, Quality Director
   Phone: +1 (615) 308-2058
   Email: Bill.Stephens@aesc-group.com

3. Total Number of Vehicles Potentially Involved:

   Approximately 25,704 affected MY 2019-2020 Nissan LEAF vehicles total.

Model Year / Model	**Number of Vehicles**
MY 2019 Nissan LEAF	15,850
MY 2020 Nissan LEAF	9,854

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

   1%

5. Description of the Defect:

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

6. Chronology of Principal Events:

   On September 5, 2023, a thermal incident involving a MY20 Nissan LEAF vehicle occurred during Level 3 quick charging. Nissan inspected the incident vehicle and initially determined that the thermal event appeared to originate from inside the battery pack. Nissan immediately launched an investigation into the issue together with the battery supplier.

   September 2023 through October 2023 – Review of available charging data determined there were no signs of charging equipment concern. Further investigation determined the thermal event was the result of a loose fastener inside the battery pack following a battery repair completed on September 1, 2023. Nissan judged this thermal event as an isolated incident due to improper battery repair.

   November 2023 through January 2024 – On November 7, 2023, Nissan received a report of a thermal incident on a MY20 Nissan LEAF while the vehicle was quick charging. Nissan and the supplier investigated the incident vehicle's battery and observed evidence of an electrical short and identified a potential weld concern. Duplication testing was inconclusive, and Nissan continued the investigation.

   February 2024 through May 2024 - A thermal incident was reported on February 12, 2024 for a MY20 Nissan LEAF during quick charging. As Nissan was continuing its investigation, on April 22nd the Nissan investigation team became aware of a report of a thermal incident involving MY19 Nissan LEAF vehicle while quick charging, and on April 30th, Nissan received a

report of a MY20 Nissan LEAF vehicle that experienced a thermal incident during quick charging. Nissan inspected the incident vehicles and collected the battery packs for supplier analysis. Additionally, Nissan initiated a 4M investigation into the supplier's battery assembly process.

June 2024 through July 2024 – The supplier conducted extensive analysis of the battery packs collected from the incident LEAF vehicles to determine the cause of incidents. The investigation also identified records of state-of-charge fluctuations prior to certain thermal events. One of the incident parts exhibited excessive lithium deposits within specific cells inside the battery pack. Nissan received reports of two additional thermal events while charging: on July 12th for a MY20 Nissan LEAF and on July 19th for a MY19 Nissan LEAF. Nissan also launched a warranty parts collection activity for MY20 Nissan LEAF batteries to further inform its investigation.

August 2024 through September 2024 – On August 13th and 14th, Nissan received two additional reports of thermal incidents involving MY20 Nissan LEAF vehicles which occurred while Level 3 quick charging. Nissan conducted third-party battery testing on an incident battery pack, which recorded observations of excessive lithium deposits within the battery cells. Subsequent battery cell disassembly from certain Model Year 2019 and 2020 battery packs received from the warranty parts collection also identified excessive lithium deposits were present.

Available charging data for the field incident vehicles gave no indication of any charging equipment issues. Nissan preliminarily determined excessive lithium deposits within lithium-ion battery cells may increase the electrical resistance and potentially cause a fluctuation in the state of charge.

Additionally, it was determined that Level 3 quick charging has a higher charging rate of up to 50 kW for 40 kWh battery and up to 100 kW for 62 kWh battery, which can generate a high amount of heat in the battery cells. This rapid heating of the battery may increase to a level potentially reaching maximum battery temperature. However, Level 1 and Level 2 normal charging (via a separate charge port), will not increase battery temperature during charging due to the much lower maximum charge rate of 3.3 kW and 6.6 kW, respectively for Level 1 and Level 2.

On September 3rd, Nissan received a report of a thermal incident involving a MY19 LEAF vehicle which occurred while Level 3 quick charging.

September 12, 2024 – Based on the preliminary investigation results and out of abundance of caution, Nissan decided to conduct a Voluntary Safety Recall for MY19-20 Nissan LEAF vehicles equipped with a quick charge port. At the time of the decision, Nissan had confirmed a total of nine (9) U.S. market incidents related to the subject condition as detailed above.

On September 30, 2024, Nissan received a report that a MY20 LEAF experienced a thermal incident while using a Level 3 public charging station. Nissan's investigation into this incident and the issue is on-going at this time.

November 2024 – Nissan became aware of a clerical error that may have occurred during the validation of the affected recall population. On November 7, Nissan corrected the error which resulted in 1,817 additional Nissan LEAF vehicles being added to the total affected population.

November 2024 through September 2025 – Nissan continued to develop a software remedy and implementation plan, and to investigate additional model year LEAF vehicle batteries for lithium deposits Nissan issued Recall 25V-655 for potentially affected MY21-22 LEAF vehicles equipped with the quick charge port on September 30, 2025.

Nissan is not aware of any injuries related to the subject condition at this time.

7. Description of Corrective Action:

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 reminder 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.

Nissan notified dealers it had identified a selection of focus group vehicles to be among the first to receive the interim remedy software on October 8, 2025. Dealers were instructed to reprogram the Lithium Battery Controller (LBC) with updated software. This new software will monitor the battery state-of-charge. If a fluctuation is detected, the software will display a "Service EV System Power reduced" message on the vehicle's information display screen

and prevent vehicle recharging or restarting. After reprogramming is completed, dealers will fully recharge the EV battery and check to confirm that there are no Diagnostic Trouble Codes (DTCs) for the EV battery. If a DTC is detected, additional diagnostic service will be required to repair the EV battery. Customers will be 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 should take 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 is detected after reprogramming, additional diagnostic services will be required to repair the EV battery. Based on the diagnostic result, the Nissan dealer will provide an estimated time for repair. The interim remedy will be performed free of charge for parts and labor.

On October 14, 2025, Nissan called focus group vehicle owners and mailed an invitation for the interim repair.

Nissan will notify all affected customers when the final remedy is ready to launch.

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

8. Copy of Notices:

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