2004 Jaguar X-Type at 110,000 mi

SAJEA51C24W123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
X-Type · X400 X-Type 3.0 sedan	Jaguar AJ-V6 2.5L / 3.0L V6	110,000 mi	AWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '4' = 2004, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1
inspection recommended now

0
to plan in the next 30,000 miles

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **04V-460** · Fuel system · filler cap: An over-tightened fuel cap may not seal. In a rollover, fuel could leak, which is a fire risk.

A model-year list, not a VIN check. Repairs are free at a Jaguar retailer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Jaguar retailer for a campaign printout, including 04V-460. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — **$100–$160**

Automatic transmission harsh shifts and failure: Past the range (39,000–58,000 mi, the middle half of 30 owner reports) · if it fails: $3,480–$6,380
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

about 1 h of shop labor, our estimate

Next 12 months up to about 122,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 140,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Crankcase breather (PCV) faults: rough idle and check-engine light — **$135–$240** independent shop, installed

Any mileage (2000–2001 S-Type and 2002 X-Type service actions; check any AJ-V6) · Inspect at each service; fix at the first sign

Coolant leaks: thermostat housing and pump hose — **$475–$743** independent shop, installed

Any mileage (Service actions for 2002–2003 X-Type and 2000–2005 S-Type; check any AJ-V6) · Ask for this check at every service

Water in coil wells and sensor connectors (misfire, limp mode) — **$154–$285** independent shop, installed

Any mileage (S-Type 2000–2004 bulletins; X-Type shares the engine) · Inspect at each service; fix at the first sign

Pinging under acceleration (engine software) — **No published price**

Long past the range (22,000–47,000 mi, the middle half of 12 owner reports) · may already be fixed at this mileage: we check the records first · Ask for this check at every service

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 140,000 mi

$100–$160

Nothing else on the list before 140,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 110K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Automatic transmission harsh shifts and failure	39,000–58,000 mi (middle half of 30 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Crankcase breather (PCV) faults: rough idle and check-engine light	2000–2001 S-Type and 2002 X-Type service actions; check any AJ-V6 OFFICIAL	Any mileage
3	Coolant leaks: thermostat housing and pump hose	Service actions for 2002–2003 X-Type and 2000–2005 S-Type; check any AJ-V6 OFFICIAL	Any mileage
4	Water in coil wells and sensor connectors (misfire, limp mode)	S-Type 2000–2004 bulletins; X-Type shares the engine OFFICIAL	Any mileage
5	Pinging under acceleration (engine software)	22,000–47,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2004 Jaguar X-Type

Safety recall repairs are free at Jaguar retailers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter SAJEA51C24W123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Jaguar retailer for a campaign printout; it also lists completed campaigns.

2.5/3.0L AJ-V6 RECALLS WE TRACK

04V-460 · Fuel filler cap can be over-tightened and leak in a rollover (2004 X-Type)

NHTSA lists this model and year: check by VIN

An over-tightened fuel cap may not seal; in a rollover fuel could leak, a fire risk. Free repair. OFFICIAL [18]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

04V-024 · Gearbox may select reverse (2003–2004 S-Type)

Not listed for MY2004

With a forward gear selected, the automatic gearbox could select reverse without warning. Free repair. OFFICIAL [18]

05V-503 · Park may not engage (2006 S-Type)

Not listed for MY2004

A badly made parking pawl guide plate can stop Park from engaging even though the display shows Park. Free repair. OFFICIAL [18]

Other 2.5/3.0L AJ-V6 recalls we track, not listed by NHTSA for this model and year: 06V-418 (fuel tank seals may not be retained (2005 S-Type)), 06V-467 (prototype fuel tanks fitted (some 2007 S-Type)).

EVERY RECALL NHTSA LISTS FOR THE 2004 JAGUAR X-TYPE (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
04V-460 2.5/3.0L AJ-V6 tracked	Fuel system · filler cap	An over-tightened fuel cap may not seal. In a rollover, fuel could leak, which is a fire risk. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: X-TYPE. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL
Left out of this list (X-TYPE): None.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 5 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (X400).

1 Automatic transmission harsh shifts and failure

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 199 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 110,000 mi this car is past the reported range (39,000–58,000 mi (middle half of 30 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 39,000–58,000 mi (middle half of 30 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Automatic cars; Jaguar reprogramming bulletins for 2000–2005

WHAT FAILS OFFICIAL [2][3]

Jaguar has bulletins for harsh or slow shifts on these V6 cars, caused by the transmission's adaptive shift strategy drifting; the fix reprograms the transmission and engine control modules. Owners also report full transmission failures, often with the X-Type transfer case.

SYMPTOMS

- Harsh or slow shifts
- Slipping or flare between gears
- No drive or no reverse

IF IT'S LEFT TOO LONG

A failed gearbox leaves the car stranded; repairs often cost more than an older car is worth.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask for the software updates; service the fluid; diagnose shift complaints early.

ESTIMATED REPAIR COST

Software reprogramming; no published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=14)	**$3,480–$6,380** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 14 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $5,000). Examples: ODI 10313075, 10251268, 10202526, 10192988. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR X400

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any harsh shifts or slipping?
- Transmission or transfer case replaced?

2 Crankcase breather (PCV) faults: rough idle and check-engine light

Any mileage

Severity: Medium: leaks and wear · 19 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2000–2001 S-Type and 2002 X-Type service actions; check any AJ-V6), so mileage doesn't say much here. Range: 2000–2001 S-Type and 2002 X-Type service actions; check any AJ-V6 OFFICIAL [4][5][6]

WHAT FAILS OFFICIAL [4][5][6]

Jaguar issued three service actions on the V6 crankcase ventilation: an improved breather elbow for poor idle and a check-engine light, routine cleaning of a part-load breather restrictor that can block, and a revised X-Type breather valve because the original wears early.

SYMPTOMS

- Rough or unstable idle
- Check-engine light, lean codes
- Whistling or vacuum leak noise

IF IT'S LEFT TOO LONG

A leaking or blocked breather causes lean running and oil leaks.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Inspect and replace the breather valve and hoses at high mileage.

ESTIMATED REPAIR COST

PCV valve replacement, X-Type V6 estimates to shop/dealer range	**$135–$240** SHOP/RETAILER [7] independent shop, installed
Same job	**$135–$240** SHOP/RETAILER [7] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($188) is about 1.0× the early-fix midpoint ($188). A cost ratio, not a probability.

PARTS FOR X400

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- PCV valve or breather hoses replaced?

3 Coolant leaks: thermostat housing and pump hose

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 27 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Service actions for 2002–2003 X-Type and 2000–2005 S-Type; check any AJ-V6), so mileage doesn't say much here. Range: Service actions for 2002–2003 X-Type and 2000–2005 S-Type; check any AJ-V6 OFFICIAL [8][9]

WHAT FAILS OFFICIAL [8][9]

Jaguar issued service actions for coolant leaking at the thermostat housing hose (an extra clamp, then a further repair) and for a coolant pump outlet hose of the wrong specification on 2004–2005 S-Type V6 cars.

SYMPTOMS

- Low coolant warning

ESTIMATED REPAIR COST

Thermostat replacement, X-Type V6 estimates to shop/dealer range	**$475–$743** SHOP/RETAILER [10] independent shop, installed

- Coolant smell or drips at the front of the engine
- Temperature gauge climbing

IF IT'S LEFT TOO LONG

Overheating can warp the aluminum heads.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix small leaks early; pressure-test the cooling system at service.

No published bill for an overheated engine	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR X400

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any coolant top-ups?
- Thermostat, housing or water pump replaced?

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4 Water in coil wells and sensor connectors (misfire, limp mode)

Any mileage

Severity: Medium: leaks and wear · 45 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (S-Type 2000–2004 bulletins; X-Type shares the engine), so mileage doesn't say much here. Range: S-Type 2000–2004 bulletins; X-Type shares the engine OFFICIAL [11][12][13]

WHAT FAILS OFFICIAL [11][12][13]

Jaguar has bulletins for water getting into the engine electrics: into the spark plug wells (misfire or no-start; revised coil cover), into the throttle position sensor (limp-home mode) and into the knock sensor connector (P0332; sealing patch).

SYMPTOMS

- Misfire or no-start after rain or washing
- Limp-home mode
- Check-engine light with P0332

IF IT'S LEFT TOO LONG

A misfire or limp mode in traffic; repeated misfires can damage the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check coil wells and connectors for water; fit the revised covers and seals.

ESTIMATED REPAIR COST

Ignition coil replacement (X-Type)	**$154–$285** SHOP/RETAILER [14] independent shop, installed
Same job; a throttle sensor or catalytic converter costs more	**$154–$285** SHOP/RETAILER [14] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($220) is about 1.0× the early-fix midpoint ($220). A cost ratio, not a probability.

PARTS FOR X400

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any misfires after rain?
- Coils or throttle sensor replaced?

5 Pinging under acceleration (engine software)

Long past the range

Severity: Medium: leaks and wear · 66 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 110,000 mi this car is long past the reported range (22,000–47,000 mi (middle half of 12 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 22,000–47,000 mi (middle half of 12 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2002–2004 X-Type and 2000–2004 S-Type

WHAT FAILS OFFICIAL [15][16]

Jaguar has bulletins for the V6 pinging (detonating) when accelerating from steady cruising. Technicians check fuel trims and reprogram the engine control module.

SYMPTOMS

- Pinging or rattling when accelerating
- Check-engine light

IF IT'S LEFT TOO LONG

Ongoing detonation can damage pistons.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Ask for the ECM update; use the recommended fuel grade.

ESTIMATED REPAIR COST

No published price (software)	**No published price** independent shop, installed
No published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR X400

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any pinging under load?
- ECM software updated?

5 · ALSO REPORTED, NOT RANKED

Other themes in 2.5/3.0L AJ-V6 owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Brakes / suspension	353	Many complaints are about brakes and suspension, not the engine.
Stalling / loss of power	92	Mixed causes: transmission, throttle sensor and electrical faults; see the weak points.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Transmission shift quality cold and warm
- Crankcase breather valve and hoses
- Coolant level and thermostat housing
- Coil wells for water

Ask the seller

- Transmission or transfer case replaced?
- Breather valve replaced?
- Fuel and transmission recalls done?

Documents to request

- Dealer service-history printout for the VIN (shows campaigns and extended-warranty repairs)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Automatic transmission harsh shifts and failure: symptoms or fault codes present	No published price
Crankcase breather (PCV) faults: rough idle and check-engine light: symptoms or fault codes present	$135–$240
Coolant leaks: thermostat housing and pump hose: fault found on inspection	No published price
Water in coil wells and sensor connectors (misfire, limp mode): symptoms or fault codes present	$154–$285
Pinging under acceleration (engine software): fault found on inspection	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/JLR documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for All 2002–2008 X-Type (sedan and wagon) complaints and 2000–2008 S-Type complaints that do not name the 4.0/4.2, V8, S-Type R, supercharger or diesel: 962 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Brakes / suspension	353	Also reported
Transmission / transfer case	199	Item 1
Stalling / loss of power	92	Also reported
Pinging / knocking	66	Item 5
Misfire / coils / limp mode	45	Item 4
Coolant leak / overheating	27	Item 3
Rough idle / breather	19	Item 2

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2002–2008 Jaguar X-Type (sedan and wagon) and 2000–2008 S-Type complaints that do not name the 4.0/4.2, V8, S-Type R, supercharger or diesel, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Jaguar Bulletin 30706: Harsh transmission shifts: adaptive shift strategy drift; reprogram transmission and engine control modules (2006-02-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012462

3. Jaguar Bulletin 30707: Harsh/slow shifts on 3.0L V6 vehicles: reprogram the powertrain module (2002-07-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012380

4. Jaguar Bulletin 303158 (Service Action S158): Poor idle and check-engine light on the V6: improved crankcase breather elbow (2005-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012420

5. Jaguar Bulletin S600S474 (Service Action S474): Routine cleaning for partial blockage of the restrictor in the engine part-load breather (2001-09-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=625474

6. Jaguar Bulletin 303928 (Service Action S928): X-Type crankcase breather valve wears early from pintle spring resonance; revised valve (2003-01-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012408

7. YourMechanic: Jaguar X-Type PCV valve replacement (2002–2007 V6 estimates about $135–$155; shop/dealer about $170–$240), via search extract Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/jaguar/x-type/positive-crankcase-ventilation-pcv-valve-replacement

8. Jaguar Bulletin 30315 (Service Action S939): Coolant leak from thermostat housing, supplemental repair to Service Action S939 (2004-08-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10017716

9. Jaguar Bulletin 303518 (Service Action S518): V6 coolant pump outlet hose: replace with the correct specification (2004–2005 S-Type) (2004-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012430

10. YourMechanic: Jaguar X-Type thermostat replacement (2002–2008 V6 estimates about $475–$490; shop/dealer about $539–$743), via search extract Oct 28, 2026 SHOP/RETAILER
https://yourmechanic.com/estimates/jaguar/x-type/thermostat-replacement

11. Jaguar Bulletin 30312: Misfire / no-start from water getting into the spark plug wells; revised coil cover (2002-12-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012348

12. Jaguar Bulletin 303159 (Service Action S159): Limp-home mode and check-engine light: water getting into the throttle position sensor (2003-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012369

13. Jaguar Bulletin 30324: V6 check-engine light with P0332: water in the knock sensor connector; install a sealing patch (2005-03-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10016570

14. RepairPal: Jaguar X-Type repair and maintenance costs (ignition coil replacement $154–$285), via search extract Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/jaguar/x-type

15. Jaguar Bulletin 30309: Engine detonation/pinging when accelerating from steady cruising: reconfigure the ECM (2005-07-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10015895

16. Jaguar Bulletin 30304: X-Type engine pinging/detonation: check fuel trims, reprogram the engine control module (2004-06-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10010855

17. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

18. NHTSA recall records: 04V-460 (2004 X-Type filler cap), 06V-418 and 06V-467 (S-Type fuel tanks), 04V-024 and 05V-503 (S-Type automatic transmission), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=04V460000

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Jaguar retailer or qualified shop. Safety recall repairs are free at Jaguar retailers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

Trademarks and independence

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-JAJV6-123456-20261028 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.