

**2008-2009 MY Sportage HECU Connector Chronology
Basis of Safety Defect Determination 573.6(c)(6)**

April 19, 2016	Kia Motors America, Inc.'s (KMA) Consumer Affairs (CA) department receives report of engine fire in 2008 MY Sportage. Vehicle parked in driveway.
April 22, 2016	Vehicle commences transport to KMA headquarters.
April 26, 2016	KMA performs preliminary vehicle inspection and identifies that the origin of fire appears to be ABS control module area. KMA requests assistance from Kia Motors Corporation ("KMC").
April 26 – May 4, 2016	KMC communicates with ABS supplier Mando and coordinates meetings and inspections in U.S.
May 12, 2016	KMA evaluates field data for other complaints of thermal events.
May 18-20, 2016	KMC and Mando travel to the northeast United States to meet with dealers and evaluate possible thermal events. Road salt corrosion is determined to be possible contributing factor to thermal incidents. No ignition source identified.
May 23, 2016	KMC and Mando inspect the subject vehicle and identify that the origin of the fire appears to be the HECU but no ignition source can be determined.
Late May to mid-June	Ongoing work between KMC and Mando analyzing and evaluating data.
June 18, 2016	KMC and Mando begin testing searching for an ignition source for thermal events. Tests show that fresh water contact with HECU circuits does not have any material effect on HECU. Salt water is found to increase conductivity in HECU circuits and lead to possible circuit overload.
July 1-29, 2016	KMC conducts chemical testing of samples taken from incident vehicles. All samples contain higher than normal sodium content in the brake fluid. KMC also conducts testing to determine if salt water intrusion will affect braking performance. KMC determines brakes continue to function within design requirements.
Early August to September 22, 2016	KMC and Mando conduct additional testing to evaluate results of HECU circuit exposure to salt water, fresh water and brake fluid.
September 23, 2016	KMC advises KMA of results of KMC and Mando testing and evaluation. Companies subsequently consult regarding complicated analysis of evaluation and testing. Testing confirms salt water can short HECU circuits and can result in a thermal event. Exposure to fresh water or brake fluid cannot result in a thermal event.
September 27, 2016	KMC makes decision to conduct safety recall to prevent thermal events in areas exposed to heavy salt use. KMA identifies 9 consumer assistance complaints regarding thermal events. No accidents or injuries.
September 30, 2016	KMA submits 573 notice to NHTSA.
October 4 – November	Consultation between ODI and Kia regarding the data.

1, 2016	
November 4, 2016	Kia makes decision to conduct safety recall to prevent thermal events.