



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

# ODI RESUME

Investigation: EA08-011  
Prompted By: PE08-014  
Date Opened: 07/01/2008  
Principal Investigator: Peter Ong  
Subject: Passenger Door Fire

Date Closed: 08/21/2009

Manufacturer: Mitsubishi Motors North America, Inc., Mitsubishi Caribbean  
Products: 2001 – 2003 Mitsubishi Galant  
Population: 292,945

Problem Description: A fire occurs in the front passenger door panel.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	6	29	35
Crashes/Fires:	6	29	35
Injury Incidents:	1	2	3
# Injuries:	1	2	3
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	307	307

\*Description of Other: Warranty claims related to passenger switch failures.

Action: Close this Engineering Analysis.

Engineer: Peter Ong *POO*  
Div. Chief: D. Scott Yon  
Office Dir.: Kathleen C. DeMeter

Date: 08/21/2009

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### Summary:

In response to this investigation, Mitsubishi Motors North America (MMNA) initiated a special program on July 31, 2009, to extend the warranty coverage on model year (MY) 2001-2003 Galant vehicle passenger side window switches to 10 years or 120,000 miles, whichever comes first. Notification of this special coverage program to all registered vehicle owners is scheduled to begin in late-September 2009. Owners who have experienced a problem with the power window switch (blown fuse, intermittent operation or power window malfunction) or who spilled liquids or beverages onto the front passenger door window switch will be entitled to have the switch replaced and any related repairs performed at no charge.

The agency is aware of 35 alleged front passenger door panel heat, smoke or fire incidents, including three reported minor burns or bruises. There are no reported crashes or fatalities. There are 307 warranty claims of switch malfunctions or short circuits without any reported heat, smoke or fire. MMNA inspection and analysis of fire-damaged door panels/switches found evidence of spilled liquids with high sugar content on the power window switches. MMNA claims the residue of these liquids led to a shorting/smoke/ fire condition inside the switch/door panel assembly.

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A safety-related defect has not been identified at this time and further use of agency resources does not appear to be warranted. Accordingly, this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency will continue to monitor this issue and reserves the right to take further action if warranted by the circumstances.

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