

Recall Campaign – Land Rover Freelander A-pillar Trim – 2002 to 2004 Model Year

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: 2002 to 2004 Model Year Freelander,

Start VIN on SALNM22222A353298
End VIN on SALNE22224A441123

produced from September 5, 2001 to June 29, 2004

Subject Components: Right and Left Hand side A-pillar trim; EMB500100LUM, EMB500110LUM, EMB500140LUM and EMB500150LUM

Supplier: Magna Kansei Limited
Pennywell Industrial Estate,
Sunderland
SR4 9EW
UK

Phone; +44 191 401 6550

3. Total Number of Vehicles Potentially Affected:

31,049 vehicles built for sales in the United States in this VIN range are affected by this recall.

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

It is estimated that 100% of the vehicle population contains the noncompliance.

5. Description of the Noncompliance:

When tested per the test procedure for FMVSS 201 at the left and right hand A-pillar trim area, the free motion head form may register a measurement marginally above the permitted 1000 Head Impact Criteria [HIC(d)].

6. Test Results and Other Information Considered:

On April 28th, 2004 NHTSA contacted Land Rover North America to advise that as a result of a compliance test conducted during April 2004, the 2004 model year Freelander exhibited preliminary data which exceeded the 1000 HIC(d) performance criteria when tested to the FMVSS 201U procedure.

Land Rover formed a project team through which the matter was investigated. The project team fully reviewed their understanding of the requirements from FMVSS 201 as applied to Freelander vehicle line. The project team analyzed the test performed by the test agency contracted by NHTSA as well as the condition of the subject vehicle to determine whether the test was properly performed and whether the vehicle as tested was consistent with Land Rover's design and assembly procedures. This process included the request and receipt of contractors test set up, sensor calibration and other information relative to the testing (which took place in May 2004). This was followed up with a visit to the contractor's laboratory in the United States in June 2004 to inspect the vehicle and review the test procedure and equipment at the test location. After that inspection and a comparison to the certification testing conducted by Land Rover prior to offering the vehicle for sale in the United States that demonstrated compliance to FMVSS 201 requirements, the project team reached its technical conclusions. .

This matter was reviewed by the Land Rover Field Review Committee at the start of July 2004 at which it was determined that the non-compliance existed in Freelander vehicles from their introduction into the US in the 2002 model year and there is a need to recall vehicles affected.

7. Description of Corrective Repair Action

Vehicles within the affected VIN range will be recalled to have the A-pillar trim replaced with a revised component that enables the vehicle to fully meet the requirements of FMVSS 201.

8. Copies of Dealer Communications

Copies of the dealer notification documents (Service Bulletin and Technical Information Bulletin (TIB)) will be submitted to NHTSA when available.

9. 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. We anticipate that customer contact will commence in the last week in August 2004.

10. Manufacturer's Campaign Number

Land Rover's campaign number is **B176**.