

573.6 (c) (6) - Chronology of Events

On January 9, 2015 a stop shipment notification was issued by the Castle Bromwich assembly plant for Jaguar F-Type, Jaguar XF and Jaguar XJ vehicles fitted with 3.0L V6 Super Charged engines.

During the post assembly road testing at Jaguar Land Rover's Castle Bromwich assembly plant an issue was identified where a Jaguar F-Type 3.0L V6 supercharged vehicle lost coolant and the engine seized. One further Jaguar F-Type 3.0L V6 supercharged vehicle was reported to have had severe engine knocking noise. On investigation by Jaguar Land Rover engineering, both reports were found to have been caused through the securing bolts which fix the big end bearing caps onto the engine connecting rod not being torqued to the correct specification. None of the Jaguar models were shipped out of plant control. The 3.0L V6 Super Charged engine is also used on certain Land Rover products manufactured at the Solihull Vehicle Assembly plant.

The issue was reviewed at Jaguar Land Rover's Critical Concerns Review Group (CCRG) on January 12, 2015 and an investigation opened.

Jaguar Land Rover engineering reported the concern to Ford Engines who assemble this engine for Jaguar Land Rover vehicles. Ford established that the engines which had the engine failures, had been subject to a re-work process during engine assembly, where the connecting-rod securing bolts to the crankshaft had not achieved the correct torque during the 1st, 2nd and 3rd attempt. The process allows the robotic assembly procedure 4 attempts to secure the bolts, but on the 4th attempt the correct torque software was not downloaded to the robot program and the securing bolts did not receive the correct torque. This process is not a common occurrence and Ford could establish quickly which engines have been subject to this re-torquing process.

The investigation was reviewed at the CCRG on January 19, 2015 where it was confirmed that Castle Bromwich Vehicle Assembly plant had located all affected Jaguar vehicles and contained this condition within their direct control. Solihull Vehicle Assembly Plant confirmed a small number of vehicles were outside of plant control. The CCRG concluded that this issue be progressed to the Jaguar Land Rover Technical Review Group (TRG) for the consideration of Land Rover Range Rover Sport and Land Rover LR4 vehicles.

The TRG reviewed all information on January 28, 2015 and recommended that this concern be progressed to the JLR Field Review committee (FRC).

The FRC was also convened on January 28, 2015 and concluded that the concern represented an unreasonable risk to safety and that a voluntarily safety recall be conducted.

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