Nissan North America, Inc.
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Mailing Address:
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February 11, 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 seventh amendment to the Defect Information Report filed on June 26, 2025. This amendment updates section 2, section 5, section 6, and section 7; Vehicles Potentially Involved, Description of Defect, Chronology of Principal Events and Description of Corrective Action, respectively.

Very truly,

Will Swindell
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

   Cooperation Manufacturing Plant Aguascalientes (COMPAS)
   Nissan North America, Inc., Canton Plant
   Nissan North America, Inc., Smyrna Plant
   Nissan Motor Kyushu Co., Ltd.

2. Vehicles Potentially Involved:

   The production period of affected vehicles involved is shown in the table below.

Model	Dates of Manufacture	Manufacturing Plant
MY 2022 INFINITI QX55	February 10, 2021 to January 10, 2022	COMPAS
MY 2019 – 2022 INFINITI QX50	October 6, 2017 to January 10, 2022	COMPAS
MY 2019 – 2020 Nissan Altima	July 27, 2018 to November 27, 2019	Canton
MY 2019 – 2020 Nissan Altima	May 25, 2018 to December 11, 2019	Smyrna
MY 2022 – 2024 Nissan Rogue	November 22, 2021 to June 13, 2024	Smyrna
MY 2021 – 2024 Nissan Rogue	March 12, 2021 to August 1, 2024	Kyushu

This issue (as described in Section 5 below) is specific to vehicles equipped with either the 3-cylinder 1.5L (KR15DDT) or 4-cylinder 2.0L (KR20DDET) variable compression turbo (VC-Turbo) engine. Suspect engine assemblies have one-to-one traceability records linking the affected engine serial numbers to vehicles produced within the specified production periods for the models listed above. No other Nissan or INFINITI vehicles are affected.

Certain affected Model Year 2021-2024 Nissan Rogue vehicles equipped with the 3-cylinder 1.5L engine are also subject to an engine oil temperature condition (as described in Section 5 below).

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

Part Name	Part Description	Part Number
Engine - Bare	1.5L VC-Turbo 3-cylinder engine - Rogue (NNA, NML)	10102 4MUAA
Engine - Bare	1.5L VC-Turbo 3-cylinder engine - Rogue (NNA, NML)	10102 6RCAA
Engine - Bare	1.5L VC-Turbo 3-cylinder engine - Rogue (NNA)	10102 6RCAE
Engine - Bare	1.5L VC-Turbo 3-cylinder engine - Rogue (NNA)	10102 6RD0A
Engine - Bare	1.5L VC-Turbo 3-cylinder engine - Rogue (NNA)	10102 6RD1A
Engine - Bare	1.5L VC-Turbo 3-cylinder engine - Rogue (NNA)	10102 6RZ0A
Engine - Bare	2.0L VC-Turbo 4-cylinder engine - Altima, QX50, QX55 (NNA)	10102 5NA1A

3. Total Number of Vehicles Potentially Involved:

   Approximately 443,899 vehicles may be affected as shown in the table below:

Model Year / Model	Number of Vehicles
MY 2022 INFINITI QX55	5,124
MY 2019 – 2022 INFINITI QX50	84,536
MY 2019 – 2020 Nissan Altima	5,685
MY 2021 – 2024 Nissan Rogue	348,554

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

   The defect is estimated to be present in 1.2% of vehicles equipped with the 3-cylinder 1.5L (KR15DDT) VC-Turbo engine and 0.8% of vehicles equipped with the 4-cylinder 2.0L (KR20DDET) VC-Turbo engine.

5. Description of the Defect:

   Nissan has identified bearing failures in certain vehicles equipped with the subject 3-cylinder 1.5L or 4-cylinder 2.0L variable compression turbo engine (VC-Turbo) engines. A potential manufacturing defect in specific engine bearings (main, A-, C-, or L-link) or supporting engine components may cause engine damage and potentially lead to engine failure. Additionally, on certain Rogue vehicles, increased engine oil temperature can degrade lubrication, potentially causing bearing seizure which may lead to engine damage and potentially engine failure.

   Bearing failures are not typically instantaneous and tend to progress over time, allowing drivers to receive multiple forms of audible and visible advance warnings, including abnormal noise from the engine compartment, rough running, malfunction indicator lights (MIL), and warning messages in the instrument cluster. If the engine fails while driving, it can result in a loss of motive power (LOMP), and an inability to restart, increasing the risk of a crash. In certain rare cases, a bearing failure may cause a breach in the engine block, allowing hot oil to be discharged, increasing the risk of an engine fire.

6. Chronology of Principal Events:

   September 2023 through October 2023 - Nissan reviewed and responded to NHTSA's questions regarding certain VOQs and field reports of alleged engine failure without ability to restart in vehicles equipped with either the 3-cylinder 1.5L or 4-cylinder 2.0L variable compression ratio turbocharged "VC-Turbo" engine. Nissan shared its assessment of progressive bearing failures with advance notice of the need to service the engine prior to

any loss of motive power, as well as Nissan's on-going monitoring and investigations to ensure quality and customer satisfaction.

December 13, 2023 - NHTSA opened a Preliminary Evaluation (PE23-023) "Complete Loss of Motive Power Due to Engine Failure" based on 6 VOQs and multiple field reports for MY21-23 Nissan Rogue, MY19-21 Nissan Altima, and MY19-21 INFINITI QX50 vehicles equipped with the subject engines.

February 2024 through April 2024- Nissan reviewed and responded to PE23-023 information requests explaining its determination the allegations of loss of motive power which required engine replacement did not pose an unreasonable risk to safety for several reasons:

1) First, bearing seizures are the end result of a process that must progress over time, with various warnings (i.e. noise, rough running/vibration, MIL, etc.) to the driver well before a loss of motive power would occur.
2) Second, the trend of field data has a distinct decreasing trend for both 3-cylinder 1.5L and 4-cylinder 2.0L VC Turbo engines.
3) Finally, out of a total of 1,012 unique VINs among the subject vehicles involving claims of the Alleged Defect, Nissan had received zero (0) reports of accidents, injuries, or fatalities.

Nissan was continuing to repair engines under warranty, monitor field reports, and pursue quality improvements to ensure customer satisfaction.

April 29, 2024 through May 14, 2024, Nissan reviewed and responded to NHTSA's request to expand its previous response to include additional field data related to allegations of "reduced or limited instances of loss of motive power and engine replacement." The supplemental data included zero (0) reports of accidents, injuries, or fatalities.

May 2024 through April 2025 – Nissan continued its investigation, identified certain production processes that could potentially contribute to bearing failure, and developed software to improve detection logic and warning messaging for potentially affected Nissan vehicles equipped with 3-cylinder 1.5L VC Turbo engines. Additionally, Nissan planned to conduct a customer service campaign to inspect and, if necessary, replace subject engines exhibiting bearing failure, and also to extend the limited warranties for subject engines from 5 years/60,000 miles for Nissan and 7 years/70,000 miles for INFINITI to 120 months/120,000 miles, whichever comes first.

May 1, 2025 – Nissan presented the service campaign and warranty extension plans to NHTSA.

May 14, 2025 – NHTSA requested vehicle records related to a field report concerning a MY23 Nissan Rogue fire. Nissan's prior investigation had determined the incident was caused by improper maintenance and was not related to the subject condition.

May 20, 2025 - NHTSA requested Nissan provide further responses to the PE23-023 information requests to include updates to field data and to add reports involving an alleged fire as defined in 49 C.F.R. 579.4.

June 12, 2025 – NHTSA requested Nissan to expand its response to the information request to include reports of alleged fire as defined in 49 C.F.R. 579.4 for INFINITI QX55 vehicles equipped with the subject engine.

June 19, 2025 - In the interest of Nissan's longstanding commitment to a proactive and collaborative relationship with our regulators, Nissan decided to conduct a Safety Recall Campaign rather than a service campaign for the potentially affected vehicles.

June 23, 2025 - Nissan responded to the updated PE23-023 information request. Nissan reported that it had received a total of 1,830 3-cylinder 1.5L and 524 4-cylinder 2.0L VC Turbo engine warranty claims between December 2018 and April 2025 potentially related to the subject condition. Nissan identified four (4) reports of thermal events that appeared to be related to the subject condition. As of May 20, 2025, Nissan had received zero (0) reports of accidents, injuries, or fatalities.

August 2025 through December 2025 – After initiating the recall, Nissan continued to monitor field data following factory countermeasure adoption to address the potential manufacturing defect. During this time, Nissan identified a small number of additional incidents of L-link bearing seizure on certain Rogue vehicles equipped with the 3-cylinder 1.5L VC Turbo engine. Additionally, Nissan received three (3) Product Information Requests (PIRs) from NHTSA alleging incidents of bearing seizure, abnormal engine noise, difficulty starting and/or engine stall conditions on Model Year 2023-2024 Rogue vehicles.

Nissan continued its investigation using engine teardown analysis and identified an additional contributing factor associated with engine bearing seizures. High engine oil temperatures under certain operating conditions can degrade lubrication, potentially causing bearing seizure that may lead to engine failure.

On February 11, 2026, Nissan decided to amend Recall 25V-437 with the additional factor potentially contributing to bearing seizure.

7. <u>Description of Corrective Action:</u>

Dealers received a preliminary announcement of this recall on July 2, 2025, followed by a notification on July 15, 2025. Dealers were provided with remedy status updates on August 15, 2025. On August 25, 2025, owners of all potentially affected vehicles were mailed an interim notification letter which included instructions to contact a Nissan/INFINITI dealer for inspection if their vehicle is experiencing unusual engine noises, rough engine performance, illumination of the malfunction indicator light (MIL), or warning messages displayed in the instrument cluster.

- For affected Altima vehicles equipped with the 2.0L VC-Turbo 4-cylinder engine, dealers were notified of the remedy on November 6, 2025, and beginning November 12, 2025, owners of all potentially affected Altima vehicles were notified to bring their vehicle to a Nissan dealer for inspection and, if necessary, repair. Nissan dealers have been instructed to inspect the engine oil pan for the presence of specific metal debris.
    - If no debris is detected during inspection, dealers will replace the engine oil. This service, which will be conducted at no charge for parts and labor, should take less than one (1.0) hour to complete.
    - If specific debris is detected and confirmed, dealers will replace the engine. This repair, which will be conducted at no charge for parts and labor, may take up to fifteen (15) hours to complete.

- For affected Rogue vehicles equipped with the 3-cylinder 1.5L VC-Turbo engine, dealers were notified of the remedy for MY2024 vehicles on November 8, 2025, for certain MY2021-2023 vehicles on November 14, 2025, and the remaining MY 2021 – 2023 vehicles on November 21, 2025. By January 23, 2026, owners of all potentially affected Rogue vehicles were notified to bring their vehicle to a Nissan dealer for inspection and, if necessary, repair. Nissan dealers are instructed to reprogram the Engine Control Module (ECM), conduct a Diagnostic Trouble Code (DTC) inspection, and test drive. This service, which will be conducted at no charge for parts and labor, should take up to one (1.0) hour to complete. In certain cases, the dealer may be required to also inspect the engine oil pan for the presence of specific metal debris. If the inspection determines an engine replacement is necessary, the Nissan dealer will proceed with replacing the engine. An engine replacement repair, which will be conducted at no charge for parts and labor, may take up to fifteen (15) hours to complete.

- For affected Infiniti QX55 and QX50 vehicles equipped with the 2.0L VC-Turbo 4-cylinder engine, retailers were notified of the remedy on December 4, 2025. In January 2026, clients were notified to bring their vehicle to an INFINITI retailer for inspection and, if necessary, repair. INFINITI retailers have been instructed to inspect the engine oil pan for the presence of specific metal debris.
    - If no debris is detected during inspection, retailers will replace the engine oil. This service, which will be conducted at no charge for parts and labor, should take less than one (1.0) hour to complete.
    - If specific debris is detected and confirmed, retailers will replace the engine. This repair, which will be conducted at no charge for parts and labor, may take up to fifteen (15) hours to complete.

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

8. Copy of Notices:

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