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

ODI RESUME

Investigation: EA 06-011
Prompted By: PE06-008
Date Opened: 06/19/2006 Date Closed: 09/22/2006
Principal Investigator: Cynthia Glass
Subject: Vehicle Under-Seat Fire

Manufacturer: DaimlerChrysler Corporation
Products: 2001-2003 Dodge Durango
Population: 372,209

Problem Description: Electrical fires starting under the vehicle front seat due to contamination of an uncapped powered connector.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	8	10	18
Crashes/Fires:	8	10	18
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description of Other:

Action: This investigation is closed. (NHTSA Recall Number: 06V339).

Engineer: *Cynthia Glass* CG Date: *09/22/2006*
Div. Chief: *Thomas Z. Cooper* Date: *09/22/2006*
Office Dir.: *Kathleen C. DeMeter* Date: *09/22/2006*

Summary: DaimlerChrylser Corporation (DCC) will recall 35,103 MY 2001-2003 Dodge Durango vehicles equipped with front bench seats (recall # 06V339, see defect report for details).

The subject vehicles are equipped with either front bucket seats or a 40-20-40 split front bench seat. Vehicles equipped with front bench seat contain an uncapped, unused connector located under the front edge of the seat. The connector provides power to the center console power outlet for vehicles with bucket seats, but it is unused in vehicles equipped with bench seats. The connector is located rearward of the cup holder on the tunnel for vehicles equipped with the bench seat. This connector contains a fused b+ circuit wire (that is continuously powered with the key off) and a ground wire.

DCC determined that if liquid is spilled from the cup holder onto the tunnel, the uncapped connector may become contaminated. This contamination may allow development of a high resistance short circuit in the connector, causing localized heating, which could eventually lead to a fire. DCC will inspect the uncapped connector for corrosion, clean as required, and install a cap to prevent liquid contamination.

All of the reported under-seat fires were on subject vehicles with a 40-20-40 bench seat. This investigation is closed.

CG
9-22-06