

October 27, 2006

Mr. Daniel Smith  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

Ref: 06V-223

Dear Mr. Smith

We are transmitting the enclosed Final Defect Information Report in accordance with 49 CFR Part 573. Nissan plans to notify dealers on November 10, 2006 and begin owner notification on November 15, 2006. Owner notification will be completed by June 2007.

Very truly,



Frank D. Slaveter  
Senior Manager,  
Technical Compliance

Encl.

## **FINAL DEFECT INFORMATION REPORT**

1. Manufacturer:

Nissan Motor Co., Ltd.

2. Vehicles Potentially Involved:

2006 model year Nissan Altima vehicles equipped with a 2.5L four-cylinder engine, manufactured at the Smyrna Tennessee and Canton Mississippi plants from December 1, 2005 to June 2, 2006 and 2006 model year Nissan Sentra vehicles equipped with a 2.5L four-cylinder engine manufactured at the Nissan Mexicana plant from February 2 to May 27, 2006.

3. Total Number of Vehicles Potentially Involved:

Approximately 109,700 Nissan Altima vehicles and 2,300 Nissan Sentra vehicles for a total of 112,000 vehicles.

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

Unknown

5. Description of the Defect:

Due to a manufacturing problem in some of the engines used in the subject vehicles, some vehicles may experience higher than normal engine oil consumption. If the oil level is allowed to drop significantly, engine damage can occur and in extreme cases an engine fire may result.

6. Chronology of Principal Events:

April 7, 2006 – After receiving several reports of excessive engine oil consumption and engine fires in Altima models equipped with a 2.5L four-cylinder engine, Nissan initiated an investigation to determine the cause of the excessive oil consumption, any relationship to engine fires, and the scope of potentially affected vehicles.

June 2, 2006 – Nissan notified dealers to stop sale of the potentially affected vehicles while its investigation continued.

June 9, 2006 – Nissan sent a letter to owners of potentially affected vehicles advising them of the possibility of excessive oil consumption and the importance of maintaining the oil at a proper level to avoid the possibility of engine damage and risk of fire.

June 13, 2006 – Although the investigation had not been completed, Nissan determined that a safety related defect may exist in some of the vehicles under investigation.

June 20, 2006 – Nissan submitted a preliminary Part 573 report to NHTSA.

June – October 2006 – Nissan continued its investigation to develop an effective remedy to prevent engine fires.

7. Description of Corrective Action:

To prevent a fire from occurring, the engine control module (ECM) will be reprogrammed so that the engine will go into a "limp home" mode if the engine oil level drops below an acceptable level. In the "limp home" mode, engine speed will be limited and the "Service Engine Soon" warning light will come on.

In addition to this corrective remedy, steps will be taken for owner satisfaction to identify any engines that are consuming oil at an excessive rate or may do so in the future and to replace any such engines.

8. Copy of Notices:

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

Subject: **2006 Altima / Sentra QR25DE Recall Campaign –  
New Unsold Dealer Inventory**

Attention: Dealer Principals, Sales, Parts and Service Managers

**\*\*\*\*Campaign Reminder\*\*\*\***

Please be advised that **all** affected 2006 Altima / Sentra QR25DE vehicles identified as part of the Recall Campaign Bulletin (NTB06-082 dated November 10, 2006) need to have the recall campaign bulletin procedure completed **even if their engines have been previously replaced.**

**New, Unsold Dealer Inventory**

Therefore, the procedures outlined in the Recall Campaign Bulletin apply to and include **all** affected 2006 QR25 new unsold dealer inventory. The reprogramming of the ECM and **an oil sample needs to be taken** for any of the affected **new unsold** dealer inventory that is part of this campaign. Because of the extremely low mileage on unsold units, the crankcase pressure test identified in the Technical Bulletin **does not** have to be completed on any of **the new unsold** (only) dealer inventory identified as part of this campaign. The remainder of the procedures should be followed as outlined in the Technical Bulletin.

Nissan Parts & Service Operations  
12/07/2006