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March 5, 2009



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Kathleen DeMeter, Esq.
Director, Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
West Building
Washington, DC 20590

09V-077
(3 Pages)

RE: 2008 and 2009 Mitsubishi Outlander and Lancer Brake Booster Check Valve (Safety Recall SR-09-002)

Dear Ms. DeMeter:

Mitsubishi Motors of North America, Inc. (MMNA) submits this letter pursuant to 49 C.F.R. Part 573.5-Defect and Noncompliance Information Report (DIR). This DIR is for a potential safety related concern on certain 2008 and 2009 Mitsubishi Outlander and Lancer vehicles equipped with automatic transmission or continuously variable transmission (manual transmission is not included). Incorrect material composition of the brake booster check valve may cause the check valve to stick closed when the engine is shut off. When the vehicle is re-started and put into motion, under certain driving conditions (very slow vehicle maneuvers), there may be insufficient initial braking assist, which may temporarily increase the stopping distance of the vehicle and therefore increase the risk of a crash.

The subject vehicles are distributed in the United States by MMNA and in Puerto Rico by Mitsubishi Motor Sales of Caribbean (MMSC). This campaign will be launched in Japan, Oceania, Europe, Canada, Mexico, and China by their separate distributors.

If you have any questions or comments regarding this information, please let me know.

Sincerely,

Kent Reeves, National Manager
Product Support & Technical Compliance
Telephone 714-372-6362
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1. Manufacturer's Name

Mitsubishi Motors Corporation

2. Vehicles Potentially Containing the Defect

Vehicles of the following model years and manufacturing periods:

Make	Line	Model Year(s)	Manufacturing Period
Mitsubishi	Outlander and Lancer	2008-2009	23 October 2007 – 20 January 2009

3. Total Number of Vehicles

Vehicle Line	Number of Vehicles	
	United States	Puerto Rico
Outlander	15,023	2,833
Lancer	24,688	6,483

4. Approximate Percentage of Vehicles Actually Containing the defect:

It is impossible to tell the percentage of vehicles that may experience the subject condition; however all suspect vehicles will be included in this campaign.

5. Defect Description

Incorrect material composition of the brake booster check valve may cause the check valve to stick closed when the engine is shut off. When the vehicle is re-started and put into motion, under certain driving conditions (very slow vehicle maneuvers), there may be insufficient initial braking assist, which may temporarily increase the stopping distance of the vehicle and therefore increase the risk of a crash.

6. Chronological Summary of Events Leading to Determination

Mitsubishi received customer complaints from the Japanese market in March 2008 that the brake pedal is hard to press right after the vehicle is started in the morning. Returned parts investigation showed that the check valve opening pressure was increased causing the opening of the valve to be delayed after the engine is started. Further investigation revealed that the material of the subject check valve was changed at the parts supplier in October 2007, causing the valve to be prone to stick due to the smoother surface of the valve than before. Based on these findings, Mitsubishi in Japan determined that a safety-related defect exists and advised MMNA on February 27, 2009 to conduct a safety recall.

7. Test Results or Data Used to Determine Non-compliance

N/A

8. Proposed Remedy Description

All owners of affected vehicles will be notified by first class mail and instructed to bring their vehicles to their local Mitsubishi Motors dealer to replace the brake booster check valve.

9. Notice(s) and Bulletin(s)

The owner notification and technical bulletin drafts will be provided when they become available.

10. Reimbursements

Owners seeking reimbursement for any expenses relating to this recall will be directed in the notification letter to contact Mitsubishi Customer Relations for instructions on how to apply for a refund.

11. Dealer Notification

Mitsubishi has determined that this incident does not constitute an immediate and substantial threat to motor vehicle safety; therefore the three-day dealer notice does not apply. Our schedule for dealer and customer notification will depend on replacement parts availability; however it is anticipated that notification will begin in April 2009.