



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 18-013
Date Opened: 12/01/2018
Investigator: Pedro Bonilla
Approver: Stephen Ridella
Subject: Rear Suspension Control Arm Failure

Date Closed: 08/21/2019
Reviewer: Scott Yon

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Nissan North America, Inc.
Products: 2013-2018 Nissan Altima
Population: 2,043,354

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:	91	48	139
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0

ACTION / SUMMARY INFORMATION

Action: PE18-013 has been upgraded to an Engineering Analysis (EA19-002).

Summary:

PE18-013 was opened on December 1, 2018, with 4 complaints to ODI alleging incidents of the lower control arm fracturing at a connection point to the vehicle chassis due to corrosion. ODI has received an additional 87 complaints since the PE was opened.

During PE18-013, Nissan indicated model years 2013-2018 shared a common rear lower control arm design. Nissan provided complaint and warranty data regarding 48 incidents of the subject failure. The majority of the complaints are from vehicles registered in "salt belt" states. There have been no crashes, injuries, or fatalities confirmed as of this date.

Nissan advised that it has conducted testing to assess safety risk. Nissan states that due to low incident rate, high detectability, and low risk of adverse vehicle dynamics, it does not believe the subject lower control arm failure poses an unreasonable risk to motor vehicle safety.

This preliminary evaluation has been upgraded to Engineering Analysis (EA) 19-002. During the EA, ODI will continue to collect and analyze complaint and field data in its efforts to fully assess the scope and frequency of the alleged defect. More importantly, ODI will also seek additional information and data regarding the potential safety consequences of rear lower control arm failure, both from evidence collected from field failures and through more rigorous and comprehensive vehicle testing to be conducted by either Nissan and/or NHTSA.

The ODI reports (VOQs) cited above can be viewed at NHTSA.gov under the following reference numbers: 11234334, 11234232, 11234189, 11233771, 11233234, 11232381, 11231589, 11230323, 11230184, 11229023, 11229003, 11228730, 11228651, 11228631, 11228625, 11223086, 11222602, 11222427, 11222303, 11221802, 11219943, 11217980, 11217542, 11217505, 11217290, 11210699, 11209647, 11208580, 11208274, 11207545, 11206310, 11205711, 11205461, 11203864, 11203005, 11195416, 11193545, 11193020, 11192269, 11192066, 11191270, 11191207, 11191185, 11191042, 11190360, 11190323, 11187334, 11187157, 11186747, 11186195, 11185664,

11185632, 11185589, 11183799, 11183295, 11183198, 11182705, 11182528, 11182265, 11182137, 11182088,
11181373, 11181223, 11181155, 11181009, 11180126, 11176565, 11176261, 11176135, 11175821, 11172604,
11172200, 11172065, 11170019, 11169930, 11165194, 11163833, 11163489, 11162559, 11162195, 11161956,
11161497, 11161117, 11157323, 11157234, 11156772, 11141169, 11139516, 11129476, 11122829, 11114374.