



## Recall Information Bulletin

**No:** C1006410 **Issued:** 10/17/2013

**NHTSA No:** 13V-421

**Transport Canada No:** 2013-301

**Re:** Transmission Oil Cooler Hose Clamps

**Group:** 22 **Models:** FE/FG

**SUBJECT:**

Safety Recall C1006410 – Transmission Oil Cooler Hose Clamps

**MODELS:**

FEC52, FEC72, FEC92, FGB72

**VEHICLES INVOLVED:**

Certain 2013 and 2014 model year FEC52, FEC72, FEC92 and FGB72 trucks produced from September 21, 2012 through January 30, 2013.

A list of vehicles your Dealership has sold that require this Recall can be found on the Dealer's "Open Campaigns" list supplied by MFTA via Fusonet. Some individual vehicles described above may not need the Recall. Always check the "VIN Inquiry" tab under "Service" or "Warranty" on Fusonet to verify that the VIN requires this Safety Recall.

**Important note: It is a violation of Federal law for a dealer to deliver a new or used motor vehicle covered by this Recall Information Bulletin, under a sale or lease, until the Safety Recall has been completed.**

**OWNER NOTIFICATION:**

Owners of affected vehicles will be notified by mail.

**CONDITION:**

Mitsubishi Fuso Truck of America, Inc. has decided that a defect which relates to motor vehicle safety exists in the transmission oil cooler hose clamps. On affected vehicles, the transmission oil cooler hoses may leak transmission fluid (ATF) due to the use of hose clamps of insufficient tightening force. In the worst case, a quantity of ATF sufficient to prevent the transmission from shifting may leak from the assembly, rendering the transmission inoperative, causing a crash without warning.

**MODIFICATION:**

The oil cooler clamps will be replaced with worm gear type clamps. Clamp kits **LT121B01** must be ordered using the Recall Parts Order Form.

**RECALL CLAIM SUBMITTAL:**

Claim labor via Fusonet using the Recall Claim Entry screen. Enter all requested information, including the Campaign Number. The system will apply the labor allowance and parts pricing adjustment shown.

Campaign Reimbursement					
Campaign Number	Models	Allowances		Labor Description	Part Number
C1006410	FEC52 FEC72 FEC92 FGB72	Labor Time	1.5 hours	Replace transmission oil cooler hose clamps	LT121B01
		Parts Pricing	US\$7.91		

**PARTS PRICING ADJUSTMENT TABLE:**

Part #	Part Name	Qty	Dealer Net	33% Mark Up	Recall Reimbursement
LT121B01	Clamp kit	1	US\$5.95	US\$7.91	US\$7.91

## REPAIR PROCEDURE:

1. Park the vehicle on a flat, level surface, turn off the engine and chock the wheels.

### CAUTIONS!

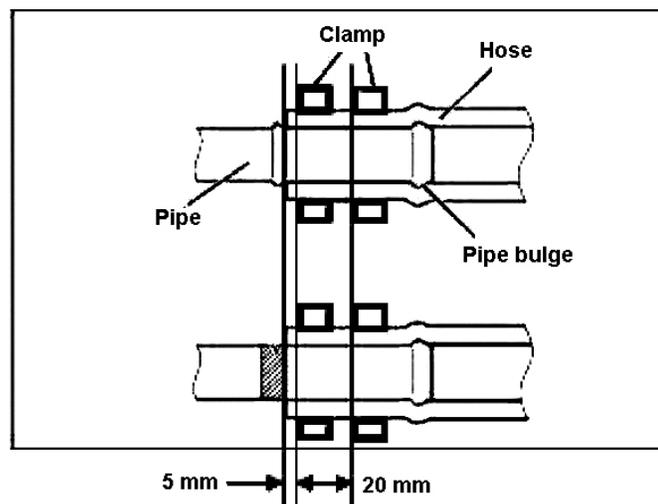
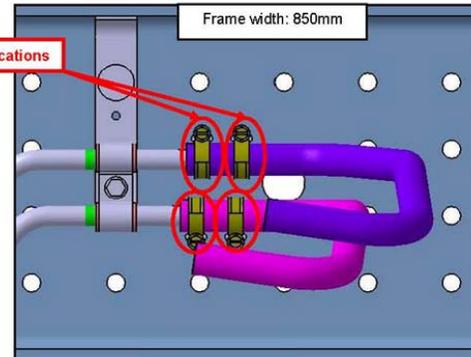
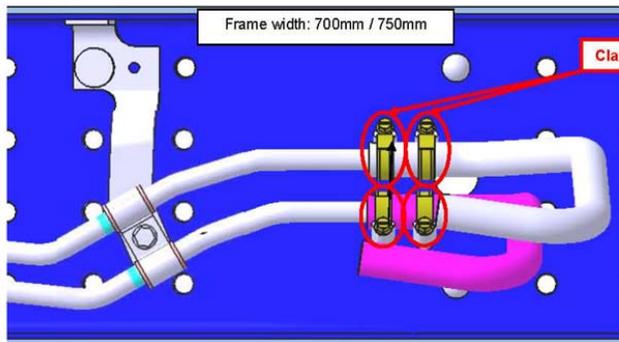
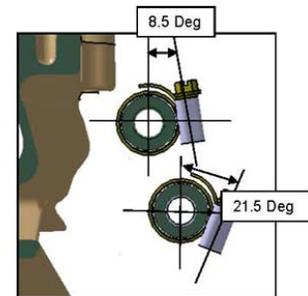
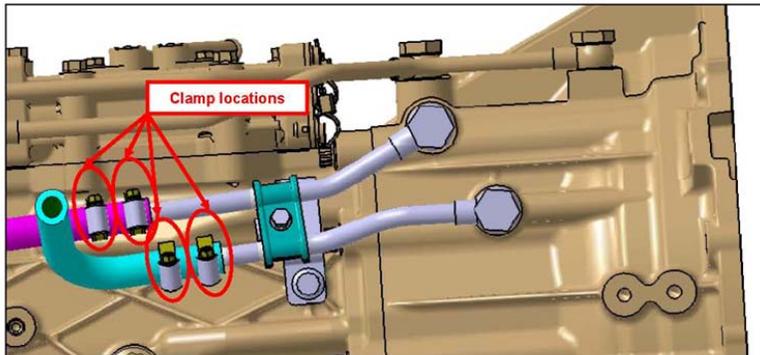
**Do not remove the wheel chocks until all modification work has been completed.**

**Ensure that the ATF has cooled sufficiently before removing hose clamps.**

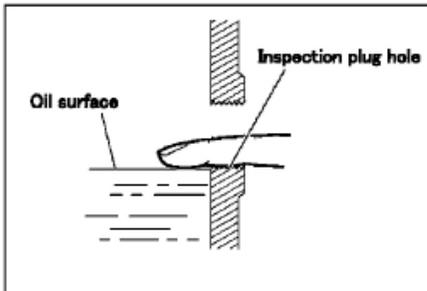
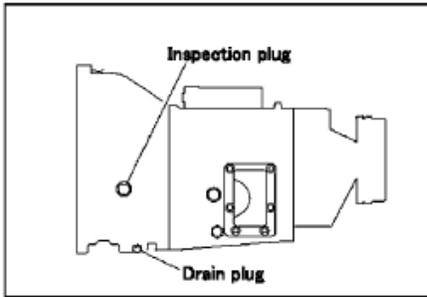
**Do not damage the hoses when installing the replacement hose clamps.**

**Do not bend or twist the hoses excessively.**

2. Remove and replace the 8 squeeze-type hose clamp in the locations shown in the images below with worm-gear clamps and tighten each clamp to **22-26 in.lbs. (2.5-3.0 Nm)**. Be sure to clamp off each hose before pulling it off the pipe when removing the hose clamp to prevent transmission fluid (ATF) leaks.



3. Check the ATF level using the following procedure:
- Start the engine and raise the transmission fluid temperature to approximately 120°F (50°C) [using FUSO Diagnostics to monitor the transmission fluid temperature].
  - Perform the following procedure to fill the hydraulic circuit with ATF.



Fill the hydraulic circuit with automatic transmission fluid (ATF) as follows:

- Start the engine.
- While depressing the brake pedal, move the gearshift lever between the "R" and "D" positions, holding the lever in each position for three to five seconds. Repeat this operation three times, then place the gearshift lever firmly into the "P" position.
- Turn off the engine.

Remove the inspection plug and check the ATF level to determine if the fluid is filled to the bottom of the plug hole.

- When the inspection is complete, reinstall the inspection plug and gasket and tighten the plug to proper specifications.

**CAUTION** ⚠

- **After filling the ATF reservoir, promptly reinstall the inspection plug to prevent dirt and dust from entering the clutch housing.**

- Ensure that the parking brake remains fully applied before exiting the cab and check the fluid level **within 10 minutes** of performing the above steps to ensure that the ATF has not drained out of the hydraulic circuit.
- If ATF flows from the inspection plug hole, or if the ATF level is at the bottom of the hole, the level is correct.
- If the ATF level is lower than the bottom of the hole, correct the level.
- Reinstall the inspection plug and gasket and tighten to 60 ft.lbs. (81 Nm).