



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 16-018  
**Date Opened:** 12/27/2016  
**Investigator:** John Abbott  
**Approver:** Stephen Ridella  
**Subject:** Front Passenger Seat Belt Anchor Failure

**Date Closed:** 10/23/2017  
**Reviewer:** Paul Simmons

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Hyundai Motor America  
**Products:** 2013 Hyundai Sonata  
**Population:** 313,000

**Problem Description:** The front passenger seat belt detached at the seat belt connector to the anchor pre-tensioner during a crash.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	2	2	2**
<b>Crashes/Fires:</b>	0	0	0
<b>Injury Incidents:</b>	1	1	1**
<b>Number of Injuries:</b>	1	1	1**
<b>Fatality Incidents:</b>	0	0	0

\*\* Total eliminates duplicates received by ODI and manufacturer.

## ACTION / SUMMARY INFORMATION

**Action:** Close investigation (See Safety recall 17V-152 and 17V-671 for details)

### Summary:

The Office of Defects Investigation (ODI) opened this investigation on December 27, 2016 based on two ODI consumer complaints reporting a failure of the front passenger seat belt to remain connected to the seat belt anchor and pre-tensioner during a crash.

On March 8, 2017 Hyundai Motor America (Hyundai) filed a defect report with the agency stating that it would conduct a safety recall on 977,778 model year 2010-2014 Sonata vehicles produced from December 11, 2009 through May 29, 2014 and model year 2011-2015 Sonata Hybrid vehicles produced from December 2, 2010 through January 9, 2015. The remedy for the recall was to inspect the front seat belt anchor connector for proper attachment to the seat belt pre-tensioner. ODI continued the investigation in order to pursue a remedy that would be more lasting, rather than a one-time inspection. The connector is designed so that it can be removed from the pre-tensioner, when required, during vehicle maintenance. If it is not properly connected when originally installed or when re-installed after maintenance, the connector could potentially release in a crash.

On September 4, 2017 Hyundai filed an amended defect report and advised the agency that the remedy would be modified to provide a permanent label, to be attached to the connector, at the time of inspection. The label provides graphic instructions and illustration as to the proper orientation of the connector lock when it is properly installed.

On October 4, 2017 Hyundai filed an additional defect report (see 17V-671) to have the vehicles that have had only the inspection procedure performed return to dealers to have the permanent label applied to the connector.

ODI is closing this investigation based on Hyundai's recall action to add a permanent label to the connector. This preliminary evaluation is closed.

The ODI reports cited above can be viewed at [www-odi.nhtsa.gov/complaints](http://www-odi.nhtsa.gov/complaints) under the following identification numbers: 10903469 and 10926737.