

573.6 (c) (6) - Chronology of Events

During the course of 2014, two field reports of vehicles within the VIN range of Jaguar recall campaign J028 (NHTSA 12V-571) were found to have suffered the same symptoms and failure as the original vehicles recalled. A further report was received in late 2014 of these symptoms which occurred on a vehicle 2 sequential VIN's after the VIN cut-off provided by the vehicle assembly plant.

Jaguar Land Rover's Critical Concern Review Group (CCRG) re-opened the investigation into this issue on November 14, 2014 to investigate these reports. Dealer inspections revealed that the required fuel pump link lead (this being the countermeasure for the concern regarding fuel pump initialisation) was not installed on each of the three reports received.

Although two of the field reports were from vehicles within the originally notified VIN serial number range, vehicle assembly plant rework records recorded the reported VIN's to have been reworked at plant prior to gate release.

The CCRG investigation concluded that the matter required progressing to Jaguar Land Rover Technical Review Group (TRG). The Jaguar Land Rover TRG reviewed the investigation on February 05, 2015. It agreed that the scope of the investigation was complete and the technical elements were explained fully. TRG determined that the issue be progressed to the Jaguar Land Rover Field Actions Committee (FRC)

The FRC convened on the February 05, 2015 and concluded that the plant rework records may incorrectly indicate vehicles as being reworked and that the cut-off VIN serial number also be incorrect. The unknown condition of other vehicles reported as being reworked led to the conclusions that that the concern represented an unreasonable risk to safety and that a voluntarily recall be conducted on all vehicles subjected to the in-plant rework process and the VIN serial number cut-off point extended.

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

**Original Defect Report text:-**

On October 15, 2012, Jaguar opened a Critical Concerns Review Group (CCRG) investigation to review data in relation to a stop shipment notice issued by Jaguar's Castle Bromwich manufacturing plant on the October 4, 2012. The concern involved the introduction of a revised Body Control Module Back (BCMB) into Jaguar XF 2013 Model Year gasoline engine vehicles.

The Investigation identified the in rush current drawn by the fuel pump driver module can on occasions reach 185 amps against a design specification of 30 amps. The FET has a 150 amps in rush current limit and should this limit be reached the FET will shut off to prevent it from becoming damaged. The FET will re-activate over a number of cycles until the temperature of the FET eventually rises to a level that causes thermal shut down. The shutting down of the fuel pump driver will cause fuel starvation to the engine which may lead to the vehicle's engine cutting out, with an extended period of time before engine restart is possible. The CCRG concluded that this condition be progressed to the Jaguar Technical Review Group (TRG).

The issue was reviewed at the Jaguar TRG on November 26, 2012 where the full failure mode and the scope of vehicle population were reviewed. The TRG recommended the issue be progressed to the Jaguar Field Review committee (FRC).

The FRC convened on the November 29, 2012 and concluded that the concern represented an unreasonable risk to safety and that a voluntarily recall be conducted.

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