

RECEIVED

99 JUL 22 PM 2:48

OFFICE
DEFECTS INVESTIGATION



6400 KATELLA AVENUE
CYPRUS, CALIFORNIA 90630-5208
TEL: (916) 472-9000 (FAX) (916) 403-1735
TELEFAX (916) 373-1070
TELEX 883453

MAILING ADDRESS:
P.O. BOX 8400
CYPRUS, CALIFORNIA 90630-0064

FAX and OVERNIGHT COURIER

July 21, 1998

Kathleen DeMeter, Esq.
Director, Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

93V-168 (01)

RE: RQ 98-007
NSA 11tn

Dear Ms. DeMeter:

Mitsubishi Motor Sales of America, Inc. (MMSA) submits this letter pursuant to 49 C.F.R. Part 573.5 - Defect and Noncompliance Information Report. Some of the information provided below was furnished by the vehicle manufacturer, Mitsubishi Motors Corporation (MMC). The production of such information should not be construed as an admission that NHTSA, or any other governmental agency, or court, has any jurisdiction over MMC, or that MMSA in any way controls or has the ability to control MMC or its documents. Any jurisdictional or related objections in any future proceeding, investigation or court action are hereby reserved. Accordingly, the following is the information required by the above regulation.

1. Importer's name/address:

Mitsubishi Motor Sales of America, Inc.
6400 Katella Avenue
Cypress, CA 90630-5208

2. Vehicles involved in this notification:

The vehicles involved in this notification are all Galant AWD models built in Model Years 1990-1992. The 1989 and 1993 MYs of the subject Galant model (which are the other MYs of that model's sale in the United States) are not included because AWD was not offered in those MYs.



3. Total number of vehicles:

Approximately 5760 vehicles were manufactured for sale in the United States by MMSA, however, given the age of these vehicles, it is likely that some number of these vehicles are no longer in service.

4. Approximate percentage of vehicles estimated to actually contain the defect:

MMSA does not know how many of the potentially affected vehicles actually contain the defect; however, it believes that the number is small (see discussion in item 5, below). However, because the vehicle owners cannot readily determine whether their vehicles contain the defect, owner of all potentially affected vehicles will be notified, and all subject vehicles will be included in the campaign.

5. Description of the defect:

MMSA reported to NHTSA on March 19, 1998 that MMC had determined a defect in 1990 through 1998 model year Eclipse GSX vehicles equipped with all-wheel drive. MMSA explained in that report that MMC had not isolated a single cause for the reported incidents of drivetrain lockup, but attributed the reports of drivetrain lockup to insufficient lubrication in the transfer case. At that time, MMC identified two potential contributors to insufficient lubrication in the transfer cases of the subject Eclipse vehicles, both limited to those vehicles which were manufactured at the Mitsubishi Motors Manufacturing of America, Inc. (MMMA) facility.

The potential contributors identified in March 1998 are not relevant to the 1990-1992 Galant AWD vehicles, because the Galant vehicles were not manufactured at the MMMA facility. Rather, they were imported from MMC, and the Galant vehicles did not raise the same potential for variability in oil fill and staking force that were identified as potential contributors to the risk of oil leakage and drivetrain lockup in the subject Eclipse GSX.

To this date, MMC has not identified any other single cause for the complaints of drivetrain lockup in the subject Eclipse GSX, nor has MMC identified any vehicle design, manufacturing or materials factor to explain the reports of transfer case oil leakage on the Galant vehicles. MMC further notes that transfer case oil leakage will not cause drivetrain lockup unless the loss of oil is significant. Therefore, MMC has concluded that reports of transfer case oil leakage, in and of themselves, do not constitute a basis for a determination of a safety related defect.

Nevertheless, because MMC does not wish to prolong any dispute with NHTSA, because of a desire to ensure customer satisfaction, and because significant loss of transfer case lubrication can contribute to the risk of drivetrain lockup, MMC has



authorized MMSA to conduct a notification and remedy campaign to address the reports of oil leakage on the Galant AWD vehicles identified above and to reduce the already minor risk that transfer case oil leakage will eventually lead to drivetrain lockup in the subject vehicles.

6. Chronological summary of events leading to this determination:

After MMSA received NHTSA's May 29, 1998 RQ, MMC reviewed its previous conclusion to conduct a notification and remedy campaign on the Eclipse GSX AWD vehicles. MMC continues to believe that its evaluation of the contributors to the reported Eclipse GSX incidences of drivetrain lockup was correct in identifying two potential contributors in the manufacturing process. MMC furthermore has identified no other single factor that would explain the reports of oil leakage on the Galant AWD vehicles. Since reports of transfer case oil leakage in Galant AWD vehicles have been received by NHTSA and MMSA, however, a notification and remedy campaign will be conducted to reduce the already minor risk that transfer case oil leakage will eventually lead to drivetrain lockup in the subject vehicles.

7. Description of proposed remedy:

All owners of potentially affected vehicles will be notified and encouraged to bring in their vehicles for inspection. Vehicles will be inspected for three items: adequacy of transfer case oil volume, any evidence of transfer case oil leakage and operational performance of the transfer case mechanism. If transfer case oil volume is insufficient, an appropriate amount of oil will be added. If there is any evidence of transfer case oil leakage from any aperture, the oil leakage will be addressed by replacement of the affected components (i.e., oil seal and/or sleeve yoke with the improved plug). If the transfer case does not operate properly, the transfer case will be replaced.

8. Notices and Bulletins:

MMSA will provide NHTSA with a draft owner notification under separate cover.

Sincerely,



Kent Reeves, Manager
Product Engineering and Technical Compliance
Mitsubishi Motor Sales of America, Inc.





U.S. Department
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

**National Highway
Traffic Safety
Administration**

OCT 19 1998

Susan M. Cischke, Executive Director
Vehicle Compliance & Safety Affairs
Chrysler Corporation - CIMS 482-00-91
800 Chrysler Drive East
Auburn Hills, MI 48326-2757

NSA-11paw
98V-168.003

Dear Ms. Cischke:

This acknowledges receipt of the Defect Information Report dated October 1, 1998, submitted in accordance with 49 CFR Part, "Defect and Noncompliance Reports." This recall involves 6,198 Chrysler Corporation (Chrysler) 1991 through 1996 Eagle Summit all-wheel-drive wagons and 1992-1994 Plymouth Colt all-wheel-drive Vista model vehicles. Lockup of the transfer case can occur due to insufficient lubrication in the transfer case. **The assigned ID Number for this recall campaign is 98V-168.003 (Chrysler Campaign No. 805).**

Chrysler is responsible for the remedy of these vehicles from this date forward, regardless of vehicle age, mileage, or ownership.

Quarterly Status Reports

As stated in Part 573.6, submission of the first of six consecutive quarterly status reports is required within one month after the close of the calendar quarter in which notification to purchasers occurs. The current quarter began October 1 and ends on December 31, 1998. If owner notification occurs during this time period, the first quarterly report will be due by January 30, 1999.

If you have any questions, please contact Mrs. Pat Wallace at (202) 366-5232 or fax at (202) 366-7882.

Sincerely,

Jonathan D. White, Chief
Recall Analysis Division
Office of Defects Investigation
Safety Assurance



DAIMLERCHRYSLER

DaimlerChrysler Corporation
Susan M. Cischke
Vice President Vehicle Certification,
Compliance and Safety Affairs

December 11, 1998

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

Reference: NHTSA Identification Number 98V-168.003

Enclosed are representative copies of communications relating to the 1992 through 1996 model year vehicles involved in the referenced recall. DaimlerChrysler expects to begin owner notification during the week of December 21, 1998. The exact number of vehicles in the recall is 4,767 (1992-1994 - R.L. Polk currently registered and 1995-1996 - manufactured).

The involved Vehicle Identification Number range is:

<u>Low</u>	<u>High</u>
NZ000094	NZ056826
PU016415	PU099037
PZ000025	PZ030892
RU000018	RU080413
RZ000106	RZ018931
SU000014	SU053953
SZ001135	SZ017816
TU000003	TU008643
TZ000103	TZ004195


RECEIVED
DEC 11 11 09 20
DEFECTS REPORT REGISTRATION

(VIN last eight characters) - N = 1992 Model Year; P = 1993 Model Year; R = 1994 Model Year; S = 1995 Model Year; T = 1996 Model Year; U = Mizushima Assembly Plant, Mizushima, Japan; Z = Okazaki Assembly Plant, Okazaki, Japan; and last six digits = sequential number.

We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because most vehicles with a VIN within the range are not affected by the recall.

This completes Chrysler's package of information for this recall as required by the Defects Report Regulation.

Sincerely,


for S.M. Cischke

Enclosure: Recall #805

cc: K. C. DeMeter

IMPORTANT

DEALER SERVICE INSTRUCTIONS Safety Recall #805 -- Transfer Case Oil Leaks

- This service requirement applies only to the following vehicles equipped with All Wheel Drive:
 - 1992 Through 1996 Model Year Eagle Summit Wagon (B8) Vehicles
 - 1992 Through 1994 Model Year Plymouth Colt Vista (B8) Vehicles
- The transfer case on the above listed vehicles, may develop an oil leak and/or have a low oil level. This could result in transfer case bearing failure and wheel lockup. To correct this condition, the transfer case oil level must be checked and the transfer case and driveshaft yoke must be inspected for leaks and repaired if necessary. In addition, the transfer case must be replaced if it exhibits abnormal noise or has no oil (ignore normal gear noise such as high pitch whine).

Alternate Transportation:

- If inspection determines that transfer case replacement is required and the vehicle must be held overnight, dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle.

Parts Packages:

- Each involved dealer, to whom vehicles in the recall were invoiced, will receive enough Driveshaft Yoke Packages to service about 10% of those vehicles.
- Due to the large number of vehicles expected to require transfer case replacement, dealers are advised to order transfer cases only after inspection has determined that replacement is required.

No. 805
December, 1998

To: All Chrysler-Plymouth and Jeep® & Eagle Dealers

Subject: Safety Recall #805 – Transfer Case Oil Leak

Models: The Following Vehicles Equipped With All Wheel Drive:

- 1992 Through 1996 Model Year Eagle Summit Wagon (B8) Vehicles
- 1992 Through 1994 Model Year Plymouth Colt Vista (B8) Vehicles

The transfer case on about 6,200 of the above listed vehicles, may develop an oil leak and/or have a low oil level. This could result in transfer case bearing failure and wheel lockup. To correct this condition, the transfer case oil level must be checked and the transfer case and driveshaft yoke must be inspected for leaks and repaired if necessary. In addition, the transfer case must be replaced if it exhibits abnormal noise or has no oil (ignore normal gear noise such as high pitch whine).

IMPORTANT: Some of the involved vehicles may be in dealer used vehicle inventory. Dealers should complete this recall service on these vehicles before retail delivery. Dealers should also perform this recall on vehicles in for service as determined by using the DIAL VIP System.

Dealer Notification & Vehicle List

All dealers will receive a copy of this dealer recall notification letter by first class mail. **Each dealer to whom involved vehicles were invoiced** (or the current dealer at the same street address) will receive a list of their involved vehicles. The Vehicle List is arranged in Vehicle Identification Number (VIN) sequence. Owners known to Chrysler are also listed. The lists are for dealer reference in arranging for service of involved vehicles.

DIAL System Functions 53 and VIP

All involved vehicles will be entered to DIAL System Functions 53 and VIP at the time of recall implementation for dealer inquiry as needed.

Function 53 provides involved dealers with an updated VIN list of their incomplete vehicles. The customer name, address and phone number is listed if known. Completed vehicles are removed from Function 53 within several days of repair claim submission. To use this system, type "53" at the "ENTER FUNCTION" prompt, then type "ORD805".

Parts

A. Driveshaft Yoke Packages:

IMPORTANT: A quantity of parts will be distributed initially and billed to all involved dealers. This quantity will cover a portion of the total vehicles involved. Additional parts may be ordered as needed to support customer demand.

Each involved dealer, to whom vehicles in the recall were invoiced (or the current dealer at the same street address), will receive enough Driveshaft Yoke Packages, Recall PN CCFE7801, to service about 10% of those vehicles.

Each parts package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Driveshaft Yoke and Universal Joint
2	Universal Joint Journal Bearings
8	Snap Rings

B. Oil Level Gauge:

Each Chrysler-Plymouth and Jeep & Eagle dealer was previously provided with ONE (1) Transfer Case Oil Level Gauge for use with Safety Recall #780. Additional Oil Level Gauges, PN MR470416, may be ordered as necessary at dealer cost.

C. Transfer Case Assembly:

IMPORTANT: Each vehicle should be inspected before a replacement transfer case is ordered. **VERY FEW VEHICLES ARE EXPECTED TO REQUIRE TRANSFER CASE REPLACEMENT.**

If the transfer case requires replacement as determined by the inspection procedure, dealers should order the appropriate transfer case listed below:

<u>Model Year</u>	<u>Transmission</u>	<u>Part Number</u>
1992 through 1994	Automatic	MD758203
	Manual	MD758205
1995 through 1996	Automatic	MD748595
	Manual	MD748594

Parts (Continued)

D. Transfer Case Oil Seals/Gaskets:

If a transfer case oil seal or gasket must be replaced as determined by the inspection procedure (Section A), dealers should order the appropriate part number listed below:

Oil Seal/Gasket	Transaxle	Part Number
Drain Plug Gasket	All	MD000312
Fill Plug Gasket	All	MF660036
Input Shaft Oil Seal	Manual	MD723202
	Automatic	MD731793
Output Shaft Oil Seal	All	MD701430
Case Upper Cover Gasket	All	MD752981
Gear Case O-Ring	All	MF520414
Front Case Driveshaft Cover O-Ring	All	MD727944

Owner Notification and Service Scheduling

All involved vehicle owners known to Chrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A copy of the owner notification letter is attached.

Enclosed with each owner notification is an Owner Notification Form. The involved vehicle and recall are identified on the form for owner or dealer reference as needed.

Service Procedure

A. Inspect Transfer Case:

1. Road test the vehicle to check for any abnormal noise or grinding sounds from the transfer case. **If any abnormal noises or grinding sounds are heard, the transfer case must be replaced. (Ignore normal gear noise such as high pitch whine.)**

2. Raise the vehicle on an appropriate hoist.
3. Remove the transfer case oil filler plug. Check the amount of oil in the transfer case by inserting the transfer case oil level gauge (PN MR470416) into the oil filler hole (Figure 1).

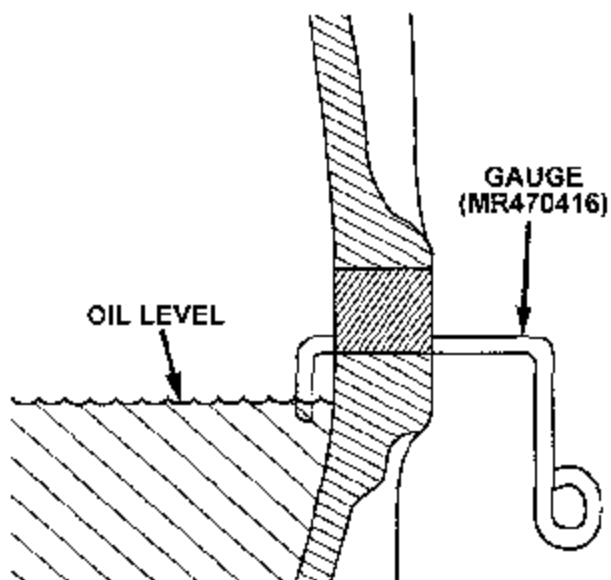


Figure 1

- If the transfer case oil level registers anywhere on the gauge, the oil level is sufficient, continue with Step 5.
- If the transfer case oil level does NOT register on the gauge, continue with Step 4.

NOTE: If fill plug shows signs of leakage, replace the fill plug gasket.

4. **For all vehicles with low oil levels:** Remove the transfer case oil drain plug (Figure 2).

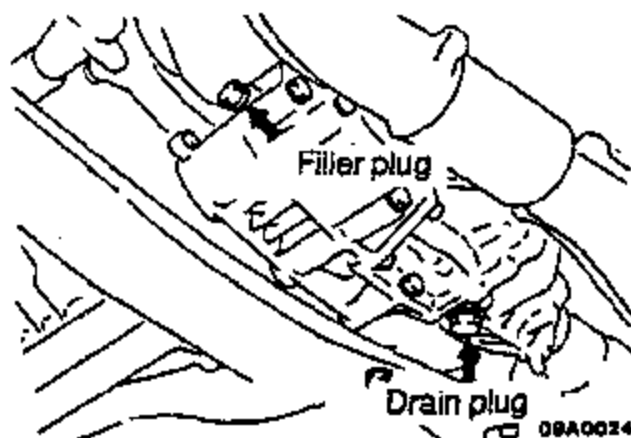


Figure 2

- **If oil runs out or drips continuously,** transfer case replacement is NOT required.
- **If NO OIL or only A FEW DROPS OF OIL come out,** the transfer case **MUST** be replaced. Continue with Section B.

NOTE: If drain plug shows signs of leakage, replace the drain plug gasket.

Service Procedure (Continued)

A. Inspect Transfer Case (Continued)

5. Inspect the driveshaft yoke plug and front exhaust pipe (Figure 3) for signs of oil leakage. If signs of leakage from the yoke are evident, the driveshaft yoke must be replaced.
6. Inspect the transfer case for indications of any oil leakage. Any transfer case oil leak must be repaired.
7. ● If the driveshaft yoke, input and/or output shaft oil seal, and/or transfer case require replacement, continue with Section B.

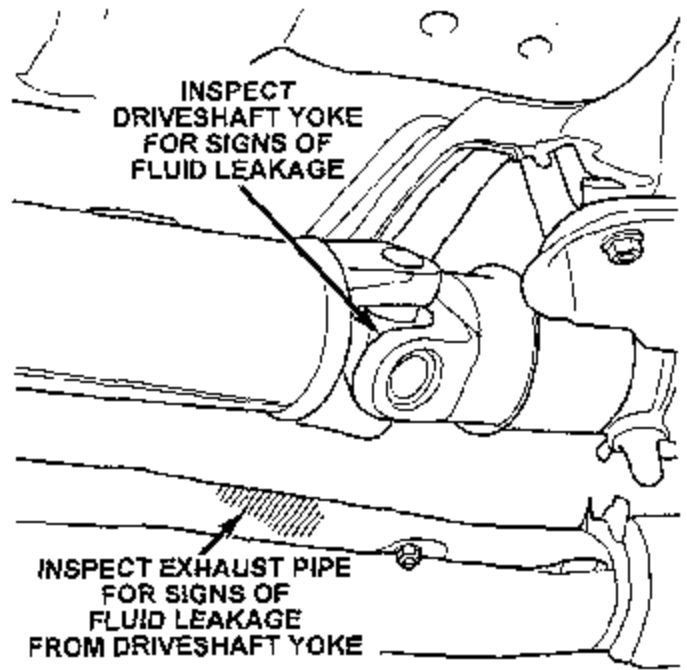


Figure 3

- If the transfer case oil leak is from a component that requires transfer case disassembly (case upper cover gasket, gear case O-ring, front case driveshaft cover O-ring or reseal case-to-extension housing), refer to the service manual for the repair procedure.
- If the transfer case does NOT require replacement and there are no signs of oil leakage:
 - A. Reinstall the transfer case drain plug (if removed).
 - B. Fill the transfer case with hypoid gear oil (SAE 75W-85W GL-4 or higher) (Figure 2).
 - C. Install the transfer case oil filler plug.
 - D. Lower the vehicle and return it to the customer. No further action is required.

Service Procedure (Continued)

B. Driveshaft Yoke, Input Shaft Oil Seal, Output Shaft Oil Seal and/or Transfer Case Replacement:

NOTE: Refer to the service manual for other oil leak repair procedures that require transfer case disassembly.

1. Inscribe mating marks on the differential companion flange and the flange yoke (Figure 4).
2. Disconnect the driveshaft from the differential (Figure 4).
3. Remove the heat shield from the front driveshaft support (if equipped).
4. Remove the driveshaft support(s) and carefully remove the driveshaft.

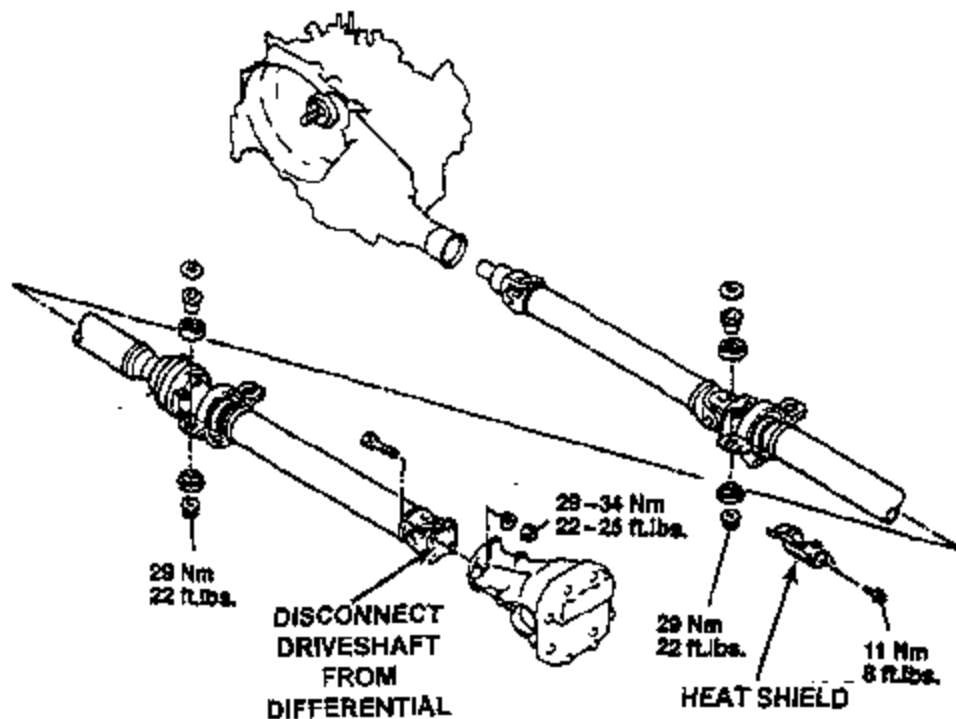


Figure 4

Service Procedure (Continued)

B. Driveshaft Yoke, Input Shaft Oil Seal, Output Shaft Oil Seal and/or Transfer Case Replacement (Continued):

5. FOR VEHICLES THAT REQUIRE DRIVESHAFT YOKE REPLACEMENT:

NOTE: Complete this step on any vehicle that exhibited signs of leakage from the driveshaft yoke.

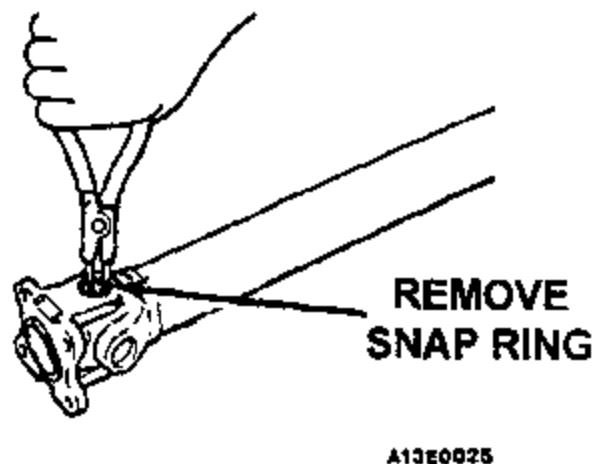


Figure 5

A. Remove the snap rings that secure the universal joint to the driveshaft (Figure 5).

B. Using Special Tool MB990840 (or equivalent), press the bearing journal out of one side of the driveshaft (Figure 6).

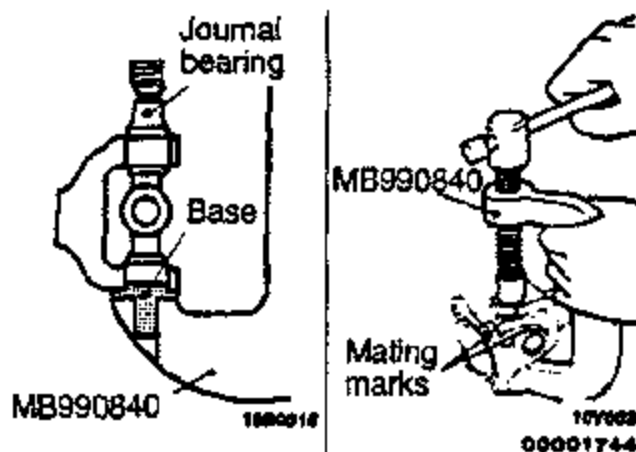


Figure 6

C. Turn the driveshaft over and press out the opposite bearing journal.

D. Remove and discard the driveshaft yoke and universal joint.

E. Grease the driveshaft journals and the two supplied journal bearings with Mopar Multi-Purpose Grease or equivalent.

F. Install the provided driveshaft yoke and universal joint assembly on the driveshaft.

G. Press one of the supplied journal bearings into the driveshaft using Special Tool MB990840 or equivalent (Figure 6).

Service Procedure (Continued)

B. Driveshaft Yoke, Input Shaft Oil Seal, Output Shaft Oil Seal and/or Transfer Case Replacement (Continued):

- H. Turn the driveshaft over and press in the opposite bearing journal until the snap ring groove is fully visible.
- I. Install a snap ring into one of the driveshaft snap ring grooves.
- J. Using a brass bar, press the universal joint from the other side until it contacts the snap ring.
- K. Install a snap ring in the groove on the other side of the driveshaft.

IMPORTANT: BOTH snap rings MUST be the same size (thickness). Four (4) different thickness snap ring pairs have been provided (1.28 mm, 1.31 mm, 1.34 mm, 1.37 mm).

- L. With a feeler gauge, measure the clearance between the snap ring and the journal bearing (Figure 7). If the clearance is not between 0.01 - 0.03 mm, remove the snap rings and repeat Steps 5I - 5K with the appropriate snap ring pair as necessary.

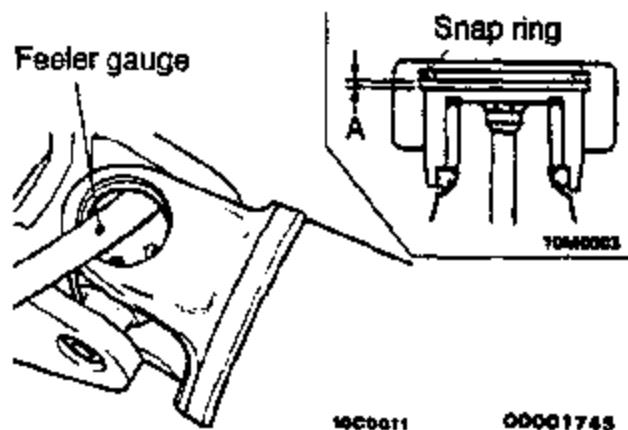


Figure 7

Service Procedure (Continued)

B. Driveshaft Yoke, Input Shaft Oil Seal, Output Shaft Oil Seal and/or Transfer Case Replacement (Continued):

6. FOR VEHICLES THAT REQUIRE TRANSFER CASE OUTPUT SHAFT OIL SEAL REPLACEMENT:

NOTE: Only complete this step on vehicles that exhibited signs of leakage from the transfer case output shaft seal.

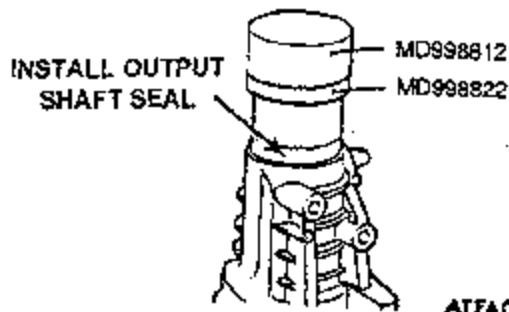


Figure 8

- A. Remove the output shaft oil seal from the transfer case.
 - B. Using special tools MD998822 and MD998812 (or equivalent), press the new output shaft oil seal (PN MD701430) into the transfer case (Figure 8).
7. FOR VEHICLES THAT REQUIRE TRANSFER CASE REPLACEMENT OR TRANSFER CASE INPUT SHAFT OIL SEAL REPLACEMENT:

NOTE: Only complete this step on vehicles that require transfer case replacement or on vehicles that exhibit signs of leakage from the input shaft seal.

- A. Disconnect the front exhaust pipe from the exhaust manifold.
- B. Disconnect the exhaust hanger just in front of the catalytic converter.
- C. Remove the six (6) bolts that attach the transfer case to the transaxle (Figure 9).
- D. Separate the transfer case from the transaxle (use a plastic hammer if necessary) and remove the transfer case from the transaxle by tilting the case downward.

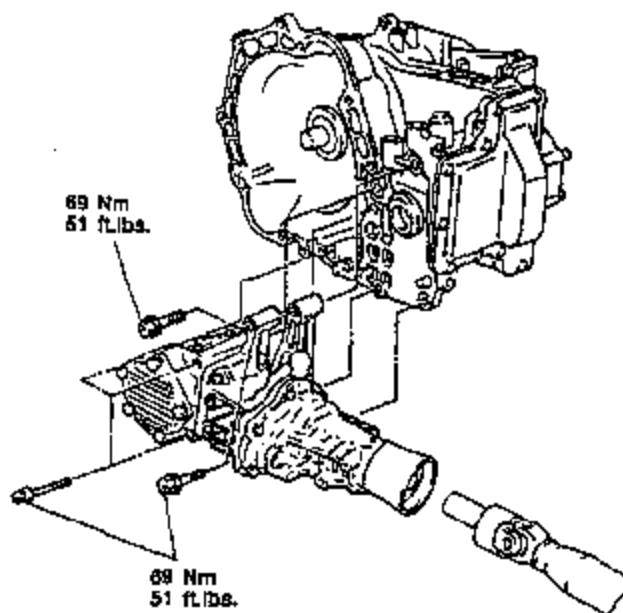


Figure 9

Service Procedure (Continued)

B. Driveshaft Yoke, Input Shaft Oil Seal, Output Shaft Oil Seal and/or Transfer Case Replacement (Continued):

E. FOR VEHICLES THAT REQUIRE TRANSFER CASE INPUT SHAFT OIL SEAL REPLACEMENT:

Remove the transfer case input shaft oil seal and install a new input shaft oil seal (Manual -- PN MD723202 or Automatic -- PN MD731793) using special tools MB998833 and MB990938 (or equivalent) (Figure 10). Lightly coat the new seal with the recommended gear oil.

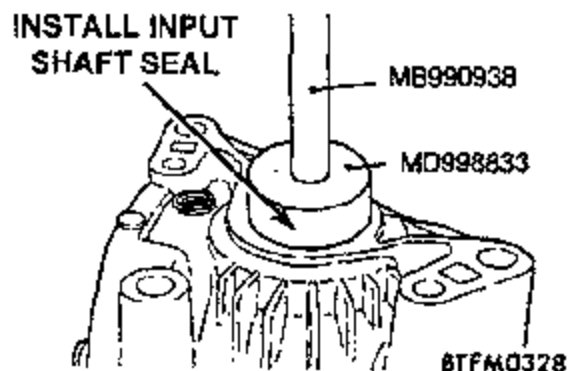


Figure 10

- F. Install the new transfer case assembly (or original transfer case with new input shaft oil seal) (Figure 9). Tighten the six (6) attaching bolts to 52 ft-lbs (70 N•m) (automatic transaxle) or 42 ft-lbs (57.5 N•m) (manual transaxle).
- G. Connect the front exhaust hanger.
- H. Connect the front exhaust pipe to the exhaust manifold. Tighten the attaching bolts to 36 ft-lbs (50 N•m). Tighten the bracket bolt to 26 ft-lbs (35 N•m).
- 8. Lightly coat the driveshaft yoke with the recommended gear oil, insert the driveshaft yoke into the transfer case and then install the center driveshaft supports.
- 9. Install the driveshaft by aligning the mating marks (Figure 4) and then connecting the driveshaft to the differential. Tighten the driveshaft support and driveshaft-to-differential nuts to 22 ft-lbs (29 N•m).
- 10. Install the heat shield on the front driveshaft support (if equipped).
- 11. Reinstall the transfer case drain plug (if removed).
- 12. Fill the transfer case with hypoid gear oil (SAE 75W-85W GL-4 or higher).
- 13. Install the transfer case oil filler plug.
- 14. Lower the vehicle.

December, 1998

Completion Reporting and Reimbursement

Claims for vehicles which have been serviced must be submitted on the DIAL System. Claims submitted will be used by Chrysler to record recall service completions and provide dealer payments.

Use one of the following labor operation numbers and time allowances:

	Labor Operation Number	Time Allowance
Inspect transfer case	21805181	0.3 hours
Inspect transfer case, replace driveshaft yoke and/or output shaft seal	21805182	1.3 hours
Inspect transfer case, replace transfer case or <u>input</u> shaft oil seal	21805183	1.5 hours
Inspect transfer case, replace driveshaft yoke and transfer case or <u>input</u> shaft seal	21805184	2.0 hours
Inspect transfer case and disassemble transfer case to replace upper cover gasket, gear case O-ring, front case driveshaft cover O-ring and/or reseal case-to-extension housing	21805185	2.1 hours
Inspect transfer case, replace driveshaft yoke and disassemble transfer case to replace upper cover gasket, gear case O-ring, front case driveshaft cover O-ring and/or reseal case-to-extension housing	21805186	2.5 hours

Add the cost of the recall parts plus applicable dealer allowance to your claim.

Parts Return

Initially, a small number of transfer cases are required to be returned to the Warranty Material Return Center. When an adequate number of returned parts have been accumulated, Parts Return Documents will no longer be generated and parts are to be discarded.

Note: See the Warranty Administration Manual, Recall Claim Processing Section for complete recall claim processing and material return instructions.

December, 2009

Vehicle Not Available

If a vehicle is not available for service for a known reason, let us know by filling out the pre-addressed Vehicle Disposition Form portion of the Owner Notification Form or describe the reason on a postcard and mail to.

Chrysler Corporation
CIMS 482-00-85
800 Chrysler Drive East
Auburn Hills, Michigan 48326-2757

Following the above procedures will expedite the processing of your claim.

If you have any questions or need assistance in completing this action, please contact your Zone Service Office.

Customer Services Field Operations
Chrysler Corporation

**SAFETY RECALL TO INSPECT YOUR VEHICLE'S TRANSFER CASE AND DRIVESHAFT YOKE
FOR LEAKS AND REPAIR THEM IF NECESSARY**

Dear Valued Chrysler or Plymouth Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Chrysler Corporation has determined that a defect which relates to motor vehicle safety exists in some 1992 through 1996 Eagle Summit Wagon and 1992 through 1994 Plymouth Colt Vista vehicles equipped with all wheel drive.

The problem is...

The transfer case on your vehicle (identified on the enclosed form), may develop an oil leak and/or have a low oil level. This may cause the wheels to lock up and result in an accident without prior warning.

What Chrysler and your dealer will do...

Chrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will inspect the transfer case, adjust the oil level and repair or replace the transfer case as necessary. In addition, driveshaft yoke will be inspected for leaks and replaced if necessary. The inspection will take about ½ hour to complete. Repairs, if necessary, may require an additional two hours. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.

What you must do to ensure your safety...

- Simply **contact your dealer** right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment.
- **Bring the enclosed Owner Notification Form with you to your dealer.** It explains the required service to the dealer.

If you need help...

If you have trouble getting your vehicle inspected and repaired (if necessary), please call the **Chrysler Customer Center, toll free, at 1-800-992-1997**. A representative will assist you in getting your vehicle serviced. If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, or call the Toll Free Auto Safety Hotline at 1-800-424-9393. (Washington, D.C. area residents may call 1-202-366-0123.)

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thanks for your attention to this important matter.

Customer Services Field Operations
Chrysler Corporation
805

*Buckle up
for Safety* 

RECALL CAMPAIGNS

NAME OF MANUFACTURER : CHRYSLER

SUBJECT OF RECALL : TRANSFER CASE FAILURE

RECALL CAMPAIGN NUMBER : 98V-168.003

ACTION THAT INFLUENCED RECALL

MANUFACTURED INFLUENCED

ODI INFLUENCED:

ACTION NO. : R098-007

DED INVESTIGATOR : N. NGUYEN

RAD INVESTIGATOR :

OVSC INFLUENCED:

ACTION NO. :

OVSC INVESTIGATOR :



Susan M Cischke
Executive Director
Vehicle Certification Compliance & Safety Affairs

October 1, 1998

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

98V-168.003 (01)

Dear Mr. Weinstein:

In accordance with the provisions of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573, Defect and Noncompliance Reports, Chrysler Corporation herewith furnishes the Defect Information Report which contains details of a recall regarding a potential safety related deficiency in some 1992 through 1996 model year vehicles. The potential for tractor and trailer axle failure exists on the affected vehicles.

Chrysler will formalize the recall requirements and instructions to dealers in the near future. Copies will be provided to the NHTSA when available, and Vehicle Identification Number range and assembly plant information for the involved vehicles will also be furnished at that time.

Sincerely,

Susan M. Cischke

Enclosures: Defect Information Report for Chrysler Recall # 805

cc: K.C. DeMeter, NHTSA

Division of Occupational Safety & Health
California Department of Industrial Relations

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL # 805

October 1, 1998

Page 1

98V-168. 003 (02)

Submission date: October 1, 1998

Identifying classification of vehicles potentially affected:

<u>Make</u>	<u>Model</u>	<u>Model Year</u>	<u>Volume</u>
Eagle	Summit Wagon AWD	1992-1996	6,198
Plymouth	Colt Vista AWD	1992-1994	

Estimated percentage containing defect: Unknown

Description of defect:

Mitsubishi Motor Sales of America (MMSA) has requested Chrysler Corporation to conduct the same safety recall as defined by Chrysler Corporation recall #780 on the subject vehicles. MMSA reported to NHTSA in an August 6, 1998 letter to Ms. Kathleen DeMeter the basis for including these vehicles in this recall.

Chronological summary of events which were the basis for determining existence of defect:

The following events occurred in the period from early September 1998 through late September 1998:

- Mitsubishi Motors wrote Chrysler Corporation and requested a safety recall campaign on the affected vehicles.
- Chrysler conducted a search and is unaware of any owner complaints associated with this issue.
- This issue was presented to the Vehicle Regulations Committee and a Mitsubishi Motor Company's recommendation for a safety recall was approved.

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL # 805

October 1, 1998

Page 2

98V-168.003 (03)

Statement of measures to be taken to correct defect:

The transfer case will be inspected for three items: adequacy of transfer case oil volume, any evidence of transfer case oil leakage and operational performance of the transfer case mechanism. If transfer case oil volume is insufficient, an appropriate amount of oil will be added. If there is any evidence of transfer case oil leakage from any aperture, the oil leakage will be addressed by replacement of the affected components. If the transfer case does not operate properly, the transfer case will be replaced.

A supply of necessary replacement parts is currently being arranged and the information required for implementation of this recall is being prepared. Chrysler expects to implement parts distribution and national notification to both dealers and owners when a sufficient quantity of parts becomes available. Chrysler's scheduling information for implementing this recall is not available at this time.

98J-168



***** draft 8/19/98 *****

Date: September ?????????? 1998

RE: IMPORTANT SAFETY RECALL NOTICE (SR-98-004)

Dear Mitsubishi Owner,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Reason For Notice: Mitsubishi Motor Sales of America, Inc. has determined that a defect which relates to motor vehicle safety exists with the transfer case assembly on certain 1992 through 1996 Expo and 1992 through 1993 Expo LRV all wheel drive models.

It is possible that a low lubricant level in your vehicle's transfer case may exist. This can result in the transfer case locking up causing the vehicle's wheels to stop turning, potentially resulting in a vehicle collision.

Call Your Dealer: Please contact your Authorized Mitsubishi Motors Dealer immediately to schedule an appointment for the dealer to inspect your vehicle's transfer case for signs of leakage and correct lubricant level. The dealer will affect repairs as indicated by their inspection. There will be no charge for this service.

How Long Will It Take? Repairs will require approximately one half to one and one half hours to complete, but may take longer depending on your dealer's schedule

Should your dealer fail to perform the corrective procedure at no charge, and within a reasonable time, please inform our Customer Service Department by calling toll-free (800) 222-0037. You may also contact the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. 20590, or call the Auto Safety Hotline toll-free (800) 424-9393. Washington, D.C. residents may call (202) 366-0123.

Notice to Lessors: If you are a lessor of five or more leased vehicles as of the date of this letter, you have an obligation under federal law, (49 CFR Part 577), to provide the lessee of the above referenced vehicle with a copy of this letter by first class mail within ten days of receipt. Further, you must maintain a record which identifies the lessee to whom you sent a copy of this letter, the date you sent it, and the VIN of the subject vehicle.

We appreciate your prompt attention to this matter. Should you have any questions, please contact your Mitsubishi Motors Dealer.

Sincerely,

George H. Croker
Manager, National Customer Service

SR-98-004
?????XX

QUARTERLY RECALL REPORT

<u>Recall Campaign:</u> 98V 168 000	<u>Manufacturer:</u> MITSUBISHI MOT SALES, INC
<u>Doc Date:</u> 12-MAY-1999	<u>Calendar Year:</u> 12-MAY-1999 <u>Report:</u> 2
	<u>Quarter Seq No:</u> 991

Recall Subject: MITSUBISHI/TRANSFER CASE

Date 577: 25-SEP-1998

577 Renotification

Date:

Recall Items

<u>Involved:</u>	10287
<u>Campaigned:</u>	4041
<u>Inspected Corrected:</u>	4038
<u>Inspected Only:</u>	0
<u>Total Inspected:</u>	4038
<u>Exported:</u>	0
<u>Returned from Inventory:</u>	0
<u>Scrapped:</u>	1
<u>Stolen:</u>	2
<u>Other:</u>	0
<u>Total Accounted for:</u>	3
<u>Unable To Notify:</u>	667

Completion Rate: 39%

Notes:

April 23, 1999

Mr. Jonathan White
Room 5319
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

500 KATELLA AVENUE
CYPRESS CALIFORNIA 92610-5100
TEL: 714/224-6400 FAX: 714/224-1007
TELETYPE: 714/224-1007
FLEX: 683416

MAILING ADDRESS
PO BOX 9100
TOWERS CALIFORNIA 92604-9100

Dear Mr. White:

Mitsubishi Motor Sales of America, Inc. ("MMSA") submits this quarterly report in compliance with the requirements of 49 CFR Part 573.6. This information is for the calendar quarter ending **March 31, 1999**. This report involves certain **1990-1992 Mitsubishi Galant AWD, 1992-1995 Expo, and 1992 - 1995 Expo LRV AWD Transfer Case Safety Recall - SR-98-003**. These vehicles were manufactured by Mitsubishi Motors Corporation.

The following information is identified by the subparagraph headings of 49 CFR Part 573.6(b):

- (1) The notification campaign number assigned by NHTSA: **98V-168.001.**
98V-168.002.
- (2) The date notification began and the date completed: Notification to consumers began on **September 25, 1998**.
Notification was completed on **September 25, 1998**.
- (3) The number of vehicles involved in the notification campaign: **10,287**
- (4) The number of vehicles and equipment items which have been inspected and repaired and the number of vehicles and equipment items inspected and determined not to need repair:
 - The number inspected: **4,038**
 - The number repaired: **4,038**
 - The number inspected and determined not to need repair: **0**

99049.RPT
SR-98-003 2nd Qtr.

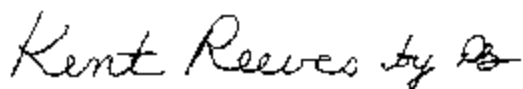


(5) The number of vehicles or items of equipment determined to be unreachable for inspection due to export, theft, scrapping, failure to receive notification, or other reasons (specify).

- Export: 0
- Theft: 2
- Scrapping: 1
- Failure to receive notice: 667 - (Notifications returned due to invalid address, no forwarding address, etc.)
- Other (Sold or Traded): 97

If you require any additional information, please do not hesitate to contact me directly during normal business hours at (714) 372-6362.

Sincerely,



Kent Reeves
Manager, Product Engineering and Technical Compliance

cc: M. Miyashita (MMC)



U.S. Department
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

**National Highway
Traffic Safety
Administration**

AUG 20 1998

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Kent Reeves
Manager, Product Engineering & Technical Compliance
Mitsubishi Motor Sales of America, Inc.
P.O. Box 6400
Cypress, CA 90630-0064

NSA-11paw
98V-168

Dear Mr. Reeves:

This acknowledges receipt of the Defect Information Report dated July 21, 1998, submitted in accordance with 49 CFR Part, "Defect and Noncompliance Reports." This recall involves 5,760 Mitsubishi Motor Sales of America, Inc. (MMSA) 1990 through 1992 Galant all-wheel drive model vehicles. Lockup of the transfer case can occur due to insufficient lubrication in the transfer case. **The assigned ID Number for this recall campaign is 98V-168.**

This recall was the subject of a Recall Query, RQ98-007, conducted by the Office of Defects Investigation.

Additional Information Required

In order for us to complete our file on this matter, please provide the following additional information:

1. A draft copy of the notification documents must be submitted to this office by facsimile (202-366-7882) for review prior to mailing, as well as an estimated owner notification schedule.
2. Please provide the dates of manufacture for the vehicles involved in this recall.

Please provide this information, referencing the National Highway Traffic Safety Administration's identification codes on page 1 of this letter, to this office by **September 10, 1998.**

Quarterly Status Reports

As stated in Part 573.6, submission of the first of six consecutive quarterly status reports is required within one month after the close of the calendar quarter in which notification to purchasers occurs. The current quarter began July 1 and ends on September 30, 1998. If owner notification occurs during this time period, the first quarterly report will be due by October 30, 1998.



If you have any questions, please contact Mrs. Pat Wallace at (202)366-5232 or fax at (202) 366-7882.

Sincerely,

Jonathan D. White, Chief
Recall Analysis Division
Office of Defects Investigation
Safety Assurance



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

SEP 21 1998

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Kent Reeves
Manager, Product Engineering & Technical Compliance
Mitsubishi Motor Sales of America, Inc.
P.O. Box 6400
Cypress, CA 90630-0064

NSA-11paw
98V-168.002

Dear Mr. Reeves:

This acknowledges receipt of the **supplemental** Defect Information Report dated August 6, 1998, submitted in accordance with 49 CFR Part, "Defect and Noncompliance Reports." This recall involves an additional 3,800 Mitsubishi Motor Sales of America, Inc. (MMSA) 1992 through 1995 Expo all-wheel drive vehicles and 1992-1993 Expo LRV all-wheel drive vehicles. Lockup of the transfer case can occur due to insufficient lubrication in the transfer case. **The assigned ID Number for this recall campaign is 98V-168.002.**

This recall was the subject of a Recall Query, RQ98-007, conducted by the Office of Defects Investigation.

Additional Information Required

In order for us to complete our file on this matter, please provide the following additional information:

1. A draft copy of the notification documents must be submitted to this office by facsimile (202-366-7882) for review prior to mailing, as well as an estimated owner notification schedule.
2. Please provide the dates of manufacture for the vehicles involved in this recall.

Please provide this information, referencing the National Highway Traffic Safety Administration's identification codes on page 1 of this letter, to this office by **October 6, 1998.**

Quarterly Status Reports

As stated in Part 573.6, submission of the first of six consecutive quarterly status reports is required within one month after the close of the calendar quarter **in which notification to purchasers occurs**. The current quarter began July 1 and ends on September 30, 1998. If owner notification occurs during this time period, the first quarterly report will be due by October 30, 1998.

If you have any questions, please contact Mrs. Pat Wallace at (202)366-5232 or fax at (202) 366-7882.

Sincerely,

Jonathan D. White, Chief
Recall Analysis Division
Office of Defects Investigation
Safety Assurance

RECALL CAMPAIGNS

NAME OF MANUFACTURER : MITSUBISHI

SUBJECT OF RECALL : DRIVETRAIN LOCKUP

RECALL CAMPAIGN NUMBER : 98V-168

ACTION THAT INFLUENCED RECALL

MANUFACTURED INFLUENCED

ODI INFLUENCED:

ACTION NO. : RQ98-007

DED INVESTIGATOR :

RAD INVESTIGATOR : N. NGUYEN

OVSC INFLUENCED:

ACTION NO. :

OVSC INVESTIGATOR :

RECEIVED

99 JUL 22 PM 2:48

OFFICE
DEFECTS INVESTIGATION



6400 KATILLA AVENUE
CYPRESS, CALIFORNIA 90630-5208
(714) 373-6300 (310) 433-1235
TELEFAX (714) 273-1070
ELEX 862953

MAILING ADDRESS:
P.O. BOX 6400
CYPRESS, CALIFORNIA 90630-5004

FAX and OVERNIGHT COURIER

July 21, 1998

Kathleen DeMeter, Esq.
Director, Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

83V-168 (01)

RE: RQ 98-007
NSA-Intn

Dear Ms. DeMeter:

Mitsubishi Motor Sales of America, Inc. (MMSA) submits this letter pursuant to 49 C.F.R. Part 573.5 - Defect and Noncompliance Information Report. Some of the information provided below was furnished by the vehicle manufacturer, Mitsubishi Motors Corporation (MMC). The production of such information should not be construed as an admission that NHTSA, or any other governmental agency, or court, has any jurisdiction over MMC, or that MMSA in any way controls or has the ability to control MMC or its documents. Any jurisdictional or related objections in any future proceeding, investigation or court action are hereby reserved. Accordingly, the following is the information required by the above regulation.

1. Importer's name/address:

Mitsubishi Motor Sales of America, Inc.
6400 Katella Avenue
Cypress, CA 90630-5208

2. Vehicles involved in this notification:

The vehicles involved in this notification are all Galant AWD models built in Model Years 1990-1992. The 1989 and 1993 MYs of the subject Galant model (which are the other MYs of that model's sale in the United States) are not included because AWD was not offered in those MYs.



3. Total number of vehicles:

Approximately 5760 vehicles were manufactured for sale in the United States by MMSA; however, given the age of these vehicles, it is likely that some number of these vehicles are no longer in service.

4. Approximate percentage of vehicles estimated to actually contain the defect:

MMSA does not know how many of the potentially affected vehicles actually contain the defect; however, it believes that the number is small (see discussion in item 5, below). However, because the vehicle owners cannot readily determine whether their vehicles contain the defect, owner of all potentially affected vehicles will be notified, and all subject vehicles will be included in the campaign.

5. Description of the defect:

MMSA reported to NHTSA on March 19, 1998 that MMC had determined a defect in 1990 through 1998 model year Eclipse GSX vehicles equipped with all-wheel drive. MMSA explained in that report that MMC had not isolated a single cause for the reported incidents of drivetrain lockup, but attributed the reports of drivetrain lockup to insufficient lubrication in the transfer case. At that time, MMC identified two potential contributors to insufficient lubrication in the transfer cases of the subject Eclipse vehicles, both limited to those vehicles which were manufactured at the Mitsubishi Motors Manufacturing of America, Inc. (MMMA) facility.

The potential contributors identified in March 1998 are not relevant to the 1990-1992 Galant AWD vehicles, because the Galant vehicles were not manufactured at the MMMA facility. Rather, they were imported from MMC, and the Galant vehicles did not raise the same potential for variability in oil fill and staking force that were identified as potential contributors to the risk of oil leakage and drivetrain lockup in the subject Eclipse GSX.

To this date, MMC has not identified any other single cause for the complaints of drivetrain lockup in the subject Eclipse GSX, nor has MMC identified any vehicle design, manufacturing or materials factor to explain the reports of transfer case oil leakage on the Galant vehicles. MMC further notes that transfer case oil leakage will not cause drivetrain lockup unless the loss of oil is significant. Therefore, MMC has concluded that reports of transfer case oil leakage, in and of themselves, do not constitute a basis for a determination of a safety related defect.

Nevertheless, because MMC does not wish to prolong any dispute with NHTSA, because of a desire to ensure customer satisfaction, and because significant loss of transfer case lubrication can contribute to the risk of drivetrain lockup, MMC has



authorized MMSA to conduct a notification and remedy campaign to address the reports of oil leakage on the Galant AWD vehicles identified above and to reduce the already minor risk that transfer case oil leakage will eventually lead to drivetrain lockup in the subject vehicles.

6. Chronological summary of events leading to this determination:

After MMSA received NHTSA's May 29, 1998 RQ, MMC reviewed its previous conclusion to conduct a notification and remedy campaign on the Eclipse GSX AWD vehicles. MMC continues to believe that its evaluation of the contributors to the reported Eclipse GSX incidences of drivetrain lockup was correct in identifying two potential contributors in the manufacturing process. MMC furthermore has identified no other single factor that would explain the reports of oil leakage on the Galant AWD vehicles. Since reports of transfer case oil leakage in Galant AWD vehicles have been received by NHTSA and MMSA, however, a notification and remedy campaign will be conducted to reduce the already minor risk that transfer case oil leakage will eventually lead to drivetrain lockup in the subject vehicles.

7. Description of proposed remedy:

All owners of potentially affected vehicles will be notified and encouraged to bring in their vehicles for inspection. Vehicles will be inspected for three items: adequacy of transfer case oil volume, any evidence of transfer case oil leakage and operational performance of the transfer case mechanism. If transfer case oil volume is insufficient, an appropriate amount of oil will be added. If there is any evidence of transfer case oil leakage from any aperture, the oil leakage will be addressed by replacement of the affected components (i.e., oil seal and/or sleeve yoke with the improved plug). If the transfer case does not operate properly, the transfer case will be replaced.

8. Notices and Bulletins:

MMSA will provide NHTSA with a draft owner notification under separate cover.

Sincerely,



Kent Reeves, Manager
Product Engineering and Technical Compliance
Mitsubishi Motor Sales of America, Inc.

98112.L7R

