	GROUP CHA	MODEL 2018MY Niro (DE PHEV)
	NUMBER 089 (Rev 2, 07/16/2018)	DATE April 2018
TECHNICAL SERVICE BULLETIN		
SUBJECT: SERVICE ACTION: REAR LOWER CONTROL ARM REPLACEMENT (SA338)		

*** NOTICE**

This bulletin has been revised to include additional information. New/revised sections of this bulletin are indicated by a black bar in the margin area.

This bulletin provides the procedure to replace the rear lower control arms and/or damaged wheel(s) on some 2018MY Niro (DE PHEV) vehicles, produced from September 26, 2017 through January 22, 2018, which may experience a noise from the rear lower control arm rubbing against the inner part of the wheel rim. Kia is requesting the completion of this Service Action on all affected vehicles including dealer stock, prior to delivery. Before conducting the procedure, verify that the vehicle is included in the list of affected VINs.



*** NOTICE**

A Service Action is a repair program without customer notification that is performed during the warranty period. Any dealer requesting to perform this repair outside the warranty period will require DPSM approval.

Repair status for a VIN is provided on WebDCS (Service → Warranty Coverage → Warranty Coverage Inquiry → Campaign Information). Not completed Recall / Service Action reports are available on WebDCS (Consumer Affairs → Not Completed Recall → Recall VIN → Select Report), which includes a list of affected vehicles.

This issue number is SA338.

File Under: <Chassis>

Circulate To: General Manager Service Manager Parts Manager
 Service Advisors Technicians Body Shop Manager Fleet Repair

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Replacement Procedure:

1. Lift vehicle on hoist and remove the rear wheels. Inspect the inner wheel rim area on both wheels for possible damage from rubbing against the Lower Control Arm (LCA) in the area shown. If no damage is found from the LCA rubbing against the wheels, set the wheels aside to reinstall after completing this procedure.

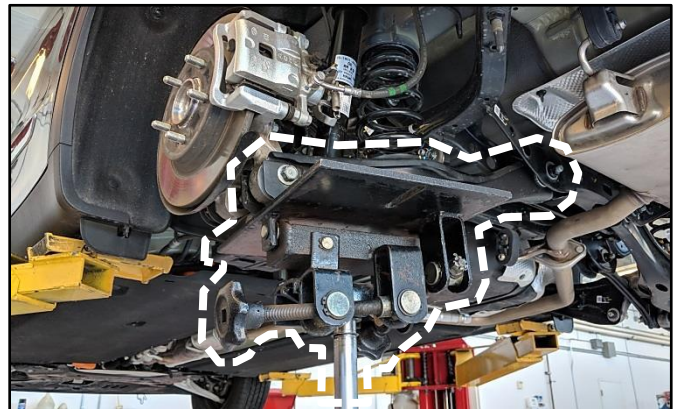


* NOTICE

If wheel damage is present, then a replacement wheel(s) will be required prior to completing this bulletin. To ensure complete customer satisfaction, any noticeable sign of rubbing to wheel(s) from the LCA is cause for replacement of the wheel(s).



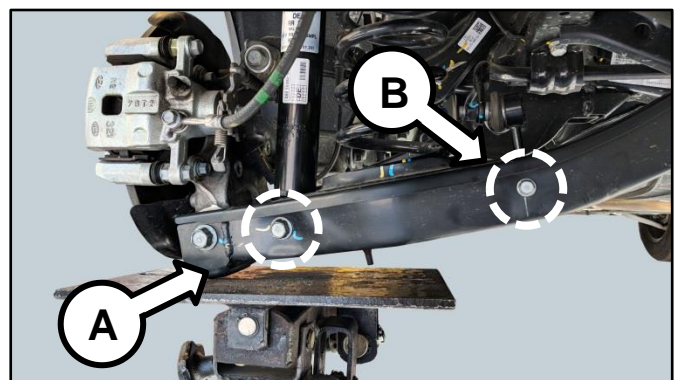
2. Install a supporting jack under the left rear lower control arm as shown and allow for more than 8 inches of lowering adjustment to supporting jack.



3. Remove the retaining lower shock bolt (A) and the stabilizer link bolt (B).

Tightening torque bolt (A):
72.3 – 86.7 lb-ft. (98.0 – 117.6 N.m.,
10.0 – 12.0 kgf.m)

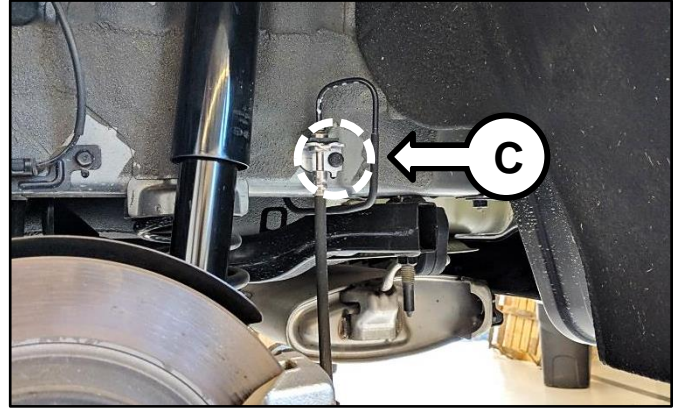
Tightening torque bolt (B):
14.5 – 21.7 lb-ft. (19.6 – 29.4 N.m.,
2.0 – 3.0 kgf.m)



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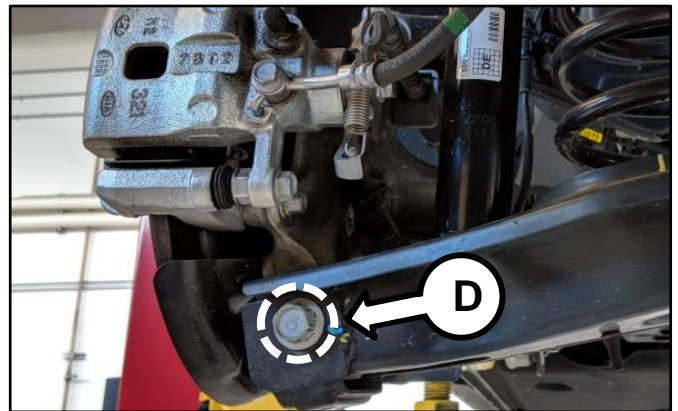
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4. Remove the brake line retaining bracket bolt (C) and let brake line hang loose.

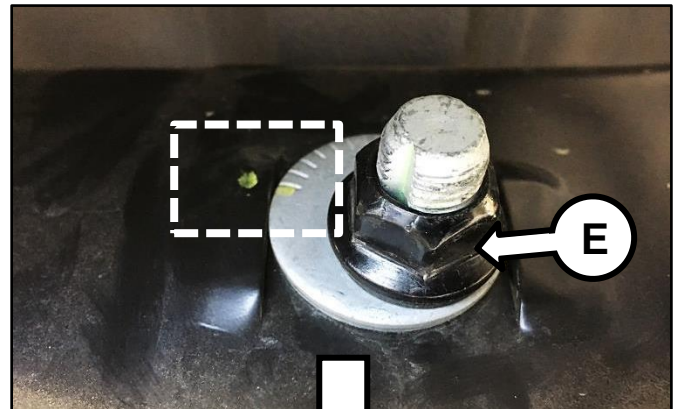


5. Remove the hub carrier to control arm retaining bolt (D).

Tightening torque bolt (D):
101.3 – 115.7 lb-ft. (137.3 – 156.9 N.m.,
14.0 – 16.0 kgf.m)



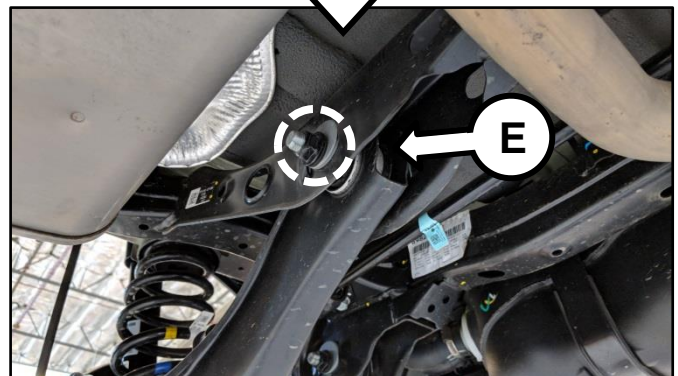
6. Using a marking pen, mark an alignment dot as shown on the retaining camber bolt/nut (E) washer and rear cross member surface for reference.



7. Loosen the control arm retaining nut/bolt (E) from the rear cross member.

CAUTION

Do not remove the LCA retaining nut/bolt (E) at this time as there is coil spring tension present on the LCA. Proceed to the next step prior to removal.

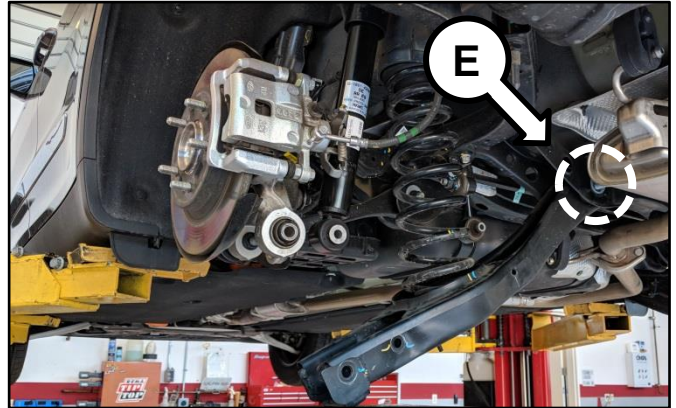


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8. Carefully lower the supporting jack adjustment to relieve the coil spring tension from the lower control arm assembly. Once spring tension is no longer present, proceed to remove the LCA retaining nut and bolt (E) to remove the lower control arm from the vehicle.

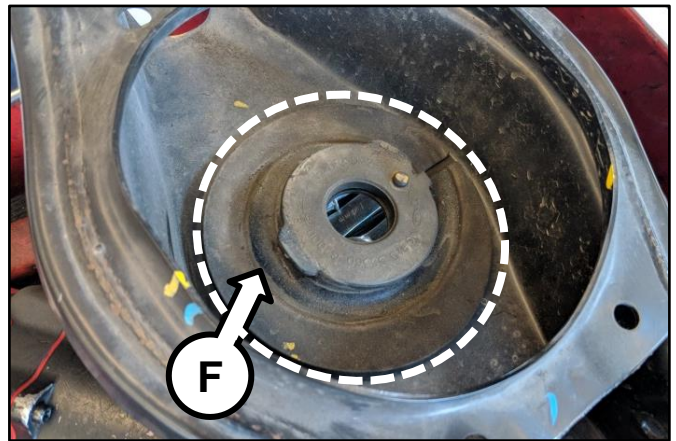
Tightening torque bolt (E):
79.6 – 86.8 lb-ft. (107.9 – 117.7 N.m.,
11.0 – 12.0 kgf.m)



9. Install the new and improved rear lower control arm (LCA) from the kit in the reverse order of removal as well as all other removed parts.

* NOTICE

Ensure to re-install the lower coil spring bushing (F) before installing the new LCA on the vehicle.



10. Repeat the procedure from steps 2-9 for the other side.
11. Reinstall the rear wheels/tires with hubcaps, insert the lug nuts and torque to specification.

If wheel(s) required replacement, remove tire(s) + TPMS sensor(s) and reinstall onto new wheel(s) by referring to the “Suspension System → Tires/Wheels → Tire → Repair Procedures” chapter in the applicable Shop Manual on KGIS.

Tightening torque (wheel lug nut):
79.6 – 94.0 lb-ft. (107.9 – 127.5 N.m.,
11.0 – 13.0 kgf.m)



12. Check wheel alignment by referring to the “Suspension System → Tires/Wheels → Alignment → Repair Procedures” chapter in the applicable Shop Manual on KGIS.



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AFFECTED VEHICLE RANGE:

Model	Production Date Range
Niro (DE PHEV)	September 26, 2017 through January 22, 2018

REQUIRED PART:

Part Name	Part Number	Figure
Rear Lower Control Arm (LCA) Kit (Left & Right)	55210 G2501QQK	
Alloy Wheel	52910 G5140	

WARRANTY INFORMATION:

N Code: N99 C Code: C99

Claim Type	Causal P/N	Qty.	Repair Description	Labor Op Code	Op Time	Replacement P/N	Qty.
V	55210 G2500	0	(SA338) Rear Lower Control Arm Kit Replacement & Alignment	180020R0	2.0 M/H	55210 G2501QQK	1
			(SA338) Rear Lower Control Arm Kit Replacement, Alignment & One (1) Alloy Wheel Replaced	180020R1	2.2 M/H	55210 G2501QQK	1
						52910 G5140	1
			(SA338) Rear Lower Control Arm Kit Replacement, Alignment & Two (2) Alloy Wheels Replaced	180020R2	2.4 M/H	55210 G2501QQK	1
						52910 G5140	2

Replacement wheel(s) will be on 100% automated part return to Warranty Parts Return Center (WPRC). Failure to return wheel(s) is subject to charge back.

* NOTICE

VIN inquiry data for this repair is provided for tracking purposes only. Kia retailers should reference **SA338** when accessing the WebDCS system.