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By delia.lopez at 11:55 am, Nov 12, 2010

10V-581  
(5 Pages)

November 12, 2010

Mr. Claude Harris  
Acting Associate Administrator for Enforcement  
National Highway Safety Administration  
1200 New Jersey Ave SE, Room  
Washington DC, 20590

Dear Mr. Harris:

**Subject**    **Land Rover Safety Recall Number P116 – certain 2010 and 2011 Model Year Land Rover LR2 Supplementary Restraint System (SRS) Warning Lamp Illuminated**

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

Summary

Action

Land Rover is conducting a voluntary safety recall involving certain 2010 and 2011 Model Year Land Rover LR2 vehicles built at the Halewood (UK) Assembly Plant from November 12, 2009 through to August 23, 2010 to modify the Supplementary Restraint System (SRS) clock spring harness connector to remove the potential for the connector shorting bar to remain connected when the drivers airbag module connector is installed.

Number of Vehicles Involved

2956 vehicles in the United States and Federalized Territories.

Affect on Vehicle Operation

The possibility exists where the shorting bar in the clock spring may not become disconnected when the driver's air bag module connector is installed. The SRS warning light will illuminate on the instrument cluster. The SRS warning light is intended to notify the driver that there is a concern with the SRS system in the vehicle and that immediate repair is necessary.

If this condition occurs during a drive cycle, and the vehicle is involved in a collision where the deployment of the driver's airbag is required, the driver's airbag may not deploy as intended or may not deploy at all. As a result, deployment of the driver's airbag may not be achieved in the event of a vehicle crash, increasing the risk of injury.

Service Program

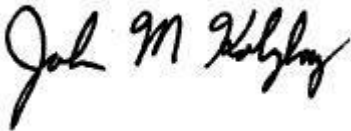
Land Rover authorized repairers will install a spacer into the driver's airbag clock spring harness connector.

There will be no charge to owners for this repair.

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 [jkoby1a1@jaguarlandrover.com](mailto:jkoby1a1@jaguarlandrover.com) for further information

Sincerely,

A handwritten signature in black ink that reads "John M. Kobylarz". The signature is written in a cursive style with a large initial "J" and "K".

John Kobylarz  
Automotive Safety Office  
Jaguar Land Rover North America, LLC

Attachment

49 CFR Part 573 - DEFECT INFORMATION REPORT  
RECALL P116 – certain 2010 and 2011 Model Year Land Rover LR2 vehicles

573.6 (c) (1) - Manufacturer Identification

Manufacturer Corporate Name

Land Rover  
Banbury Road  
Gaydon  
Warwickshire  
England  
CV35 0RR

Affiliated U.S. Importing Company

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

573.6 (c) (2) - Potentially Affected Vehicles

Certain 2010 and 2011 Model Year Land Rover LR2 vehicles built at the Halewood (UK) Assembly Plant from November 12, 2009 through to August 23, 2010 within VIN range SALFR2BNXAH174254 to SALFR2BN2AH214178 and SALFR2BN0BH207263 to SALFR2BNXBH207450 are potentially affected.

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

Part Number – SRS clock spring LR010681

John Lord  
Alps Electric Europe GmbH  
Milton Keynes Branch  
Luminar House  
Deltic Avenue  
Rooksley  
Milton Keynes  
MK13 8LW

The UK is the final country of manufacture.

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

2956 vehicles in the United States and Federalized Territories.  
(Selected vehicles within stated VIN range)

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

Unknown.

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

A concern has been identified with the Supplementary Restraint System (SRS) driver's airbag clock spring which may inadvertently disable the driver's airbag as a result of the SRS clock spring shorting bar within the connector not being to specification.

Investigation by Land Rover into reports of SRS warning lamps being illuminated on LR2 vehicles, identified that the SRS warning lamp was illuminated as a consequence of the shorting bar within the SRS clock spring connector not breaking the short circuit feature of the SRS clock spring connector, despite the driver's airbag module wiring harness connector being fully inserted into the clock spring connector mating half. The shorting bar function of the SRS clock spring connector is a feature included in the design to prevent inadvertent deployment during vehicle manufacture and service/repair of the SRS system by vehicle technicians. The action of inserting the connector into the mating half is designed to disconnect the shorting bar allowing normal SRS airbag functionality

Analysis of production records at the SRS clock spring supplier revealed that during routine maintenance of the manufacturing tool, a key angular dimension on the shorting bar was inadvertently changed. The angle initially moved away from the intended design condition in August 2009 and deteriorated further following additional maintenance work in December 2009. The angle was returned to its intended design position on April 29, 2010.

If this condition occurs during a drive cycle, and the vehicle is involved in a collision where the deployment of the driver's airbag is required, the driver's airbag may not deploy as intended or may not deploy at all. As a result, deployment of the driver's airbag may not be achieved in the event of a vehicle crash increasing the risk of injury.

573.6 (c) (6) - Chronology of Events

Land Rover's Critical Concerns Review Group (CCRG) opened an investigation on October 18, 2010 having received a limited number of field reports concerning the Supplementary Restraint System (SRS) Warning Lamp being illuminated.

The Critical Concerns Review Group progressed the issue to the Technical Review Group (TRG) on October 25, 2010 to better understand the failure mode, scope and the affects on vehicle operation. Having reviewed the technical recommendation the TRG progressed the investigation to the Land Rover Field Review committee.

The investigation was presented at the Land Rover Field Review Committee on November 04, 2010 where a pattern and trend of safety defect was determined and a voluntary safety recall recommended.

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

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ATTACHMENT

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

Owners will be notified and instructed to take their vehicle to a Land Rover approved repairer to have a spacer (Part number LR027429) attached to the SRS clock spring Harness Connector. The spacer will ensure the shorting bar within the harness connector performs to design intent

There will be no charge to owners for this repair procedure.

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

Mailing of owner notification letters will occur during the week of December 13, 2010. Notification to dealers will occur on November 17, 2010.

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

Land Rover 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 Land Rover will be forwarded when available.

573.6 (c) (11) -- Recall Number

Land Rover has assigned recall number P116 to this recall action.