



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: EA 11-013
Prompted by:
Date Opened: 09/15/2011 **Date Closed:** 03/14/2012
Investigator: Derek Rinehardt **Reviewer:** Jeff Quandt
Approver: Frank Borris
Subject: Rear Suspension Control Arm Failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: CHRYSLER GROUP LLC
Products: MY 2004 - 2005 Jeep Liberty
Population: 209,724 (Estimated)

Problem Description: The left or right rear lower control arm may fail due to excessive corrosion.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	37	22	54**
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0
Other*:	8	5	13

*Description of Other: Alleged loss of vehicle control complaints

** Count indicates duplicate reports received by ODI and manufacturer.

ACTION / SUMMARY INFORMATION

Action: This Engineering Analysis closed. Recall 12V-085.

Summary:

In a letter dated March 2, 2012 Chrysler Group LLC (Chrysler) submitted a Defect Information Report (NHTSA recall No. 12V-085) to the NHTSA identifying a safety defect regarding rear suspension lower control arm corrosion in approximately 210,000 model year (MY) 2004 and 2005 Jeep Liberty vehicles, originally sold or currently registered in a Salt-belt state (Connecticut, Delaware, Iowa, Illinois, Indiana, Kentucky, Massachusetts, Maine, Maryland, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, West Virginia, Wisconsin and the District of Columbia). According to Chrysler, excessive corrosion could result in fracture of a rear suspension lower control arm which may result in a loss vehicle control.

In analysis of both Vehicle Owner Questionnaire (VOQ) data submitted to the Office of Defects Investigation (ODI) and consumer complaint data submitted to Chrysler, ODI identified 54 non-duplicative reports alleging failure of one or both rear lower control arms due to excessive corrosion. Thirteen of these complaints allege that the failure resulted in some loss of vehicle control. For purposes of this analysis, loss of control events involve alleged complete or partial departure from the intended lane of travel. An additional 11 complaints reported difficulty maintaining control of the vehicle when the rear lower control arm failed.

All of the complainant vehicles were either originally sold or registered at the time of the incident in a Salt-belt state. ODI did not identify any reports (complaints or warranty claims) related to rear lower control failure due to excessive corrosion in the approximately 138,000 MY 2004 and 2005 Liberty vehicles that are not included in this recall (i.e., not sold or currently registered in a Salt-belt state).

In Chrysler's Defect Information Report, Chrysler stated that during the investigation a field survey of MY 2004 and

2005 Jeep Liberty vehicles was conducted. In total, Chrysler is aware of 83 incidents alleging rear control arm fracture (including complaints and field study results).

Based on Chrysler's decision to conduct a safety recall this investigation is closed.

The associated VOQs are: 10449912, 10448981, 10448406, 10448119, 10447069, 10446737, 10445029, 10443863, 10443222, 10441248, 10438681, 10437308, 10436416, 10436231, 10436024, 10434927, 10434157, 10433963, 10430852, 10429346, 10428006, 10427087, 10426644, 10426393, 10419094, 10417697, 10416623, 10410148, 10409668, 10402048, 10397413, 10392160, 10388448, 10365118, 10360057, 10360049, 10345985