



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

# ODI RESUME

Investigation: PE09-030  
Date Opened: 06/16/2009 Date Closed: 12/08/2009  
Principal Investigator: Derek Rinehardt  
Subject: Rear Suspension lower link failure

Manufacturer: Isuzu Manufacturing Services of America, Honda (American Honda Motor Corp.)  
Products: MY 1998 – 2002 Honda Passport/Isuzu Rodeo  
Population: 110,000 (estimated)

Problem Description: The left or right rear suspension lower link may experience a corrosion failure and separate from the frame at its forward mounting point. This may result in a loss of vehicle control.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	33	39	60
Crashes/Fires:	1	0	1
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

\*Description Of Other:

Action: This Preliminary Evaluation has been upgraded to an Engineering Analysis (EA09-018).

Engineer: Derek Rinehardt DR  
Div. Chief: Jeffrey L. Quandt  
Office Dir.: Kathleen C. DeMeter

Date: 12/08/2009  
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### Summary:

During Preliminary Evaluation PE09-030, Isuzu Motors America, Inc (Isuzu) noted two primary differences once the rear suspension lower link separation occurs between the alleged defect (separation of the lower link from the frame) of this investigation and a safety defect involving lower link separation from the rear axle addressed by Isuzu in Safety Recall 00V-058. In the case of the defect condition identified in Recall 00V-058, Isuzu stated that the attachment bolt could detach fully, causing separation of the lower link from the rear axle possibly creating a loss of vehicle control. Isuzu also stated that this condition occurs early in the service life of the vehicle. In this investigation Isuzu noted lower link separation from the frame is a progressive corrosion issue with prior warning to consumers. Isuzu also stated that in the event of a lower link separation from the frame, the vehicle is still controllable and can be safely stopped.

The Office of Defect Investigation (ODI) analyzed complaint data provided by Isuzu and America Honda Motor Company, Inc (Honda), as well as Vehicle Owner Questionnaires submitted to ODI from consumers. In total, there were 60 unique reports of lower link separations from the frame including 1 alleged crash and 7 lost of vehicle control incidents that may be related to the alleged defect. Most of these complaints indicated that there was no warning prior to the link separation.

A Preliminary Evaluation has been opened to assess the scope, frequency and potential safety consequences of the potential separation of the forward mount of the rear suspension lower link to frame.

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