

December 15, 2000

Mr. Jonathan D. White, Chief
Recall Analysis Division
Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

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OFFICE OF DEFECTS INVESTIGATION
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RE: NSA-11mtb
RQ00-015

00V-421.001 (01)

Dear Mr. White:

Mitsubishi Motor Sales of America, Inc. (MMSA) submits this letter pursuant to 49 C.F.R. Part 573.5 - Defect and Noncompliance Information Report (DIR) on behalf of Mitsubishi Motors Corporation (MMC), Mitsubishi Motors Manufacturing of America, Inc. (MMMA) and those subject vehicles distributed by DaimlerChrysler (DC). Some of the information provided below was furnished by the vehicle manufacturers, MMC and MMMA. 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 these manufacturers or that MMSA in any way controls or has the ability to control the manufacturers or their documents. Any jurisdictional or related objections in any future proceeding, investigation information or court action are hereby reserved. Accordingly, the attached is the information required by 49 C.F.R. Part 573.5.

As we discussed on the telephone on December 7, 2000, this DIR is in place of our response to the RQ00-015. During the investigation and preparation of our response, it was determined that the cause of the premature wear of the lower lateral arm ball joint may be more than the cut or torn boot allowing the intrusion of water into the ball joint. While it is still MMC's opinion that the primary cause of the premature wear is the result of water intrusion as a result of a cut or torn boot, a review of the owner complaints in response to Part B of the RQ, revealed that there have been reported incidents of failures of the ball joint after the recall inspection indicated that no cut or torn boot was evident at the time of the inspection. Most of these failures occurred at vehicle mileage in excess of 50,000 miles and may have been the result of normal wear. There were however some instances of lower mileage failures which could indicate that there may be some other cause of the contamination besides a cut or worn boot. As a result, MMC has decided to submit a Part 573.5 Defect Information Report. We will advise you of the remedial plan as soon as the cause of the contamination can be determined.

Thank you for your understanding in this matter, and should you have any questions please do not hesitate to contact me.

Best regards,

Kent Reeves, Manager
Product Engineering and Technical Compliance
Mitsubishi Motor Sales of America, Inc.
Telephone (714) 372-6362 Fax (714) 892-4131
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00V-421.001 (22)

49 C.F.R. Part 573.5 - Defect and Noncompliance Information Report

1. **Manufacturer's Name:**

**Mitsubishi Motors Corporation, Inc.
Mitsubishi Motor Manufacturing of America, Inc.**

2. **Vehicles potentially containing the defect:**

Make	Line	Model Year	Manufacturing Dates
Mitsubishi	Galant	TBD	TBD
Mitsubishi	Eclipse	TBD	TBD
Mitsubishi	Eclipse Spyder	TBD	TBD
Eagle	Talon	TBD	TBD
Dodge	Avenger	TBD	TBD
Chrysler	Sebring	TBD	TBD

Notice: MMC is currently investigating the scope of the defect as to the model years and manufacturing dates. It will certainly include those vehicles already notified pursuant to recall 99V-066, however, it may include additional vehicle model years depending on the results of the investigation.

3. **Total number of vehicles:**

TBD See item 2 Notice.

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

MMC does not know how many of the vehicles actually contain the defect, however, owners of all potentially affected vehicles will be notified and subject vehicles included in this campaign.

5. **Description of the defect:**

Premature wear on the lower lateral arm ball joint as a result of currently unknown reasons beyond a cut or tear boot. In the worst case, the ball joint will separate.

6. **Chronological summary of events leading to this determination:**

MMSA received NHTSA recall query RQ00-015 on October 13, 2000 requesting information related to safety recall 99V-066. The recall remedy was the inspection of the lower lateral arm ball joint boot for cuts or tears. These cuts or tears may have allowed water or dirt to enter the ball joint, causing premature failure. The primary focus of this recall query was to find out if ball joints were failing after the inspection by the dealers. MMSA began a search of the related files in order to respond to this HQ. During this search it was found that there were reported incidents of lower lateral arm ball joint failure after the recall inspection had been completed. MMC, however, is still conducting an investigation as to the cause of the water or dirt intrusion and the appropriate remedy and will supplement this DIR once that is determined.

7. **Test results or data used to determine noncompliance:**

Not Applicable

00V-421.001 (03)

8. Description of proposed remedy:

All owners of affected vehicles will be notified and asked to bring their vehicles to dealers for the remedy once it is determined.

9. Notices and Bulletins:

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



February 15, 2001

Mr. Jonathan D. White, Chief
Recall Analysis Division
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National Highway Traffic Safety Administration
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CYPRESS, CALIFORNIA 90630-0064

RE: NSA-11 Intn
RQ00-015
Recall Number 00V-421

Dear Mr. White:

Mitsubishi Motor Sales of America, Inc. (MMSA) supplements our prior 49 C.F.R. Part 573.5 - Defect and Noncompliance Information Report (DIR) on behalf of Mitsubishi Motors Corporation (MMC), Mitsubishi Motors Manufacturing of America, Inc. (MMMA) and those subject vehicles distributed by DaimlerChrysler (DC) for the lower lateral arm ball joint safety recall 00V421.

Some of the information provided below was furnished by the vehicle manufacturers, MMC and MMMA. 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 these manufacturers or that MMSA in any way controls or has the ability to control the manufacturers or their documents. Any jurisdictional or related objections in any future proceeding, investigation information or court action are hereby reserved. Accordingly, the attached is additional information required by 49 C.F.R. Part 573.5.

This report supplements items 2., 3., 5., 6., 8., and includes an item 10 regarding reimbursement procedures.

Thank you for your understanding in this matter, and should you have any questions please do not hesitate to contact me.

Best regards,

Kent Reeves, Manager
Product Engineering and Technical Compliance
Mitsubishi Motor Sales of America, Inc.
Telephone (714) 372-6362 Fax (714) 892-4131
E-mail kreeves@mmsa.com

DEFECTS INVESTIGATION
SECTION



49 C.F.R. Part 573.5 - Defect and Noncompliance Information Report

1. Manufacturer's Name:

**Mitsubishi Motors Corporation, Inc.
Mitsubishi Motor Manufacturing of America, Inc.**

2. Vehicles potentially containing the defect:

Make	Line	Model Year	Manufacturing Dates	No. Vehicles
Mitsubishi	Galant	1994-1998	2/93-3/98	273,969
Mitsubishi	Eclipse	1995-1999	3/94-6/99	252,766
Mitsubishi	Eclipse Spyder	1996-1999	12/95-6/99	40,697
Eagle	Talon	1995-1998	3/94-1/98	65,486
Dodge	Avenger	1995-2000	7/94-2/00	13,521
Chrysler	Sebring	1995-2000	7/94-2-00	314,789

3. Total number of vehicles:

961,228 units (See Item 2)

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

MMC does not know how many of the vehicles actually contain the defect, however, owners of all potentially affected vehicles will be notified and subject vehicles included in this campaign.

5. Description of the defect:

In addition to the information supplied in the Part 573.5 DIR submitted by MMMA on April 5, 1999 in which the defect was identified as a cut or torn boot, MMC has added the potential of leaking moisture, which can cause the ball stud to corrode. This corrosion acting much like contamination can lead to premature wear and separation of the ball joint.

6. Chronological summary of events leading to this determination:

On April 5, 1999, MMMA submitted a DIR for recall 99V066 to the NHTSA outlining that during the shipment of component parts or during the assembly process, the lower lateral arm ball joint boot could have become damaged, allowing contamination to enter the ball joint. Such contamination could cause premature ball joint wear and eventual ball joint separation. Subsequent to this NHTSA issued RQ00-015 requesting certain information relative to the recall inspection process and the dealers refusal to perform the recall free of charge. MMC conducted additional returned failed parts inspections and found that the lower lateral arm ball joints could fail as a result of moisture leaking into the ball joint. Since this is the case, MMC has decided to notify the owners of the entire vehicle population, including those vehicles that returned for recall 00V-066 and the owners of the additional vehicles listed above in item 2 that were produced after the initial recall period.

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 for an inspection of the lower lateral arm ball joint for wear using newly established procedures. Ball joints that exhibit wear beyond the established tolerance will be replaced with newly designed lower lateral arm ball joints. Ball joints that are within the established tolerance will be cleaned and a special sealant will be applied to the lower lateral arm ball joint to prevent intrusion of moisture.

9. Notices and Bulletins:

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

10. Reimbursements:

Owners seeking reimbursement will be directed in the notification letter to contact the appropriate Customer Relations department for handling.