

Jaguar Land Rover J048

573.6 (c) (6) - Chronology of Events

During the assembly process for Jaguar XJ vehicles in February 2014 the assigned Direct Control (DC) tooling for the brake pipe union torque operation failed and required repair at the DC tool supplier. Throughout the period of tool repair a manual assembly process was utilized with associated controls documented. The DC tool was fully reintroduced in late July 2014.

Within the period of the manual brake pipe union torque process an increased number of vehicles (7 vehicles) were identified as failures at the vacuum system check and brake fluid fill operation. Further vehicle failures were identified through plant based finished vehicle production inspections and functional tests.

On August 11, 2014, Jaguar Land Rover's Critical Concerns Review Group (CCRG) opened an investigation to review this concern after receiving an Electronic Product Quality Report (EPQR) stating the subject vehicle was losing brake fluid. It was confirmed that the loss of brake fluid was from one of the underbody brake pipe union joints. The report also stated that the vehicle was unable to be started.

Jaguar Land Rover engineering conducted a review of the manual assembly process and identified that a combination of trained but inexperienced operators and high absenteeism during that period led to inadequate process control. The manual processes were more prone to variation and potential for incomplete operations. In the event of an incomplete operation the production assembly line was not interlocked with the production line as was the case with the DC tooling, and therefore the missed operation could progress from the installation station undetected.

An extensive field study of vehicles built from February 2014 through July 2014 was initiated in September 2014. Engineering analysis during September and October 2014 on the affected vehicles revealed that of the 1656 Jaguar XJ vehicles inspected 187 vehicles have reported signs of a brake fluid leak or low torque on the brake pipe union joints.

The investigation was reviewed at the CCRG on November 3, 2014 and the CCRG concluded that this issue be progressed to the Jaguar Land Rover Technical Review Group (TRG) for consideration.

The TRG reviewed all information on November 6, 2014 and recommended that this concern be progressed to the JLR Field Review committee (FRC).

The FRC convened on November 11, 2014 and concluded that the concern represented an unreasonable risk to safety and that a voluntarily safety recall be conducted.

There has been one reported accident and no reported injuries as a result of this concern.