



**MITSUBISHI MOTOR
SALES OF CARIBBEAN, Inc.**

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Date: May 18, 1999

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

99V-066.004 (1)

RE: NSA-13phk
PE99-008

Dear Ms. DeMeter

Mitsubishi Motor Sales of Caribbean, Inc. (MMSC) submits this letter pursuant to 49 C.F.R. Part 573.5.- Defect and Noncompliance Information Report. Some of this information provided below was furnished by Mitsubishi Motors Corporation (MMC). Producing of this information should not be construed as an admission that NHTSA, or any other governmental agency, or court, has any jurisdiction over MMC or that MMSC in any way controls or has the ability to control MMC or their 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. The manufacture's name:

Mitsubishi Motor Manufacturing of America, Inc. (MMMA)

The distributor assuming responsibility for compliance 49 CRF 573.3

Mitsubishi Motor Sales of Caribbean, Inc. (MMSC)

2. Vehicle potentially containing the defect

98V-066-004 (62)

<u>Make</u>	<u>Line</u>	<u>Model Year</u>	<u>Inclusive date of manufacture</u>
Mitsubishi	Galant	1994 - 1996	6/16/1993 to 5/13/1996
Mitsubishi	Eclipse	1995 - 1996	6/17/1994 to 6/6/1996

3. Total number of vehicles:

Galant:	1,948
<u>Eclipse:</u>	<u>1,841</u>
Total:	3,789

4. The percentage of vehicles estimated to contain the defect:

MMMA 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 July of 1996, a protective plastic cap was installed on the lower lateral arm ball joint to protect its rubber boots from damage during transportation from Japan, and during handling on the assembly line at MMMA. At that time, MMMA believed that the Final Inspection process would easily have identified cut rubber ball joint

boots because of grease leakage in vehicles manufactured before July 1996. 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 attribute 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 owner of affected vehicles will be notified and asked to bring their vehicles to dealers. The dealer will inspect the lower arm lateral arm ball joint boots and, if cut or damaged boots are found, the lower lateral arm will be replaced.

9. Notices and bulletins:

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

Sincerely,



Juan A. Barceló
Senior Vice President
Mitsubishi Motor Sales of Caribbean, Inc.