

Jaguar Land Rover H016

573.6 (c) (6) - Chronology of Events

On March 07, 2017, Jaguar Land Rover was notified of a concern at the supplier assembly plant where an increased failure rate of the fuel return hose assembly at the end of line leak testing was noted.

Following notification of this concern, Jaguar Land Rover Supplier Technical Assistance (STA) and Engineering, during March, 2017, commenced an investigation to define the nature of the increase in end of line hose assembly failures. This included commissioning durability testing. On April 06, 2017, as a result of test results received, Solihull and Castle Bromwich manufacturing facilities issued a vehicle stop shipment to hold Jaguar XE, XF and F-PACE vehicles.

Following these vehicle assembly plant Stop Shipments, a Jaguar Land Rover Product Safety and Compliance Committee (PSCC) investigation was opened on April 11, 2017.

At the PSCC on April 11, 2017, Engineering and STA reported that the investigation conducted with the component supplier identified that the failure was due to the hose wall thickness being away from specification. During the forming process, hoses with a wall thickness below the specification were not located correctly in the forming tool and therefore displacement occurred during the forming process. This resulted in the incorrect inside hose diameter.

It was also identified that the vulcanization process at the supplier was not robust and the curing time of the hose was not sufficient before assembly. On assembly the hose may not have been fully cured and this led to incorrect shrinkage of the hose. This, combined with the hose inside diameter being away from specification, causes the hose and connector to exhibit a reduction in the durability of the assembled connector joint.

Jaguar Land Rover engineering durability testing identified that fuel return hoses with the above concerns may not be robust for the life of the vehicle. Testing showed that the fuel return hose connector assembly may develop a leak when the vehicle has completed in excess of 15,000 miles.

Jaguar Land Rover engineering reviewed the production processes at the suppliers and together with production data analysis identified that this issue first occurred on December 12, 2016, at the supplier's assembly plant. Assured production components and processes were introduced on March 04, 2017.

The PSCC concluded that this issue be progressed to the Jaguar Land Rover Recall Determination Committee (RDC).

The RDC reviewed all information on April 20, 2017, and determined that diesel fuel leaking in the engine bay and onto the road surface 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.