



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

ODI RESUME

Investigation: PE07-041

Date Opened: 08/08/2007

Date Closed: 12/07/2007

Principal Investigator: Cynthia Glass

Subject: Diesel Fuel Leak

Manufacturer: DaimlerChrysler Corporation

Products: 2005-2006 Jeep Liberty Diesel

Population: 15,621


Problem Description: Reports allege diesel fuel leaking from the fuel filter/water.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	19	5	24
Crashes/Fires:	0	0	0
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 Preliminary Evaluation is closed.

Engineer: Cynthia Glass 
Div. Chief: Thomas Z. Cooper
Office Dir.: Kathleen C. DeMeter

Date: 12/07/2007

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Summary:

Overheating of the electrical connector at the fuel heater on the fuel filter/water separator assembly can cause a fuel leak through the electrical connection. Operators report the smell of diesel fuel, smoke, difficulty starting and/or poor engine operation. The fuel leakage is reported by some operators as "seepage", "wetness," several drops" and "an oz per minute." Evidence of overheating of the connection was observed by some operators and reported as burned or discolored electrical connection at the fuel heater. Seven operators report smelling or seeing smoke. One reported a vehicle engine compartment fire however the cause of the fire was not identified, and linkage of the fire cause to this issue is not likely to be established.

continue

The location of the fuel filter/water separator assembly is not near the location of the turbo charger which is located on the opposite side of the engine. The turbo charger would present a potentially hot surface however due to the layout of the engine compartment and its components, diesel fuel leakage from the electrical connection would not likely migrate to the turbo charger.

At this time, a safety-related defect trend has not been identified and this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that a safety defect does not exist. The agency reserves the right to take further action if warranted by the circumstances.