



Land Rover North America, Inc.



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April 5, 2004

OFFICE OF
DEFECTS INVESTIGATION

Mr. Kenneth N. Weinstein
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590

04V-203
(4 pages)

RE: Land Rover Recall Campaign – Fuel Tank Leaks – 1994 To 1997 Discovery Series I and 1993 To 1995 Range Rover Classic Vehicles; NHTSA Foreign Campaign No. 04F-007

Dear Mr. Weinstein:

This notice is sent to you by Land Rover North America, on behalf of Land Rover, UK in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573.

Land Rover has determined that certain 1994 to 1997 model year Land Rover Discovery Series I and 1993 to 1995 model year Range Rover Classic vehicles may experience cracking of the fuel tank. A total of 45,267 vehicles built for sale in the United States are affected. Land Rover will recall these vehicles to replace their fuel tanks with one of a later design level.

Attached is the detailed defect information report, pursuant to Section 573.6 (c).

Should there be any questions regarding this report, please feel free to contact me.

Sincerely,


Dennis T. Johnston
Manager, Product Compliance

Land Rover North America, Inc.
555 MacArthur Boulevard
Mahwah, New Jersey 07430
Telephone: (201) 818-8500
Fax: (201) 818-8053
Toll Free: 866-352-4827

Recall Campaign – Petrol Tank Leaks – 1994 To 1997 Discovery Series I and 1993 To 1995 Range Rover Classic Vehicles

1. Manufacturer Corporate Name:

Land Rover
Solihull, United Kingdom

Affiliated U.S. Importing Company and Agent:

Land Rover North America, Inc.
555 MacArthur Blvd
Mahwah, NJ 07430

2. Identification of Affected Vehicles:

Based on analysis of the failure mode and build records the following vehicle population was identified.

Subject Vehicles: 1994 To 1997 Model Year, Discovery Series I vehicles produced from December 2, 1993 to November 4, 1996 (the introduction of enhanced evaporative emission specification) and 1993 To 1995 Model Year Range Rover Classic vehicles

Discovery Series I

VIN Range: SALJY1249RA072463 to SALJY1248VA546039
And SALJY124XVA700893 to SALJY1242VA714242
produced from December 2, 1993 to November 4, 1996

Range Rover Classic

VIN Range: SALHC1343PA637654 to SALHV1246SA662245
produced from April 16, 1993 to July 3, 1995

3. Total Number of Vehicles Potentially Affected:

45,267 vehicles built for sale in the United States in this VIN range may be affected by this recall.

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

All vehicles may have the potential to exhibit this concern, although Land Rover estimates that only 6% of the vehicles will actually experience this defect during their useful life.

5. Description of the Defect:

Stress cracks can be initiated in the plastic fuel tanks installed in the subject vehicles which can result in customers complaining of a fuel smell emanating from their vehicle. Cracks which continue to propagate can ultimately result in signs of liquid fuel from the underside of their vehicle when filling the tank with fuel, particularly if overfilling is attempted.

Material specification changes at the fuel tank supplier, combined with inadequate tool design and process control can lead to stress cracking at the vent valve welding ring, the fuel tank breather pipe weld or at the fuel tank filler pipe stub.

6. Chronology of Principal Events:

Land Rover first received a report of a crack in a fuel tank vent ring on January 29, 2002 from Japan. An investigation was initiated and parts were returned from Japan for thorough analyses. Engineering analyses of tank sections returned from Japan concluded that the cracks found in Japanese vehicles would not result in a fuel leak, but would cause a fuel odor condition. Based on these returned parts, Land Rover closed its investigation. On February 26, 2003, Land Rover received a video from Japan allegedly demonstrating a fuel leak while refueling a Discovery Series I vehicle. An investigation into the report contained in the videotape was started in conjunction with the Japanese Ministry of Land, Infrastructure and Transport. Returned parts were inspected, a series of tests were developed to assess the potential causes of vent ring cracks, and warranty and parts sales data were analyzed. In February 2004, the Field Review Committee recommended that a field action be conducted in Japan. Shortly thereafter, Land Rover contacted NHTSA to alert the agency to the action in Japan and of Land Rover's continuing investigation of potentially relevant reports in the U.S. Land Rover's investigation confirmed that the factors causing fuel tank cracking on vehicles in Japan were also applicable to U.S. Vehicles (particularly environmental factors), resulting in this defect determination and its concomitant recall.

Land Rover is not aware of any reports of fires alleged as a result of this defect.

7. Case of Non-Compliance

There is no non-compliance.

8. Description of Corrective Repair Action

Recall Action will be carried out to replace the fuel tank with one of an improved design on vehicles within the stated affected VIN range. The recall Action will commence in October 2004 when sufficient parts become available for repairs to be completed.

9. Copies of Dealer Communications

Copies of the dealer notification documents (service bulletin and technical information bulletin (TIB)) will be submitted to NHTSA when available.

10. Copy of Owner Communication

A draft copy of the customer notification letter will be submitted to NHTSA for your review and approval when it is available.

11. Manufacturer's Campaign Number

Land Rover's campaign number is B156.