



## Rapid Alert System for dangerous non-food products

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| <b>Alert number</b>  | A12/0267/16  |
| <b>Category</b>  | Motor vehicles   |
| <b>Risk level</b>  | Serious risk   |
| <b>Product user</b>  | Consumer   |
| <b>Product</b>   | Passenger car  |
| <b>Brand</b>   | NISSAN   |
| <b>Name</b>  | Juke   |
| <b>Type / number of model</b>                              | 2015 model year Nissan Juke F15 vehicles equipped with 1.5 Liter DCi (K9K) Euro6b+ engine, Type Approval No.: e11*2007/46*0132*21  |
| <b>Batch number / Barcode</b>                              | Vehicles produced from 28/05/2015 to 05/10/2015  |
| <b>OECD Portal Category</b>                                | 77000000 - Automotive  |
| <b>Description</b>   | Passenger car.   |
| <b>Country of origin</b>                                   | United Kingdom   |
| <b>Alert submitted by</b>                                  | Greece   |
| <b>Risk type</b>   | Environment  |
| <b>Risk</b>  | An incorrect calibration setting in the Engine Control Module (ECM) software may cause miscalculation of sulfur oxide (SOx) levels captured within the Lean NOx Trap (LNT) component of the exhaust's Diesel Particulate Filter (DPF). This miscalculation could, with extended operation under certain driving conditions, affect the purge process applied to remove SOx particles from the DPF-LNT. In this condition, the capacity of the DPF-LNT may become saturated and, as a result, the nitrogen oxide (NOx) emissions from the vehicle could exceed the permitted level. |
| <b>Measures adopted by notifying country</b>               | <b>Measures taken by economic operators:</b> Recall of the product from end users (By: Distributor)  |
| <b>Products were found and measures were taken also in</b> | Bulgaria, Croatia, Denmark, Estonia, Finland, Malta, Netherlands, Norway, Portugal, Slovakia, Slovenia   |
| <b>Images</b>  | No pictures available  |