

# Part 573 Safety Recall Report

# 16V-374

**Manufacturer Name :** Jaguar Land Rover North America, LLC

**Submission Date :** AUG 11, 2016

**NHTSA Recall No. :** 16V-374

**Manufacturer Recall No. :** P081



## Manufacturer Information :

## Population :

**Manufacturer Name :** Jaguar Land Rover North America, LLC

**Number of potentially involved :** 34,738

**Address :** 555 MACARTHUR BOLULEVARD

**Estimated percentage with defect :** 100 %

MAHWAH NJ 07430

**Company phone :** 201-760-8534

## Vehicle Information :

**Vehicle 1 :** 2007-2011 LAND ROVER RANGE ROVER

**Vehicle Type :** LIGHT VEHICLES

**Body Style :** SUV

**Power Train :** GAS

**Descriptive Information :** 2007-2011 MY Land Rover Range Rover Vehicles in select VIN range

**Production Dates :** MAY 26, 2006 - JUL 12, 2011

**VIN Range 1 : Begin :** SALMF15457A233807 **End :** SALMP1E44BA360036  Not sequential

## Description of Defect :

**Description of the Defect :** On May 16, 2016 Takata submitted three Defect Information Reports (DIR's) to NHTSA announcing a potential defect in airbag inflators where Ammonium Nitrate without desiccant propellant is utilized in frontal airbags. In the Takata DIR's they state "Takata is not aware of any test ruptures in ballistic testing or confirmed field incidents of the subject non-desiccated ammonium nitrate inflators other than those already under recall as detailed in prior defect information reports. Out of an abundance of caution, however, Takata is filing this report in cooperation with NHTSA to promote public safety."

Takata stated, "The propellant wafers in some of the subject inflators may degrade over time, which could lead to over-aggressive combustion in the event the air bag is activated. Overly aggressive combustion creates excessive internal pressure when the inflator is activated, which may cause the inflator body to rupture. Based upon Takata's investigation to date, the potential for such ruptures occurs in some of the subject inflators after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. The potential for rupture may also be influenced by other factors, including the specific vehicle environment, the inflator and propellant configuration, and

manufacturing variability”.

In Takata’s DIRs provided to Jaguar Land Rover Takata comment that testing and analyses conducted by Takata and by independent entities have found that there are wide differences in the time periods in which propellant degradation takes place. The propellant degradation varies in different climate zones, and in different inflator and propellant configurations. Takata believes that the subject inflators perform as originally designed and manufactured and do not pose an unreasonable risk to safety until they reach a certain level of propellant degradation.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : According to Takata’s DIR’s “Activation of a non-desiccated ammonium nitrate inflator with degraded propellant may result in an inflator rupture. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants”.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

## Supplier Identification :

### Component Manufacturer

Name : TK Holdings

Address : Bahnweg 1  
Aschaffenburg FOREIGN STATES 63743

Country : Germany

## Chronology :

On May 18, 2016, Takata notified Jaguar Land Rover that they had submitted DIR's to NHTSA for the subject inflators. Jaguar Land Rover opened an investigation on May 20, 2016, and reviewed the concern at the Product Safety and Compliance Committee (PSCC) meeting on May 24, 2016. The committee concluded that certain Land Rover Range Rover passenger airbags have been fitted with non-desiccated inflators containing ammonium nitrate. The issue was progressed to the Senior Review Panel (SRP) for determination.

On May 26, 2016, the SRP concluded that, despite Jaguar Land Rover not being aware of any field incidents with the subject Takata inflators, based on the information above provided by Takata and in an abundance of caution, Jaguar Land Rover will conduct a voluntary recall of the vehicles equipped with non-desiccated inflators containing ammonium nitrate in the United States as identified by Takata in their DIR - Equipment Reports 16E-042, 16E-043 and 16E-044.

There have been no reported injuries in Jaguar Land Rover vehicles as a result of this concern.

## Description of Remedy :

Description of Remedy Program : Owners will be notified and instructed to take their vehicle to a Land Rover authorized repairer who will fit a replacement passenger airbag.

Takata, in their DIR filings from week starting May 16, 2016, state "Takata and NHTSA are aware that remedy parts are not currently available for many of the vehicles containing inflators covered by this DIR. Takata will work closely with each vehicle manufacturer to develop an appropriate remedy for each vehicle and urge consumers to get the affected inflators replaced promptly after they are notified that a replacement is available. The Coordinated Remedy Program, being administered by the Independent Monitor, will prioritize the supply of remedy parts to the vehicles and zones that present the highest risk."

Jaguar Land Rover will actively engage in the Coordinated Remedy Programme and replace the passenger airbags.

Jaguar Land Rover will follow the agreed Recall Schedule as provided in the terms specified in the May 4, 2016 Amendment to the November 3, 2015 Consent Order in EA15-001 between NHTSA and Takata.

There will be no charge to owners for this repair.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

**Recall Schedule :**

Description of Recall Schedule : Distribution of interim owner notification letters will occur on or before July 31, 2016. Notifications to dealers will occur on June 1, 2016.

Planned Dealer Notification Date : JUN 01, 2016 - JUN 01, 2016

Planned Owner Notification Date : JUL 31, 2016 - JUL 31, 2016

\* NR - Not Reported