



April 13, 2011

Claude Harris  
Acting Associate Administrator for Enforcement  
National Highway Safety Administration  
Attention: Early Warning Division (NVS-217)  
1200 New Jersey Ave SE, Room W45-231  
Washington DC, 20590

**Subject**      **Submittal of TREAD report form per 49 CFR Part 579 for Jaguar Field Service Action J022**

Dear Mr. Harris:

This is to inform you that Jaguar Cars Limited has decided to conduct a Field Service Action (J022) in a foreign country. Details of this field action are included in the attached Global Recall Process Field Action report form.

Please contact John Kobylarz at 201-818-8034 or at [jkobyala1@jaguarlandrover.com](mailto:jkobyala1@jaguarlandrover.com) for further information

Sincerely,

John Kobylarz  
Manager - Safety Compliance  
Jaguar Land Rover North America, LLC

Attachments

**GLOBAL RECALL PROCESS  
REPORT OF FIELD ACTION**

**MANUFACTURER**

Jaguar Cars Limited

**TYPE OF ACTION**

Safety Recall

**FIELD ACTION NUMBER**

J022

**SUBJECT**

Jaguar S-Type Front Lower Ball Joint

**MAKE MODEL AND MODEL YEAR AFFECTED**

Model	Model Year	
	Begin	End
S-Type	2000MY	2002MY

**ASSEMBLY PLANTS/DATES OF PRODUCTION**

Assembly Plant	Production Dates	
	Begin	End
Castle Bromwich (UK)	November 06, 1998 to October 31, 2001	
	VIN	
	Begin	End
	SAJAC01MXXGL00001 to SAJKC02L12FM39975	

**Other Limiting Factors**

Engineering analysis of failed front lower ball joint components from vehicles in use in Japan has concluded that the failure was as a consequence of loss of joint clamp load due to external shock inputs. Investigation conducted by Jaguar's Automotive Safety Office engineers has been unable to identify the source of the shock inputs in Japan that should lead to front lower ball joint failure. Analysis of front lower ball joint failure rates for 2000 to 2002MY Jaguar S-Type vehicles shows Japan at 0.23% of sales vs. 0.05% for U.S.

The "Substantially Similar" vehicles sold in the U.S. are:

Jaguar S-Type, 2000-02 MY vehicles

A characterization of the vehicle as "Substantially Similar" is made exclusively for purposes of complying with 49 CFR Part 579 and does not imply that the vehicles are "Substantially Similar" in any other context or for any other purpose, regulatory or otherwise. Also, characterization of a

vehicle as "Substantially Similar" in this context specifically does not imply that the vehicle is available for import or sale in the United States.

### **Estimated number of vehicles affected**

Japan S-Type – 3319 vehicles

### **Estimated Percentage of Vehicles that contain the subject condition**

Unknown

### **Reason for this Field Action**

The Japanese Ministry of Land, Infrastructure, Transport and Tourism (MLIT) raised an inquiry with Jaguar on March 11, 2008 concerning reports of front lower ball joint (FLBJ) failures on S-Type vehicles that had failed post the implementation of the R136 Safety Recall, both in service repair and vehicles manufactured post the cut off VIN. Jaguar has not been able to identify the source of the unique suspension input in Japan that may lead to loss of retained torque on the front lower suspension ball joint which leads to vehicles operated in Japan having a significantly higher failure rate than other markets. Loss of retained torque leads to reduced joint clamp load which may eventually lead to failure of the front lower ball joint. A front lower ball joint that has lost clamp load is most likely to fail during low speed maneuvering. There has been one report from Japan of an alleged failure during highway driving.

On December 2, 2010 the Japanese Government stated that in accordance with the agreement between the Japanese Government and the Japanese Automotive Importers Association, this condition is considered to be a field service action item under the Failure Mode Classification Table and that Jaguar should conduct a field service action to remedy this condition on all unrepaired vehicles.

This determination was made on the basis of the Failure Mode Classification Table issued by the Japanese Automotive Importers Association in conjunction with MLIT. This condition does not present an unreasonable risk to safety, and there is no pattern or trend of a concern both in Japan and USA, and any other market.

### **Number of reports of this Condition**

Reports of the condition: 9

Alleged Accidents: 1

Alleged Injuries: 0

Alleged fatalities: 0

### **Description of the remedy**

Check both Front Lower ball joints for retained torque. Where the retained torque is below the MLIT specified 150Nm limit the joint is inspect for damage and repair as appropriate. Jaguar will also introduce a procedure to check the retained torque during routine servicing for S-Type vehicles operated in Japan.

Date of determination: April 06, 2011

Date Recall will commence: August 2011

Determination made by: Japanese Ministry of Land Infrastructure and Transport (Japanese Government)