



Nissan North America, Inc.

One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

August 7, 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 Non-Compliance 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,

A handwritten signature in black ink, appearing to read "Will Swindell".

Will Swindell
Manager,
Technical Compliance

Encl.

NONCOMPLIANCE INFORMATION REPORT

1. Manufacturer:

Nissan North America Inc. Canton Plant

2. Vehicles Potentially Involved:

Certain Nissan vehicles manufactured at the Nissan Canton plant during the production periods shown in the table below:

<u>Model Year/Model</u>	<u>Dates of Manufacture</u>	<u>Manufacturing Plant</u>
MY 2025.5 Nissan Frontier	December 12, 2024 – June 17, 2025	Canton

This issue is specific to certain Nissan Frontier vehicles equipped with Daytime Running Lamps and an Engine Control Module that was programmed with the affected software. Based on production records, the defect (described in Section 5 below) is unique to these models and dates of manufacture; no other Nissan or INFINITI vehicles are affected.

The name, description and part number(s) of the recalled component(s) are below.

<u>Part Name</u>	<u>Part Description</u>	<u>Part Number(s)</u>
Engine Control Module ROM Software	2WD_ISS_ASCD_FEB_MANUAL_A/C	23710 9BY7C
Engine Control Module ROM Software	2WD_ISS_ICC_FEB_MANUAL_A/C	23710 9BY8C
Engine Control Module ROM Software	4WD_ISS_ASCD_FEB_MANUAL_A/C	23710 9BY9C
Engine Control Module ROM Software	4WD_ISS_ICC_FEB_MANUAL_A/C	23710 9BZ0C
Engine Control Module ROM Software	2WD_ISS_ASCD_FEB_AUTO_A/C	23710 9BZ1C
Engine Control Module ROM Software	2WD_ISS_ICC_FEB_AUTO_A/C	23710 9BZ4C
Engine Control Module ROM Software	4WD_ISS_ASCD_FEB_AUTO_A/C	23710 9BZ5C
Engine Control Module ROM Software	4WD_ISS_ICC_FEB_AUTO_A/C	23710 9BZ6C
Engine Control Module ROM Software	2WD_ISS_ASCD_FEB_MANUAL_A/C	23710 9BY7D

Engine Control Module ROM Software	2WD_ISS_ICC_FEB_MANUAL_A/C	23710 9BY8D
Engine Control Module ROM Software	4WD_ISS_ASCD_FEB_MANUAL_A/C	23710 9BY9D
Engine Control Module ROM Software	4WD_ISS_ICC_FEB_MANUAL_A/C	23710 9BZ0D
Engine Control Module ROM Software	2WD_ISS_ASCD_FEB_AUTO_A/C	23710 9BZ1D
Engine Control Module ROM Software	2WD_ISS_ICC_FEB_AUTO_A/C	23710 9BZ4D
Engine Control Module ROM Software	4WD_ISS_ASCD_FEB_AUTO_A/C	23710 9BZ5D
Engine Control Module ROM Software	4WD_ISS_ICC_FEB_AUTO_A/C	23710 9BZ6D

3. Total Number of Vehicles Potentially Involved:

Approximately 13,719 Model Year 2025.5 Nissan Frontier vehicles.

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

100%

5. Description of the Noncompliance:

Nissan Frontier vehicles are equipped with the Idle Stop-Start (ISS) system, which automatically shuts off the engine when the vehicle is at a complete stop, such as at a traffic light, and restarts it when the driver is ready to move again. In certain Frontier vehicles that are equipped with Daytime Running Lamps (DRLs), the Engine Control Module (ECM) data may contain a software logic error that can cause momentary disruption in communication with the Body Control Module. As a result, whenever the ISS cycles the engine from off to on, the DRLs when in use, experience a brief (approximately 0.3 seconds) reduction in light intensity before returning to normal operation. This condition reoccurs with every ISS cycle, thus, the DRLs may not meet the requirements of S6.1.1.4 of Federal Motor Vehicle Safety Standard (FMVSS) No. 108; Lamps, reflective devices, and associated equipment. A perceptible change in DRL intensity may also lead to potential misinterpretation (i.e. signaling) by other vehicles or pedestrians, increasing the risk of a crash.

This subject condition is limited to when DRLs are active. DRLs are not active when headlamps are on, therefore overall vehicle visibility is not compromised.

6. Basis for Determination of the Existence of a Noncompliance:

On April 21, 2025, during a routine evaluation of a Model Year 2026 Nissan Frontier, a Nissan engineer observed a momentary disruption of the DRLs when the vehicle came to a stop and the Idle Stop-Start (ISS) system activated. The vehicle was quarantined for further investigation.

Late April 2025 through May 2025 – The internal investigation into the subject vehicle revealed that the Body Control Module (BCM) signaled the DRLs to be in the “on” position. However, when the ISS system engaged and the engine restarted, there was a momentary 0.3 second reduction in DRL light intensity before returning to normal operation. This behavior repeated with every ISS cycle.

Further investigation traced the issue to a software update to the Engine Control Module (ECM) as part of a running change for Model Year 2025.5 Frontier vehicles. The change was implemented for an unrelated concern and caused an unexpected change to the BCM and DRL behavior.

June 2025 - Nissan initiated a software update for the ECM to deactivate the logic causing the DRL disruption. Concurrently, Nissan began a market analysis to evaluate the potential impact of this condition on customer vehicles.

July 2025 – Nissan determined that the subject condition may not conform to requirements defined in S6.1.1.4 *Daytime running lamps* of Federal Motor Vehicle Safety Standard (FMVSS) No. 108; Lamps, reflective devices, and associated equipment. A perceptible change in DRL intensity could also potentially lead to misinterpretation by other road users or pedestrians, increasing the risk of a crash.

July 31, 2025 - Nissan decided to conduct a recall campaign to remedy this issue for vehicles potentially equipped with the affected Engine Control Module software in the U.S. market.

Nissan is not aware of any warranty claims, accident or injuries related to the subject condition.

7. Description of Corrective Action:

Dealers will be notified on August 8, 2025. Owners of all potentially affected vehicles will be notified by first-class mail beginning on September 17, 2025. Dealers will be instructed to update the software on the vehicle's Engine Control Module. Repairs will be performed free of charge for parts and labor and may take up to one (1) hour 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 as the subject vehicles are under warranty.

8. Copy of Notices:

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