

### 573.6 (c) (6) - Chronology of Events (Recall H283)

NHTSA raised a Recall Query (RQ) investigation ref. RQ19-004 as through the Vehicle Owner Questionnaire reporting process, the Agency had received a number of reports of fuel leaks and that these were similar in nature to those reported on Jaguar Land Rover recalls reference J027 and J059 (NHTSA ref. 12V-521 and 16V-187). Detailed investigations were conducted following receipt of the Information Request letter in late July 2019. Jaguar Land Rover responded to the Agency in October 2019.

Reflecting on the response to NHTSA, Product Safety and Compliance Committee (PSCC) investigation was opened on December 03, 2019.

The PSCC requested a review by engineering into the possible causes of the issue and subject parts to be returned from the market so engineering could identify the origin of the leak. The original recall conducted in 2012 did not include 4.2L engine 2010 Model Year XF vehicles as the operating pressures of the fuel system were significantly lower and the defect was considered, at that time, not to be present on 4.2L specification vehicles.

The technical system differences between 5.0L and 4.2L fuel systems was reviewed by PSCC in mid-January 2020. A data driven assessment into the cause of the leak derived from field data identified evidence of a trend of failures on Jaguar XF 4.2L engine vehicles.

The engineering evaluation identified that although the fuel system pressure was significantly lower than the 5.0L vehicles that were recalled in 2012, the 4.2L vehicles fuel outlet flange experiences very long-term cyclic fatigue due to the prolonged exposure to the pulsating fuel pressure leading to the failure of the fuel outlet.

The PSCC reviewed all the information available on February 4, 2020 and concluded that the issue should be progressed to the Jaguar Land Rover Recall Determination Committee (RDC).

The RDC review commenced on February 6, 2020 and characterized this concern as a safety defect as it is possible that fuel vapour or liquid fuel may ignite if it comes into contact with an ignition source. The decision was made by the RDC to voluntarily recall all affected vehicles.

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