

573.6 (c) (6) - Chronology of Events

A Product Safety and Compliance Committee (PSCC) investigation was opened on March 26, 2019, following an investigation by the Product Compliance external investigations team, who had received an Engineering Analysis request from National Highway Traffic Safety Administration (NHTSA) to review claims of door unlatched outside of the previous P068 recall VIN range.

A Jaguar Land Rover Engineering investigation was conducted to understand the nature of the failure mode and the scope of the issue.

During the investigation in April, 2019, the engineering team reviewed all available data including assessment of field return components. The engineering team conducting ongoing discussion with the door latch supplier in regards to the prior investigation and other potential issues which may impact the ability of the Unilatch Keyless Vehicle (KV) door latch to correctly operate.

In late April, 2019, detailed analysis of reports relating to vehicles manufactured after the cut off point for the P068 recall campaign where reports similar to those in the P068 recall campaign were received. This detailed analysis engendered a detailed assessment of the post-P068 vehicle population and the causes of the post-P068 recall failures.

During the investigation in late April and early May, 2019, the data analysis indicated a pattern and trend for doors not latching on the left hand side of the vehicle for a discreet population manufactured within the date range specified. Investigations revealed from component analysis conducted with the supplier revealed that the left hand side door latch outside transmission lever and bush chamfer components were not manufactured to the designed dimensional specifications.

Where left hand side latches contain both out of specification transmission level and bush chamfer components, there is a risk that over time the defect will occur. Analysis conducted by the supplier showed that these out of specification parts were supplied to Jaguar Land Rover during the period specified. There is an elevated report rate for vehicles manufactured during the affected period.

Engineering concluded on May 14, 2019, that vehicles with left hand latch assemblies fitted with out of specification components could prevent the left hand side front or rear door from latching correctly.

The PSCC reviewed the scope of the issue and concluded that this issue be progressed to the Jaguar Land Rover Recall Determination Committee (RDC) for consideration.

The RDC reviewed the concern on May 16, 2019, 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.