



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

24V840

Manufacturer Name: Jaguar Land Rover North America, LLC

Submission Date: Jul 14, 2025

NHTSA Recall No.: 24V840

Manufacturer Recall No.: N759 & D025

Manufacturer Information

Population

Manufacturer Name: Jaguar Land Rover North America, LLC

Address: 100 Jaguar Land Rover Way
Mahwah NJ, 07495

Total number of potentially involved: 16,759

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2014-2016 LAND ROVER RANGE ROVER

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion:

Production Dates: Oct 01, 2014 - Mar 16, 2016

Number of potentially involved:

Descriptive Information:

Jaguar Land Rover is conducting a voluntary safety recall campaign involving certain 2014MY to 2016 MY Land Rover Range Rover vehicles built at the Solihull Vehicle Assembly Plant during the periods from October 1, 2014 - March 31, 2015, and from November 2, 2015 - March 16, 2016. 16,759 Land Rover Range Rover vehicles in the United States and Federalized Territories. The basis for the recall population was determined by matching the component batch build date range to Range Rover vehicle build date range giving rise to two distinct populations. Period 1 where all vehicles manufactured for sale in this period are affected and period 2 where some stock of the at-risk parts was held at the tier 1 supplier for an unconnected reason. These at-risk parts were subsequently released later into the vehicle assembly plant, leading to a mixed condition of build.

Defect / Noncompliance Description

Description of the defect or noncompliance:

A concern has been identified on certain 2014 - 2016 Model Year Range Rover vehicles where the front suspension upper knuckle joint could develop a crack. In extreme cases this may lead to detachment of the upper suspension arm.

FMVSS1:

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FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

In extreme cases where a crack in the front suspension knuckle has developed, this may lead to detachment of the upper suspension arm, which under extreme avoidance maneuver use conditions may compromise the vehicle's controllability and increase the risk of a crash.

Description of the cause:

Identification of any warning that can occur:

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: SuperAlloy Industrial Co. Ltd

Address: 41, Yun-Ko Road Section 3
Dou-Liu City
Yun-Lin County Foreign States, 64064

Country: Taiwan, Province Of China

Involved Components

Component Name 1: Front Suspension Knuckle

Component Description: Front Suspension Knuckle

Component Part Number: CPLA-3K206-BC

Component Name 2: Front Suspension Knuckle

Component Description: Front Suspension Knuckle

Component Part Number: CPLA-3K207-BC

Chronology

In Late 2019/Early 2020, the UK Driver and Vehicle Standards Agency (DVSA) made contact with Jaguar Land Rover (JLR) regarding a report of a front suspension knuckle failure on a Range Rover

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vehicle during low speed maneuvering.

Through 2020 & 2021, JLR carefully monitored and investigated a small number of field reports of similar failures and was in regular contact with the DVSA regarding the investigations including some failures subsequently reported to JLR through the DVSA. During 2021, Transport Canada made contact with JLR regarding failures experienced in the Canadian Market.

In Early 2022, JLR's Product Safety and Compliance Committee (PSCC) initiated an investigation to collate related information and conduct a review of field reports and failures reported to JLR by the DVSA and Transport Canada. The rate of failure to-date was reviewed, as well as potential root causes.

During 2022, the PSCC investigation continued alongside regular contact with the DVSA and Transport Canada. The investigations confirmed that due to an error in the supplier of the front suspension knuckle manufacturing process a weakness could be present in the component material. This manufacturing error was found to be present during a short initial period following a change in the supplier of the component.

Throughout discussions with the DVSA and Transport Canada, and PSCC investigation, there was no field evidence that the issue presented an unreasonable risk to safety. The investigation focused on the UK and Canadian markets where there is a high degree of road salt usage that significantly contributes to the detachment failure mode. The investigation also reviewed vehicle populations and determined there were two periods concerned. Period 1 relates to 100% consumption of parts made during the at-risk period, period 2 includes some parts which were held from production for a nonrelated issue and then reintroduced when qualified as not impacted by this non-related issue.

At the PSCC of November 16, 2022, the scope and failure mode were discussed along with further information and assessment of the likely effect on vehicle operation if a failure was to occur during an extreme maneuver such as an elk avoidance test. Although no failures have been experienced in such extreme maneuvers, based on the feedback provided, the PSCC progressed the issue to the Recall Determination Committee (RDC) for review.

The RDC reviewed the issue on November 17, 2022, and accepted that there may be a vehicle control risk under extreme avoidance maneuver use conditions, and for the two countries identified where there is an increased risk of detachment failure, a safety recall be completed.

On October 16, 2024, NHTSA notified JLR of an increase in the number of Vehicle Owner Questionnaires (VOQs) related to this issue. Following discussion with NHTSA in connection with the foreign defect report filed with them in November 2022 and the recent increase in VOQ's, and subsequent internal review at PSCC on October 29, 2024, the issue was progressed to the RDC for determination.

On October 31, 2024, the RDC agreed that the vehicles from the same periods as those recalled in the UK and Canada would be subject to recall in the US.

In July 2025, for administrative purposes it was decided to split the recall population as follows: Vehicles in period 1 would remain in N759, and vehicles in period 2 would be administered under a new campaign reference (D025). The remedy remains unchanged for all vehicles and this is an internal administration simplification step only.

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

JLR has received 12 claims and field reports in the USA between October 01, 2015, and October 18, 2024.

Related NHTSA Recall Number:

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Description of Remedy

Remedy Type: Inspect, Repair

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Owners will be notified and instructed to take their vehicle to an approved Jaguar Land Rover repairer.

For vehicles in Period 1, the technician will inspect both left and right front suspension knuckles for the presence of any cracks. Where no crack is present and where available, a retaining bracket will be fitted to the joint. Where cracks are found or a bracket is not available, the front suspension knuckle will be replaced. The remedy for vehicles in period 1 will continue to be administered under JLR campaign number N759.

For vehicles in Period 2, an inspection of both front suspension knuckles' production batch codes will be completed. Where the component batch code is within the suspect batch range the knuckles will be inspected for the presence of any cracks. Where no crack is present and where available, a retaining bracket will be fitted to the joint. Where cracks are found or a bracket is not available, the affected front suspension knuckle will be replaced. Where the component batch code is not within the suspect batch code range, no further action will be completed. The remedy for vehicles in period 2 will be administered under JLR campaign number D025.

There will be no charge to the owners for this repair.

Customers who have paid for a repair of this defect out of warranty will be reimbursed by the Jaguar Land Rover reimbursement plan, subject to the usual terms and conditions.

How remedy component differs from recalled component:

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Description of reimbursement program:

Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

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Recall Schedule

Description of recall schedule:

Notifications to dealers will occur on November 21, 2024. Distribution of owner notification letters will occur on or before January 3, 2025..

Planned Dealer Notification Date: Nov 21, 2024 - Nov 21, 2024 No Dealers

Planned Interim Owner Notification Date: No Owners

Planned Remedy Owner Notification Date: Jan 03, 2025 - Jan 03, 2025 Phased Recall

Date when VIN will be searchable: