



**MITSUBISHI MOTOR  
SALES OF CARIBBEAN, Inc.**

Road 2 Km. 29.1 Caguas, P.R.  
Toe Pajo PR 00949  
PO Box 192216 San Juan PR 00919-2216  
Tel.: (787) 251-4715  
Fax: (787) 251-4700 • 251-4710

00V-5/4 002①

Kathleen DeMeter, Esq.  
Director, Office of Defects Investigation  
National Highway Traffic Safety Administration  
400 Seven Street, S.W.  
Washington, D.C., 20590

Dear Ms. DeMeter

Mitsubishi Motor Sales of Caribbean, Inc. (MMSC) submits this letter pursuant to 49 C.F.R. Part 573.5 Defect and Noncompliance Information Report. The vehicle manufacturer, Mitsubishi Motors Corporation (MMC) furnished some of the information provided below. The production of such information should not be construed as an admission that NHTSA, or any other governmental agency, or court, has any jurisdiction over MMC or that MMSC in anyway controls or has the ability to control MMC or its documents. Any jurisdictional or related objections in any future proceeding, investigation information or court action are hereby reserved. Accordingly, the following is the information required by 49 C.F.R. Part 573.5.

1. Manufacturer's Name: Mitsubishi Motors Corporation, Inc.
2. Vehicles potentially containing the defect:

| Make       | Line    | Model Years       | Manufacturing Dates |
|------------|---------|-------------------|---------------------|
| Mitsubishi | Mirage  | 1997 through 1999 | 3/96 to 2/99        |
| Mitsubishi | Montero | 1992 through 1999 | 1/91 to 3/99        |
| Mitsubishi | Nativa  | 1997 through 1999 | 8/96 to 3/99        |

3. Total number of vehicles:

| Vehicle Line | Number of Vehicles |
|--------------|--------------------|
| Mirage       | 23,562             |
| Montero      | 29,049             |
| Nativa       | 8,457              |

4. Approximate percentage of vehicles estimated to actually contain the defect:

MMC does not know how many of the potentially affected vehicles actually contain the defect; however, it is believed that the number is small. Owners of all potentially affected vehicles will be notified and subject vehicles included in this campaign.

5. Description of the defect:

The bolt holding the front crankshaft pulley to the end of the crankshaft may not have been tightened to the proper torque specification during the engine assembly process. As a result, there is a possibility that the bolt will become loose or break, allowing the crankshaft pulley to move about on the end of the crankshaft, causing rattling noises and the potential loss of accessory drive belts. In the worst case, the pulley may separate from the front of the crankshaft.

6. Chronological summary of events leading to this determination:

During a recent investigation by the Japanese Ministry of Transportation (MOT), it was judged by MOT that the failure of the front crankshaft bolt merited a Recall Campaign under the Japanese regulations. Japanese regulations require a recall campaign be conducted whenever a component is found to be non-complying because of the design or manufacturing process. While MMC and MMSC do not believe that the failure rate of this system in the United States suggest the presence of a safety related defect, as that term is used under U.S. laws, MMC has determined that in light of the determination of the MOT of Japan that a recall was warranted in Japan for the above-referenced condition, it would be appropriate to offer, to conduct a campaign in the United States to address the same condition, under the same terms and conditions as govern a campaign to address a defect that is determined to be safety-related under U.S. laws.

7. Test results or data used to determine noncompliance:

Not Applicable

8. Description of proposed remedy:

All owners of affected vehicles will be notified and asked to bring their vehicles to dealers. The dealers will remove the front crankshaft pulley bolt, clean and apply oil to the threads and contact surfaces and then reinstall the bolt and tighten it to the proper torque specifications. On Mirage 1.5 liter vehicles, built between March 1996 and March 1997, the dealers will remove and discard the original bolt, clean and cut additional threads in the end of the crankshaft and install a new slightly longer and stronger crankshaft pulley bolt as well as the cleaning and oiling procedure outlined above for the other models.

9. Notices and Bulletins:

MMSC will provide NHTSA with a draft owner notification and technical bulletin under separate cover as soon as they are available.

Sincerely,



Juan A. Barceló  
Senior Vice President  
Mitsubishi Motor Sales of Caribbean, Inc.