

Part 573 Safety Recall Report

16V-401

Manufacturer Name : Mitsubishi Motors North America, Inc.**Submission Date :** JUN 03, 2016**NHTSA Recall No. :** 16V-401**Manufacturer Recall No. :** NR**Manufacturer Information :****Population :**

Manufacturer Name : Mitsubishi Motors North America, Inc.

Number of potentially involved : 139

Address : 6400 Katella Avenue

Estimated percentage with defect : NR

Cypress CA 90630

Company phone : 1-888-648-7820

Vehicle Information :

Vehicle 1 : 2001-2002 Chrysler Sebring

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : Affected vehicles are those with the incorrect tether installed as the remedy for NHTSA 15V-338 as of 05/16/2016. Additional vehicles may require repair based on the timing of this notice release to dealers.

Production Dates : JUL 29, 2000 - JUN 24, 2002

VIN Range 1 : Begin : 4C3AG52H31E029239 End : 4C3AG52H72E165083 Not sequential

Vehicle 2 : 2001-2002 Dodge Stratus

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

Descriptive Information : Affected vehicles are those with the incorrect tether installed as the remedy for NHTSA 15V-338 as of 05/16/2016. Additional vehicles may require repair based on the timing of this notice release to dealers.

Production Dates : JUL 29, 2000 - JUN 14, 2002

VIN Range 1 : Begin : 4B3AG42G61E029377 End : 4B3AG52H62E161748 Not sequential**Description of Defect :**

Description of the Defect : MMNA did not accurately identify the availability of '01 - '02 Chrysler Sebring and Dodge Stratus with beige interiors. Due to this oversight, the beige visor tether for '03 - '05 vehicles were inadvertently installed on some '01 - '02 Chrysler Sebring and Dodge Stratus vehicles with beige interiors during the completion of NHTSA 15V-338. The incorrect tether/visor combination has not been fully tested as a remedy.

Potentially, during a frontal accident resulting in frontal airbag deployment, there is the possibility for interaction between the deploying passenger airbag and the passenger sun visor if the sun visor is in the down position. Depending on the position and angle of the sun visor in the down position, the deploying passenger airbag may remove the sun visor, propelling it rearward. In a worst case scenario, the removed sun visor could strike a passenger seated in the front passenger seat, increasing their risk of injury.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : The safety risks associated with installing the wrong tether on '01 – '02 Chrysler Sebring and Dodge Stratus vehicles with beige interior are not known.

Potentially, the passenger sun visor, if removed and propelled rearward by the deploying passenger airbag, could increase the risk of injury to a passenger seated in the front passenger seat.

Description of the Cause : Interaction between the deploying passenger airbag and the passenger side sun visor in the down position could result in removal of the sun visor from the sun visor rod, and propelling of the sun visor rearward.

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

Between February and March, 2016, FCA and MMNA discussed if the tethers provided for 15V-338 were of OEM design, due to the ill-fitting nature of the visor tether. The visor tethers were confirmed to be OEM design. FCA and MMNA investigated the tether part numbers used, the visor designs, and the interior color by model year.

Between March and April, 2016, FCA and MMNA's investigations confirmed that beige interiors did exist in '01 - '02 Chrysler Sebring and Dodge Stratus vehicles. Continued investigation confirmed that the tethers for '01 - '02 vehicles are not interchangeable with '03 - '05 vehicles. Discussions continued to identify possible remedy (ies) for affected vehicles.

May 26, 2016, Mitsubishi determined that there is potentially a safety-related defect in the vehicles that had the wrong tether installed and informed MMNA to file a DIR and have FCA conduct a rework.

Description of Remedy :

Description of Remedy Program : Owners of all affected vehicles will be notified and encouraged to bring in their vehicles for repair. The incorrect tether strap will be replaced with the correct tether strap. Owners seeking reimbursement for any expenses associated with this recall will be directed in the notification letter to contact the FCA Customer Relations Department for instructions on how to apply for a refund.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported