

Investigation Chronology

- On July 29, 2020, FCA US received an international report of a fire in a right-hand drive 2020 Model Year (“MY”) Jeep Wrangler. The origin was determined to be the right-hand side of the engine, at the electric hydraulic power steering pump (“EHPSP”). The cause is undetermined.
- As of July 2020, FCA US was not aware of any similar incidents in the US or other markets, and continued to monitor the field for additional inputs.
- On November 20, 2020, FCA US opened an investigation after receiving reports of a key off underhood fire on an unsold unit. The origin was determined to be the passenger side of the engine, in the area of the Power Distribution Center/Engine Control Module (“PDC/ECM”).
- FCA US continued to monitor the field for additional inputs and received three additional reports of key off underhood fires in the area of the PDC/ECM. FCA US conducted extensive inspection, analysis, and testing and could not determine root cause.
- In November of 2021, the investigation was closed, after receiving no new inputs from the field.
- On January 10, 2022, FCA US received a report of a key off fire in a Canadian market 2021 MY Jeep Gladiator. The vehicle was repurchased for further investigation.
- On April 26, 2022, FCA US received the subject vehicle. Analysis found that the origin was determined to be in the front passenger side of the engine compartment, at the EHPSP. Other potential ignition sources were evaluated and ruled out.
- FCA US continued to monitor the field for additional inputs.
- On May 18, 2023, FCA US opened an investigation after receiving an additional input related to the EHPSP in certain Jeep Wrangler and Jeep Gladiator vehicles. FCA US has attempted to repurchase vehicles in order to further evaluate the EHPSP.
- Between May, 2023 and April, 2024, FCA US unsuccessfully attempted to instigate a failure leading to a fire by testing various EHPSPs and related connectors.
- On April 18, 2024, FCA US closed the investigation based on the low rate of occurrence and continued to monitor the field for additional inputs.
- On July 31, 2024, FCA US re-opened the investigation after receiving notice of a terminal push-out condition in the EHPSP connector as well as discussion with NHTSA.
- As of April, 2025, FCA US has assessed that there have been 11 fires due to the EHPSP and the internal investigation is ongoing.