

## **49 CFR Part 573 - DEFECT INFORMATION REPORT RECALL P068**

### **573.6 (c) (6) - Chronology of Events**

On October 6, 2014 Jaguar Land Rover's Critical Concerns Review Group (CCRG) opened a CCRG investigation to review customer reports of the inability to secure the door of vehicle or doors failing to latch in the primary or secondary closed position.

A Jaguar Land Rover Engineering investigation was conducted to understand the nature of the error state along with the scope of the issue.

During the investigation in December 2014 and January 2015, the engineering team identified the failure mode that could affect the Unilatch Keyless Vehicle (KV) entry system. Jaguar Land Rover engineering and the suppliers undertook a detailed assessment and analysis of the system. The component supplier deployed an engineer to the Middle East to obtain first hand understanding about the reported error state.

In late January 2015 an electrical system specification difference was identified where a short circuit was applied to the KV release motor directly after energizing for a keyless vehicle passive entry actuation whereas the latch supplier specification stated a preference for open circuit. This short circuit effectively turns the motor into a brake, slowing or in some cases stopping the KV lever from returning to its home position. If the KV lever is held away from its home position then the pawl is constantly in a state of clearance to the claw – the claw is free to rotate, and release. This means that during a standard door closure operation the latch appears to take the striker and the door can be closed with the side of the vehicle but the door is not securely retained by the latch.

The CCRG reviewed the findings from the investigation and concluded that this issue be progressed to the Jaguar Land Rover Technical Review Group (TRG) for consideration.

The TRG reviewed the concern during January and February 2015 and requested further engineering analysis focusing on the failure mechanism and the absence of open circuit control function.

Jaguar Land Rover engineering and the suppliers completed further reviews of the operating requirements and system specifications.

The TRG reviewed all information on May 29, 2015 and recommended that this concern be progressed to the Jaguar Land Rover Field Review committee (FRC).

The FRC reviewed all information on June 4, 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.