

573.6 (c) (6) - Chronology of Events (Recall H506)

On 03 April 2024, a field report was received describing an oil filter housing with a hairline crack. As a result, an investigation was started with the supplier of the housing.

Throughout April and May 2024, the supplier reviewed the reported failures, investigated the condition of returned parts and as knowledge of this issue grew, carried out extensive durability testing on the incorrect material parts. On 07 June 2024, the results of the testing were reported. The Product Safety and Compliance Committee (PSCC) also opened a formal investigation into this matter.

On 11 June 2024, the PSCC met to discuss the issue, the nature of the issue along with scope and decided to progress the matter to JLR's Recall Determination Committee (RDC) for review and determination of the risk.

On 13 June 2024, the RDC determined that the issue presented an unreasonable risk to safety and requested that a safety recall be launched to remedy the affected vehicles.

Following the launch of safety recall N908, JLR received a field report of a failure of an oil filter housing with similar characteristics as that for which the recall was launched, on a vehicle not originally included in the original recall population. This prompted further investigation into the reason for the failure and a review of the scope of the original recall. After reviewing build records of the engine outside of original recall scope, it was discovered that the engine had been removed from the engine assembly line prior to the at-risk period starting, subject to rework for a number of days and then returned to the assembly line during the at-risk period. Following this information the population was reassessed to include all engines which passed through the oil filter housing installation station during the at-risk period, irrespective of date indicated by the engine serial number.

On 29 August 2024, the RDC was informed of the findings and unanimously agreed that the recall population should be increased to include vehicles with these additional at-risk engines installed.

During September 2024, further field reports of failures were received for vehicles outside of the recall population. The further investigation continued and concluded that a small number of engines with at-risk oil filter housings had been delivered to the aftermarket parts organisation.

On 03 October 2024, the RDC was informed of the findings, and unanimously agreed that the recall population should be increased to include vehicles which had their engines replaced with aftermarket engines containing at-risk oil filter housings.

In addition, for those engines where there is no record of the VIN into which they may have been installed in the aftermarket, an equipment recall was agreed and will be launched under campaign reference N939.

There have been a small number of fires as a result of this concern.

JLR has received 19 claims and field reports in the USA between April 06, 2024 and September 17, 2024.