U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

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Investigation: RQ 19-004
Date Opened: 06/28/2019
Date Closed: 11/05/2020
Investigator: Matthew Martens
Reviewer: Jeff Quandt
Approver: Stephen Ridella
Subject: Fuel Tank Flange Leak

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: JAGUAR CARS LTD
Products: 2010-2012 Jaguar XF Vehicles
Population: 21,686

Problem Description: The fuel tank flange may crack and leak on top of the fuel tank.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	32	21	51**
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0
Other*:	0	272	272

***Description of Other:** Warranty claims related to cracked flanges.

** Total eliminates duplicates received by ODI and manufacturer.

ACTION / SUMMARY INFORMATION

Action: This Recall Query is closed. Recall 20V-081.

Summary:

In October 2012, Jaguar Land Rover LLC (JLR) submitted a Defect Information Report (DIR) to NHTSA describing a defect condition that could result in pressurized fuel leaks around the fuel supply line connection on the upper surface of the fuel tank assemblies of approximately 4,152 model year (MY) 2010 Jaguar XF vehicles equipped with 5.0L engines and manufactured between April 2009 and January 2010 (Recall 12V-521). The DIR indicated that the fuel system operating pressures of 5.0L gasoline engine XF vehicles may exceed the design specification under certain conditions, which may result in cracks in the fuel tank outlet flange. In January 2010, JLR changed the design of the tank outlet flange from the original version with no internal ribs, part number 9X23-9A309-AC ("AC flange"), to a revised part with internal ribbing reinforcing the area of the flange at the base of the fuel supply port where the cracks were occurring ("AD flange"). The scope of 12V-521 included 43 MY 2011-2012 XF vehicles with 5.0L engines that were equipped with the AC flanges as service replacement parts. In addition, in March 2016, JLR recalled 28 additional MY 2010 XF vehicles built with 5.0L engines and AC flanges that were inadvertently excluded from 12V-521 (Recall 16V-187). The AD flange was later replaced in production by the AE flange, which had internal ribbing like the AD flange and was used by JLR as the remedy part for 12V-521 and 16V-187. All the subject fuel tank flanges (AC, AD & AE) were supplied to JLR by Continental AG (now Vitesco Technologies). By October 2019, JLR had completed the recall remedies for 12V-521 and 16V-187 in 4,080 vehicles, resulting in an overall completion rate of 97 percent.

On June 28, 2019, ODI opened RQ19-004 to investigate the scope and remedy for recalls 12V-521 and 16V-187, based on 30 complaints alleging fuel odor or leakage from the tank flange, including 19 in MY 2010 XF 4.2L vehicles equipped with the AC flange and 11 in MY 2010 through 2012 XF 5.0L vehicles equipped with revised flanges (AD/AE flanges) either as original equipment or as remedy parts under the subject recalls.

ODI’s analysis of field data gathered under RQ19-004 identified a total of 51 complaints and field reports and 272 warranty claims related to fuel leakage from cracked flanges in the subject vehicles. Thirty-three (33) of the complaints and field reports and 200 of the warranty claims involved MY 2010 XF 4.2L equipped with the unreinforced AC flange, resulting in a complaint rate of 11.4 incidents per thousand vehicles (IPTV) and a claim rate of 6.9 percent. Twelve (12) of the complaints and field reports and 61 of the warranty claims involved MY 2010 – 2012 XF 5.0L vehicles equipped with AD/AE flanges as original equipment parts, resulting in a complaint rate of 0.8 IPTV and a claim rate of 0.4 percent. Six (6) of the complaints and 11 of the warranty claims involved vehicles remedied under 12V-521 or 16V-187, resulting in a complaint rate of 1.5 IPTV and a claim rate of 0.3 percent.

On February 13, 2020, JLR notified NHTSA that it was recalling approximately 2,907 model year MY 2010 Jaguar XF vehicles equipped with 4.2L engines and the AC flange to remedy a fuel tank flange cracking defect (Recall 20V-081). With this recall, there are no remaining products equipped with the unreinforced AC flange that are not under recall. Like the prior recalls, the remedy for 20V-081 involves replacing the AC flange with a modified part with the internal ribbing reinforcement (AE flange).

ODI's analysis indicates that Recall 20V-081 addresses the scope concerns with tank flange cracking in the subject vehicles. Based on this analysis, this investigation is closed. The closing of this investigation does not foreclose the Agency from taking further action if warranted or the potential for a future finding that a safety-related defect exists based upon additional information the agency may receive.

The 32 ODI complaints cited in this resume can be reviewed at NHTSA.gov under the following identification (ODI) numbers: 11256823, 11256201, 11252042, 11197034, 11193073, 11152571, 11149589, 11149472, 11142957 (11145319 is a duplicate of 11142957), 11133362, 11118866, 11114463, 11104523, 11055587, 11040621, 11006172, 11000867, 10995536, 10934750, 10930054, 10920567, 10916210, 10908138, 10905741, 10897059, 10887524, 10884786, 10822314, 10789474, 10661562, 10659664, 10627191.