U.S. Department of Transportation

National Highway Traffic Safety Administration

OFFICE OF DEFECTS INVESTIGATION

ODI RESUME

Investigation: PE24020
Prompted By: VOQ and Early Warning Reporting Review
Date Opened: 08/05/2024 **Date Closed:** 08/24/2026
Investigator: Arnaldo Torres Diaz **Reviewer:** Bruce York
Approver: Tanya Topka
Subject: 2021 Nissan Rogue Inner Tie Rod Failures

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Nissan North America, Inc.
Products: 2021 Nissan Rogue
Population: 251,637

Problem Description: The failure of an inner tie rod while driving may compromise steering control, increasing the risk of crash and/or injury.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	12	172	0	0	184*	CONF
Crashes/Fires:	2	2	0	0	4*	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:
Other Mfr. represents warranty reports

*Total eliminates duplicates received by the manufacturer

ACTION/SUMMARY INFORMATION

Action: This (PE) Preliminary Evaluation is closed without a manufacturer action.

Summary:
The Office of Defects Investigation (ODI) opened this investigation to assess allegations of tie rod bending, deformation, or related steering linkage damage in certain 2021 Nissan Rogue vehicles. A bent tie rod can affect wheel alignment and steering geometry, and in some circumstances may result in steering pull, abnormal

tire wear, reduced steering precision, difficulty maintaining directional control, or loss of vehicle steering control, increasing the risk of a crash.

ODI reviewed Vehicle Owner Questionnaires (VOQs), Early Warning Reporting data, manufacturer field reports, warranty claims, consumer complaints submitted to the manufacturer, and other information provided by Nissan in response to ODI's information request. ODI also evaluated the reported failure circumstances, vehicle age and mileage, incident severity, and whether the available evidence indicated a defect trend occurring in the absence of external impact or other non-defect causes.

Based on the information reviewed, ODI identified a low number of tie rod bending or deformation allegations relative to the subject vehicle population and exposure. The available reports did not indicate a consistent failure pattern, common production period, common mileage, or repeatable failure mode suggestive of a safety-related defect. Many of the reviewed incidents involved circumstances consistent with external loading or impact-related damage, including pothole strikes, curb contact, road debris impacts, prior collision damage, or other abnormal steering/suspension loads.

ODI's analysis did not identify a trend of tie rod bending occurring during normal vehicle operation without evidence of external influence. The complaint and warranty rates were low, and ODI did not identify a pattern of crashes, injuries, or loss-of-control events attributable to a tie rod defect in the subject vehicles.

Accordingly, this investigation is closed. 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 further action if warranted by new circumstances or additional information. To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to NHTSA.gov.