ODI RESUME

U.S. Department of Transportation
National Highway Traffic Safety Administration

Investigation: RQ 06-005
Date Opened: 04/10/2006 Date Closed: 08/09/2006
Principal Investigator: Andrea Noel
Subject: Lower Ball Joint Separation

Manufacturer: Toyota Motor North America, INC.
Products: 2004 MY Toyota Tundra
Population: 106,346

Problem Description: The front suspension ball joint fails while driving resulting in a loss of vehicle control.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6	39	41
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	74	74

*Description of Other: Toyota warranty claims pertaining to lower ball joint separation.

Action: This recall query has been upgraded to an Engineering Analysis (EA06-014).

Engineer: *Andrea Noel* AN. Date: *08/09/2006*
Div. Chief: *Jeffrey L. Quandt* Date: *08/09/2006*
Office Dir.: *Kathleen C. DeMeter* Date: *08/09/2006*

Summary: The Office of Defects Investigations (ODI) opened RQ06-005 based on four consumer reports of alleged ball joint failure. The complaints allege that a front suspension ball joint separated while driving, which caused the suspension to collapse and resulted in a loss of vehicle control. All of these complaints involved the failure of a lower tension-type ball joint.

During the investigation there were 39 (36.7 per 100,000 vehicles) complaints and 74 (69.6 per 100,000 vehicles) warranty claims for the 2004 model year (MY) Toyota Tundra. Further analysis showed that the average failure mileage was 54,025 miles, and that of the 109 unique ball joint separation incidents, 64 (133 per 100,000 vehicles) were on four-wheel drive vehicles, which make up approximately 45% of the 2004 MY population (106,346 vehicles). The remaining 55% are two-wheel drive vehicles which experienced a total of 45 (77 per 100,000 vehicles) ball joint separations. Also, throughout the investigation there surfaced additional failures which have prompted ODI to upgrade this investigation to an Engineering Analysis and widen the scope of the affected population to include 2004-2005 MY.

This Recall Query has been upgraded to an Engineering Analysis (EA06-014) to further investigate this issue to assess the safety-related consequences, and to determine the scope of the affected population.

GK 8/10/06