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By Recall Management Division at 8:59 am, Nov 06, 2012

12V-534
(5 pages)



November 2, 2012

Nancy Lewis, Associate Administrator for Enforcement
Office of Defects Investigation
Rm. W21200
U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Ave. SE
Washington, DC 20590

**Subject: Safety Recall Notification on the Parking Brake Lock Nut
Model Years: 2012-2013; Models: FEC52, FEC72, FEC92, FGB72
MFTA Safety Recall – C1005810 Parking Brake Lock Nut**

Dear Ms. Lewis:

Pursuant to 49 CFR, Part 573, Mitsubishi Fuso Truck of America, Inc. (MFTA) herewith files a defect and noncompliance information report concerning the parking brake lock nut on certain 2012 and 2013 model year FEC52, FEC72, FEC92 and FGB72 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 black ink that reads "William P. Mohr".

William P. Mohr
Vice President, 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 noncompliance:

Models	Model Year Range
FEC52	2012-2013
FEC72	2012-2013
FEC92	2012-2013
FGB72	2012-2013

a) Inclusive dates of manufacture:

Models	Vehicle Production
FEC52	April 8, 2011 through October 1, 2012
FEC72	April 15, 2011 through October 16, 2012
FEC92	April 15, 2011 through October 10, 2012
FGB72	June 22, 2011 through August 30, 2012

b) GVWR or class of truck:

Models	GVWR	Class
FEC52	12,500	3
FEC72	15,995	4
FEC92	17,995	5
FGB72	14,050	4

c) Names of the components:

Parking brake lock nut

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:

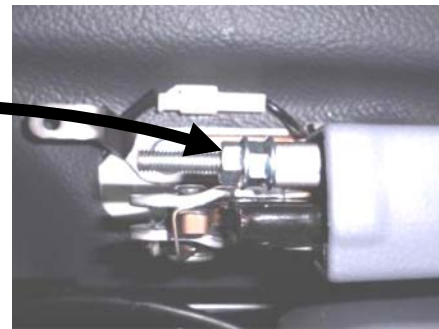
Models	# of U.S. Vehicles	# of Canada Vehicles	
FEC52	916	25	
FEC72	3628	367	
FEC92	1728	355	
FGB72	266	35	
Totals	6538	782	7320

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 certain affected vehicles, the parking brake cable lock nut may have been improperly tightened during initial vehicle assembly. This could allow the parking brake cable to loosen incrementally as the parking brake is operated. Continued parking brake use in this condition could allow the stroke of the parking brake lever to increase. In the worst case, the cable could loosen beyond the maximum range of the parking brake lever stroke, preventing the parking brake from holding the vehicle stationary, allowing the truck to roll, which could cause a crash without warning.



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 October 26, 2012, MFTBC notified MFTA that MFTBC had decided to conduct a Safety Recall Campaign in the U.S. and Canadian markets.

After deliberate study of failed parts, MFTBC determined that the failure is caused by an improperly tightened parking brake lock nut. This could allow the parking brake cable to loosen incrementally as the parking brake is operated. Continued parking brake use in this condition could allow the stroke of the parking brake lever to increase. In the worst case, the cable could loosen beyond the maximum range of the parking brake lever stroke, preventing the parking brake from holding the vehicle stationary, allowing the truck to roll, which could cause a crash without warning. MFTA received zero (0) Warranty Service Claims (WSCs) and zero (0) Product Quality Reports (PQRs) relating to affected vehicles. MFTA has received no notice of accident or injury relating to the subject component.

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:

The parking brake lock nut will be inspected and if it is found to be loose, it will be tightened to the proper specification.

Following is MFTA's proposed campaign schedule:

Estimated parts arrival date: Not Applicable

Estimated dealer notification: November 19, 2012

Estimated start of customer notification: December 3, 2012

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.

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

Sincerely,



William P. Mohr
Vice President, Service Operations
Mitsubishi Fuso Truck of America, Inc.
Phone: (856) 467-3917 Fax: (856) 467-4665

c: Y. Okada (MFTBC)

Summary Report of All Warranty Claims, Field or Service Reports,
and Other Information, with their Date of Receipt

Warranty Service Claims (WSC)

None

Product Quality and Field Reports (PQR/FR)

None