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(3 pages)

Mitsubishi Motors North America, Inc.

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RECEIVED

By Recall Management Division at 8:43 am, Jun 25, 2014

June 24, 2014

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: 2007 and 2009 MY Mitsubishi Outlander AWD Transfer Assembly

Dear Ms. Lewis:

Mitsubishi Motors North America, Inc. (MMNA) submits this letter pursuant to 49 C.F.R. Part 573.6 - Defect and Noncompliance Information Reports (DIR). This DIR contains details of a potential defect relating to motor vehicle safety involving certain replacement (service parts) transfer assemblies installed in certain 2007 and 2009 MY Mitsubishi Outlander AWD vehicles.

MMNA is unaware of any injuries and/or accidents related to this issue.

The subject vehicles are distributed in the United States by MMNA. This recall campaign will also be launched in Canada.

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

Sincerely,

Mark Chaffin
Vice President, Fixed Operations
Mitsubishi Motors North America, Inc.

573.6 (c) (1) - Manufacturer's Name

Mitsubishi Motors Corporation

Designated U.S. Agency

Mitsubishi Motors North America, Inc
6400 Katella Avenue
Cypress, California 90630-0064

Manufacturer of the Transfer Assembly

GKN Driveline Japan Ltd
2388 Ohmiya-machi, Tochigi City, Tochigi 328-8502, Japan
TEL : +81-282-27-1111

573.6 (c) (2) - Vehicles Potentially Containing the Defect

Vehicles of the following model years and replacement (service parts) transfer assembly manufacturing dates:

Make	Line	Model Year(s)	Replacement Transfer Assembly Manufacturing Dates
Mitsubishi	Outlander AWD	2007, 2009	November 9, 2011 – July 10, 2013

573.6 (c) (3) - Total Number of Vehicles

Vehicle Line	Number of Vehicles	
Outlander AWD	2007 MY	3
	2009 MY	2

573.6 (c) (4) - Approximate Percentage of Vehicles Actually Containing the Defect:

The percentage of vehicles that may experience the subject condition is unknown.

573.6 (c) (5) - Defect Description

Due to improper manufacturing of the oil seal boss (hole) in certain replacement (service part) transfer assemblies, the oil seal can become out of position and allow for automatic transmission fluid (ATF) entry into the transfer assembly. Reduced ATF pressure in the transaxle could result in the inability to shift gears and in the worst case scenario, the vehicle cannot be driven, increasing the risk of crash. This condition will illuminate the "Automatic Transmission" (A/T) warning light in the instrument panel.



573.6 (c) (6) - Chronological Summary of Events Leading to Determination

In February 2013, Mitsubishi Motors Corporation (MMC) received a customer complaint in Japan regarding a situation where the A/T warning light illuminated during vehicle operation and speeds could not exceed 20 mph.

MMC received a similar complaint in another market that the A/T warning light illuminated and the vehicle subsequently slowed down after driving about 10 miles at a speed of 35 - 40 mph. MMC immediately began an investigation to determine the root cause of this phenomenon.

In April 2013, as a result of the detailed investigation with the supplier, there were some indications that an improperly positioned oil seal was the cause of this phenomenon.

From April through December 2013, MMC continued its investigation and found the transfer assemblies provided by one of two suppliers were manufactured with an inappropriate machining process. This can create a condition where the boss (hole) may enable the oil seal to become out of position from ATF pressure and allow ATF entry into the transfer assembly. Reproduction tests confirmed this phenomenon occurred only in transfer assemblies manufactured with an inappropriate machining process by one supplier.

From January through June 2014, MMC investigated whether this phenomenon could occur in the subject transfer assemblies used in Continuously Variable Transmission (CVT) equipped vehicles and confirmed it was not possible as the CVT design does not apply oil pressure to the subject oil seal. In addition, MMC also confirmed there were no problems with the machining process at the other supplier. Although no vehicles sold in the US had the inappropriately machined transfer assemblies installed during production, MMC found that the subject transfer assemblies were sold in the US as service parts and installed in a total of five vehicles. The remaining subject service parts were removed from parts distribution warehouse inventory.

On June 17, 2014, MMC decided that field action is necessary as a safety recall and advised MMNA to conduct a safety recall in the US.

573.6 (c) (8) - Proposed Remedy Description, Reimbursement, and Notification Schedule

Owners of all affected vehicles will be notified and encouraged to bring their vehicles for inspection. If necessary, the transfer assembly will be replaced with a countermeasure unit at no charge to the customer. Owners seeking reimbursement for any expenses associated with this recall will be directed in the notification letter to contact the Mitsubishi Customer Relations Department for instructions on how to apply for a refund.

MMNA is working internally to determine the dealer and customer notification date and will update accordingly.

573.6 (c) (11) - Manufacturer's Campaign Number

SR-14-005

