



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

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION



Investigation: PE22013
Prompted By: VOQ Review
Date Opened: 12/02/2022 **Date Closed:** 12/10/2023
Investigator: Taylor Collins **Reviewer:** Bruce York-b
Approver: Tanya Topka
Subject: False overheat leading to loss of motive power

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Chrysler (FCA US, LLC)
Products: 2019-2020 Jeep Compass
Population: 228,969

Problem Description: Vehicles experience a dashboard message stating "High Coolant Temperature" or "Coolant Temperature Too High" followed by an immediate engine shutdown.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
All Incidents:	66	107	0	0	173	0
Crashes/Fires:	1	0	0	0	1	0
Injury Incidents:	0	0	0	0	0	0
Number of Injuries:	0	0	0	0	0	0
Fatality Incidents:	0	0	0	0	0	0
Number of Fatalities:	0	0	0	0	0	0

Description of Other:

ACTION/SUMMARY INFORMATION

Action: This (PE) Preliminary Evaluation is closed without a manufacturer action.

Summary:

On December 2, 2022, the Office of Defects Investigation (ODI) opened PE22-013 to investigate allegations of loss of motive power accompanied by high coolant temperature messages on the dashboard of Model Year 2019-2020 Jeep Compass vehicles. At the time this investigation was opened, ODI was aware of fifteen

Vehicle Owner Questionnaires (VOQs) for Model Year (MY) 2019-2020 Jeep Compass vehicles alleging a loss of motive power (LOMP) while driving. The LOMP events were often accompanied by a high coolant temperature or coolant temperature too high message appearing on the dashboard of the vehicle. In most incidents, the high coolant temperature or coolant temperature too high dashboard messages spontaneously self-corrected or were corrected after the vehicle was stopped and restarted. One complainant alleged no immediate restart, and the vehicle was towed. A Preliminary Evaluation (PE) was opened to assess the frequency and potential safety consequences of these engine shut down events.

On January 19th, 2023, ODI sent an information request letter to Fiat Chrysler US LLC (FCA) requesting pertinent information on the subject 2019-2020 Jeep Compass vehicles. FCA provided its full response on March 2nd, 2023. ODI has reviewed the information FCA provided as well as new reports submitted to NHTSA's Vehicle Owner Questionnaire database. Based on a review of available information, ODI has identified 173 subject vehicles that likely experienced a shutdown event associated with the high coolant temperature or coolant temperature too high dashboard messages. ODI found the 2019 Model Year (MY) Jeep Compass as having the highest failure rate while also being the oldest group of vehicles in this investigation. The 2019 Jeep Compass vehicles that experienced a failure represent an incident rate of about 0.09%. The 2020 Jeep compass vehicles that experienced a failure represent an incident rate of about 0.04%. After reviewing the information available at this time, ODI identified one allegation of a crash and no allegations of injury, fire, or fatality. The alleged crash occurred at a stop light and was able to be restarted immediately.

In its response to ODI, FCA provided its assessment of the alleged defect in the subject vehicles. FCA believes the alleged defect does not pose an unreasonable risk to motor vehicle safety. FCA stated that allegations related to this investigation involve the vehicle notifying the driver of an overheat condition, via a message and telltale lights, followed by an engine shutdown. FCA goes on to say that once the engine shuts down, the driver is instructed via an instrument cluster message to place the vehicle in park. After the vehicle is placed in park, it can then be restarted and immediately driven with no issues. This is consistent with ODI's observations.

Based on the analysis conducted by ODI indicating a low failure rate and given that the vehicles normally can be re-started immediately after the shutdown event, this investigation is closed. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. NHTSA reserves the right take additional actions if warranted by future circumstances. To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).