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June 5, 2013

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: 2012 Mitsubishi i-MiEV Lithium-ion Battery Safety Recall

Dear Ms. Lewis:

Mitsubishi Motors North America, Inc. (MMNA) submits this letter pursuant to 49 C.F.R. Part 573.6 - Defect and Noncompliance Information Report (DIR). This DIR contains details of a potential defect relating to motor vehicle safety involving certain replacement (service parts) lithium-ion batteries installed on certain 2012 Mitsubishi i-MiEV vehicles.

MMNA is unaware of any injuries and/or accidents related to this issue.

The subject vehicles were distributed in the United States by MMNA. This recall campaign will also be launched in Canada.

If you have any questions or need any additional information, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Swearingen", is written over a light blue horizontal line.

Don Swearingen
Vice President, Fixed Operations
Mitsubishi Motors North America, Inc.
Telephone 714.372.6110
Fax: 714.799.4626
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Sec 573.6 (c) (1) - Manufacturer's Name

Mitsubishi Motors Corporation

Designated U.S. Agency

Mitsubishi Motors North America, Inc
6400 Katella Avenue
Cypress, California 90630-0064

Manufacturer of the Lithium-Ion Battery

Lithium Energy Japan
780-1 Hachiya, Ritto City, Shiga 520-3021, Japan
Tel.81-77-551-4003

Sec 573.6 (c) (2) - Vehicles Potentially Containing the Defect

Vehicles of the following model year and replacement battery manufacturing dates:

Make	Line	Model Year(s)	Replacement Battery Manufacturing Dates
Mitsubishi	i-MiEV	2012	December 18, 2012 – December 21, 2012

Replacement batteries manufactured before or after the above period are not affected by this defect.

Sec 573.6 (c) (3) - Total Number of Vehicles

Vehicle Line	Number of Vehicles – United States
i-MiEV	2

Sec 573.6 (c) (4) - Approximate Percentage of Vehicles Actually Containing the Defect:

100%

Sec 573.6 (c) (5) - Defect Description

Due to an improper impact value used during a screening process, certain battery cells may have been manufactured with excessive internal contamination. As a result, a current leak could occur in the battery cell causing reduced voltage and illumination of the EV System warning lamp. In this condition, the vehicle cannot be driven.

In addition, due to a different manufacturing error, battery cells may have been damaged during the screening process. This damage may have decreased the required gap between an element and an electrical collection device within the battery cells. As a result, a short-circuit could develop within the battery cell during the battery charging process, causing reduced voltage and illumination of the EV system warning lamp. In this condition the



vehicle cannot be driven. In the worst case, a part of battery cell and/or surrounding parts could melt down.

Sec 573.6 (c) (6) - Chronological Summary of Events Leading to Determination

On March 18, 2013, a lithium-ion battery to be installed in an i-MiEV vehicle overheated in the battery inspection room at the Mizushima Plant. This incident occurred during the final inspection process while the battery was connected to charge-discharge inspection equipment. This battery was not installed in a vehicle during this inspection procedure. Mitsubishi Motors Corporation (MMC) immediately began an investigation of this incident and stopped the production and sales of lithium-ion batteries until the cause was fully determined.

On March 27, 2013, MMC issued a press release regarding this single incident occurring at the Mizushima Plant in Japan.

On April 2, 2013, NHTSA contacted MMNA based on the above press release, inquiring how many affected vehicles had been imported to the US.

On April 8, 2013, MMNA responded to NHTSA, advising that no affected vehicles had been imported to the US, but that eight potentially affected service parts batteries had been shipped to the US. Of these eight batteries, one was at a MMNA Parts Distribution Center, one was installed in a vehicle still in inventory at a Mitsubishi dealership, and the remaining six had been installed into retailed vehicles. MMNA initiated contact with the owners of the retailed vehicles to obtain the battery serial numbers and determine if any of these batteries were part of the MMC investigation.

On April 16, 2013, MMNA completed contact with all the retail customers. Of the eight potentially affected service parts batteries, it was determined that only three were subject to the MMC investigation. Two of these batteries were installed in customer owned vehicles, and the third was located at a MMNA Parts Distribution Center. The customer vehicles were retained by Mitsubishi dealerships and the customers were provided with free rental vehicles until the investigation could be completed.

On April 23, 2013, MMC issued a press release explaining that this problem resulted from an inappropriate screening process used to detect contamination inside the battery cell, and that new processes were being developed to eliminate this potential error.

On May 1, 2013, MMNA contacted NHTSA and explained that the investigation was ongoing and that the two affected vehicles had been secured at Mitsubishi dealers and were under MMNA control.

On May 30, 2013, as a result of the detailed investigation of the supplier's manufacturing processes, two issues were discovered. First, it was discovered that due to an improper impact value used during a screening process, certain battery cells may have been manufactured with excessive internal contamination. As a result, a current leak could occur



in the battery cell, causing reduced voltage and illumination of the EV System warning lamp. In this condition, the vehicle cannot be driven.

Second, it was discovered that battery cells may have been damaged during the screening process. This damage may have decreased the required gap between an element and an electrical collection device within the battery cells. As a result, a short-circuit could develop within the battery cell during the battery charging process, causing reduced voltage and illumination of the EV system warning lamp. In this condition the vehicle cannot be driven. In the worst case, a part of battery cell and/or surrounding parts could melt down.

On June 3, 2013, MMC completed its investigation and determined that a safety defect existed and decided to conduct a safety recall.

Sec 573.6 (c) (8) - Proposed Remedy Description, Reimbursement, and Notification Schedule

The remedy plan calls for dealers to replace the two affected Lithium-ion batteries with new batteries as soon as the replacement parts are available. The third affected battery located at a MMNA Parts Distribution center and will be recycled appropriately. There will be no charge to the customer for this remedy. All owners of the affected vehicles will be notified via telephone since those vehicles have been fully secured at Mitsubishi dealers.

Mitsubishi has determined that this incident does not constitute an immediate and substantial threat to motor vehicle safety. Therefore, the three-day dealer notice does not apply. Our schedule for dealer notification will depend on parts availability. MMNA is working internally to determine the dealer notification date and will update accordingly.

Sec 573.6 (c) (11) – Manufacturer’s Campaign Number

SR-13-006

