ODI RESUME

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

Investigation: PE04-028
Prompted By: IE04-013 (Steve Chan)
Date Opened: 03/15/2004 Date Closed: 06/18/2004
Principal Investigator: Cheryl Tuosto
Subject: Engine Compartment Fires

Manufacturer: DaimlerChrysler Corporation
Products: 2001-2003 Chrysler PT Cruiser
Population: 463,830

Problem Description: The complainants allege that a fire erupted in the engine compartment while the consumer was operating the vehicle.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	10	219	222
Crashes/Fires:	10	95	98
Injury Incidents:	2	1	2
# Injuries:	2	1	2
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	2,439	2,439

*Description of Other: DaimlerChrysler warranty claims excluding duplicates

Action: This preliminary investigation has been closed. Recall 04V-268.

Engineer: *Cheryl Tuosto CAT* Date: *06/18/2004*
Div. Chief: *Jeffrey L. Quandt* Date: *06/18/2004*
Office Dir.: *Kathleen C. DeMeter* Date: *06/18/2004*

Summary: PE04-028 was opened to investigate seven complaints alleging that the engine compartment caught fire on MY 2002 PT Cruiser vehicles. On June 3, 2004, DaimlerChrysler (DCC) notified NHTSA of a safety defect in MY 2001-2005 PT Cruiser vehicles equipped with naturally aspirated 2.4l engines and automatic transaxles (Recall 04V-268). The notification identified variation of the high pressure power steering hose routing, which allowed the hose to contact the transaxle differential cover, as the factor contributing to this defect. Contact between the power steering hose and the transaxle differential cover can cause hose damage and power steering fluid leakage, which can potentially result in a fire. (Note: The failure data in this resume is limited to MY 2001-2003 vehicles per DCC's PE04-028 information responses.)

This condition was limited to vehicles with automatic transaxles as vehicles with manual transmissions have substantial clearance between the transaxle differential cover and the power steering hose due to a smaller transaxle design. This condition also does not adversely affect vehicles with turbo engines, which have a different power steering hose routing that provides substantial clearance between the transaxle differential cover and hose.

DaimlerChrysler will instruct owners to bring their vehicles to a dealer to have the power steering hose assembly inspected and relocated, or replaced, as necessary, and to confirm the torque of the hose fastener at the steering gear end.

6/13/04