

Jaguar Land Rover P091

573.6 (c) (6) - Chronology of Events (Amended September 22, 2016)

In late June 2016, ZF contacted Jaguar Land Rover advising that another customer of theirs was conducting a safety defect investigation related to this issue. They advised that the component concerned was also supplied to Jaguar Land Rover. ZF advised that a wiring harness in the transmission may have insufficient crimps.

In July 2016 Jaguar Land Rover was informed by ZF, that Fiat Chrysler Automobiles (FCA US LLC) had submitted a Part 573 Safety Recall Report (Ref. 16V-529) to National Highway Traffic Safety Administration (NHTSA) regarding the issue related to crimping of a 9 speed automatic transmission wiring harness, where vehicles may have insufficient crimps in the transmission wire harness that may cause an unexpected shift to neutral resulting in a sudden loss of motive power.

Jaguar Land Rover opened a Product Safety and Compliance Committee (PSCC) investigation that was initially reviewed at the Senior Review Panel (SRP) meeting on July 14, 2016.

On July, 25, 2016, ZF also provided a copy of their Part 573 Safety Recall Report (16E-065) to NHTSA to JLR.

Further investigations continued through July and August, 2016, to gather field reports and other data relating to the transmission wiring harness crimp issue to try and establish if the same conditions and circumstances exist on Jaguar Land Rover vehicles to that of the Fiat Chrysler recall notified to NHTSA Part 573 Safety Recall Report (16V-529). Research revealed no dealer field reports relating to allegations of a safety defect.

The PSCC reviewed the issue on August 9, 2016, and identified several avenues of investigation that needed to be progressed.

JLR's Senior Review Panel (SRP) requested an interim review of this matter on August 11, 2016, where the PSCC actions were discussed and agreement on approach received from SRP.

NHTSA contacted Jaguar Land Rover following the ZF Part 573 submission and on August 12, 2016, NHTSA discussed with JLR this issue and agreed that JLR should review this matter and advise of the findings no later than August 19, 2016.

An extraordinary SRP was held on August 18, 2016, and concluded that Jaguar Land Rover will conduct a voluntary recall of those vehicles with 9 speed automatic transmission affected by the wiring harness crimp issue.

Ongoing analysis of vehicle VIN ranges and transmission serial numbers in September, 2016, identified that the original vehicle volume had been over estimated and engineering have now confirmed that there are only 10,455 vehicles affected by this concern in the US.

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