



Nissan North America, Inc.

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January 22, 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 amendment to the Defect Information Report filed on October 9, 2025. This amendment updates sections 2, 5, 6 and 7; Vehicles Potentially Involved, Description of 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 Mexicana, S.A. de C.V. Civac plant

2. Vehicles Potentially Involved:

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

| Model | Dates of Manufacture |
|---|-------------------------------------|
| MY 2013 – 2021 Nissan NV200 Van | January 25, 2013 to June 11, 2021 |
| MY 2014 – 2017 & 2019 Nissan NV200 Taxi | May 29, 2013 to June 10, 2019 |
| MY 2015 – 2018 Chevrolet City Express | September 22, 2014 to March 6, 2018 |

Based on Nissan production records, the issue (as described in Section 5 below) is specific to vehicles equipped with a subject fuel pump module and produced during the manufacturing period stated above.

The supplier also produced the subject fuel pump module for Model Year 2013-2019 Nissan Sentra models, excluding SR Turbo and Nismo. However, these models are not affected because the fuel pump module harness is routed differently due to a smaller fuel tank design, eliminating any risk of contact with surrounding components. No 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 |
|---------------------------------|-------------------------|--------------------|
| Module Assy – Fuel Level Sender | Fuel Level Sender Card | 25060 3LM0B |

The name and address of the fuel pump module assembly supplier is:

TI Automotive
Avenida del Siglo # 250
Parque Industrial Millennium
San Luis Potosi, Mexico, CP 78395

Contact: Bradley Kippe, Director of Quality
Phone: +1 (248) 296-8000
Email: bkippe@tifs.com

3. Total Number of Vehicles Potentially Involved:

Approximately 173,301 vehicles may be affected as shown in the table below:

| Model Year / Model | Number of Vehicles |
|---|---------------------------|
| MY 2013 – 2021 Nissan NV200 Van | 142,813 |
| MY 2014 – 2017 & 2019 Nissan NV200 Taxi | 3,410 |
| MY 2015 – 2018 Chevrolet City Express | 27,078 |

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

4.7%

5. Description of the Defect:

The Fuel Tank Temperature (FTT) sensor harness internal to the fuel pump in affected vehicles may have been routed incorrectly, causing contact with the fuel pump motor spade terminal connector. Over time, this contact may wear away the protective coating and potentially cause an electrical short, resulting in a blown fuel pump fuse.

A blown fuel pump fuse can interrupt fuel delivery to the engine, potentially causing a loss of motive power (LOMP), preventing the vehicle from restarting and increasing the risk of a crash. In some cases, a malfunction indicator light (MIL) may illuminate in the instrument cluster when a voltage irregularity is detected by the fuel tank temperature sensor because of the short circuit.

6. Chronology of Principal Events:

Beginning in late 2023, Nissan's warranty analysts identified an uptick in fuel pump replacements on Model Year 2021 NV200 vehicles. Nissan initiated a parts collection and engaged the supplier for support. Nissan collected eight (8) fuel pump assemblies that were replaced under warranty after allegedly failing in the field. All the subject pumps were analyzed by the supplier, and all were determined to be free of defects.

Over the next several months, Nissan continued to collect parts returned from the field, resulting in the collection and testing of an additional nineteen (19) fuel pump assemblies. Several of the collected pumps had been replaced due to alleged Loss of Motive Power (LOMP), however the bench testing conducted by the supplier could not duplicate the alleged LOMP condition.

By late 2024, due to inconclusive analysis of parts collected from field warranty repairs, Nissan revised its investigation strategy and decided to initiate on-site vehicle inspections.

In early 2025, Nissan inspected four (4) Model Year 2020 – 2021 NV200 vehicles which allegedly experienced LOMP conditions. Initial Inspections identified a blown fuel pump fuse to be the cause of the LOMP. After fuse replacement, each of the vehicles started and operated normally. The four (4) fuel pumps and two (2) body harnesses were collected for further analysis.

On April 10, 2025, Nissan received a field complaint alleging a no-start condition on a Model Year 2020 Nissan NV200 vehicle. Nissan identified an open fuse (fuel pump circuit) as the root cause; however no Diagnostic Trouble Code (DTC) was stored. During the vehicle inspection, Nissan determined an electrical short occurred at the Fuel Tank Temperature (FTT) sensor harness. The fuel pump assembly was removed for further analysis by both Nissan and the supplier.

April 2025 through May 2025 – The supplier's initial observation of the incident fuel pump confirmed excessive wear of the FTT wire insulation and identified exposed bare wire. Further investigation found that the FTT harness may have been incorrectly routed, which allowed for potential contact between the FTT wire and fuel pump motor spade terminal connector. Over time, this metal-to-wire contact may cause an electrical short, resulting in an open fuel fuse and potentially disabling fuel pump operation.

June 2025 through August 2025 – Nissan conducted validation testing together with the supplier to develop a countermeasure for the potential FTT issue. Nissan worked with the supplier to confirm which Nissan vehicles shared a similar fuel pump set up, as each of the models could potentially have an incorrectly routed FTT harness.

During September 2025 - Based on engineering analysis and judgment, Nissan determined that when the subject condition occurs, the blown fuse may disable the low-pressure fuel pump, interrupting fuel supply to the engine. As a result, a customer may experience LOMP at any speed with no ability to restart the vehicle.

October 2, 2025 - Nissan decided to conduct a voluntary safety recall campaign to remedy the potentially affected vehicles in the U.S. market.

Nissan is currently aware of four thousand four hundred and fifteen (4,415) total field claims, including twenty-five (25) technical reports, occurring from January 2014 to September 2025 and related to the subject condition. Nissan is not aware of any accidents or injuries related to the subject condition.

7. Description of Corrective Action:

Dealers were notified on October 10, 2025. Owners of all potentially affected Nissan vehicles were notified on December 4, 2025, to bring their vehicle to a Nissan dealer for inspection and repair. Chevrolet City Express owners were notified separately by General Motors on December 29, 2025.

Dealers will inspect the Fuel Tank Temperature (FTT) sensor harness internal to the fuel pump assembly for the presence of abnormal wear and confirm if a Diagnostic Trouble Code (DTC) is stored. This free inspection should take a half (0.5) hour to complete. Based on the inspection results, the dealer will perform one of the following actions:

- If no abnormal wear is detected on the FTT sensor harness, dealers will wrap the harness with protective tubing and reroute the harness to ensure there is no contact with the fuel pump motor spade terminal connector.
- If specific wear is detected on the FTT sensor, dealers will be instructed to replace the fuel level sender and FTT sensor harness.

This inspection and repair will be performed free of charge for parts and labor and should take less than two (2) hours to complete.

Nissan will include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy because 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.