U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V410

Manufacturer Name: Nissan North America, Inc.
Submission Date: Jun 26, 2026
NHTSA Recall No.: 26V410
Manufacturer Recall No.: PMA68

Manufacturer Information

Manufacturer Name: Nissan North America, Inc.
Address: P. O. BOX 685001
Franklin TN, 37068-5009

Population

Total number of potentially involved: 946
Estimated percentage with defect: 3.8%

Vehicle Information

Vehicle 1: 2025-2025 NISSAN SENTRA
Product Category: Light Vehicles
Product Type: Passenger Car
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Sep 11, 2025 - Sep 13, 2025
Number of potentially involved: 946

Descriptive Information:

This issue is specific to certain Model Year 2025 Nissan Sentra vehicles equipped with an affected Continuously Variable Transmission (CVT) assembly. Based on supplier and manufacturing production records, the issue is unique to this model and dates of manufacture; no other Nissan or INFINITI vehicles are affected.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Due to a supplier production tooling error, the front left-hand drive shaft on affected vehicles may not be fully seated to the CVT assembly.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

In rare instances, the drive shaft spline could fail to engage the differential gear in the CVT, resulting in a loss of motive power without prior warning. An unexpected loss of motive power can increase the risk of a crash.

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Additionally, if the left-hand drive shaft disengages from the CVT while driving, an affected vehicle may move after the driver has placed the shifter into 'Park.' If the customer does not engage the parking brake, the vehicle may move unintentionally, increasing the risk of injury or crash.

Description of the cause:

Identification of any warning that can occur:

In this condition, transmission fluid could leak resulting in reduced transmission fluid pressure, potential transmission jerking and/or hesitation, and illumination of the Malfunction Indicator Lamp (MIL).

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: OEM

Name: GKN Automotive

Address: Carretera Alterna Km. 11
El Pintor, Gto. Foreign States, 38260

Country: Mexico

Involved Components

Component Name 1: Shaft Assy – Front Drive, Left-Hand

Component Description: Front Left-Hand Drive Shaft

Component Part Number: 39101 6LY0A

Chronology

On November 7, 2025, Nissan received one (1) warranty report involving a Model Year 2025 Nissan Sentra vehicle. The customer reported that the check engine warning light illuminated and a "CVT reduced power" message was displayed on the combination meter while driving. Dealer inspection identified an abnormal noise from the transmission and a fluid leak originating from the driver's side front axle area. Further review confirmed the leak at the front left-hand (LH) side of the transmission assembly, where the technician observed that the front LH drive shaft axle was not fully seated. The vehicle was repaired by fully seating the drive shaft to the transmission.

November 11, 2025 – Nissan received a second warranty report concerning a Model Year 2025 Sentra experiencing an excessive transmission fluid leak and MIL illumination. The dealer inspection confirmed

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that the front LH drive shaft had separated from the CVT assembly. The dealer technician replaced the LH drive shaft axle and collected the affected part for supplier analysis.

November 2025 through December 2025 - Nissan initiated a targeted warranty parts collection activity to evaluate the potential risk and scope of the condition. On December 12, 2025, the supplier received the first field-returned part and initiated an investigation.

January 2026 - The supplier received a second field returned part and conducted visual and dimensional analyses. Initial inspection showed the parts had interference with the supplier's gauge and indicated the tulip stem diameter may be out of specification. Based on further analysis, the supplier found that the diameter of the end of the bearing was slightly too large and could be contributing to the seating failure. By the end of January, corrective actions were implemented at the supplier plant to improve the inspection methods and machining programming for this specific location on the bearing.

February 2026 – The supplier's manufacturing investigation revealed a process gap in the machining line and determined that while the bearing diameter was routinely recorded every hour, measurements were not required or recorded immediately following equipment adjustments or tool changes.

March 2026 - The supplier records were reviewed for the suspect production period. Records indicated the bearing diameter was verified as within specification during a 9:00 AM inspection. A cutting tool change subsequently occurred and the operator resumed production without performing a post-adjustment quality check. A total of 54 parts were produced before the next scheduled hourly check at 10:00 AM. The supplier concluded the operator mistakenly released the machined parts without a quality validation step and allowed out-of-specification parts to be shipped.

April 2026 through May 2026 - Nissan collaborated with the supplier to clarify suspect production window, and the total affected parts volumes. Utilizing manufacturing records, Nissan defined the vehicle population. Concurrently, Nissan completed its safety risk assessment and concluded that an unseated front LH drive shaft can cause a CVT fluid leak, leading to lower-than-expected operating pressure. While early stages of the condition present clear warning signs—such as transmission jerking or hesitation—further joint analysis determined that the LH drive shaft could completely disengage from the CVT. This disengagement can cause a sudden loss of motive power at any speed without prior warning. Nissan confirmed that in the event of disengagement, the drive shaft remains captured and does not fully separate from the vehicle chassis.

June 18, 2025 - Nissan decided to conduct a Voluntary Safety Recall for all potentially affected vehicles in U.S. Market.

Nissan has confirmed a total of thirteen (13) warranty claims, three (3) technical reports, and two (2) consumer affair cases related to the subject condition occurring between November 7, 2025 through April 8, 2026. Nissan is not aware of any accident or injuries related to the subject condition.

Related NHTSA Recall Number:

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Description of Remedy

Remedy Type: Inspect, Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Nissan dealers will inspect the front left-hand drive shaft assembly:
• If the drive shaft is installed correctly, no action is required.
• If the drive shaft is not fully seated, the dealer will replace both the drive shaft and CVT assembly.
All repairs will be performed free of charge for parts and labor. Inspection will take approximately a half (0.5) hour to conduct and if a replacement is necessary, the repair may take up to ten and a half (10.5) hours to complete.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Dealers will be notified of the recall beginning June 30, 2026. Beginning August 5, 2026, owners of all potentially affected vehicles will be notified to bring their Sentra to a Nissan dealer for inspection of the front left-hand drive shaft assembly.

Planned Dealer Notification Date: Jun 30, 2026 - Jun 30, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Aug 05, 2026 - Aug 05, 2026 ☐ Phased Recall

Date when VIN will be searchable: Jun 30, 2026