



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V419

Manufacturer Name: Nissan North America, Inc.

Submission Date: Jun 30, 2026

NHTSA Recall No.: 26V419

Manufacturer Recall No.: PD198

Manufacturer Information

Population

Manufacturer Name: Nissan North America, Inc.

Address: P. O. BOX 685001
Franklin TN, 37068-5009

Total number of potentially involved: 5,823

Estimated percentage with defect: 59%

Vehicle Information

Vehicle 1: 2026-2026 NISSAN ROGUE

Product Category: Light Vehicles

Product Type: Multipurpose Passenger Vehicle

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Jan 13, 2026 - Feb 17, 2026

Number of potentially involved: 5,823

Descriptive Information:

This issue is specific to certain Nissan Rogue vehicles equipped with an affected Inhibitor Switch as part of the transmission Control Valve Assembly. Based on production records, the defect 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:

On affected Nissan Rogue vehicles, an internal hardware failure within the control valve assembly's inhibitor switch can cause an electrical discontinuity with the Automatic Transmission Control Unit (ATCU). Consequently, if a driver selects Neutral (N), the ATCU may lose the gear signal, rendering the transmission position unknown to the Engine Control Module (ECM). When this occurs, the instrument panel may fail to display the selected gear position, and the transmission may not be able to be shifted out of Neutral. Although a check engine light and warning message will illuminate on the combination meter, this condition may not comply with the requirements of S3.1. of Federal Motor Vehicle Safety Standard (FMVSS) No. 102 "Identification of shift positions and of shift position sequence".

FMVSS1: 102 - Trans shift lever seq/starter interlock/trans braking effect

FMVSS2:

Part 573 Safety Recall Report

26V419**Description of the safety risk, including crash, fire, death, injury:**

A loss of the required gear position display can leave the driver unaware of the actual transmission state. Operating a vehicle without visual confirmation of the selected gear increases the risk of unintended vehicle movement or a crash. The vehicle's automatic shift-to-park logic mitigates this risk of unintended vehicle movement by automatically engaging Park (P) if the driver's door is opened or the vehicle is shut off.

Description of the cause:**Identification of any warning that can occur:**

A check engine light and warning message will illuminate on the combination meter.

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: OEM

Name: Valeo CDA (Thailand) Ltd.

Address: C3X6+7Q8, Ban Kao
Phan Thong District, Chon Bur Foreign States, 30160

Country: Thailand

Involved Components

Component Name 1: Valve-Assy Control Kit

Component Description: Control Valve Assembly

Component Part Number: 3170E X279A

Chronology

On January 26, 2026, during a routine end-of-line vehicle quality confirmation check at Nissan's Smyrna, Tennessee assembly plant, a technician identified an issue on a model year 2026 Nissan Rogue vehicle. When shifting the transmission from Park (P) to Neutral (N), the Malfunction Indicator Lamp (MIL) illuminated, Diagnostic Trouble Code (DTC) P0705 (Transmission Range Sensor Circuit Malfunction) was stored, and a loss of drivability occurred. The technician noted that the condition was resolved after a subsequent ignition cycle. Nissan, along with the transmission supplier (JATCO), initiated an investigation.

February 2026 - The supplier conducted an initial teardown and evaluation of the suspect control valve assembly. Initial findings indicated a lack of electrical contact between Terminal Block SW#2 within the

Part 573 Safety Recall Report

26V419

inhibitor switch of the transmission control valve assembly.

On February 20, 2026, Nissan received a field warranty report describing a similar condition. Nissan initiated a dealership investigation to evaluate the vehicle, to duplicate the concern and to collect data where DTCs P0780 and P0705 were confirmed.

During vehicle evaluation, with the engine running, shifting between Reverse (R) and Drive (D) initially showed normal transmission engagement. However, after returning the vehicle to Park (P) and attempting to re-select Neutral (N), the combination meter displayed multiple warning messages, to include: "Service CVT System Warning" and "See Owner's Manual". The MIL illuminated, and the vehicle experienced a loss of transmission engagement in all gear positions. The subject part was collected and returned to the supplier for analysis.

March 2026 – Nissan initiated a targeted warranty return parts collection. Throughout this month the supplier collected and analyzed a total of five (5) failed parts returned from the field and three (3) failed parts returned from the plant. JATCO determined that all verified failed components were manufactured from October 17, 2025 to October 18, 2025.

A review of the sub-supplier's manufacturing process for the inhibitor switch found that a locator pin may have broken on the production line on October 17, 2025. A broken locator pin in service at the riveting stage may contribute to misalignment and result in a terminal height variation within the inhibitor switch housing. This condition may contribute to the electrical continuity concern.

In response, part sorting and yard audits were initiated based on the affected date code. JATCO conducted traceability analysis to identify control valve assemblies containing suspect inhibitor switches (produced October 17–18, 2025) and link them to specific continuously variable transmissions (CVTs). The supplier part audit and Smyrna plant vehicle audit identified 76 suspect parts (42 vehicles and 3 CVTs at Nissan North America Smyrna Plant, and 31 control valve assemblies at JATCO Mexico).

At the end of March 2026, Nissan initiated testing and evaluation of suspect parts, including electrical resistance checks, teardown inspections, motor bench testing, and vehicle dynamic testing. Technical analysis confirmed the terminal misalignment of the SW2 slider inside the inhibitor switch resulting in electrical discontinuity. The subject concern was successfully replicated during both the motor bench and dynamic vehicle testing.

April 2026 through May 2026 - Nissan conducted a horizontal confirmation audit to determine the scope of potentially affected vehicles, including export markets and other vehicle lines. The investigation confirmed that JATCO Mexico was exclusive in utilizing the affected inhibitor switch manufactured at Valeo Thailand. While the Kicks and Sentra vehicle models utilize the same transmission assembly line, production records verified that no units for those specific models were manufactured during the identified manufacturing window. During this time, the tier-3 supplier confirmed that a total of 4,020 inhibitor switches were made during the identified manufacturing window. Traceability data confirmed that the first vehicle built using a transmission made during the identified manufacturing window occurred on January 13, 2026.

Part 573 Safety Recall Report

26V419

Concurrently, Nissan conducted an internal safety and compliance evaluation of the subject condition. Nissan identified certain FMVSS requirements related to illumination of the gear selection that may be impacted by this condition.

June 23, 2026 - Nissan decided to conduct a voluntary non-compliance recall on vehicles equipped with the subject control valve assembly in the U.S. market.

Nissan has identified forty-eight (48) technical reports and one hundred and six (106) warranty claims for this issue received between February 21, 2026 and May 14, 2026. Nissan is not aware of any reports of accidents or injuries related to this issue.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Dealers will be instructed to inspect the manufacturing date code on the transmission control valve assembly. If a suspect date code is identified, dealers will be instructed to replace the control valve assembly with a new one. All inspections and repairs will be performed free of charge for parts and labor. The inspection is estimated to take less than one (1) hour to complete, and if replacement is required, the repair may take three (3) 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:

Part 573 Safety Recall Report**26V419**

Dealers will be notified on July 2, 2026. Owners of all potentially affected vehicles will be notified by first-class mail beginning on August 19, 2026.

Planned Dealer Notification Date: Jul 02, 2026 - Jul 02, 2026

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Aug 19, 2026 - Aug 19, 2026

☐ Phased Recall

Date when VIN will be searchable: Jul 02, 2026