



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

# ODI RESUME

**Investigation:** PE25006  
**Prompted By:** VOQ review  
**Date Opened:** 06/27/2025      **Date:** 04/24/2026  
**Investigator:** George Jones      **Closed:**  
**Approver:** Tanya Topka      **Reviewer:** Peter Kivett  
**Subject:** Front Steering Knuckle Fractures

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Jaguar Land Rover North America, LLC  
**Products:** 2014 - 2017 Range Rover Sport  
**Population:** 91,856

**Problem Description:** Certain 2014 through 2017 Model Year Range Rover Sport (L494) vehicles may develop a crack at the upper clevis of the aluminum front steering knuckle assembly. This may lead to the detachment of the upper control arm from the steering knuckle assembly.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
<b>All Incidents:</b>	18	522	0	0	233*	0
<b>Crashes/Fires:</b>	0	0	0	0	0	0
<b>Injury Incidents:</b>	0	0	0	0	0	0
<b>Number of Injuries:</b>	0	0	0	0	0	0
<b>Fatality Incidents:</b>	0	0	0	0	0	0

\*Total eliminates duplicates received by the manufacturer

## ACTION/SUMMARY INFORMATION

**Action:** This (PE) Preliminary Evaluation has been upgraded to an Engineering Analysis.

**Summary:**

The Office of Defects Investigation (ODI) is upgrading its Preliminary Evaluation (PE25006) of front steering knuckle fractures on model year (MY) 2014 through 2017 Range Rover Sport vehicles to an Engineering Analysis. ODI opened PE25006 on June 27, 2025, after receiving 12 Vehicle Owner's Questionnaire (VOQ) reports of the front aluminum steering knuckles fracturing in these vehicles. The reports describe the fractures occurring at the joint where the steering knuckle attaches to the upper control arm ball joint in one or both steering knuckles. Fracture of the front suspension knuckle can lead to detachment of the upper suspension

arm. Detachment of the upper suspension arm results in the driver's inability to control the vehicle, increasing the risk of a crash.

ODI reviewed information supplied by Jaguar Land Rover (JLR) in response to Information Request letters as well as reviewed the data with JLR on numerous occasions. ODI further reviewed relevant data on a peer vehicle with a significantly similar steering knuckle design, the MY 2014 through 2017 Range Rover. Much of the information is contradictory and requires a deeper analysis that is available in an Engineering Analysis.

On August 5, 2025, Jaguar Land Rover (JLR) filed safety recall 25V514. This recall covers certain MY 2014 and all MY 2015-2017 Range Rover and Range Rover Sport vehicles. The remedy for recall 25V514 addresses knuckles with and without a visible fracture. Knuckles that have developed a visible fracture will be replaced with a new knuckle of a substantially similar design. Knuckles with no fracture visibly present will have a brace fitted to the upper portion of the front steering knuckle. JLR states that the purpose of the brace is to prevent the component from completely separating should a fracture develop.

NHTSA continues to receive allegations of fractures occurring in the front steering knuckles of Range Rover and Range Rover Sport vehicles. ODI will close PE25006 and continue to investigate the component design and assess the potential safety risk as part of an Engineering Analysis (EA26003) and evaluate the recall remedies for Recall 25V514. Further, the scope of this Engineering Analysis will be expanded to include MY 2018-2022 Range Rover and Range Rover Sport vehicles as they have a substantially similar component design.

To review the ODI reports cited in the Closing Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).