

Susan M Cischke
Executive Director
Vehicle Defect/Compliance & Safety Affairs

March 9, 1998

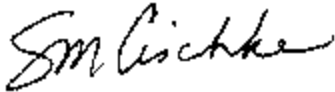
98V-049 (01)

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

In accordance with the provisions of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573, Defect and Noncompliance Reports, Chrysler Corporation herewith furnishes the Defect Information Report which contains details of a recall regarding a potential safety related deficiency in some 1998 model year vehicles. The potential for the passenger air bag to be inactive exists on some of the affected vehicles.

Sincerely,



Susan M. Cischke

Enclosures: Defect Information Report for Chrysler Recall # 777

cc: K.C. DeMeter, NHTSA

Division of Occupational Safety & Health
California Department of Industrial Relations

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL # 777

March 9, 1998

Page 1

98V-049 (02)

Submission date: March 9, 1998

Identifying classification of vehicles potentially affected:

<u>Make</u>	<u>Model</u>	<u>Model Year</u>	<u>Inclusive Dates of Manufacture **</u>
Dodge	Intrepid	1998	WH109993, WH112916, WH100823, WH123183 WH144343, WH143494, WH167338, WH158721 WH142410, WH158249

** Note: Only ten vehicles are involved in this recall.

VIN last eight characters: W = 1998 model year; H = Bramalea Assembly Plant, Bramalea Ontario; and last six digits = sequential number

Estimated percentage containing defect: 50%

Description of defect:

Some passenger air bag module initiator assemblies may be missing some required initiator components. This will prevent the affected air bags from deploying when required.

The name, address and telephone number of the supplier who manufactured the subject components:

Autoliv ASP
1320 Pacific Drive
Auburn Hills, MI 48326-1569
(248) 475-0407

Chronological summary of events which were the basis for determining existence of defect:

The following events occurred in the period from late January 1998 through early March 1998:

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL # 777

March 9, 1998

Page 2

98V-248 (43)

- Autoliv experienced a passenger air bag module that did not deploy in a routine quality audit test.
- An engineering analysis determined that the air bag module did not contain the necessary spring, seal or alcohol accelerant in the fuel dome portion of the initiator.
- Analysis of in-process x-ray records determined that five additional initiator assemblies were built without the required components.
- Analysis of the component traceability records determined that the initiators could have been built into ten different air bag modules contained in ten vehicles.
- This issue was presented to the Vehicle Regulations Committee and a safety recall was approved.
- Chrysler is aware of no complaints, accidents or injuries that could relate to this issue.

Statement of measures to be taken to correct defect:

The affected vehicles will have the passenger air bag module replaced with one that will deploy in a required event. Chrysler is currently contacting the affected Zone Offices, dealers and individual owners (where applicable) by telephone and arranging for the replacement of the suspect passenger air bag modules as soon as possible. As a result of Chrysler's immediate contact and repair arrangements, Mr. J. White of your staff agreed to waive our requirement for owner notification under 49 CFR 577 - Defect and Noncompliance Notification.

RECALL CAMPAIGNS

NAME OF MANUFACTURER : CHRYSLER

SUBJECT OF RECALL : PASSENGER AIR BAG INACTIVE

RECALL CAMPAIGN NUMBER : 98V-049

ACTION THAT INFLUENCED RECALL

MANUFACTURED INFLUENCED YES

ODI INFLUENCED:

ACTION NO. :

DED INVESTIGATOR :

RAD INVESTIGATOR :

OVSC INFLUENCED:

ACTION NO. :

OVSC INVESTIGATOR :

Susan M. Cischke
Executive Director
Vehicle Certification Compliance & Safety Affairs

March 9, 1998

98V-049 (01)

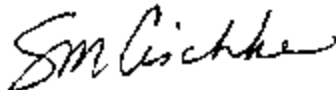
Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RECEIVED
NHTSA
MARCH 11 1998
JULIUS ROBERTSON

Dear Mr. Weinstein:

In accordance with the provisions of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573, Defect and Noncompliance Reports, Chrysler Corporation herewith furnishes the Defect Information Report which contains details of a recall regarding a potential safety related deficiency in some 1998 model year vehicles. The potential for the passenger air bag to be inactive exists on some of the affected vehicles.

Sincerely,



Susan M. Cischke

Enclosures: Defect Information Report for Chrysler Recall # 777

cc: K.C. DeMeter, NHTSA

Division of Occupational Safety & Health
California Department of Industrial Relations

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL # 777

March 9, 1998

Page 1

98V-049 (02)

Submission date: March 9, 1998

Identifying classification of vehicles potentially affected:

<u>Make</u>	<u>Model</u>	<u>Model Year</u>	<u>Inclusive Dates of Manufacture **</u>
Dodge	Intrepid	1998	WH109993, WH112916, WH100823, WH123183 WH144343, WH143494, WH167338, WH158721 WH142410, WH158249

** Note: Only ten vehicles are involved in this recall.

VIN last eight characters: W = 1998 model year; H = Bramalea Assembly Plant, Bramalea Ontario; and last six digits = sequential number

Estimated percentage containing defect: 50%

Description of defect:

Some passenger air bag module initiator assemblies may be missing some required initiator components. This will prevent the affected air bags from deploying when required.

The name, address and telephone number of the supplier who manufactured the subject components:

Autoliv ASP
1320 Pacific Drive
Auburn Hills, MI 48326-1569
(248) 475-0407

Chronological summary of events which were the basis for determining existence of defect:

The following events occurred in the period from late January 1998 through early March 1998:

DEFECT INFORMATION REPORT FOR CHRYSLER RECALL # 777

March 9, 1998

Page 2

- Autoliv experienced a passenger air bag module that did not deploy in a routine quality audit test.
- An engineering analysis determined that the air bag module did not contain the necessary spring, seal or alcohol accelerant in the fuel dome portion of the initiator.
- Analysis of in-process x-ray records determined that five additional initiator assemblies were been built without the required components.
- Analysis of the component traceability records determined that the initiators could have been built into ten different air bag modules contained in ten vehicles.
- This issue was presented to the Vehicle Regulations Committee and a safety recall was approved.
- Chrysler is aware of no complaints, accidents or injuries that could relate to this issue.

Statement of measures to be taken to correct defect:

The affected vehicles will have the passenger air bag module replaced with one that will deploy in a required event. Chrysler is currently contacting the affected Zone Offices, dealers and individual owners (where applicable) by telephone and arranging for the replacement of the suspect passenger air bag modules as soon as possible. As a result of Chrysler's immediate contact and repair arrangements, Mr. J. White of your staff agreed to wave our requirement for owner notification under 49 CFR 577 - Defect and Noncompliance Notification.

Susan M. Cischke
Executive Director
Outside Organization Compliance & Safety Affairs

April 30, 1998

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

Reference: NHTSA Identification Number 98V-049

Enclosed are representative copies of communications relating to the 1998 model year vehicles involved in the referenced recall. Chrysler expects to begin owner notification during the week of May 11, 1998. The exact number of manufactured vehicles in the recall is 54.

The involved Vehicle Identification Number range is:

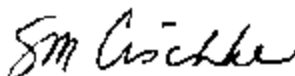
<u>Low</u>	<u>High</u>
WH100683	WH16733B

(VIN last eight characters) - W = 1998 Model Year; H = Bramalea Assembly Plant, Bramalea, Ontario; and last six digits = sequential number.

We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because most vehicles with a VIN within the range are not affected by the recall.

This completes Chrysler's package of information for this recall as required by the Defects Report Regulation.

Sincerely,



S.M. Cischke

Enclosure: Recall #777

cc: K. C. DeMeter

IMPORTANT

DEALER SERVICE INSTRUCTIONS

Safety Recall #777 -- Passenger Air Bag Module

- o This service requirement applies only to certain 1998 model year Dodge Intrepid and Chrysler Concorde vehicles.
- o The passenger air bag module on the above listed vehicles, may not contain some required components. To correct this condition, the passenger air bag module must be replaced.
- o Dealers are encouraged to consider alternative scheduling and servicing approaches for this recall. This repair does not require hoists or other full service facility special equipment and is a CHRYSLER MOBILE SERVICE approved repair.

Parts Packages:

- o Each involved dealer, to whom vehicles in the recall were invoiced, will receive enough Passenger Air Bag Module Packages to service 100% of those vehicles.

No. 777
May, 1998

To: All Dodge and Chrysler-Plymouth Dealers

Subject: Safety Recall #777 -- Passenger Air Bag Module

Models: Certain 1998 Model Year Dodge Intrepid and Chrysler Concorde (LH) Vehicles

The passenger air bag module on about 50 of the above listed vehicles, may not contain some required components. As a result, the passenger air bag will not inflate during an accident. To correct this condition, the passenger air bag module must be replaced.

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory, and should perform this recall on vehicles in for service as determined by using the DIAL VIP System.

Dealer Notification & Vehicle List

All dealers will receive a copy of this dealer recall notification letter by first class mail. **Each dealer to whom involved vehicles were invoiced** (or the current dealer at the same street address) **will receive a list of their involved vehicles.** The Vehicle List is arranged in Vehicle Identification Number (VIN) sequence. Owners known to Chrysler are also listed. The lists are for dealer reference in arranging for service of involved vehicles.

DIAL System Functions 53 and VIP

All involved vehicles will be entered to DIAL System Functions 53 and VIP at the time of recall implementation for dealer inquiry as needed.

Function 53 provides involved dealers with an updated VIN list of incomplete vehicles. The customer name, address and phone number is listed if known. Parts information is also provided. Completed vehicles are removed from Function 53 within several days of repair claim submission. To use this system, type "53" at the "ENTER FUNCTION" prompt, then type "ORD777".

Parts

IMPORTANT: A quantity of parts will be distributed initially and billed to all involved dealers. This quantity will cover a portion of the total vehicles involved. Additional parts may be ordered as needed to support customer demand.

Each involved dealer, to whom vehicles in the recall were invoiced (or the current dealer at the same street address), will receive enough Passenger Air Bag Module Packages, Recall PN CCA07770, to service 100% of those vehicles.

Each parts package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Passenger Air Bag Module
1	UPS Hazardous Material 5-Part Shipper
1	Return Address Label
1	Shipping Instructions
1	UPS Log Book Example

Owner Notification and Service Scheduling

All involved vehicle owners known to Chrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A copy of the owner notification letter is attached.

Enclosed with each owner notification is an Owner Notification Form. The involved vehicle and recall are identified on the form for owner or dealer reference as needed.

Service Procedure

1. With the ignition key in the OFF position, disconnect the battery.

Note: To enhance customer satisfaction, remember to reset the clock when you have completed the service procedure.

2. Remove the four (4) screws that attach the glove box door to the instrument panel (I/P) and remove the glove box door.
3. Remove the right I/P end cap (Figure 1).

Service Procedure (Continued)

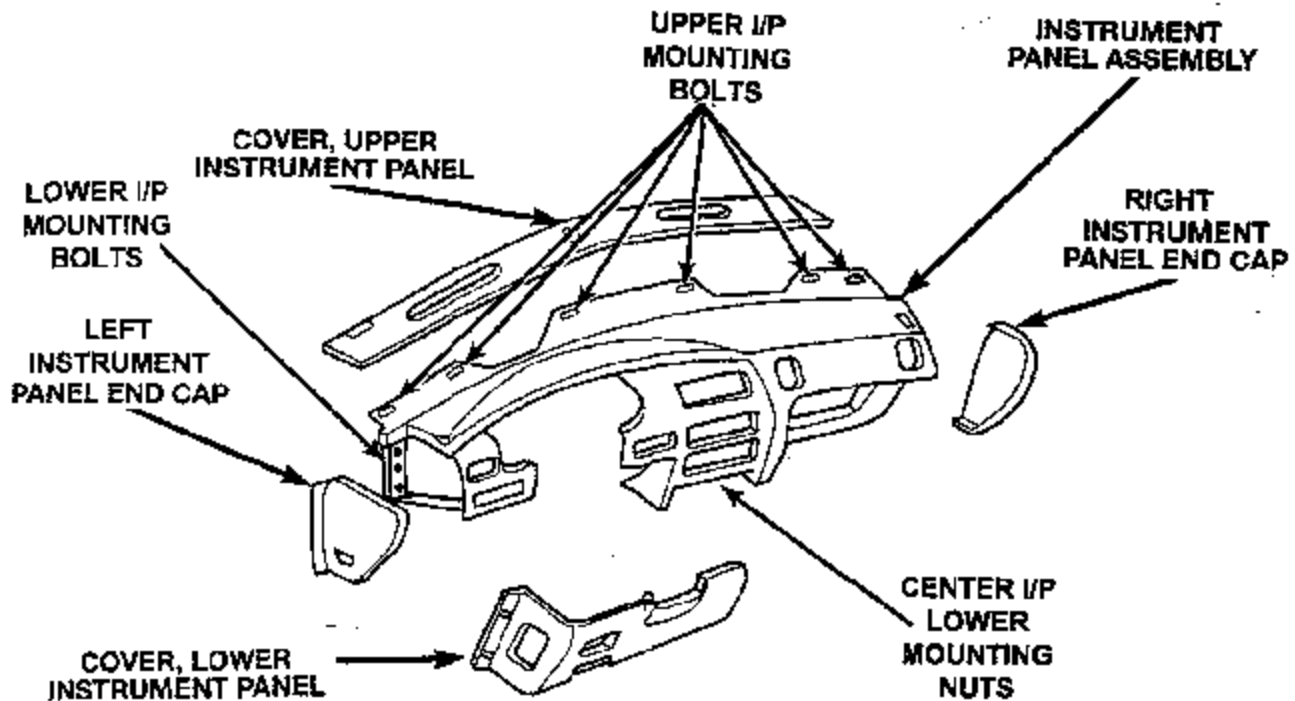


Figure 1

4. For vehicles equipped with a center console only:
 - A. Remove the gear shift handle set screw and then remove the gear shift handle.
 - B. Remove the console shifter bezel.
 - C. Remove the right console side trim panel.
5. Remove the right lower I/P trim panel/glove box compartment.
6. Remove the right and left A-Pillar trim panels.
7. Remove the upper I/P cover (Figure 1).
8. Remove the left I/P end cap (Figure 1).
9. Remove the left lower I/P cover (Figure 1). Disconnect the hood release cable and trunk release electrical connector and set the cover aside.
10. Remove the left knee blocker.

Service Procedure (Continued)

11. Remove the I/P center bezel. Disconnect the heater control and traction control (if equipped) electrical connectors and set the bezel aside.
12. **For vehicles equipped with a center console only:** Remove the left console side trim panel.
13. **For vehicles equipped with a center console only:** Remove the console to I/P center support bracket.
14. **For vehicles equipped without a center console only:** Remove the center lower I/P storage bin.
15. Remove the two (2) center I/P lower attaching nuts (Figure 1).
16. Remove the left (driver's) side air distribution ducts.
17. Disconnect the brake switch electrical connector.
18. Remove the bulkhead connector mounting screw.

NOTE: It is not necessary to disconnect the bulkhead connector.

19. Disconnect the airbag electronic control module (AECM) electrical connector.
20. Disconnect the two (2) center I/P ground eyelets.
21. Disconnect the HVAC electrical connector.
22. Remove the four (4) steering column nuts and lower the steering column.
23. Remove the three (3) lower left I/P mounting bolts (Figure 1).
24. Remove the three (3) upper left I/P mounting bolts (Figure 1).
25. Remove the lower right (passenger side) kick panel.
26. Disconnect the I/P to body harness electrical connector.
27. Disconnect the radio antenna connector.

Service Procedure (Continued)

28. Remove the three (3) lower right I/P mounting bolts (Figure 1).
29. Remove the three (3) upper right I/P mounting bolts (Figure 1).
30. Cover the passenger seat, then pull the **right side** of the I/P back and rest the right side of the I/P on the passenger seat to access the passenger air bag module.
31. Remove the four (4) right demister duct screws and remove the demister duct.
32. Remove the two (2) right air distribution duct screws and remove the air distribution duct.
33. Remove the right and left I/P the passenger air bag module pencil struts (Figure 2).
34. Disconnect the passenger air bag electrical connector.
35. Disconnect the I/P wiring harness from the air bag reinforcement bracket.

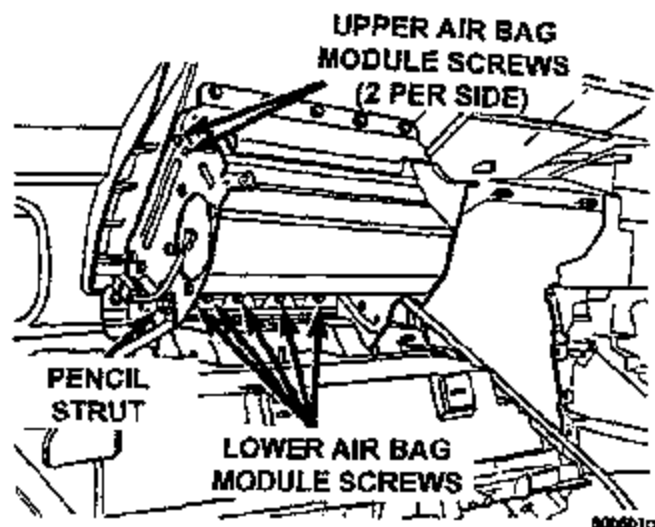


Figure 2

36. Remove the four (4) upper air bag module screws (2 per side) (Figure 2).
37. Remove the five (5) lower air bag module screws (Figure 2).
38. Remove the passenger air bag module from the vehicle.
39. Remove the four (4) air bag reinforcement bracket screws and remove the reinforcement bracket (Figure 3).

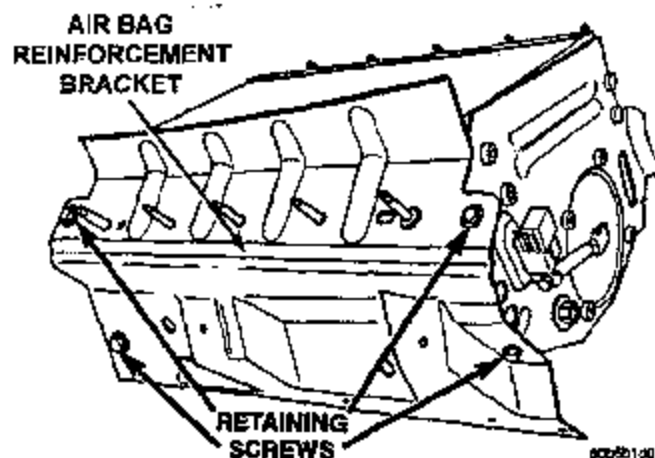


Figure 3

NOTE: Do NOT attempt to deploy the air bag module. All air bag modules must be returned to the supplier per the parts package shipping instructions.

Service Procedure (Continued)

40. Install the reinforcement bracket on to the new air bag module (Figure 3). Tighten the screws to 20 in-lbs (2.3 N•m).
41. Install the new passenger air bag module into the I/P.
42. Install the five (5) lower air bag module screws (Figure 2). Tighten the screws to 20 in-lbs (2.3 N•m).
43. Install the four (4) upper air bag module screws (2 per side) (Figure 2). Tighten the screws to 75 in-lbs (8.5 N•m).
44. Connect the I/P wiring harness to the air bag reinforcement bracket.
45. Connect the passenger air bag electrical connector.
46. Install the right and left I/P the passenger air bag module pencil struts (Figure 2). Tighten the nuts to 45 in-lbs (5.1 N•m).
47. Install the right air distribution duct and install the two (2) air distribution duct screws. Tighten the screws to 20 in-lbs (2.3 N•m).
48. Install the right demister duct and install the four (4) demister duct screws. Tighten the screws to 20 in-lbs (2.3 N•m).
49. Move the I/P back into it's original position.
50. Install the three (3) upper right I/P mounting bolts (Figure 1). Tighten the bolts to 75 in-lbs (8.5 N•m).
51. Install the three (3) lower right I/P mounting bolts (Figure 1). Tighten the bolts to 75 in-lbs (8.5 N•m).
52. Connect the radio antenna connector.
53. Connect the I/P to body harness electrical connector.
54. Install the lower right (passenger side) kick panel.
55. Install the three (3) upper left I/P mounting bolts (Figure 1). Tighten the bolts to 75 in-lbs (8.5 N•m).
56. Install the three (3) lower left I/P mounting bolts (Figure 1). Tighten the bolts to 75 in-lbs (8.5 N•m).

Service Procedure (Continued)

57. Raise the steering column and install the four (4) steering column nuts. Tighten the nuts to 105 in-lbs (12 N·m).
58. Connect the HVAC electrical connector.
59. Connect the two (2) center I/P ground eyelets.
60. Connect the AECM electrical connector.
61. Install the bulkhead connector mounting screw.
62. Connect the brake switch electrical connector.
63. Install the left (driver's) side air distribution ducts.
64. Install the two (2) center I/P lower attaching nuts (Figure 1). Tighten the nuts to 75 in-lbs (8.5 N·m).
65. **For vehicles equipped without a center console only:** Install the center lower I/P storage bin.
66. **For vehicles equipped with a center console only:** Install the console to I/P center support bracket.
67. **For vehicles equipped with a center console only:** Install the left console side trim panel.
68. Connect the heater control and traction control electrical connectors and install the I/P center bezel.
69. Install the left knee blocker.
70. Connect the hood release cable and trunk release electrical connector and install the left lower I/P cover (Figure 1).
71. Install the left I/P end cap (Figure 1).
72. Install the upper I/P cover (Figure 1).
73. Install the right and left A-Pillar trim panels.

Service Procedure (Continued)

74. Install the right lower I/P trim panel/glove box compartment. Tighten the screws to 20 in-lbs (2.3 N•m).
75. For vehicles equipped with a center console only:
 - A. Install the right console side trim panel.
 - B. Install the console shifter bezel.
 - C. Install the gear shift handle and then tighten the gear shift handle set screw securely.
76. Install the right I/P end cap (Figure 1).
77. Install the four (4) screws that attach the glove box door to the I/P. Tighten the screws to 20 in-lbs (2.3 N•m).
78. Turn the ignition switch to the ON position and exit the vehicle.
79. Reconnect the negative battery terminal.
80. **From outside the vehicle**, turn the ignition switch to the OFF position for about 10 seconds and then back to the ON position.
81. Observe the airbag warning light in the instrument cluster. It should illuminate for 6-8 seconds and then go out.

NOTE: If the airbag warning light fails to light or lights and stays on, there is a system malfunction. Refer to the proper Body Diagnostic Procedures manual to diagnose and repair the problem.

Completion Reporting and Reimbursement

Claims for vehicles which have been serviced must be submitted on the DIAL System. Claims submitted will be used by Chrysler to record recall service completions and provide dealer payments.

Use the following labor operation number and time allowance:

	Labor Operation Number	Time Allowance
Replace passenger air bag module	08777182	1.2 hours

Add the cost of the recall parts package plus applicable dealer allowance to your claim.

Note: See the Warranty Administration Manual, Recall Claim Processing Section for complete recall claim processing instructions.

Parts Return

Removed passenger air bag modules must be returned to the air bag manufacturer, Autoliv. Use the replacement air bag packaging material and follow the "Dealer Shipping Instructions" provided in each recall package for return shipment. DO NOT return air bag modules to the Warranty Material Return Center.

Vehicle Not Available

If a vehicle is not available for service for a known reason, let us know by filling out the pre-addressed Vehicle Disposition Form portion of the Owner Notification Form or describe the reason on a postcard and mail to:

Chrysler Corporation
CIMS 482-00-85
800 Chrysler Drive East
Auburn Hills, Michigan 48326-2757

Following the above procedures will expedite the processing of your claim.

If you have any questions or need assistance in completing this action, please contact your Zone Service Office.

Customer Services Field Operations
Chrysler Corporation

SAFETY RECALL TO REPLACE YOUR VEHICLE'S PASSENGER AIR BAG MODULE

Dear Intrepid or Concorde Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Chrysler Corporation has determined that a defect which relates to motor vehicle safety exists in some **1998 Dodge Intrepid and Chrysler Concorde vehicles**.

The problem is... **The passenger air bag module on your Intrepid or Concorde (identified on the enclosed form), may have been improperly assembled and may not contain some required components. As a result, the passenger air bag will not inflate during an accident which will result in increased injury to a front seat passenger under certain accident conditions.**

What Chrysler and your dealer will do... **Chrysler will repair your Intrepid or Concorde free of charge (parts and labor). To do this, your dealer will replace the passenger air bag module. The work will take about 1½ hours to complete. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.**

What you must do to ensure your safety...

- **Simply contact your dealer right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment.**
- **Bring the enclosed Owner Notification Form with you to your dealer. It explains the required service to the dealer.**

If you need help... **if you have trouble getting your vehicle repaired, please call the Chrysler Customer Center, toll free, at 1-800-992-1997. A representative will assist you in getting your vehicle repaired. If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, or call the Toll Free Auto Safety Hotline at 1-800-424-9393. (Washington, D.C. area residents may call 1-202-366-0123.)**

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thanks for your attention to this important matter.

*Buckle up
for Safety* 

*Customer Services Field Operations
Chrysler Corporation*

777



10050113
02/20/98
February 20, 1998

Mr. Kenneth Weinstein, Associate Administrator
for Safety Assurance - NSA-01
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, D.C. 20590

Re: Land Rover - Range Rover Classic and Land Rover - Discovery Air Bag
Part 573, Defect Information Report

98V-040 (61)

Dear Mr. Weinstein:

In accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573, Land Rover North America, Inc. ["Land Rover"], the U.S. distributor of Land Rover multipurpose passenger vehicles, on behalf of the U.K. manufacturer, Rover Group, hereby submits an information report concerning a safety recall of certain 1994 -98 model Land Rover Range Rover Classic and Discovery vehicles to address potential inadvertent air bag deployments.

1. Manufacturer Corporate Name:

Rover Group
Solihull, United Kingdom

Affiliated U.S. Importing Company and Agent:

Land Rover North America, Inc.
4390 Parliament Place
P.O. Box 1503
Lanham, MD 20706

2. Identification of Affected Vehicles:

Based on engineering analysis of the manufacturing process for Range Rover Classic and Discovery cruise control wiring, we have determined the potentially affected vehicle population as set forth in the table below:



Make/Model	Model Year	VIN	Production Period
Land Rover / Range Rover Classic	1995	SA645246 to SA662245	October 1993 to July 1995
Land Rover / Discovery	1994 to 1998	RA072457 to TA200000, SA500000 to VA558893, and TA700000 to WA754229	December 1993 to December 1997

Defective Component: Cruise control power wire may chaff against ground causing heat build-up in steering wheel rotary coupler.

Supplier: Land Rover controls the routing and shielding of the cruise control wire.

3. Total Number of Vehicles Potentially Affected:

54,488 vehicles

4. Percentage of Vehicles Estimated to Actually Contain the Defect:

All of the vehicles in the specified VIN range produced for the U.S. market may exhibit the defect, although, only a small number of these vehicles probably actually contain the defect.

5. Description of Defect:

a. Summary

As a result of potential chaffing of a cruise control wire, the steering wheel rotary coupler may overheat and inadvertently deploy the driver's air bag.

b. Detailed description

Within the steering wheel hub the cruise control power supply wire may have an improperly positioned protective sheath that allows this wire to rest against a metal bracket that mounts the air bag module. In warm environments the insulation on this wire may soften to the point where it can periodically chaff and later ground. The effect of this intermittent grounding is that the thin wire ribbon within the steering wheel rotary coupler heats up. Such heating can in certain cases cause the tracks on the ribbon to make contact resulting in a firing signal to the driver's air bag.

6. Chronology of Principal Events:

February through November 1997

Four inadvertent air bag deployments were reported during the period. Investigation of these cases concluded that the rotary coupler inside the body of the steering wheel had overheated, fusing together the wire ribbons within the coupler. The cause of the overheating was attributed to the cruise control power wire chaffing against the air bag support bracket (a steel pressing) and intermittently shorting to ground.

A process review was conducted, which revealed an improper positioning of the protective sheath on the cruise control wire on a small number of vehicles. As a result, a plastic clear to positively position the protective sheath was incorporated into production in March 1997.

Further studies indicated the possible need for a more robust solution. Therefore, development of a circuit protection fuse to protect the rotary coupler was initiated.

December 1997

Completed engineering evaluation, validation, and durability testing for fusible circuit protection.

Introduction of fusible circuit protection was completed in production vehicles.

January 1998

Completed risk analysis. While the exact number of vehicles with improperly positioned protective sheaths is not known for certain, worldwide investigation concluded (no cases of inadvertent deployment were identified in other world markets) that a very small number of vehicles probably actually contain the defect. However, the risk analysis also concluded that while the short-term risk for vehicles with properly positioned protective sheaths is negligible, there was a concern regarding the long-term risk should the protective sheath chaff through.

February 18, 1998

Recall committee convened and formally decided to conduct a safety recall of the subject vehicles.

7. Description of Corrective Repair Action

All known owners of the affected vehicles will be notified by first class mail to return the vehicle to a Land Rover dealer to have a fusible link fitted which will protect the rotary coupler from overheating.

8. Recall Schedule

Due to parts availability, customer notification will be staged into two waves.

The first wave will consist of the vehicles produced without the plastic cleat that positively positions the protective plastic sheath. For these vehicles, dealers will be notified March 20, 1998 and customers will be notified on March 24, 1998. Service parts will be available for the first wave of vehicles at the time of owner notification.

Customers with second wave vehicles (with plastic cleat) will be notified mid-May 1998, assuming adequate parts supply availability.

Copies of owner notification letters and dealer instructions will be submitted as soon as they are available, which in the case of the owner letter will be at least five business days before distribution to owners.

Land Rover's campaign number is B488

Should you or your staff have any questions about this report, please contact me at (301) 731-8709.

Sincerely,



Scott Schmidt
Safety Compliance Engineer