2006-2012 MY Sedona Front Lower Control Arm
Basis of Safety Defect Determination 573.6(c)(6)

November 2015	Kia Motors Corporation (KMC) notified by Canadian market of Sedona broken lower control arm incident subsequent to having recall repair performed.
January 2016	KMC investigation of Canadian incident reveals several dealers failed to follow recall TSB instructions. KMC instructs Kia Motors America, Inc. (KMA) to monitor for similar issue in U.S. market.
January-March 2016	KMA conducts field investigation of recall repaired Sedona vehicles for further incidents of inadequate anti-corrosion protection. When some incidents found, a root cause investigation was started. KMA collects 24 lower control arms for evaluation and shipment to KMC.
April 7-29, 2016	KMA identifies that insufficient amounts of cavity wax and underbody protection had been applied by certain dealers. Application instructions were rechecked and found to be clear and adequate, which appear to be confirmed by results of adequate applications by other Kia dealers. KMA sends investigation report to KMC for evaluation.
May 2-16, 2016	KMA initiates discussion with NHTSA to advise it has been evaluating post-recall lower control arm incidents and requests complete VOQ data for further evaluation.
May 2-19, 2016	KMC reviews KMA's report and evaluates parts and concludes that sufficient incidents of control arms receiving inadequate coatings during recall repairs existed. KMC consults with KMA to seek a common solution. KMC-KMA analysis leads to conclusion that this is almost exclusively a 2006MY issue.
May 20, 2016	KMC makes decision to conduct a voluntary safety recall with a focus on 2006MY, but to cover all 2006-2012MY vehicles covered by prior recall as an additional preventative measure. 19 consumer assistance center case reports alleging lower control arm failure post recall repair (17 for 2006MY, 1 for 2007MY and 1 for 2008MY); 44 warranty claims (41 for 2006, 2 for 2007, 1 for 2008). No accidents or injuries.