



mitsubishi fuso

TRUCK OF AMERICA, Inc.

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OFFICE OF DEFECTS
INVESTIGATION

04V-437
(4 pages)

September 7, 2004

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 Indicator Lamp Malfunction; Model Years:
1986-2004;
Models: FK415, FK417, FK455, FK457, FK617, FM555, FM557, 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 indicator lamp malfunctioning on certain 1986 through 2004 model year FK415, FK417, FK455, FK457, FK617, FM555, FM557, FM617 and FM657 Mitsubishi Fuso trucks for all states. The contents of this report are arranged to follow the sequence set forth in Section 573.6

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) 467-3917 Fax: (856) 467-4665

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
FK415	1988-1991
FK417	1992-1995
FK455	1988-1991
FK457	1992-1995
FK617	1996-2004
FM555	1988-1991
FM557	1990-1995
FM617	1996-2004
FM657	1996-2004

- a) Inclusive dates of manufacture:

Models	Vehicle Production
FK415	January 14, 1988 – January 10, 1991
FK417	May 18, 1991 – February 21, 1995
FK455	December 19, 1985 – December 27, 1990
FK457	January 30, 1991 – March 11, 1995
FK617	April 14, 1996 – December 23, 2003
FM555	December 30, 1985 – January 14, 1991
FM557	April 28, 1989 – March 24, 1995
FM617	April 14, 1996 – January 12, 2004
FM657	April 14, 1996 – December 23, 2003

- b) GVWR or class of truck:

Models	GVWR	Class
FK415	23,000 lbs	6
FK417	23,000 lbs	6
FK455	28,000 lbs	7
FK457	25,995 lbs	6
	29,000 lbs	7
FK617	23,000 lbs	6
FM555	32,600 lbs	7
FM557	32,900 lbs	7
FM617	25,995 lbs	6
	30,000 lbs	7
FM657	32,900 lbs	7

c) Names of the components:

Rebound cushion (MC907597)

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
86-91 FK416	1281
92-95 FK417	925
86-91 FK455	1478
92-95 FK457	2584
96-04 FK817	940
86-91 FM655	1230
90-95 FM657	803
96-04 FM817	5844
96-04 FM857	1018
Total	18101

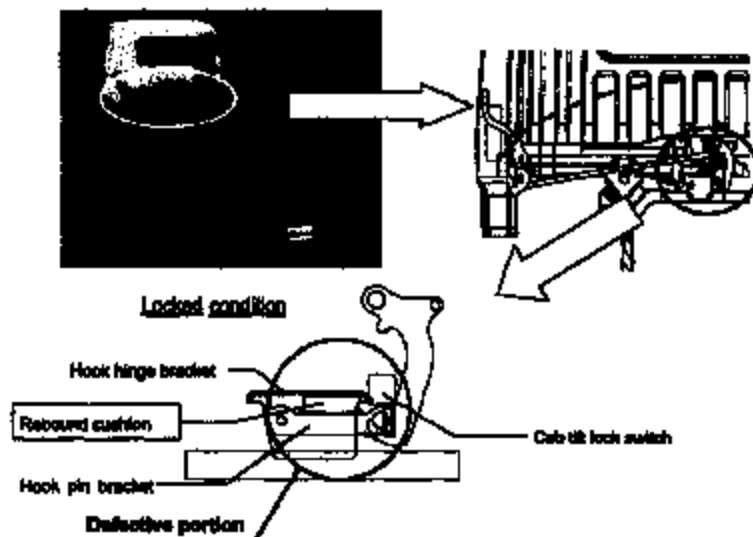
Please note: This is total number of vehicles in the U.S. and Canada markets. The number of affected models in each separate market must still be determined.

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 rebound cushion may stick to the hook hinge bracket, due to improper rubber composition of the cushion. This condition could result in the hook pin bracket remaining in the up (cab closed) position when the cab latch is unlocked. With the hook pin bracket in the up position, the cab tilt lock switch remains closed, improperly indicating that the cab latch is locked. In the worst case, if the cab latch is unlocked for any reason, the instrument panel cab lock indicator will not notify the driver that the cab tilt lock mechanism is in the unlocked position.



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 failure was improper composition of the rubber material used to manufacture the rebound cushion. This may cause the cushion to stick to the hook hinge bracket, resulting in the cab tilt lock switch remaining closed.

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 rebound cushion with a modified component. Adjust the cable tilt lock switch and bottom bracket at the rear cab mount. MFTA will initiate a safety recall campaign to correct all potentially affected vehicles by replacement of the part and adjustments mentioned above.

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

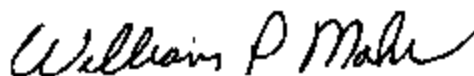
MFTA will inform NHTSA of the campaign schedule as soon as it has been determined.

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: (855) 467-3917 Fax: (855) 467-4665

- c: K. Idota (MFTBC)
T. Kawai (MFTBC)
H. Imamura (MFTA)