



MITSUBISHI FUSO
TRUCK OF AMERICA, Inc.

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September 24, 2004

*04V-478
(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 the Front Hub Bearing; Model Years: 2003-2005;
Models: FH210, FH211, FK617, FK61F**

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 front hub bearing on certain 2003 through 2005 model year FH210, FH211, FK617 and FK61F 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,

A handwritten signature in cursive script that reads "William P. Mohr".

William P. Mohr
Director, Service Operations.
Mitsubishi Fuso Truck of America, Inc.
Phone: (856) 467-3817 Fax: (856) 467-4885

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
FH210	2003-2004
FH211	2003-2004
FK617	2003-2004
FK61F	2006

- a) Inclusive dates of manufacture:

Models	Vehicle Production
FH210	May 21, 2002 through January 9, 2004
FH211	May 21, 2002 through January 10, 2004
FK617	May 23, 2002 through December 23, 2003
FK61F	May 26, 2004 through August 20, 2004

- b) GVWR or class of truck:

Models	GVWR	Class
FH210	17,900 lbs	5
FH211	17,995 lbs	6
FK617	23,000 lbs	8
FK61F	19,850 lbs	6
	20,940 lbs	8

- c) Names of the components:

Front wheel hub outer bearing (MH043142), Front wheel hub inner bearing (MH043063), Hub oil seal (MH034085) and Hub cap (MK309058)

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
03-04 FH210	1,071
03-04 FH211	1,306
03-04 FK617	105
05 FK61F	55
Total	2,537

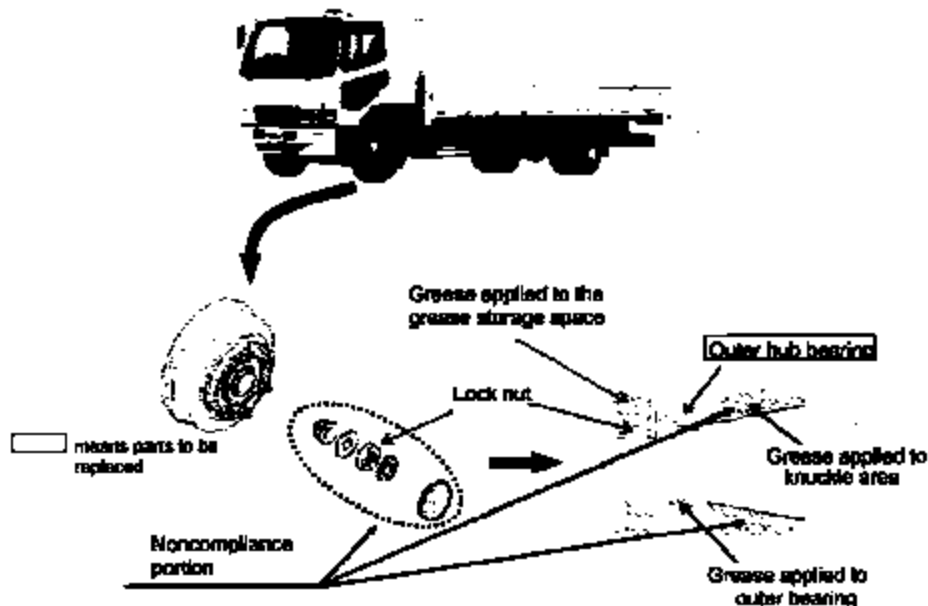
Please note: This is total number of vehicles in the U.S. and Canada markets. The number of affected models in each separate market must still be determined.

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 using an F040T front axle, the front wheel hub outer bearing lock nut may have been improperly tightened during initial assembly, and an insufficient amount of grease may have been applied to the outer bearing. These conditions could result in the outer bearing generating excessive heat and/or breaking, causing the vehicle to become disabled. In the worst case, the excessive heat could cause a fire.



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 21, 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 tightening of the front wheel hub outer bearing lock nut during initial assembly, and an insufficient amount of grease application to the outer bearing. These conditions could result in the outer bearing generating excessive heat and/or breaking, causing the vehicle to become disabled. In the worst case, the excessive heat could cause a fire.

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 October 1, 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:

Remove the front wheel hub. Inspect the inner and outer front wheel hub bearings. Replace any bearing with signs of damage. Reuse any bearing that has no signs of damage. Properly lubricate the front hub and wheel bearings. Properly torque the front wheel hub outer bearing lock nut upon reassembly.

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: (856) 467-3917 Fax: (856) 467-4885

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