

**2020MY Sedona Alternator B+ Terminal Chronology
Basis of Safety Defect Determination 573.6(c)(6)**

February 14, 2020 — March 18, 2020	Kia Motors America, Inc. (KMA) receives customer complaint on 2/14/2020 alleging 2020MY Sedona “caught [on] fire”. KMA works with customer’s insurer to set up vehicle inspection.
March 19, 2020	KMA inspects subject 2020MY Sedona. Inspection identifies origin at the Alternator B+ terminal. KMA found terminal nut was missing. KMA provides Kia Motors Corporation (KMC) vehicle inspection results and requests KMC to investigate.
March 20—April 9, 2020	KMC inspects connection of Alternator B+ terminal nut in in-stock vehicles at its Korean plants and ports to determine whether any terminal nuts were improperly torqued. No issue found.
March 27—May 18, 2020	KMA inspects connection of Alternator B+ terminal nut in U.S. port stock vehicles and finds certain vehicles with under torqued terminal nuts but no vehicles with missing nuts. KMA provides KMC inspection results.
April 8, 2020—June 29, 2020	KMC conducts driving tests in various conditions in attempts to duplicate issue and determine cause. First set of driving tests performed 4/8-4/28/2020 with Alternator B+ terminal nut properly torqued and incorrectly seated terminal plate. Arcing condition could not be duplicated. Second set of driving tests conducted 5/13-5/28/2020 with Alternator B+ terminal nut torqued manually without torqueing tool. Arcing condition could not be duplicated. Third set of driving tests conducted from 6/8-6/29/2020 without the Alternator B+ terminal nut installed. KMC confirms electrical arcing confirmed at B+ terminal area.
July 2, 2020	KMC decides to conduct a recall of the 2020MY Sedona. One customer complaint alleging fire reported. No known injuries.