

573.6 (c) (6) - Chronology of Events (Recall N763)

Jaguar Land Rover (JLR) received a report from Ryobi Aluminium Casting (UK) LTD, on November 23, 2022, that an oil channel had not been correctly drilled on a small number of engine cam carriers manufactured and supplied to JLR for installation on JLR's 6-cylinder petrol engines.

On November 25, 2022, Nitra and Solihull vehicle assembly plants initiated a stop-shipment. Affected engines and vehicles were inspected to identify potentially affected units.

As a result of the stop-shipment it was identified that vehicles had gone beyond plant control and an update prior to sale was issued to instruct markets to hold vehicles, inspect the condition and if ok release for onward distribution.

Following this, an investigation was opened at the Product Safety & Compliance Committee (PSCC). The PSCC requested the Supplier Technical Assistance Team (STA) to fully define the scope of this issue.

At the PSCC on December 07, 2023, the STA team reported their initial findings, and the Engineering Team was requested to fully assess the impact of the incorrect drilling that had been reported by the supplier.

During December, the Engineering Team carried out physical engine testing with an incorrectly machined component and reported their findings to the PSCC.

At the PSCC of January 24, 2023, the scope of the issue was finalised, and the consequences of the incorrect drilling was confirmed. Based on the feedback provided, the PSCC progressed the issue to the Recall Determination Committee (RDC) for review.

The RDC reviewed the issue on January 26, 2023, and concluded that it represented an unreasonable risk to safety, and a voluntary safety recall should be conducted to inspect vehicles and where an incorrectly machined cam carrier is found replace with a correctly machined component.

In parallel with the RDC decision, an ongoing evaluation of the disposition of at-risk engines manufactured for use in the aftermarket revealed there were a number of engines manufactured during the at-risk period that were unaccounted for. This was raised to the PSCC on April 4, 2023, where JLR's Customer Service department confirmed the scope of vehicles which could have received an at-risk engine as an aftermarket replacement.

The PSCC agreed that aftermarket engines required consideration by the RDC.

On April 6, 2023, the RDC determined to increase the vehicle recall population to cover vehicles that have received a replacement engine where an incorrectly machined cam carrier may have been installed.

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