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

Mailing Address:
PO Box 685001
Franklin, TN 37068

April 29, 2026

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 third amendment to the Defect Information Report filed on September 19, 2024. This supplement updates sections 4, 6 and 7: Percentage of Vehicles Estimated to Actually Contain the Defect, 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:

   10%

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.

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.

October 2025 through Early April 2026 - Nissan conducted regular technical reviews to analyze findings from incident investigations and align on suspect battery evaluation results. These activities supported the ongoing investigation into the root cause of lithium deposits found within affected battery cells.

Simultaneously, Nissan initiated a focus group activity where a selection of vehicles received interim remedy software for validation. Over several months, Nissan monitored customer feedback and system performance to refine the software remedy and the warning messages displayed on the combi meter. This ensured that if a fluctuation is detected, the progression and clarity of the messaging appropriately communicate the battery condition to the driver. Additionally, Nissan reevaluated drive cycle patterns and dealer verification procedures to support consistent implementation of the remedy.

On April 14, 2026, Nissan decided to launch the final remedy plan for the Voluntary Safety Recall on all affected MY2019-2020 Nissan LEAF vehicles equipped with a quick charge port. At the time of the decision, Nissan had confirmed a total of seventeen (17) thermal incidents related to the subject condition, with five (5) occurring on MY2019 LEAF vehicles and twelve (12) on MY2020 LEAFs.

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 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 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.

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.

8. Copy of Notices:

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