

April 5, 1999



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RE: NSA-13phk
PE99-008

99V-066.002 (01)

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 anyway controls or has the ability to control MMC or its documents. Any jurisdictional or related objections in any future proceeding, investigation information or court action are hereby reserved. Accordingly, the following is the information required by 49 C.F.R. Part 573.5.

1. **Manufacturer's Name:**

Mitsubishi Motors Corporation, Inc.

2. **Vehicles potentially containing the defect:**

Make:	Line:	Model Year:	Manufacturing Dates:
Mitsubishi	Galant	1995	3/29/95 to 4/14/95

3. **Total number of vehicles:**

1995 Model Year 1,731

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

MMC does not know how many of the potentially affected vehicles actually contain the defect; however, it is believed that the number is small. Owners of all potentially affected vehicles will be notified and subject vehicles included in this campaign.



5. Description of the defect:

The rubber boot on the lower lateral arm ball joint may get damaged and allow intrusion of dirt and water causing extraordinary wear on the ball joint. In the worst case, the ball joint will separate.

6. Chronological summary of events leading to this determination:

Starting in April of 1995, a protective plastic cap was installed on the lower lateral arm ball joint to protect its rubber boot from damage on the assembly line at MMC. At that time, MMC believed that the Final Inspection process would easily have identified cut rubber ball joint boots because of grease leakage in vehicles manufactured before April 1995.

In January 1999, the NHTSA issued PE99-008 to DaimlerChrysler Corporation. MMC's investigation in response to PE99-008 concluded that the complaints of ball joint wear and separation were attributable to moisture and contamination entering the ball joint through cuts in the vehicles' rubber boots that were not detected during the final inspection process.

7. Test results or data used to determine noncompliance:

Not Applicable

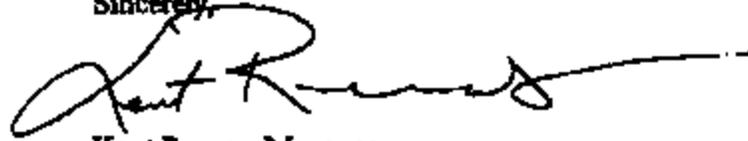
8. Description of proposed remedy:

All owners of affected vehicles will be notified and asked to bring their vehicles to dealers. The dealers will inspect the lower lateral arm ball joint boots and, if cut or damaged boots are found, the lower lateral arm will be replaced.

8. Notices and Bulletins:

MMSA will provide NHTSA with a draft owner notification and technical bulletin under separate cover as soon as they are available.

Sincerely,



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