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OFFICE OF
DEFECTS INVESTIGATION

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September 7, 2004

04V-436
(4 pages)

Jonathan D. White, Chief, Defects and Recall Information Analysis Division
Office of Defects Investigation, Safety Assurance
U.S. Department of Transportation
National Highway Traffic Safety Administration, Room 5219
400 Seventh Street, S.W.
Washington, DC 20590

**Subject: Safety Recall Notification on Cab Hook Bending; Model Years: 1996-1999;
Models: FK617, FM617, FM657**

Dear Mr. White:

Pursuant to 49 CFR, Part 573, Mitsubishi Fuso Truck of America, Inc. (MFTA) herewith files a defect and noncompliance information report concerning the cab hook bending on certain 1996 through 1999 model year FK617, FM617 and FM657 Mitsubishi Fuso trucks for all states. The contents of this report are arranged to follow the sequence set forth in Section 573.5

The Dealer Recall Information Bulletin and a sample of the letter that will be sent to each Mitsubishi Fuso truck owner affected by this recall will be forwarded to you upon completion.

Sincerely,

William P. Mohr
Director, Service Operations.
Mitsubishi Fuso Truck of America, Inc.
Phone: (856) 487-3917 Fax: (856) 487-4885

Enclosure: As stated

Defect and Noncompliance Information Report

1. The manufacturer's name:

Mitsubishi Fuso Truck & Bus Corporation (MFTBC), Japan

2. Identification of the vehicles or items of motor vehicle equipment potentially containing the defect or non compliance:

Models	Model Year Range
FK617	1996-1999
FM617	1996-1999
FM657	1996-1999

- a) Inclusive dates of manufacture:

Models	Vehicle Production
FK617	April 10, 1995 through November 19, 1998
FM617	April 10, 1995 through October 27, 1998
FM657	April 10, 1995 through September 22, 1998

- b) GVWR or class of truck:

Models	GVWR	Class
FK617	23,000 lbs	6
FM617	25,995 lbs	6
	30,000 lbs	7
FM657	32,900 lbs	7

- c) Names of the components:

Cab main hook assembly (MC964511), Lock lever (MC964516), Control lever hook bracket (MC964520) and related parts

3. The total number of vehicles or items of equipment potentially containing the defect or noncompliance, and where available, the number of vehicles or items of equipment in each group identified pursuant to paragraph (c) (2) of the section:

Models	Number of Vehicles
96-99 FK617	371
96-99 FM617	1826
96-99 FM657	422
Total	2619

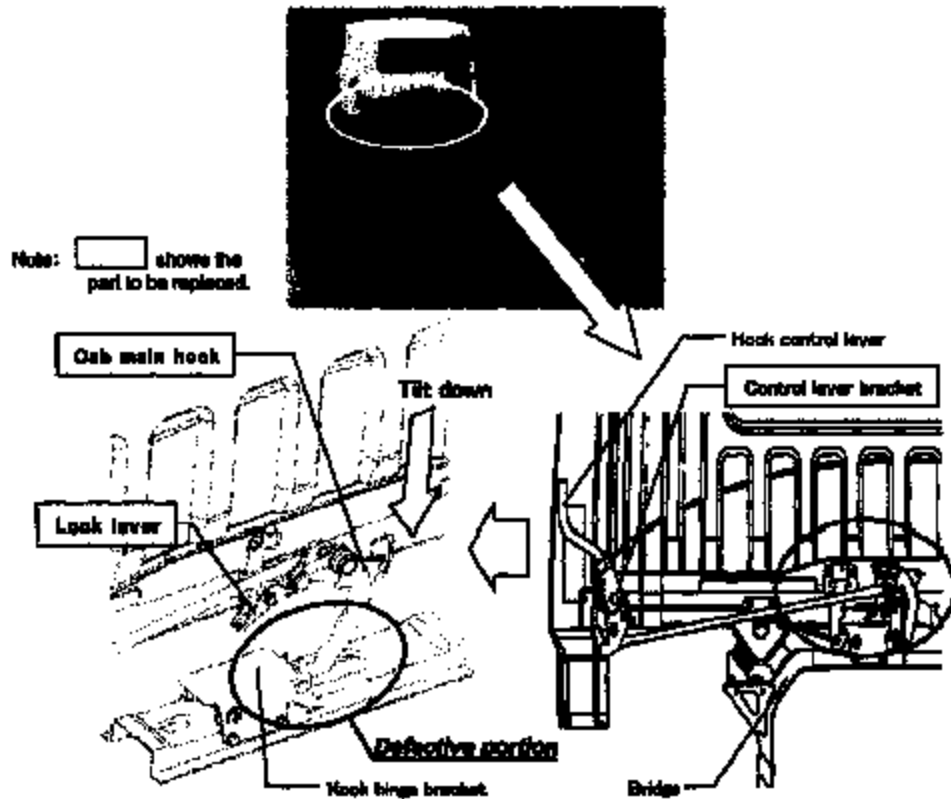
Please note: This is total number of vehicles in the U.S. and Canada markets. The number of affected models in each separate market must still be determined.

4. The percentage of vehicles or items of equipment specified pursuant to paragraph (c) (2) of the section estimated to actually contain the defect or noncompliance:

Unknown

5. A description of the defect or noncompliance, including both a brief summary and a detailed description, with graphic aids as necessary, of the nature and physical location (if applicable) of the defect or noncompliance:

On affected vehicles, the clearance between the cab main hook and the surrounding components may be insufficient. Repeated normal cab tilting operation could cause the cab tilt system components to become damaged in the area of the cab main hook. If damage occurs, the cab main hook could latch improperly, and in the worst case, the cab could tilt forward during normal vehicle operation.



6. In the case of defect, a chronology of all principal events that were the basis for the determination that the defect related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information, with their date of receipt:

On September 1, 2004, MFTBC notified MFTA that they had determined that a defect related to motor vehicle safety existed and instructed MFTA to perform a safety recall.

After deliberate study of failed sample parts, MFTBC determined that the cause of the failures was insufficient clearance between the cab main hook and the surrounding components.

The summary report of all warranty claims, field or service reports, and other information MFTA has received, with their date of receipt will be forwarded by September 10, 2004.

7. In the case of noncompliance, the test results or other data on the basis of which the manufacturer determined the existence of the noncompliance:

Not applicable.

8. A description of the manufacturer's program for remedying the defect or noncompliance:

Replace the cab hook, lock lever and control lever bracket with modified components. MFTA will initiate a safety recall campaign to correct all potentially affected vehicles by replacement of the parts mentioned above.

MFTA intends to instruct its Dealer body to initiate a safety recall campaign as soon as the parts and notification become available.

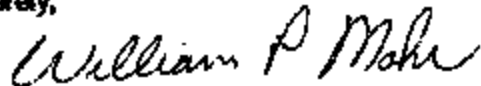
MFTA will inform NHTSA of the campaign schedule as soon as it has been determined.

9. Furnish a final copy of all notices, bulletins and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, dealer or purchaser:

MFTA will provide NHTSA with a final copy of all related documents when they have been completed.

If you have any questions or concerns, please do not hesitate to contact me at the number listed below.

Sincerely,



William P. Mohr
Director, Service Operations
Mitsubishi Fuso Truck of America, Inc.
Phone: (858) 487-3817 Fax: (858) 487-4685

c: K. Itoya (MFTBC)
T. Kawal (MFTBC)
H. Imamura (MFTA)