



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 20-012
Date Opened: 08/06/2020
Investigator: Taylor Collins
Approver: Stephen Ridella
Subject: Interior Vehicle Fire

Date Closed: 04/04/2022
Reviewer: Bruce York-B

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Chrysler (FCA US, LLC)
Products: 2014 Chrysler Town and Country
Population: 171,548

Problem Description: Complainants allege a fire started at the charge hub mounted in the trim panel located on the driver's side of the vehicle between the second and third row seats.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	3	38	38**
Crashes/Fires:	3	31	31**
Injury Incidents:	1	5	5**
Number of Injuries:	1	5	5**
Fatality Incidents:	0	0	0
Other*:	0	16	16

*Description of Other: Legal Claims

** Total eliminates duplicates received by ODI and manufacturer.

ACTION / SUMMARY INFORMATION

Action: Close this Preliminary Evaluation

Summary:

On August 6th, 2020, the Office of Defects Investigation (ODI) opened this Preliminary Evaluation (PE20-012) to investigate alleged thermal events, and/or vehicle fires originating at the charge hub in 2014 Chrysler Town and Country minivans manufactured by Fiat Chrysler Automobiles (FCA). While the investigation was focused on the 2014 Chrysler Town and Country vehicles, the scope of the investigation was expanded to include the 2013-2020 Chrysler Town and Country, and Dodge Grand Caravan vehicles (the RT Platform).

During the investigation ODI sent two separate Information Request letters to the manufacturer. One on August 17th, 2020 and one on March 31st, 2021.

ODI identified a subject 2014 Chrysler Town and Country van on a vehicle salvage website that appeared to have experienced a thermal event where the charge hub is located. With the help of the NHTSA's Vehicle Research and Test Center (VRTC), ODI purchased the vehicle from the salvage company to inspect the damage and determine if more information about the failure could be obtained. A joint inspection with the manufacturer was conducted. Following this comprehensive inspection, a cause of the fire could not be determined.

FCA initiated a parts collection initiative to obtain parts from the field for testing. The test results from the FCA field parts collection were inconclusive as they could not identify a common cause for the alleged thermal events. FCA looked at multiple liquid solutions that could have entered the charge hub circuit and caused it to short out, potentially leading to a fire. FCA also performed testing where the charge hub circuit was shorted out using a wire to observe if a

flame or fire was produced. FCA provided their assessment to ODI concluding that none of the testing methods performed lead to a flame or fire being propagated.

Given the low rate of thermal incidents at the subject vehicle charge hub, no reports of serious injury, zero reports of crash or death, and a lack of common failure mode, this investigation is closed.

The closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action if warranted by the circumstances.