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

ODI RESUME

Investigation: EA03-015
Prompted By: PE03-016
Date Opened: 08/28/2003
Principal Investigator: Kyle Bowker
Subject: Engine Compartment Fires

Manufacturer: Kia Motors America, Inc.
Products: 2001 Kia Rio
Population: 57,340

Problem Description: Engine compartment fire due to an alleged fuel system leak.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	4	9	9
Crashes/Fires:	4	9	9
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	17	17

*Description Of Other: Warranty claims for P/N 0K30E 13 150 or P/N 0K32A 13 49XB due to alleged leak.

Action: AN ENGINEERING ANALYSIS HAS BEEN OPENED.

Engineer: *Kyle M. Bowker* KMB — Date: *08/28/2003*
Div. Chief: *Thomas Z. Cooper* — Date: *08/28/2003*
Office Dir.: *Kathleen C. DeMeter* — Date: *08/28/2003*

Summary: Kia has identified 22 non-crash engine compartment fires of any or unspecified cause on the subject vehicles. Nine fires (of which 4 were also reported to ODI) are identified as being due to a fuel system leak originating between the firewall and the fuel injector rail (P/N 0K30E 13 150) in the passenger side area of the engine compartment. The remaining fires were due to varied or unknown causes.

All 9 fires caused by a fuel system leak sustained severe and total damage. Analysis indicates that 1 fire was caused by a failed quick connect between the flexible high-pressure fuel supply line (P/N 0K32A 13 49XB) and the rigid line mounted to the firewall; 5 fires were caused by a failure of the flexible high-pressure fuel supply line itself or its related connectors; the remaining 3 fires were caused by unspecified fuel leaks in the vicinity of the fuel injector rail, flexible high-pressure fuel supply line, and the rigid line mounted to the firewall.

Kia reports that neither the fuel injector rail nor the flexible high-pressure fuel supply line has been substantially modified since their introduction in the 2001 model year. An Engineering Analysis has been opened so that ODI may collect additional information and conduct further study of this issue.

KMB
8/29/03