

**Part 573 Safety Recall Report****14V-714****Manufacturer Name :** Jaguar Land Rover North America, LLC**Submission Date :** NOV 05,2014**NHTSA Recall No. :** 14V-714**Manufacturer Recall No. :** J047**Manufacturer Information :**

Manufacturer Name : Jaguar Land Rover North America, LLC

Address : 555 MACARTHUR BOLULEVARD

MAHWAH NJ 07430

Company phone : 201-760-8534

**Population :**

Number of potentially involved : 7,079

Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2014-2015 Jaguar F-TYPE

Vehicle Type : LIGHT VEHICLES

Body Style : 2-DOOR

Power Train : GAS

2014 and 2015 Jaguar F-TYPE in selected VIN range.

Descriptive Information :

Production Dates : AUG 31, 2012 - OCT 22, 2014

**VIN (Vehicle Identification Number) Range**

Begin : SAJWA6FC0E8K00074

End : SAJXA6DA1FMK19747

 Not sequential VINs

**Description of Defect :**

Description of the Defect : Jaguar Land Rover have identified that on certain F-TYPE 2014 and 2015 Model Year vehicles the seatbelt assembly harness connector which connects the Seatbelt Tension Sensor (STS) to the Occupant Classification Sensor Control Module (OCSCM) may not be correctly wired. The wires are located in the incorrect terminals within the connector.

The main purpose of the OCSCM is to provide the OCS with the occupancy status of the passenger seat. The Restraints Control Module (RCM) uses this information and the seatbelt buckle status in the determination of the firing strategy for the passenger restraints.

The main purpose of the STS is to ensure that if a child seat is fitted using the auto-locking seatbelt to restrain it in the passenger seat, the tension exerted on the STS indicates that a child seat is fitted. The RCM uses this information and the OCSCM status to determination the firing strategy for the passenger restraints.

In both cases the OCS should determine if the front passenger seat is unoccupied, occupied by a child seat or small person, or occupied by an adult.

In the event that the seatbelt assembly harness STS is wired incorrectly, the Occupant Classification System (OCS) will transmit a signal which does not indicate the installation of a child seat or the presence of a small person. In this case of a child seat being fitted, the OCS will not disable the passenger airbag. If a small person is present in the passenger seat, the Passenger Airbag Deactivation indicator (PADi) lamp will indicate that the seat is not occupied and the Supplementary Restraint System (SRS) will not deploy if required.

Description of the Safety Risk : In the event of a vehicle crash, the passenger side SRS may not provide the required level of occupant protection increasing the risk of occupant injury.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

**Supplier Identification :****Component Manufacturer**

Name : Autoliv Hungary

Address : H-9483, Sopronkövesd,

Iskola u. 38-50. Sopronkövesd FOREIGN STATES

Country : Hungary

**Chronology :**

During Jaguar Land Rover design verification crash testing for F-TYPE 2016 Model Year vehicles, a concern was identified where the PADi lamp was illuminated incorrectly during pre-test 5th percentile dummy set up.

A vehicle stop shipment order was raised on October 27, 2014 to prevent further movement of F-TYPE vehicles.

Jaguar Land Rover opened a Critical Concerns Review Group (CCRG) investigation on October 27, 2014 and engineering confirmed that 3 field reports confirming illumination of the PADi lamp had been received.

Jaguar Land Rover engineering identified that the passenger Occupant Classification System (OCS) required for safety compliance purposes in the US market has two sensor inputs, Occupant Classification Sensor Control Module (OCSCM) and Seatbelt Tension Sensor (STS). The OCSCM determines pressure on the seat and therefore indirectly measures weight. The STS determines the tension on the seat belt anchorage.

Investigations revealed that the seat belt assembly harness which connects the OCSCM to the STS was incorrectly wired. The harness connector has three terminals and the ground wire was incorrectly positioned into the signal wire terminal. The OCSCM did not detect the system fault because the incorrectly wired connector yielded a resistance/voltage within correct range and therefore a diagnostic trouble code was not created.

In the event of a vehicle crash the passenger side SRS may not provide the required level of occupant protection increasing the risk of occupant injury.

The CCRG investigation was progressed to Jaguar Land Rover's Field Review Committee (FRC) for consideration on October 29, 2014. The FRC agreed that vehicles in this condition represented an unreasonable risk to safety and that a safety recall campaign should be completed.

Jaguar Land Rover has received 3 field reports relating to this concern.

There have been no reports of accidents or injuries as a result of this concern.

**Description of Remedy :**

Description of Remedy Program : Owners will be notified and instructed to take their vehicle to a Jaguar dealer who will correct the harness connector wire configuration. There will be no charge to owners for this repair.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

**Recall Schedule :**

Description of Recall Schedule : Mailing of owner notification letters will occur on or before January 5, 2015.  
Notifications to dealers will occur on November 10, 2014.

Planned Dealer Notification Date : NOV 10, 2014 - NOV 10, 2014

Planned Owner Notification Date : JAN 05, 2015 - JAN 05, 2015

\* NR - Not Reported