

Jaguar Land Rover J061

573.6 (c) (6) - Chronology of Events

A Jaguar Land Rover Product Safety and Compliance Committee (PSCC) investigation was opened on November 17, 2015, after customer reports of loss of Hydraulic Power Assisted Steering (PAS).

The investigation identified from Electronic Product Quality Reports (EPQR) that a number of vehicles had experienced loss of Hydraulic PAS, battery charging, Air Conditioning and coolant pump drive. Technicians reported that the Front End Accessory Drive (FEAD) pulley was either loose or had detached from the front of the engine.

During November and December, 2015, Jaguar Land Rover engineering conducted a thorough review of the assembly and tooling processes used to secure the FEAD pulley to the engine in the vehicle assembly plant and concluded that the process was in control and no significant concerns were noted.

As an aid to assembly, ensuring correct selection of the GTDi idler pulley (as opposed to other similar idler pulleys in the engine assembly preparation area at the vehicle assembly plant), the affected GTDi idler pulley has a painted finish to readily distinguish it from others.

The engineering team completed extensive testing of the idler pulley assembly from November, 2015, to February, 2016, and identified that the retaining bolt securing the affected, painted idler pulley to the engine had reduced clamp load over a period of time. Throughout this period the engineering team reported into the PSCC meeting to update the committee on investigation progress, testing status and any conclusions reached.

On February 23, 2016, Jaguar Land Rover's PSCC reviewed this concern again and concluded the issue be progressed to the Jaguar Land Rover Senior Review Panel (SRP).

The SRP reviewed all information on February 25, 2016. It was concluded through durability testing, temperature cycling and joint load calculations that the loss of idler pulley fixing clamp load was due to the degradation of the paint on the painted pulley dust shield. It was also identified that loss of clamp load can lead to fatigue on the retaining bolt and over a period of time the securing bolt can fracture. This can cause the idler fixing to fail and idler pulley to detach from the engine. The SRP accepted that the concern of loss of hydraulic PAS represented an unreasonable risk to safety and that a voluntarily safety recall be conducted.

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