

VEHICLE SAFETY/POLLUTION RECALL CAMPAIGN IN JAPAN

Domestic Vehicles

CAMPAIGN No.	3168	DATE	Jun 4,2013
MANUFACTURER	MITSUBISHI MOTORS CORPORATION		
<p>DESCRIPTION OF DEFECT</p>	<p>① Since the manufacturing process of the circuit element which monitors the microcomputer supply voltage in the electrical power steering control unit (EPS ECU) is inappropriate, the characteristics of the element may have been improper. As a result, the supply voltage monitoring circuit may function erroneously and the warning message of “power steering system check” would be displayed on the information monitor, and the steering assist function of the EPS would stop working resulting in the increase of the steering effort.</p> <p>② Since the program of the ETACS ECU which controls the turn lamp and hazard lamp etc. is inappropriate, the hazard answer back (confirmation of the operation by flashing the hazard lamp) may not function when the electrical tale gate is operated. As a result, the turn signal lamp will not illuminate even when the turn signal lever is operated.</p> <p>③ In the vehicle with the navigation system installed at the factory, due to an inappropriate program of the navigation system, the navigation monitor may not switch to the view of the side view camera when the camera switch is on. As a result, a driver may not be able to observe the view of front left side.</p> <p>④ Since the control program of the electrical oil pump which circulates the oil for cooling and lubrication in the generator and the traction front motor is inappropriate, the oil pump may malfunction. As a result, the EV system warning lamp will illuminate along with the warning buzzer, and the warning message of “EV system abnormality” will be displayed on the information monitor causing the vehicle to be a fail safe mode (the driving condition where the electric generation is prohibited, the output power is restricted and the maximum speed is limited to 50km/h.), and the vehicle can be driven only by the remaining amount of the battery in the traction rear motor and, if use continues under this condition, the vehicle could be unable to be driven.</p> <p>⑤ In the vehicle with ACC (the system to follow the preceding vehicle with maintaining the distance of the vehicles automatically) and FCM (the system to put the braking force automatically so as to reduce the damage of the crash), since the program for the ACC/FCM ECU is inappropriate, the following phenomenon may occur.</p> <ul style="list-style-type: none"> <li>• When diving with using ACC function, the system may erroneously recognize a wall of a tunnel etc. as a preceding vehicle causing the vehicle to be decelerated by the automatic braking function.</li> <li>• ECU for the system may reset causing an abnormal communication due to an error in the calculation process. As a result, it may cause the sound of the warning buzzer and the illumination of the warning lamps such as “ACC Check” , “FCM Check” and “ASC System Check” at the information display resulting in the termination of the ACC and FCM function.</li> </ul>		

TYPE	COMMERCIAL NAME	MODEL YEAR RECALLED	NUMBER OF VEHICLE	REMARKS
DLA-GG2W	「OUTLANDER PHEV」	2013	4,313	① 4,084 ② 3,259 ③ 3,269 ④ 4,313 ⑤ 4,063
DBA-GF7W	「OUTLANDER」	2012 TO 2013	329	① 316 ② 0 ③ 28 ④ 0 ⑤ 0
DBA-GF8W		2012 TO 2013	3,348	① 2,158 ② 1,990 ③ 1,961 ④ 0 ⑤ 3,193
LDA-CV1W	「DELICA」	2012 TO 2013	868	① 0 ② 0 ③ 868 ④ 0 ⑤ 0
DBA-CV2W		2012 TO 2013	83	① 0 ② 0 ③ 83 ④ 0 ⑤ 0
DBA-CV5W		2012 TO 2013	498	① 0 ② 0 ③ 498 ④ 0 ⑤ 0
		TOTAL		9,439