

573.6 (c) (6) - Chronology of Events

Jaguar Land Rover first opened an investigation into Range Rover front brake hoses in November 2010 where dealers were identifying a bulge on the front brake hoses. A small number of reports of brake fluid leak from the brake flexi hose were also reported.

The issue was opened as a Critical Concerns Review Group (CCRG) investigation and extensive engineering testing undertaken. Testing during 2011 and 2012 repeated all Jaguar Land Rover design verification testing and all statutory requirements. This testing indicated that the parts performed to and met all the requirements.

Brake hoses returned from vehicles that had exhibited the bulge condition were pressure tested at the component supplier to destruction. All parts exceeded the pressure specified requirements. Following these supplier pressure tests the parts were then analysed and the evidence indicated that there was no deterioration of the hose in the bulge area and in most cases the hose burst in a different location to the bulged area. Jaguar Land Rover concluded at the time that this indicated no loss of integrity in the brake hose.

Jaguar Land Rover also reviewed its Analytical Warranty Data (AWS) system on a continuous basis during 2011 and 2012 and identified a small number of brake fluid leaks attributed to a rupture of the front brake hose. It also identified an increase in claims of brake hoses being bulged from 2006 Model Year. Engineering confirmed a change of supplier at the introduction of 2006MY vehicle build.

The CCRG reviewed all available data and concluded that due to the sporadic nature of reported ruptured brake hoses, no safety defect pattern or trend existed and Jaguar Land Rover had received no reports of accidents or injuries as a result of this concern. The issue was closed from the CCRG agenda on June 26, 2012.

Jaguar Land Rover re-opened the CCRG investigation on November 17, 2014 due to a report of a vehicle accident and further reports of ruptured hoses. An AWS data review completed in November 2014 only identified a small number of ruptured brake hoses although a significant number of brake hoses with bulges were identified.

As a substantial number of these vehicles were now out of warranty and could be serviced and repaired in non-franchised dealers. The CCRG requested that assessment of aftermarket component parts supply be completed. This data was reviewed at the CCRG on December 1, 2014 and the group identified that there was a significant number of brake hose parts being replaced but could not determine the cause of the replacements. But because Jaguar Land Rover had received a report of a vehicle accident the issue was progressed to the Technical Review Group (TRG) for determination.

The TRG convened on December 4, 2014 and further reviewed all available data. The issue was progressed to the Field Review Committee (FRC).

The issue was reviewed by FRC on January 16, 2015. The FRC reviewed all available data and agreed that loss of brake fluid and the loss of one braking circuit could compromise vehicle braking and increase vehicle stopping distances. This represented an unreasonable risk to safety and a safety recall campaign should be completed.

There has been one reported accident as a result of this concern.