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December 2, 2008

**08V-635**  
**(4 pages)**

Mr. Daniel C. Smith  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue SE/W45-231  
Washington, DC 20590

Dear Mr. Smith:

Subject: Land Rover Recall Number P041 – 2003 to 2005 model year Range Rover vehicles for replacement of the front driveshaft joint

Ford Motor Company, a registered agent for Land Rover, is submitting this report on behalf of Land Rover, a previously wholly owned subsidiary of Ford that was sold to Tata Motors in June 2008.

#### Summary

- Action – Land Rover is conducting a voluntary safety recall involving 2003 to 2005 model year Range Rover vehicles built at the Solihull (UK) Assembly Plant from January 3, 2002, through February 22, 2005, to replace the front driveshaft joint.
- Number of Vehicles Involved – Approximately 19,168 Range Rover vehicles in the United States and Federalized Territories.
- Affect on Vehicle Operation – The front differential coupling sleeve and the propeller shaft may be mis-aligned, resulting in spline wear over a period of time. As the wear between the propeller shaft and the differential spline coupling progresses, noise and vibration are expected. Continued vehicle operation can eventually result in the splines shearing and loss of drive.

In the event of the differential coupling splines shearing, the vehicle will also lose transmission lock when the shift lever is moved to the Park (P) position. However, as stated in the owner's handbook when the shift lever is moved to the Park (P) position the hand (emergency) brake should always be applied, thus preventing the vehicle from further movement.

For the reasons set forth in our November 21, 2008, letter, Land Rover does not believe the condition presents an unreasonable risk to safety. Nonetheless we are changing the status of our customer satisfaction program, which is presently 48% complete despite the fact that 2004 and 2005 model year owners have not yet received a mailing advising

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DEFECTS INVESTIGATION  
RECALL MGMT DIV.

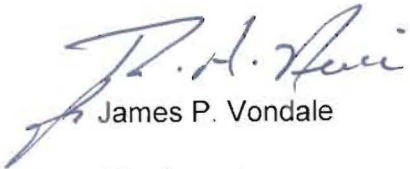


them of the program, to a voluntary safety recall in the best interests of our relationship with the agency.

- Service Program – Dealers will be instructed to fit the revised design of propeller shaft, the flange kit and heat shield kit. There will be no charge to owners for this inspection and repair.

Attached is the detailed information required by the applicable portions of 49 CFR Part 573 - Defect and Non-Compliance Information Report.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. P. Vondale". The signature is stylized with a large initial "J" and a long, sweeping underline.

James P. Vondale

Attachment

49 CFR Part 573 - DEFECT INFORMATION REPORT  
RECALL P041 – 2003 - 2005 model year Range Rover vehicles

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Reports, Land Rover submits the following information concerning a safety recall action that is being initiated voluntarily.

573.6 (c) (2) - Potentially Affected Vehicles

Certain 2003 to 2005 Model Year Range Rover vehicles built at the Solihull (UK) Assembly Plant from January 3, 2002, through February 22, 2005, within VIN range SALMAMA43A101029 to SALME11465A198054 are potentially affected.

573.6 (c) (3) - Estimated Population of Vehicles Potentially Affected

Approximately 19,168 Range Rover vehicles in the United States and Federalized Territories.

573.6 (c) (4) - Estimated Percentage of Affected Vehicles with the Condition

100%

573.6 (c) (5) - Description of the Defect

Mis-alignment of the joint between the front differential coupling sleeve and the front propeller shaft can cause undue wear to the splines within the coupling. As the wear between the propeller shaft and the differential spline coupling progresses, noise and vibration are expected. Continued vehicle operation can eventually result in the splines shearing and loss of drive. If loss of drive is experienced the instrument cluster warning lights illuminate, providing a clear indication to the driver that the vehicle should be pulled to the roadside. The vehicle does not abruptly decelerate but rather coasts. The engine continues to run, providing the driver with fully functioning power steering, power assisted braking and exterior vehicle lighting and signals, thus allowing the driver to safely maneuver to the shoulder and indicate to other drivers that the vehicle is stopped awaiting service.

In the event of the differential coupling splines shearing, the vehicle will also lose transmission lock when the shift lever is moved to the Park (P) position. However, as stated in the owner's handbook, when the shift lever is moved to the Park (P) position the hand (emergency) brake should always be applied, thus preventing the vehicle from further movement.

573.6 (c) (6) - Chronology of Events

NHTSA Office of Defect Investigations (ODI) opened a Preliminary Evaluation to conduct an investigation concerning reports of loss of vehicle propulsion and subsequent vehicle immobilization on April 4, 2007. On April 24, 2007, NHTSA sent an Information Request letter requesting information by June 8, 2007.

Land Rover and Ford compiled and sent a comprehensive response to the agency on June 8, 2007.

On August 14, 2007 the agency upgraded its investigation to an Engineering Analysis (EA).

Land Rover, through careful consideration of all of the information available, reviewed the issue with their Field Service Action Review Committee during December 2007 and concluded that a customer satisfaction action was appropriate to deal with the issue. As a result, the Field Service Action Review Committee approved a customer satisfaction program to proactively repair vehicles affected by the condition of mis-alignment of the joint between the front differential coupling sleeve and the front propeller shaft.

The EA Information Request letter from ODI was received on January 3, 2008, in which further information was requested in relation to the complaints of loss of vehicle propulsion and subsequent vehicle immobilization. As requested, a full and comprehensive response to this request was submitted to ODI on February 28, 2008.

The customer satisfaction program was issued to dealers in June 2008 and customer mailing commenced. To date some 48% of vehicles affected by the condition have been proactively repaired through the customer satisfaction program and customers who had previously paid for repairs have been reimbursed. This high level of completion has been achieved despite the fact that 2004 and 2005 model year owners have not yet received a mailing advising them of the program.

On November 6, 2008, ODI, in response to the information submitted on February 28, 2008, requested Land Rover conduct a safety recall. A response to this letter was sent to ODI on November 21, 2008. Land Rover's Field Review Committee (FRC) convened during November to review the issue and request for recall. As stated in the response to ODI's request to recall letter, and in the best interests of our relationship with our customers and with the agency, the existing customer satisfaction program will be changed to a voluntary safety recall.

Land Rover is aware of one customer report alleging a minor "accident" but is unaware of any injuries or vehicle damage attributed to this incident.

#### 573.6 (c) (8) - Service Program

Dealers will be instructed to fit the revised design of propeller shaft, the flange kit and heat shield kit. This is the same remedy as that used in the customer satisfaction field service action. There will be no charge to owners for this inspection and repair.

Mailing of owner notification letters will occur during the week beginning January 6, 2009. Notification to dealers will occur on December 3, 2008.

Reimbursement will be provided to owners who have already paid for this repair as follows:

If the owner meets all the following requirements, they are eligible to receive reimbursement

1. They own or have owned a 2003, 2004, or 2005 MY Range Rover L322 within the VIN range listed above
2. They have paid for a front differential and driveshaft replacement due to the defect outlined previously in this letter
3. The repair was performed before June 30, 2008