

#### 573.6 (c) (6) - Chronology of Events for N422:

A Product Safety and Compliance Committee (PSCC) investigation was opened on December 17, 2019 following a notification from the seat supplier, Brose, of second row seat assemblies they had supplied which deviated from the approved manufacturing process.

The PSCC requested the Jaguar Land Rover Purchase department Supplier Technical Assistance (STA) team to undertake a thorough investigation into Brose's manufacturing processes and controls and commission a detailed supplier engineering analysis of the issue to fully understand the effect on the vehicles.

On January 14, 2020 the PSCC was informed the Brose manufacturing process had been reviewed and identified escapes from the recognised and approved process. Brose were requested to reveal all seat frames where the escape point occurred. Brose also confirmed the required controls to ensure no further escapes had been implemented, this was verified by the Jaguar Land Rover STA function.

The investigation was again reviewed at the PSCC on January 21, 2020 and the PSCC concluded the issue should be progressed to the Jaguar Land Rover Recall Determination Committee (RDC).

The RDC reviewed all information on January 23, 2020 and the committee determined the condition represented an unreasonable risk to safety to the occupants of the vehicle and a safety recall shall be conducted.

On February 25, 2020 Jaguar Land Rover's Supplier Technical Assistance function was informed that the seat assembly supplier (Lear) had identified an issue with the seat frame to seat assembly traceability process employed in their Voderady assembly plant. Lear, in conjunction with the assistance of the seat frame supplier, Brose identified that a further 33 (17 USA) seat frames had deviated from the approved manufacturing process. The matter was immediately discussed at the PSCC on February 25, 2020 where it was agreed to add the further 33 (17 USA) vehicles identified to the recently announced safety recall, N422.

The PSCC confirmed that the Lear Voderady assembly plant traceability system has been corrected to prevent the error from recurring. The error being that the Lear system permitted the same seat frame serial number appearing against more than one finished seat assembly part. Furthermore, confirmation has been evidenced that the complete population of at-risk seat frames has now been identified.

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