



Mitsubishi Motors North America, Inc.

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September 8, 2009

09V-349
(3 Pages)

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

RE: 2008 & 2009 Mitsubishi Lancer Evolution and 2009 Lancer Ralliart, Lancer Sportback
Ralliart Fuel Return Pipe

Dear Ms. DeMeter:

Mitsubishi Motors North America, Inc. (MMNA) submits this letter pursuant to 49 C.F.R. Part 573.5-Defect and Noncompliance Information Report (DIR). This DIR contains details of a potential defect relating to motor vehicle safety in the fuel return pipe on certain 2008 and 2009 Mitsubishi Lancer Evolution, 2009 Lancer Ralliart and 2009 Lancer Sportback Ralliart vehicles equipped with turbocharged engines.

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 the respective distributors.

If you have any questions or need any additional information, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Bennett", with a stylized flourish at the end.

Tom Bennett, Director, Service
Mitsubishi Motors North America, Inc.
Telephone 714-372-5554
Email: tbennett@mmsa.com

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	Lancer Evolution	2008-2009	August 7, 2007 – December 11, 2008
	Lancer Ralliart	2009	November 29, 2007 – January 29, 2009
	Lancer Sportback Ralliart	2009	June 16, 2008 – September 30, 2008

3. Total Number of Vehicles

Vehicle Line	Number of Vehicles	
	United States	Puerto Rico
Lancer Evolution	5427	95
Lancer Ralliart	1466	115
Lancer Sportback Ralliart	10	0

4. Approximate Percentage of Vehicles Actually Containing the defect:

The percentage of vehicles that may experience the subject condition is unknown due to the different factors necessary to cause the subject condition. These factors include the manner in which the return pipe was installed and the manner in which the vehicle was driven. Regardless, all the vehicles identified in Nos. 2 and 3 above will be included in this campaign.

5. Defect Description

The manner in which the fuel return pipe is attached to the engine, in combination with frequent vehicle operation at certain engine revolutions, may result in a resonance that, if continued over time, may cause a stress crack to develop at the fixed portion of the fuel pipe. If this stress crack develops, fuel leakage may occur.

6. Chronological Summary of Events Leading to Determination

In September 2008, Mitsubishi received information from the field regarding a customer complaint of a gasoline smell while driving. Investigation of the returned part showed that the fuel return pipe attached to the engine had a small fatigue fracture. Mitsubishi conducted intensive tests but was unable to determine the cause of this failure at that time.

In April 2009, Mitsubishi received a similar complaint and found a similar issue involving the fuel return pipe. Further intensive investigation of the issue over the following months

determined that, under certain conditions as outlined above in No. 5, stresses to the subject fuel return pipe could exceed the fatigue strength limits of the fuel return pipe.

Based on these findings, Mitsubishi in Japan determined that a safety-related defect existed and advised MMNA on August 31, 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 via first class mail and instructed to bring their vehicles to their local Mitsubishi Motors dealer. The fuel return pipe will be replaced with a new part and two additional attachment brackets will be installed to better control fuel pipe vibration. There will be no charge to the customer.

9. Notice(s) and Bulletin(s)

Our schedule for dealer and customer notification will depend on the availability of replacement parts. At this time, we anticipate the dealer notification will begin on September 22, with owner notification to follow about a week later. The owner notification and technical bulletin drafts will be forwarded to your attention shortly. The timeline for completion of the customer notification is the week of September 29, 2009.

10. Reimbursements

Owners seeking reimbursement for any expenses associated with 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. At this time, however, we anticipate that dealer notification will begin September 22.