



Tested Independently: Quality You Can Trust

Control arms play a critical role in a vehicle's ability to steer with accuracy and absorb unpleasant impacts. While providing a pivot point for the steering system, the load-carrying ball joint also needs to be strong enough to support the weight of the vehicle.

To find out how our product compares, we ask SGS Taiwan to perform independent testing against other products in the aftermarket.

54501-25000 HYUNDAI ACCENT (1999-2006)








Photo A: Appearance of the sample A

Photo B: Appearance of the sample B

Photo C: Appearance of the sample C

Others

NAKAMOTO®

OE

With less than 70% load, the competitor sample begins to fail. The base was deformed and testing was terminated.

Sample	Weigh (kg)	Max. force (kgf)	Result
A (OTHERS)	3.09	3374.6	The universal joint wasn’t pulled out from the base, but the base was deformed.
B (NAKAMOTO)	2.89	5000.0	The universal joint wasn’t pulled out from the base.
C (OE)	2.96	5000.0	The universal joint wasn’t pulled out from the base.

Benchmarked against the OE product, the NAKAMOTO control arm sustained the maximum pressure of 5,000 Kgs without any sign of damage. A testament to the quality of our products and guaranteeing the safety of our customers.



TEST REPORT

Mechanical & Hardgoods Laboratory







Photo D: Test setup - Sample A

Photo E: Test setup - Sample A

Photo F: After test - Sample A

---

---

Others



TEST REPORT

Mechanical & Hardgoods Laboratory









Photo G: Test setup - Sample B

Photo H: Test setup - Sample B

Photo I: Test setup - Sample C

Photo J: Test setup - Sample C

NAKAMOTO® & OE

Engineered for Durability

Like all suspension and steering components, control arms are highly susceptible to corrosion. When control arms begin to rust, the structure integrity and durability of the control arm becomes compromised.


NAKAMOTO control arms uses the latest coating technology to maximize the service life of our products. Tested and proven to outperform our competitors.

4764500AC CHRYSLER SEBRING (1996-2006)

1. Testing method:  
(1). ASTM B117-11 Salt Spray (Fog) Testing  
(2). ASTM D610-08 (Reapproved 2012) Standard Practice for Evaluating Degree of Rusting on Painted Steel Surfaces  
2. Testing equipment: ERICHSEN Salt Spray Tester  
3. Testing environment: Room temperature 18~23℃  
4. Testing condition: Chamber temp. 35℃, 5%NaCl, PH6.9, 1.6 ml/hr/80cm<sup>2</sup>, Specific gravity 1.0320  
5. Sample name: Control Arm C  
6. Testing period: 24 hours  
7. Testing result: Please refer to the below and the following photo.

Test results in eyeshot (corrosion sources)

The area (partial) of defect (red and white corrosion) is about 4%




Others

1. Testing method:  
(1). ASTM B117-11 Salt Spray (Fog) Testing  
(2). ASTM D610-08 (Reapproved 2012) Standard Practice for Evaluating Degree of Rusting on Painted Steel Surfaces  
2. Testing equipment: ERICHSEN Salt Spray Tester  
3. Testing environment: Room temperature 18~23℃  
4. Testing condition: Chamber temp. 35℃, 5%NaCl, PH6.9, 1.6 ml/hr/80cm<sup>2</sup>, Specific gravity 1.0320  
5. Sample name: Control Arm E  
6. Testing period: 24 hours  
7. Testing result: Please refer to the below and the following photo.

Test results in eyeshot (corrosion sources)

The area (partial) of defect (red and white corrosion) is about 0.9%



NAKAMOTO®