



NISSAN NORTH AMERICA, INC.

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August 18, 2015

Mr. Frank S. Borris II
Acting Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-210)
Room W48-302
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Borris:

We are transmitting an update to the July 29 Part 573 report for Recall 15V-468 to supplement the information on the root cause investigation, vehicles affected, remedies, and owner notification.

Very truly,

A handwritten signature in blue ink, appearing to read "Will Swannell for", is written over the typed name.

Donald Neff
Manager,
Technical Compliance

Encl.

DEFECT INFORMATION REPORT

1. Manufacturer:

Nissan North America, Inc.

2. Vehicles Potentially Involved:

Nissan has determined that a subset of Model Year 2016 Nissan Maxima vehicles manufactured from March 19, 2015 (start of production) to June 2, 2015 at the Smyrna, TN plant are affected.

Nissan is still continuing its investigation, including additional crash testing, into whether this issue possibly affects certain other Nissan vehicles equipped with similar fuel tanks and expects to provide an additional update to NHTSA as quickly as possible.

The fuel tank supplier is:

Plastic Omnium-Anderson
Auto Inergy Division
5100 Old Pearman Dairy Road
Anderson, SC 29265

Jim Hogg
Plant Director, Anderson SC
Auto Inergy Division
Mobile: (864)-245-4707

3. Total Number of Vehicles Potentially Involved:

Approximately 5,458

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

Unknown

5. Description of the Defect:

Nissan has determined that certain Maxima vehicles might contain fuel sending units that may not have been affixed to the fuel tank correctly due

to a manufacturing process variation at the fuel tank supplier. More specifically, the fuel tank dimension at the opening for the fuel sending unit is out of specification on some of the affected vehicles. As a result, the O-ring between the sending unit and fuel tank may not have been seated correctly at the time of assembly, potentially causing the fuel sending unit to not properly seal against the fuel tank opening. If this condition is present, it can increase the potential risk of a fuel leak in the event of a crash, increasing the risk of injury to vehicle occupants.

6. Chronology of Principal Events:

July 10, 2015 – NHTSA performed an NCAP test on a MY 2016 Nissan Maxima. After the crash test was conducted, NHTSA observed a fuel leak after the vehicle was statically rotated 90 degrees. NHTSA informed Nissan of the results of the test and Nissan immediately began an investigation into the issue.

July 14, 2015 – While Nissan had not determined that other Maxima vehicles were similarly affected, out of an abundance of caution, Nissan initiated a dealer quality hold on MY 2016 Maxima vehicles to prevent outflow pending the results of the investigation.

July 16, 2015 – Nissan visited MGA to inspect the post-test NCAP vehicle. This included a visual inspection of the vehicle and fuel system, as well as pressure test of the fuel system. As a result of pressure test and visual inspection, Nissan found that fuel leak occurred at the seal between the fuel tank and fuel sending unit. Specifically, Nissan found an O-ring was displaced from its initial position resulting in a loss of seal between the fuel tank and sending unit.

July 17, 2015 - Nissan began analyzing several fuel tanks to determine the potential cause of the O-ring displacement and fuel leak. Nissan hypothesized that the O-ring displacement may have been a result of an assembly or parts quality issue. As a result of this initial hypothesis, Nissan initiated an audit of the supplier manufacturing process as well as inspection of additional fuel tanks.

July 20, 2015 – The initial supplier audit and parts inspection showed some deviation in the fuel tank “wall” height at the point of the fuel tank connection to the fuel sending unit. Nissan hypothesized that the reduced “wall” height could make it difficult for the operator to correctly position the O-ring during assembly, which may create a

condition that could cause the O-ring to move out of position when loaded during a crash event; resulting in loss of seal. Nissan decided to conduct a series of vehicle crash tests and sled tests to confirm the effect of the wall height and mis-positioned O-ring on vehicle performance.

Nissan engineers remained on site at the tank supplier, investigating the supplier assembly processes and tank production records from July 20 until July 27. Separately, Nissan visited the O-ring component supplier on July 23 and also the E-ring supplier on July 27, as part of the investigation.

July 21, 2015 – Nissan conducted a crash test with correct “wall” height fuel tanks and found no leaks. The O-ring was in the correct position after the test.

July 23, 2015 – Nissan conducted a teleconference with NHTSA to brief the agency on the status of the investigation and additional activities that were under way.

July 27 through 28, 2015 – Nissan conducted a series of sled tests, trying to replicate the results of the July 10 NCAP test. However, the results were unable to be duplicated. Separately, Nissan conducted a vehicle crash test with low a “wall” height fuel tank and an incorrect O-ring position. Nissan partially replicated the results of the July 10 NCAP test, as a small amount of fuel leaked during the crash test sequence, though no fuel leaked after the vehicle was statically rotated.

July 28, 2015 – Nissan determined that the subject vehicles contained a safety-related defect and that a safety recall campaign would be conducted.

July 29, 2015 – Nissan submitted a Part 573 Defect Information Report and issued a STOP SALE notice to dealers.

July 28 through 31, 2015 – Nissan continues to actively investigate this issue to determine a root cause and appropriate remedy and will supplement this report when these activities are concluded.

July 30, 2015 – Nissan conducted a detailed inspection on the July 10 NCAP test vehicle and fuel tank. The fuel tank was removed and

measured at the crash test facility and returned to Nissan for further analysis.

7. Description of Corrective Action:

Nissan will begin remedying the subject vehicles by replacing the fuel tank. Nissan is also in the process of developing an alternative remedy that will not require fuel tank replacement and will preview it to the agency prior to implementation.

Nissan will issue Owner Notifications within 60 days of the July 29 Part 573 notification date.

8. Copy of Notices:

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