

PART 573 DEFECT AND NON COMPLIANCE REPORT

04V-488
Revised

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the vehicle being recalled. If the recalled vehicle is imported, provide the name and address of the designated agent as prescribed by Section 110 (e) of the National Traffic and Motor Vehicle Safety Act.

ANSWER:

Importer and Agent: Jaguar Cars
Fabricating Manufacturer: Jaguar Cars Ltd
Controller of Fabricating Manufacturer and Trademark Owner: Jaguar Cars Ltd

2. Identify the vehicles involved in the recall and for each make and model provide:

ANSWER:

MAKE: Jaguar
MODEL: S-TYPE
MODEL YEARS INVOLVED: 2003 to 2004 MY
PRODUCTION DATES BEGINNING: Dec 2001 ENDING: Jan 2004
VIN RANGE INVOLVED: BEGINNING: M44998 ENDING: N13088
BODY STYLE: Sedan Passenger Cars
VEHICLE TYPE: Car

3. Furnish the total number of vehicles recalled potentially containing the defect or non compliance. Below is a breakout of affected vehicles and the appropriate campaign action.

ANSWER:

Recall 167	2003-2004 MY	Recall 166	2003 MY
VIN Range	M44998-N13088	VIN Range	M44998-M72584
Production	Dec 2001 – Jan 2004	Production	Dec 2001-Sept 2002
U.S.A	30,181	U.S.A	11,587
Canada	1,194	Canada	545
Mexico	572	Mexico	232
Total	31,947	Total	12,364

- 4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or non-compliance.**

ANSWER:

Unknown

- 5. Describe the defect or non-compliance. The description should include but not be limited to a brief summary of the nature (addressing the contributing factors, if any), physical location of the defect or non-compliance, and consequence. Photographs or illustrations should be considered where appropriate.**

ANSWER:

It is possible for the electronic park brake (EPB) to be unintentionally applied which can result in the vehicle decelerating and in extreme cases, the rear wheels locking up. This condition can arise at any speed with or without warning lights displayed on the instrument cluster.

- 6. With respect to a defect, furnish a chronological summary of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.**

ANSWER:

In August 2002, one field report was received alleging the rear parking brake had unintentionally operated with the vehicle in motion. The vehicle was examined and no defect was found. In November 2002, two additional field reports were received. Ongoing testing and vehicle assessment to try to replicate the reported condition continued until the end of November 2002 with the vehicles under test never replicating the failure condition. A dedicated team of engineers was appointed in January 2003 to further strengthen the investigation being undertaken to determine if the allegations could be linked to any defect in the vehicles.

No further field reports were received until June 2003; however nine field reports of a similar condition were received between June 2003 – April 2004. Throughout this period, the engineering team continued to investigate the concern, conducting many and varied tests on vehicles as well as components within the vehicles accumulating in excess of 20000 KM of road test evaluation.

Unable to replicate the concern and therefore unable to determine if a defect pattern in the vehicles existed, the team continued to test possible theoretical failure modes. The investigation team found an anomaly in the signals used within the braking systems of some of these vehicles described as a conducted noise transient as a result of high levels of conducted emissions from the wiper motor. The investigation team continued to research the effect of this anomaly on both LHD and RHD vehicle electronic park systems and were able to determine that only the electrical systems within LHD vehicles were susceptible to the conducted noise transient. If a vehicle were to have this anomaly, a warning light would illuminate.

Additionally eight reports claim of inadvertent park brake applications occurring without warning lights illuminating on the instrument pack on LHD vehicles. As a result the engineers continued to investigate to determine what other system interactions or components could produce the condition. Although no pattern of a vehicle defect was determined, it was observed that the reports only occurred on vehicles fitted with a specific level ("AF") of electronic park brake modules, but analysis of this module did not indicate any defect in the module.

Based on the results of our engineering analysis of this condition, Jaguar has decided to conduct a safety recall to correct the wiper motor noise emission levels and, although no defect has been determined in the "AF" modules, in an abundance of caution, to replace the earlier EPB modules.

There has been one accident alleged to be related to this condition.
There have been no reported deaths or injuries.

7. **Furnish a description of the manufacturer's program for remedying the defect or non compliance.**

ANSWER:

Recall Action will be carried out to replace the electronic park brake module on those vehicles equipped with the "AF" level module with a later level module and to add a link lead and wiper motor suppression module to all vehicles identified above.

8. **Furnish a copy of all notices, bulletins, and other communications that relate directly to the defect or non-compliance and which are sent to more than one manufacturer, distributor, or purchaser. These copies are to be submitted to the Office of Defect Investigations no later than 5 days after they are first sent to manufacturers, distributors, dealers, or purchasers. Note that these documents are to be submitted separately from those provided in accordance with the Part 573.8 requirements.**

ANSWER:

The manufacturers identification code for this recall is R166/R167.