U.S. Department of Transportation
National Highway Traffic Safety Administration

ODI RESUME

Investigation: EA07-012
Prompted By: PE07-019
Date Opened: 08/14/2008 Date Closed: 12/10/2008
Principal Investigator: Derek Rinehardt
Subject: Front Differential/Propeller shaft failure

Manufacturer: Land Rover
Products: MY 2003 – 2005 Land Rover, Range Rover
Population: 37,000 (Estimated)

Problem Description: Consumers are alleging failure of the front differential and/or the front propeller shaft, resulting in a loss of propulsion and subsequent vehicle disablement. Some consumers also allege failure of the transmission park lock system.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	109	160	268
Crashes/Fires:	0	1	1
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	5,130	5,130

*Description of Other: Non-Duplicative Warranty Claims

Action: This Engineering Analysis has been closed. Recall 08V-635.

Engineer: *Derek Rinehardt* DR Date: *12/10/2008*
Div. Chief: *Jeffrey L. Quandt* Date: *12/10/2008*
Office Dir.: *Kathleen C. DeMeter* Date: *12/10/2008*

Summary: In a letter dated December 2, 2008, Ford Motor Company (Ford) notified NHTSA that Land Rover is conducting a safety recall of model year (MY) 2003 through 2005 Range Rover vehicles built at the Solihull (UK) assembly plant from January 3, 2002 through February 22, 2005, to replace the front driveshaft joint (NHTSA Recall No. 08V-635, Land Rover Recall No. P041). The front differential coupling sleeve and the propeller shaft may be misaligned resulting in spline wear over time, which may eventually result in the splines shearing. The defect condition can result in a loss of propulsion and subsequent vehicle disablement in the roadway or on the shoulder of the roadway. Furthermore, the defect condition can also cause loss of the transmission lock function when the vehicle is shifted into the park position. The loss of the transmission lock function can cause a vehicle rollaway condition if the emergency brake is not applied and the vehicle is unattended by the driver.

In July 2008, Land Rover initiated a service action (Q041) instructing dealers to install a redesigned front propeller shaft, front differential coupling and heat shield kit to address the misalignment and subsequent spline wear. This is the same repair procedure that will be used in Safety Recall 08V-635. Approximately 48 percent of the subject vehicles (18,000) have had the remedy performed under service action Q041 as of December 2, 2008.

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ODI believes that sudden loss of motive power without warning and failure of the transmission lock function are safety consequences that, particularly in the context of the high failure rate of the subject components, represent an unreasonable risk to motor vehicle safety as stated in a Recall Request Letter sent to Ford and Land Rover on November 6, 2008. Land Rover does not agree, but is changing its customer satisfaction program to a safety recall as ODI requested.

Land Rover noted that it was aware of one alleged accident; however, it was unaware of any injury or vehicle damage associated with the alleged accident. Land Rover's recall resolves the safety defect concerns pursued by this investigation. This Engineering Analysis is closed.

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