Nissan North America, Inc.
One Nissan Way
Franklin, TN 37067

Mailing Address:
PO Box 685001
Franklin, TN 37068

February 11, 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 Defect 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,

Will Swindell
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc., Smyrna Plant
Nissan Motor Kyushu Co., Ltd.

2. Vehicles Potentially Involved:

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

Model	**Dates of Manufacture**	**Manufacturing Plant**
MY 2024-2025 Nissan Rogue	December 18, 2023 – April 28, 2025	Smyrna
MY 2024-2025 Nissan Rogue	November 13, 2023 – April 24, 2025	Kyushu

This defect (as described in Section 5 below) is specific to Model Year 2024-2025 Nissan Rogue vehicles, equipped with the 3-cylinder 1.5L (KR15DDT) variable compression (VC Turbo) engine. Affected engine assemblies have one-to-one traceability records linking the affected engine serial numbers to vehicles produced within the specified production periods for the models listed above. No other Nissan or INFINITI vehicles are affected.

Certain Model Year 2024-2025 Nissan Rogue vehicles subject to this recall are also subject to Recall 26V-XXX filed on February 11, 2026.

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

Part Name	Part Description	Part Number
ROM ASSY-CONT	Engine Control Module	23761 CS73A
ROM ASSY-CONT	Engine Control Module	23761 CS74A
ROM ASSY-CONT	Engine Control Module	23761 CS75A
ROM ASSY-CONT	Engine Control Module	23761 CS76A
ROM ASSY-CONT	Engine Control Module	23761 CS77A
ROM ASSY-CONT	Engine Control Module	23761 CS78A
ROM ASSY-CONT	Engine Control Module	23761 CS79A
ROM ASSY-CONT	Engine Control Module	23761 CS80A
ROM ASSY-CONT	Engine Control Module	23761 CS81A
ROM ASSY-CONT	Engine Control Module	23761 CS82A
ROM ASSY-CONT	Engine Control Module	23761 CS83A
ROM ASSY-CONT	Engine Control Module	23761 CS84A
ROM ASSY-CONT	Engine Control Module	23761 4MU7E
ROM ASSY-CONT	Engine Control Module	23761 4MU8E
ROM ASSY-CONT	Engine Control Module	23761 4MU9E
ROM ASSY-CONT	Engine Control Module	23761 6RZ0E

ROM ASSY-CONT	Engine Control Module	23761 6RZ1E
ROM ASSY-CONT	Engine Control Module	23761 6RZ2E
ROM ASSY-CONT	Engine Control Module	23761 6RZ3E
ROM ASSY-CONT	Engine Control Module	23761 6RZ4E
ROM ASSY-CONT	Engine Control Module	23761 4MR5A
ROM ASSY-CONT	Engine Control Module	23761 4MR5B
ROM ASSY-CONT	Engine Control Module	23761 4MR5C
ROM ASSY-CONT	Engine Control Module	23761 4MR5D
ROM ASSY-CONT	Engine Control Module	23761 4MR5E
ROM ASSY-CONT	Engine Control Module	23761 4MR6A
ROM ASSY-CONT	Engine Control Module	23761 4MR6B

3. Total Number of Vehicles Potentially Involved:

   Approximately 318,781 total Model Year 2024 – 2025 Rogue vehicles may be affected:

Model Year / Model	**Number of Vehicles**
MY 2024 Nissan Rogue	159,269
MY 2025 Nissan Rogue	159,512

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

   The defect is estimated to be present in 100% of vehicles.

5. Description of the Defect:

   During the ignition start-up process, the Electronic Throttle Chamber (ETC) assembly performs a routine diagnostic test in which the internal gears rotate to the fully closed position, contacting a fixed stopper. In vehicles equipped with affected Engine Control Module (ECM) software, this diagnostic routine may cause the internal gear within the ETC assembly to weaken and fracture. A fractured gear could interfere with other internal ETC gears, potentially leading to a loss of motive power (LOMP) and preventing forward or reverse gear engagement upon restart, increasing the risk of a crash.

6. Chronology of Principal Events:

   On February 27, 2025, a dealer technician reported a no-start condition on a MY2024 Nissan Rogue fleet vehicle. Nissan initiated an investigation into the concern. The initial inspection revealed the throttle plate became stuck in the closed position. The technician replaced the throttle chamber assembly with a new unit, after which normal operation was restored.

March 2025 through April 2025 – Nissan's investigation determined the throttle body malfunction was caused by a fractured throttle chamber gear, a component within the electronic throttle chamber assembly. As part of the normal ignition cycle start up process, the throttle chamber performs an internal diagnostic test in which the throttle motor rotates the gear to the fully closed position until it contacts a fixed mechanical stopper.

May 2025 through June 2025 - Through internal records, Nissan discovered at the start of MY 2024 production, a change was implemented in ECM software for an internal diagnostic test which resulted in an extended duration of contact between the plastic chamber gear and the mechanical stopper of the Throttle Chamber Assembly.

Nissan concluded the repetitive loading over time caused stress in the gear teeth and could eventually lead to a fractured gear tooth. If a tooth fragment is separated from the gear, the loose piece could become lodged within the gear interface. This obstruction has the potential to prevent normal throttle valve movement and trigger diagnostic trouble codes (DTC).

July 31, 2025 – October 2025 - Nissan investigated and responded to a Preliminary Information Request (PIR) regarding allegations of Loss of Motive Power following a throttle chamber replacement on certain Model Year 2024 Rogue vehicles.

October 13, 2025 - Nissan judged that the subject condition did not create an unreasonable risk to safety, because there was no risk of immediate loss of motive power. When the subject condition occurs, customers experience reduced engine power with an accompanying warning message displayed in the instrument panel. A loss of motive power can occur only when the vehicle is stationary (0 mph). It was determined to conduct a service campaign for vehicles that may have been equipped with the affected ECM software.

December 2025 through January 2026 - Nissan continued discussions with NHTSA concerning the proposed campaign.

February 4, 2026 – In continued cooperation with NHTSA, Nissan decided to conduct a voluntary recall campaign to remedy the potentially affected vehicles in the U.S. market.

Nissan has confirmed a total of three thousand one hundred and eleven (3,111) warranty claims related to the subject condition. Nissan is not aware of any accident or injuries related to the subject condition.

7. Description of Corrective Action:

Dealers will be notified on February 19, 2026. Beginning on March 27, 2026, owners of all potentially affected Rogue vehicles will be notified to bring their vehicle to a Nissan dealer for inspection and, if necessary, repair.

Nissan dealers are instructed to reprogram the ECM and conduct an inspection. This service, which will be conducted at no charge for parts and labor, should take up to one (1.0) hour to complete. If the inspection determines an ETC replacement is necessary, the ETC will be replaced. This repair, which will be conducted at no charge for parts and labor and may take an additional half (0.5) 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 for vehicles which are under warranty.

8. Copy of Notices:

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