



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

ODI RESUME

Investigation: EA19002
Prompted By: PE18013
Date Opened: 07/29/2019 **Date Closed:** 06/16/2025
Investigator: Pedro Bonilla **Reviewer:** Bruce York
Approver: Tanya Topka
Subject: Rear Suspension Control Arm Failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Nissan North America, Inc.
Products: 2013-2018 Nissan Altima, 2016-2018 Nissan Maxima
Population: 2,038,307

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 | EWR D&I | Other | Total | EWR Field Reports |
|------------------------------|-----|--------------|---------|-------|-------|-------------------|
| All Incidents: | 322 | 1,035 | 0 | 0 | 1,357 | 0 |
| Crashes/Fires: | 1 | 0 | 0 | 0 | 1 | 0 |
| Injury Incidents: | 0 | 0 | 0 | 0 | 0 | 0 |
| Number of Injuries: | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatality Incidents: | 0 | 0 | 0 | 0 | 0 | 0 |
| Number of Fatalities: | 0 | 0 | 0 | 0 | 0 | 0 |

Description of Other:

ACTION/SUMMARY INFORMATION

Action: This (EA) Engineering Analysis is closed with a manufacturer action CSC / Extended Warranty.

Summary:
 On July 29, 2019, the Office of Defects Investigation (ODI) opened EA19002 to investigate instances of alleged rear lower control arm failures in 2013-2018 Nissan Altima and 2016-2018

Nissan Maxima vehicles. At the time the investigation was opened ODI had 91 consumer complaints alleging rear lower control arm failures in the subject vehicles. ODI was concerned about these complaints because many of them alleged an increased steering effort or loss of vehicle control. At the time these complaints were received, ODI was also aware of a proactive service campaign addressing 2013 Nissan Altima in salt-belt states for a similar concern.

Since opening the investigation, ODI has confirmed, based on consumer complaints, warranty data, and testing conducted by Nissan and ODI, that owners of the subject vehicles are experiencing a corroded bushing at one of three mounting points of the control arm to the rear subframe. ODI has also confirmed that drivers become aware of the problem because of sound and abnormal vibrations. In addition, the failure mileage is typically over 113,000 miles at the time of failure. In conjunction with Nissan and VRTC, ODI participated in testing to assess the potential safety consequence of a bushing failure. It was found the Vehicle Dynamic Control system allows the driver to maintain vehicle control in the event of a bushing failure. With between 7 to 13 years of field exposure, ODI is aware of only one low speed crash allegation describing minor contact with another vehicle's trailer hitch.

Nissan acknowledges that a crack can develop in affected control arms due to stress loading from normal use and that salts commonly used for roadway snow and ice treatment may result in corrosion that exacerbates the progression of the crack. Nissan implemented a design change in January of 2018 to improve the durability of the lower control arm. Affected vehicles have either been repaired with the countermeasure part under a customer satisfaction campaign or been provided a warranty extension from 3 years/36,000 miles to 10 year/unlimited mileage.

Through testing and analysis of the information obtained to date, ODI has not identified a defect representing an unreasonable risk to motor vehicle safety involving corrosion of the subject rear lower control arm at this time. With a declining trend of reports and Nissan's actions to implement a countermeasure and extended warranty coverage, further investigation of the issue does not appear to be warranted at this time. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The Agency reserves the right to take additional action if warranted by future circumstances. To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov). A detailed discussion of the investigation and related complaint numbers can be viewed in the attached closing report.