



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

INVESTIGATION: PE02-013
 DATE OPENED: 31-JAN-2002 DATE CLOSED: 3 -JUN-02
 SUBJECT: Transfer case lockup
 PROMPTED BY: IE01-056
 PRINCIPAL INVESTIGATOR: Jennifer Russert/Eduardo Aviles

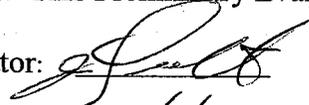
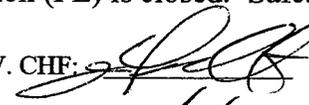
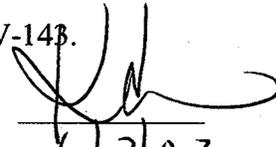
MANUFACTURER: Mitsubishi Motor Sales of America, Inc.
 MODEL(S): Mitsubishi 3000GT VR4 and Dodge Stealth RT TT
 MODEL YEAR(S): 1991-1999 model year (MY) Mitsubishi 3000GT VR4
 1991-1996 MY Dodge Stealth RT TT
 VEHICLE POPULATION: 24,000

PROBLEM DESCRIPTION: A condition exists that allows oil to leak from the all wheel drive transfer case. Low oil levels in the transfer case may cause bearing damage and result in drive train lockup.

FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL*
COMPLAINTS:	20	36	54
CRASHES:	0	0	0
INJ CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
FATALITIES:	0	0	0

ACTION: This Preliminary Evaluation (PE) is closed. Safety Recall 02V-143.

Investigator:  DIV. CHF:  OFC. DIR: 
 DATE: 6/3/02 DATE: 6/3/02 DATE: 6/3/02

Summary: In a May 10, 2002 letter, Mitsubishi notified NHTSA that it would recall approximately 15,000 model year (MY) 1991 through 1999 Mitsubishi 3000GT VR4 and 9,000 MY 1991 through 1996 Dodge Stealth passenger cars to correct a problem with transfer case leakage that could result in drive train lockup. Mitsubishi discovered problems with oil leakage in transfer cases collected during a field survey conducted to respond to PE02-013. Mitsubishi has not determined the root cause of the oil leakage and is continuing to collect transfer cases for analysis. Mitsubishi estimated that its remedial plan would take another 60 to 70 days to develop. This Preliminary Evaluation has been closed. ODI will review the root cause analysis and remedy when Mitsubishi's analysis is complete.

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* Duplicate records removed.

Handwritten: VMS 6/6/02