



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

ODI RESUME

Investigation: PE20020
Prompted By: VOQ Review
Date Opened: 11/22/2020 **Date:** 08/12/2024
Closed:
Investigator: Matthew Martens **Reviewer:** Gregory Magno
Approver: Tanya Topka
Subject: Fore Link Failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Tesla, Inc.
Products: 2015-2017 Tesla Model S, 2016-2017 Tesla Model X
Population: 74,918

Problem Description: The front suspension fore links may fail at the knuckle ball joint ring, which may result in contact between the tire and wheel liner.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	198	268	0	0	426*	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:

*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 Preliminary Evaluation based on forty-three complaints alleging failure of the left or right front suspension fore links in Tesla model year (MY) 2015 through 2017 Model S and MY 2016 through 2017 Model X vehicles.

The investigation has identified 426 instances of failure on part number 1041570-00-A or 1041575-00-A fore links. None of the instances resulted in any loss of vehicle control. One minor crash with no injuries is associated with the 426 instances fore link failures. A majority of the failures occurred between one to fifteen mph while parking in driveways or parking lots. In the eight instances where the vehicle was traveling more than 40 mph and the fore link failed, the vehicle remained controllable with no associated crash or injuries as a result.

Tesla issued a consumer satisfaction bulletin (SB-17-31-001) on 10 February 2017, to replace the subject component on a sub-population of vehicles originally equipped with the subject fore links and built between 19 January 2016 and 25 May 2016. This sub population does not cover 75% instances of failures identified in this investigation.

Additional damage to other vehicle components will occur if the vehicle is driven with this failed fore link. However no instance has shown that a failure of the fore link in this manner prevented the controllability of the vehicle in testing and reported failures. Based on this analysis, ODI is closing the investigation.

ODI recommends that Tesla expand the terms of Bulletin SB-17-31-001 to cover all vehicles equipped with 1041570-00-A or 1041575-00-A fore links.

This does not constitute a finding by the Agency that a safety-related defect is not present; the Agency will take further action if warranted by additional information received. To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to NHTSA.gov.