



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 second amendment to the Defect Information Report for NHTSA Recall ID 25V-655 filed on September 30, 2025. This amendment updates sections 2, 4, 6 and 7; Vehicles Potentially Involved, Percentage of Vehicles Estimated to Actually Contain the Defect, Chronology of Principal Events and Description of Corrective action, respectively.

Very truly,

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

Will Swindell
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc, Smyrna Plant

2. Vehicles Potentially Involved:

Certain Model Year 2021 – 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.

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 are already subject to Recall 24V-700.

This vehicle population was determined based on Nissan production records. There is no evidence other Nissan or INFINITI vehicles are affected.

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

<u>Part Name</u>	<u>Part Description</u>	<u>Part Number</u>
BAT ASSY-MAIN B	Lithium-Ion Battery Pack – 40kWh	295B9 5SB0A
BAT ASSY-MAIN B	Lithium-Ion Battery Pack – 62kWh	295B9 5SB1A
BAT ASSY-MAIN B	Lithium-Ion Battery Pack – 40kWh	295B9 6WK3B
BAT ASSY-MAIN B	Lithium-Ion Battery Pack – 62kWh	295B9 6WK4B
BAT ASSY-MAIN B	Lithium-Ion Battery Pack – 62kWh	259B9 6WK5A

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 19,077 affected MY 2021-2022 Nissan LEAF vehicles total.

<u>Model Year / Model</u>	<u>Number of Vehicles</u>
MY 2021 Nissan LEAF	6,545
MY 2022 Nissan LEAF	12,532

Note: The population subject to Recall 24V-700 was 23,887 affected MY 2019-2020 Nissan LEAF vehicles total.

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

10%

5. Description of the Defect:

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:

The chronology related to Recall 24V-700 is incorporated by reference.

On August 04, 2025, Nissan received a report of a thermal incident involving a MY2021 LEAF which occurred while Level 3 quick charging. Nissan conducted battery testing on the battery pack, which recorded observations of excessive lithium deposits within the battery cells.

In early September 2025, Nissan confirmed one additional report of a thermal event while using a Level 3 public charging station occurred on July 1, 2025 for a MY2021 LEAF. Nissan continued its investigation into the supplier battery manufacturing process and the potential impact on MY2021-2022 LEAF vehicles.

September 23, 2025 – Based on continuing investigation results and additional reports of thermal events, Nissan decided to expand Recall 24V-700 to include MY2021-2022 LEAF vehicles. Nissan continued its investigation into MY2023-MY2024 LEAF vehicles.

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 MY2021-2022 Nissan LEAF vehicles equipped with a quick charge port. At the time of the decision, Nissan had confirmed a total of ten (10) thermal incidents related to the subject condition with eight (8) occurring on MY2021 LEAF vehicles and two (2) on MY2022 LEAF.

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 October 3, 2025. Nissan mailed interim notification letters to all affected owners as follows:

- Beginning on October 24, 2025, Nissan sent interim owner letters instructing owners not to use Level 3 quick charging until the remedy was completed.
- Nissan notified dealers on November 19, 2025 that the focus group launched with Recall 24V-700 would be expanded to include certain affected MY2021-2022 Nissan LEAF vehicles. This expanded focus group population was among the first to receive the interim remedy software. On November 24, 2025, Nissan called affected MY2021-2022 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. 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. 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, the customer was informed that additional diagnostic services would be 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.

- On March 31, 2026, Nissan sent a second interim owner letter reiterating the risk of Level 3 quick charging and to inform owners that the anticipated remedy would 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 the 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.