

SR-21-001

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision:

On June 20, 2016, Mitsubishi Motors North America, Inc. (MMNA) submitted a Defect Information Report (DIR), NHTSA ID number 16V-458, to NHTSA concerning front suspension cross member corrosion of certain 2002-2007 MY Lancer and certain 2003-2013 MY Outlander vehicles. Mitsubishi Motor Sales of Canada, Inc. (MMSCAN) also submitted a Notice of Defect (NoD) to Transport Canada (TC) concerning the same issue.

On January 18, 2019, Mitsubishi Motors Corporation (MMC) received a defect investigation information request from TC via MMSCAN concerning cross member corrosion of 2008-2017 MY Lancer vehicles sold in Canada, which is a different generation than the recalled Lancer vehicles. MMC began an investigation and analysis.

On February 28, 2019, MMSCAN responded to TC, explaining that the 2008-2017 MY Lancer vehicles were equipped with a different type of cross member from the recalled vehicles and the occurrence ratio of the 2008-2017 MY Lancer vehicles was much lower than that of the recalled vehicles. MMC decided to continue to monitor the field regarding cross member corrosion, including certain Lancer, Outlander and Outlander Sport (called RVR in Canada) vehicles.

In April, 2019, TC opened an Active Defect Investigation concerning cross member corrosion of the 2008 - 2017 MY Lancer/Lancer Sportback, 2008-2015 MY Lancer Evolution, 2008-2013 MY Outlander with a 4-cylinder engine and 2011-2016 MY Outlander Sport vehicles.

From April 2019 to April 2020, MMC continued to monitor the field. MMC also conducted further investigations, analysis, and safety assessment and continued to have ongoing discussions with TC.

On May 11, 2020, although TC has not issued any findings, based on its ongoing monitoring and analysis, MMC determined that a field action was necessary and advised MMNA to conduct the safety recall in the Salt Belt region of the United States.

On May 18, 2020, MMNA submitted a Defect Information Report (DIR), NHTSA ID number 20V-279 to NHTSA.

On December 11, 2020, MMSCAN informed MMC that a 2014MY RVR vehicle visited a dealer in Canada to have the corroded cross member repaired, but this vehicle was not included as a potentially affected vehicle in the recall (Manufacture Recall No. SR-20-003). MMC and MMNA started an investigation.

Between January and February, 2021, MMC and MMNA continued investigating based on production and sales histories.

On March, 1 2021, MMC and MMNA concluded that 24 Outlander Sport vehicles, sold in the Salt Belt region of the United States, need to be added as potential affected vehicles in the recall. MMC started preparing a revised DIR.

On March, 2 2021, while preparing the revised DIR to add the 24 Outlander Sport vehicles, MMC and MMNA noticed that an additional quantity of potential affected vehicles, though these vehicles were included in recall 20V-279 and notified according to the notification schedule in recall 20V-279, was not updated on the DIR amendments it filed in recall 20V-279. MMNA promptly called NHTSA on March 3, 2021 to discuss the matter.

On March 4, 2021, pursuant to the discussion with NHTSA, MMC and MMNA determined to submit a new DIR including the quantity of potentially affected vehicles not updated on the 20V-279 DIR amendments, and the additional 24 Outlander Sport vehicles.