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**Nissan North America, Inc.**

One Nissan Way  
Franklin, TN 37067

Mailing Address:  
PO Box 685001  
Franklin, TN 37068

May 25, 2021

Mr. Jeff Giuseppe  
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 Mr. Giuseppe:

We are transmitting the enclosed supplement to the Defect Information Report filed on April 1, 2021. This supplement updates section(s) 2 and 6: Units Potentially Involved and Chronology of Principal Events, respectively.

Very truly,

A handwritten signature in black ink, appearing to read "Derek Latta".

Derek Latta  
Manager,  
Technical Compliance

Encl.

## **DEFECT INFORMATION REPORT**

1. Vehicle Manufacturer:

Nissan Motor Co., Tochigi plant

2. Units Potentially Involved:

Production period of affected vehicles involved:

<b><u>Model</u></b>	<b><u>Dates of Manufacture</u></b>
MY 2021 INFINITI Q50	June 23, 2020 to March 8, 2021
MY 2021 INFINITI Q60	June 23, 2020 to March 8, 2021

No other INFINITI (or Nissan) models with the subject Engine Control Module (ECM) software are affected because they do not have a turbo charger or they have a smaller engine. Previous model years do not contain the subject ECM software described in Section 5 below.

The name, description and part number of the subject component is below:

<b><u>Part Name</u></b>	<b><u>Part Description</u></b>	<b><u>Part Number(s)</u></b>
Engine Control Module	ECM Module	23703-6HN1A
Software Program Version	ECM Software	F1FZ5TDNXN0

3. Total Number of Units Potentially Involved:

Approximately 12,943 INFINITI Q50 and Q60 vehicles are potentially affected:

<b><u>Make/Model</u></b>	<b><u>Number of Vehicles</u></b>
MY 2021 INFINITI Q50	10,871
MY 2021 INFINITI Q60	2,072

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

The estimated percentage of vehicles involved with defect is approximately 0.59%.

## 5. Description of the Defect:

Certain INFINITI Q50 and Q60 vehicles may have been manufactured with a software issue that prevents the Engine Control Module (ECM) from correctly reducing engine speed after an excessive torque detection. Upon detection of an excessive torque input, the ECM should shut off fuel to reduce the engine speed. However, due to the software issue, a separate software function stops the fuel injector driver input controller operation that can result in an engine stall while driving; which could lead to a crash. The customer may experience a MIL 'ON' condition and reduced power, which may precede the engine stall.

## 6. Chronology of Principal Events:

February 2021 through March 2021 – In early February, Nissan initiated an investigation due to several field reports related to a Malfunction Indicator Lamp 'MIL' ON, reduced power and engine stall under certain conditions. The first known issue occurred on December 7, 2020 on two incident vehicles. Since that time, forty-two (42) total incidents occurred through February 2021. Nissan began an investigation into the reports to determine the cause of the issue.

The ECM in the subject vehicles contains a software function to prevent unintended acceleration based on monitoring torque input. The investigation revealed that the software in the ECM prevented it from correctly reducing engine speed after an excessive torque detection. As a result, the software causes the vehicle to go into limp-home mode (reducing engine power); the 'MIL' illuminates and the engine may stall while driving. The vehicle can be restarted after engine stall and driven normally.

Nissan received one (1) report of an accident without injuries potentially related to this issue on January 5, 2021.

March 25, 2021 – Nissan determined that a safety defect may exist and decided to conduct a voluntary safety recall campaign.

## 7. Description of Corrective Action:

Retailers were notified on March 27, 2021. Owners of all potentially affected vehicles will be notified beginning on May 25, 2021, to bring their vehicle to the retailer for repair. The INFINITI retailer will reprogram the ECM software to the correct specification.

We will not include a statement in the Part 577 owner notification concerning reimbursement for the cost of obtaining a pre-notification remedy as the subject vehicles are under warranty.

8. Copy of Notices:

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