



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

# ODI RESUME

Investigation: EA 02-033  
 Prompted By: PE02-062  
 Date Opened: 11/26/2002      Date Closed: 02/10/2003  
 Principal Investigator: BRUCE YORK-B  
 Subject: BALL JOINT SEPARATION

Manufacturer: DAIMLERCHRYSLER CORPORATION  
 Products: MY 1997-2001 PLYMOUTH PROWLER  
 Population: 11698

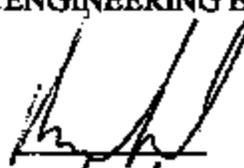
Problem Description: ALLEGED LOWER CONTROL ARM BALL JOINT FAILURES.

## FAILURE REPORT SUMMARY

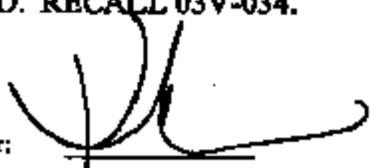
	ODI	Manufacturer	Total
Complaints:	3	13	16
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	19	19

\*Description of Other: WARRANTY CLAIMS

Action: THIS ENGINEERING EVALUATION HAS BEEN CLOSED. RECALL 03V-034.

Engineer: 

Div Chf: 

Ofc Dir: 

Date: 2/10/03

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Summary: ODI HAS RECEIVED COMPLAINTS THAT THE SUBJECT VEHICLES HAVE HAD ONE OR BOTH OF THEIR LOWER BALL JOINTS SEPARATE AND CAUSE THE FRONT OF THE VEHICLE TO DROP TO THE GROUND.

DAIMLER CHRYSLER'S ASSESSMENT OF THE BALL JOINT FAILURES IS THAT THE JOINT FAILURE MAY BE PRECIPITATED BY THE LOSS OF JOINT LUBRICATION. THE LOSS OF LUBRICATION COULD RESULT IN ACCELERATED WEAR AND POSSIBLE JOINT SEPARATION. DAIMLER CHRYSLER BELIEVES THAT THE LOSS OF JOINT LUBRICATION IS THE RESULT OF LEAKS OR TEARS IN THE RUBBER BOOT THAT PROTECTS THE BALL JOINT. THESE LEAKS OR TEARS COULD BE CAUSED BY CONTACT WITH OTHER INTERNAL PARTS OF THE BALL JOINT OR TORSIONAL LOADING THAT TWISTS THE BOOT.

BY LETTER DATED FEBRUARY 4, 2003, THE MANUFACTURER ADVISED THIS AGENCY OF ITS DECISION TO INITIATE A SAFETY RECALL CAMPAIGN FOR ALL OF THE 11,698 SUBJECT VEHICLES BUILT FROM JANUARY, 1997 TO MARCH, 2001 TO CORRECT THE DEFECT IDENTIFIED IN THIS EA (COPY ATTACHED). THE ACTION IS IDENTIFIED BY NHTSA AS RECALL NO. 03V-034.

VES  
2/14/03