



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

January 30, 2020

1200 New Jersey Avenue, SE
Washington, DC 20590

NEF-109 ela
Ref. No. 11209647

Chicago, IL

Dear

Thank you for your correspondence concerning your model year (MY) 2013 Nissan Altima vehicle. I am pleased to respond.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair motor vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the completion rates and adequacy of manufacturers' recall campaigns.

We appreciate the report you provided. Reports from motorists are a very important source of information for us. NHTSA's Office of Defects Investigation (ODI) has received similar reports. On December 1, 2018, ODI opened an investigation, Preliminary Evaluation (PE) 18-013 (enclosed) to further analyze fractures of the rear lower control arm assembly connection (which Nissan refers to as a lower spring link), due to corrosion in MY 2013 Nissan Altima vehicles. To date our investigation continues and no determinations have been reached. We have entered the information you provided into our database. It will be considered with any future reports as part of our investigation. You can learn more about NHTSA's investigation and recall process is on our website at

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mvdefectsandrecalls_808795.pdf.

We recommend that you monitor our website at www.nhtsa.gov for future updates to our investigation.

If you encounter a safety-related problem with a motor vehicle or motor vehicle equipment in the future, please complete an electronic Vehicle Owner's Questionnaire online at www.nhtsa.gov or call the Vehicle Safety Hotline at 888-327-4236. Also, complaints, safety recalls, manufacturers' service bulletins, etc. can be reviewed on our website.

Sincerely,

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosure



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ODI RESUME

OFFICE OF DEFECTS INVESTIGATION
EST. 1975
NHTSA
Authentic US Government Information
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Investigation: PE 18-013
Date Opened: 12/01/2018
Investigator: Pedro Bonilla
Approver: Stephen Ridella
Subject: Rear Suspension Control Arm Failure
Reviewer: Scott Yon

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Nissan North America, Inc.
Products: MY 2013 Nissan Altima
Population: 374,000 (Estimated)

Problem Description: The lower control arm (lower spring link) of the rear suspension system may separate from the chassis due to corrosion.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	4	TBD	TBD
Crashes/Fires:	1	TBD	TBD
Injury Incidents:	0	TBD	TBD
Number of Injuries:	0	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Number of Fatalities:	0	TBD	TBD
Other*:	1	TBD	TBD

*Description of Other: Early Warning Reporting Data

ACTION / SUMMARY INFORMATION

Action: Open a preliminary evaluation.

Summary:

The Office of Defects Investigation (ODI) has identified four complaints alleging the rear lower control arm assembly, which Nissan refers to as a lower spring link, failed (fractured) at a connection point to the vehicle chassis. The cause of the failure and separation was reportedly due to corrosion. All four reports involved a model year 2013 Nissan Altima and were received from complainants located in the so called "salt-belt" states. Complainants allege that the failure caused a loss of suspension at the rear of the vehicle and may also effect the alignment of the rear wheel on the affected spring link. One crash is alleged (see 11139513), however no incident details have yet been provided by the complainant. Three of the failures occurred while the vehicles were being driven at roadway speeds, the other occurred at a slower speed while backing out of a parking space. In one case, the complainant elected to have the vehicle towed after the failure occurred, and in another a technician who subsequently diagnosed the vehicle advised that the spring link on the opposite side of the vehicle was also near failure. ODI has also identified field report data submitted by Nissan under Early Warning Reporting that is pertinent to this issue.

A preliminary evaluation has been opened to evaluate the scope, frequency and consequence of the alleged defect in the subject vehicles.

The complaints cited above can be reviewed at NHTSA.gov under the following reference numbers: 11141169, 11139516, 11129476, 11114374