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By Recall Management Division at 8:59 am, Aug 14, 2012

NISSAN

NISSAN NORTH AMERICA, INC.

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12V-398
4 Pages

August 13, 2012

Ms. Nancy Lewis
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 Madam:

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. Nissan notified dealers on August 13, 2012 and will begin owner notification on September 4, 2012. We will not include information in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy as these vehicles are covered under warranty.



Donald Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc.

2. Vehicles Potentially Involved:

2013 Model Year Infiniti JX35 vehicles manufactured from February 15, 2012 (start of production) to June 22, 2012.

Other Nissan vehicles and JX35 vehicles manufactured after these dates are not affected because the installation procedure related to the component subject to this recall is unique to this vehicle in this production range.

The fuel tank supplier is:

TI Automotive
1272 Doris Road
Auburn Hills, MI 48326

(248) 494-5000

3. Total Number of Vehicles Potentially Involved:

Approximately 7,842.

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

Unknown

5. Description of the Defect:

Due to an assembly issue at the supplier that has since been corrected, the fuel transfer tube may be misrouted inside of the fuel tank. As a result, the following issues may occur:

- (1) On some of the potentially affected vehicles, the fuel transfer tube may get trapped under the float and not allow it to reach its

lowest position as the fuel level decreases; therefore the float can not go to "E" due to direct interference with the tube.

- (2) On some of the potentially affected vehicles, the fuel transfer tube may get stuck under the fuel pump module causing the module to become tilted; therefore the float cannot go to "E" due to misalignment (indirect interference with tube).

Both of these scenarios described above may cause the instrument panel fuel gauge reading to indicate that there is more fuel in the tank than is actually remaining. If the fuel transfer tube is misrouted and the vehicle continues to be driven, the vehicle's engine may stop running. This can increase the risk of a crash.

6. Chronology of Principal Events:

In mid May, Nissan identified a single field report indicating that a vehicle ran out of fuel with the fuel gauge showing gas remaining and the low fuel warning lamp not illuminated. Nissan identified that the fuel tank had a misrouted fuel transfer tube.

Nissan asked the supplier, TI Automotive, to check their parts stock and to conduct 100% visual confirmation of the transfer tube routing. The supplier indicated that their parts supply was confirmed okay and that their internal quality processes were sufficient, so it was initially believed that the misrouting issue may have been an isolated incident during the investigation. At that time, Nissan had not identified any trend or made a decision that the issue was a safety defect.

May 2012 – July 2012 - Nissan continued to monitor field data. During that time, Nissan identified other field reports of vehicles running out of fuel without the appropriate low fuel warning and investigated the root cause of these occurrences. Concurrently, Nissan conducted a plant yard audit and determined that several vehicles had misrouted fuel transfer tubes. Nissan had not yet confirmed the effect of the transfer tube misrouting on fuel gauge accuracy.

July 2012 - August 4, 2012 – Additional testing was performed on the subject vehicles by measuring the resistance of the level sending unit at various fuel levels with the routing tube beneath the float to determine whether these values met the criteria for illuminating the low fuel warning light.

The results of the testing confirmed that it was possible for the fuel gauge to still indicate that there is fuel left and not activate the low fuel warning lamp, when the fuel tank was empty.

August 5, 2012 - Nissan determined that a safety related defect exists and that a recall campaign should be conducted.

7. Description of Corrective Action:

Owners of all potentially affected vehicles will be notified to take their vehicle to a Nissan dealer. The fuel transfer tube will be inspected for proper routing and re-routed if necessary. A new O-ring will be installed after inspection.

8. Copy of Notices:

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