



October 26, 2009

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 **Jaguar Recall Number J016 – 2010 Model Year Jaguar XF 4.2L Petrol
Engine vehicles - fuel starvation leading to engine cut-out**

Pursuant to 49 CFR 573, Defect and Noncompliance Responsibility and Reports, Jaguar Land Rover North America, LLC is submitting information concerning a safety recall that is being voluntarily initiated.

Summary

- **Action** – Jaguar is conducting a voluntary safety recall involving certain 2010 Model Year Jaguar XF 4.2L petrol engine vehicles built at the Castle Bromwich (UK) Assembly Plant from October 22, 2008 through to September 24, 2009 within VIN range SAJAC05H8AFR38497 to SAJJC05H1AFR63407 to modify the fuel transfer pipe inside the fuel tank assembly.
- **Number of Vehicles Involved** – 2131 Jaguar XF 2010 Model Year 4.2L petrol engine vehicles in the United States and Federalized Territories.
- **Affect on Vehicle Operation** – It is possible that the fuel transfer pipe in the fuel tank assembly is kinked or, the fuel transfer pipe has been over inserted into the in-tank fuel delivery module during fuel tank assembly. This may cause the vehicle to experience fuel starvation whilst indicating the presence of approximately ¼ of a tank of fuel on the fuel gauge.

This kink in the fuel transfer pipe or incorrect assembly of the fuel transfer pipe into the fuel delivery module restricts fuel being transferred from one side of the fuel tank to the fuel pump causing fuel starvation at low fuel levels. Fuel starvation to the engine leads to engine stumble followed by engine cut out with minimal warning and could potentially cause a crash.

When the vehicle speed drops below the torque converter speed lock-up threshold; i.e. the point at which the rear wheels disengage from the engine, Power Assisted Steering (PAS) and Brake Vacuum Reservoir replenishment will be lost, however, the mechanical steering will remain functional with some increase in the steering effort and the braking system will remain functional with some increase in brake pedal effort.

Once the engine has cut-out the vehicle will not restart until it has been refueled.

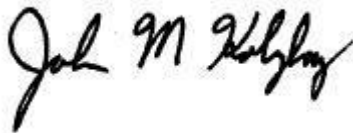
- Service Program – Dealer technicians will be instructed to access the fuel tank assembly, remove the fuel transfer pipe from the fuel delivery module, reduce the length of the pipe by 6 inches (150mm) and discard the excess pipe. The fuel transfer pipe will then be inserted into an alternative hole on top of the fuel delivery module to prevent over insertion and the tank re-assembled.

There will be no charge to owners for these repairs.

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

Please contact John Kobylarz at 201-818-8034 or at jkobyla1@jaguarlandrover.com for further information.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. Kobylarz". The signature is fluid and cursive, with the first name "John" being the most prominent.

pp Gary Temple
President
Jaguar Land Rover North America, LLC

Attachment

**49 CFR Part 573 - DEFECT INFORMATION REPORT RECALL J016 –
Jaguar XF 2010 Model Year 4.2L petrol engine vehicles**

573.6 (c) (1) - Manufacturer Identification

Manufacturer Corporate Name

Jaguar Cars Limited,
Abbey Road,
Whitley,
Coventry,
England,
CV3 4LF

Affiliated U.S. Importing Company

Jaguar Land Rover North America, LLC
555 MacArthur Boulevard
Mahwah, New Jersey, 07430

573.6 (c) (2) (i) - Potentially Affected Vehicles

Jaguar XF 2010 Model Year 4.2L petrol engine vehicles built at the Castle Bromwich (UK) Assembly Plant from October 22, 2008 through to September 24, 2009 within VIN range SAJAC05H8AFR38497 to SAJKC05H1AFR63407 are potentially affected.

573.6(c) (2) (iv) – Part Numbers, Components affected and Components Final Country of Manufacture

Fuel Delivery Module Assembly Part Number 9X23-9275-FA

Kautex Unipart Ltd
Renown Avenue
Coventry Business Park
Coventry
CV5 6UD
England
Telephone: 024 76671100

Parts manufactured in United Kingdom. Site code AT4BA

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

2131 Jaguar XF 2010 Model Year 4.2L petrol engine vehicles in the United States and Federalized Territories.

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

Unknown.

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

It is possible that the fuel transfer pipe in the fuel tank assembly is kinked or, the fuel transfer pipe has been over inserted into the in-tank fuel delivery module during fuel tank assembly. This may cause the vehicle to experience fuel starvation whilst indicating the presence of approximately $\frac{1}{4}$ of a tank of fuel on the fuel gauge. The fuel transfer pipe is too long resulting in the pipe needing to form a loop within the fuel tank to accommodate this extra length. This allows the pipe to kink and restrict the fuel flow. Alternatively, the fuel tank supplier, during assembly, could over insert the fuel transfer pipe such that it bottoms out on the base of the fuel delivery module so restricting fuel flow. Fuel starvation to the engine leads to engine stumble followed by engine cut out with minimal warning and could potentially cause a crash.

573.6 (c) (6) - Chronology of Events

On September 21, 2009, Jaguar's Critical Concerns Review Group (CCRG) reviewed a manufacturing concern raised by engineering after a review of the Analitical Warranty System (AWS) data, where vehicles were experiencing engine stumble and ultimately engine cut-out.

Engineering testing was initiated and concluded that under certain driving conditions with a kinked fuel transfer pipe or an over inserted fuel transfer pipe, the vehicle will suffer fuel starvation whilst showing a fuel level of approximately $\frac{1}{4}$ of a tank on the fuel gauge. This fuel starvation leads to engine stumble followed by engine cut out with minimal warning.

There have been 6 reports of engine cut-out while the vehicle has been travelling on the highway.

The investigation was passed to the Jaguar Technical Review Group (TRG) on September 30, 2009 where the full affects of the concerns where reviewed.

This item was presented at the Jaguar Field Review Committee (FRC) on October 19, 2009 and it was determined that a safety defect existed and the decision was taken to voluntarily conduct a safety recall for the affected vehicles to shorten the fuel transfer pipe and re-insert it into the fuel delivery module using a different access outlet hole.

Jaguar is not aware of any reports of accidents or injuries attributed to this condition.

573.6 (c) (8) (i) Manufacturer's Remedy Program and Reimbursement Plan

Owners will be notified and instructed to take their vehicle to a Jaguar dealer to have their vehicle repaired. Dealer technicians will be instructed to access the fuel tank assembly, remove the fuel transfer pipe from the fuel delivery module, reduce the length of the pipe by 6 inches (150mm) and discard the excess pipe. The fuel transfer pipe will then be inserted into an alternative hole on top of the fuel delivery module to prevent over insertion and the tank re-assembled.

There will be no charge to owners for this repair.

573.6 (c) (8) (ii) Estimated Notification Date to Owners and Dealers

Mailing of owner notification letters will occur during the week of November 30, 2009.
Notification to dealers will occur on or before October 29, 2009.

573.6 (c) (10) - Notices, Bulletins, and Other Communications Related to the Defect

Jaguar does not plan to make a public statement concerning the subject matter of this action. A copy of the notification letters to dealers and owners from Jaguar will be forwarded when available.

573.6 (c) (11) - Recall Number

Jaguar has assigned recall number J016 to this recall action.