

**2020-2022MY Telluride
Tow Hitch Harness
Basis of Safety Defect Determination 573.6(c)(6)**

October 18, 2021	Kia Canada (KCA) notifies Kia North America (Kia NA) Safety Office of fire incident in Canada potentially originating from area of trailer hitch harness in a 2020MY Telluride. Kia NA Safety Office begins to monitor field data.
October 19, 2021	Kia NA Safety Office places Telluride trailer harness on automatic warranty return part request.
November 22, 2021	Kia America Consumer Affairs department receives customer complaint in the U.S. alleging fire in the lefthand rear of the 2020MY Telluride (“incident vehicle”) after vehicle parked for one hour.
December 1, 2021	Kia NA Safety Office engineer inspects incident vehicle and identifies fire originating from trailer hitch module. Trailer hitch harness collected for further investigation. Automatic warranty return part request continues.
December 6, 2021— April 5, 2022	Kia NA Safety Office collects two (2) additional warranty returned parts. Visual examination of collected parts show localized melting at trailer hitch module.
April 8, 2022	Kia NA Safety Office escalates issue to SEL.
April 22-27, 2022	Kia NA Safety Office contacts and meets with supplier to review findings, collected parts, data and to provide incident vehicle part for supplier’s analysis.
May 6, 2022	Supplier provides Kia NA Safety Office its analysis of parts collected independently from Canadian market. Supplier identifies findings are inconclusive.
May 11, 2022	Kia NA Safety Office presents issue to NHTSA during May monthly meeting and advises that it will continue to investigate.
June 3, 2022	Supplier provides Kia NA Safety Office with its detailed evaluation of parts collected from the U.S. and Canadian markets. X-rays of U.S. collected part indicates origin of thermal damage near an unused portion of PCB. X-rays of Canadian collected part indicates electrical activity near power and ground terminals.

June 8, 2022	Kia NA Safety Office presents supplier investigation results to NHTSA during June monthly meeting and that Kia’s investigation of cause continues.
June 22—July 21, 2022	Kia NA Safety Office retains third-party engineering firm and ships incident vehicle part, exemplar parts, and warranty returned parts to engineering firm for investigation. Kia NA Safety Office advises NHTSA during July monthly meeting of retention of a third-party engineering firm to further investigate and determine root cause.
June 24—July 29, 2022	Kia’s third-party engineering firm conducts various scans, x-rays and fault recreation analyses and provides preliminary investigation results of three (3) parts showing two separate fire propagation patterns. Parts with each propagation pattern are identified to contain contamination on the printed circuit boards (PCBs) indicated by elevated Chloride concentrations. Fire propagation patterns are duplicated with two (2) sample PCBs.
August 1—August 4, 2022	Kia NA Safety Office and Kia’s third-party engineering firm meet with supplier to discuss findings. Kia’s third-party engineering firm provides additional details regarding incident vehicle part and identifies Chloride and Tin in the presence of moisture can, over time, result in a resistive fault which can lead to fire but that the source of contamination is unknown.
August 8, 2022	Kia NA decides to recall certain 2020-2022MY Telluride vehicles equipped with the Kia Genuine 4-pin tow hitch harness accessory. Six (6) fires (5 of 6 “fires” involve localized melting only) involving the 2020MY Telluride. Although there are no fires involving the 2021-2022MY Telluride vehicles, Kia is also including certain 2021-2022MY Telluride vehicles as a precautionary measure since the 4-pin tow hitch harness could have been installed in these vehicles as a dealer installed option. No fatalities, injuries or crashes.