



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** EA 20-002  
**Prompted by:**  
**Date Opened:** 08/31/2020  
**Investigator:** Chris Lash **Reviewer:** Gregory Magno  
**Approver:** Stephen Ridella  
**Subject:** Seat belt anchor cable failures

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** General Motors LLC  
**Products:** Selected MY 2009-2016 GM models  
**Population:** 2,800,000 (Estimated)  
**Problem Description:** Outboard front seat belt pretensioner anchor cable fractures and separates.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	24	0	0
<b>Crashes/Fires:</b>	0	0	0
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	0	0	0

## ACTION / SUMMARY INFORMATION

**Action:** An Engineering Analysis has been opened.

### Summary:

On May 19, 2014, General Motors LLC (GM) notified the Office of Defects Investigation (ODI) that it would conduct Safety Recall 14V266 to address fatigue and separation of the flexible steel cable that connects the front outboard seat belts to the seat-mounted belt pre-tensioner in 1.4 million model year (MY) 2009-2010 Saturn Outlook, 2009-2014 Buick Enclave, GMC Acadia and Chevrolet Traverse (Lambda Platform) vehicles.

The remedy was to inspect for signs of damage and replace pre-tensioner anchor cables as needed. Re-work was conducted to relocate the pre-tensioner anchor cable out of the occupant entry path. ODI has subsequently received four (4) Vehicle Owners Questionnaires (VOQ) reporting anchor cable separations with no apparent warning in covered vehicles after the Recall 14V266 remedy had been applied.

ODI opened RQ19-003 to assess the effectiveness of the actions GM took in Recall 14V266 and review the full warranty and complaint data related to seat belt anchor cable separations and replacements. ODI continues to receive occasional cable failure complaints both for the subject vehicles and other GM models and model years that have also been previously recalled addressing this condition.

Although the cable separation complaint rate is very low, over the past three years ODI has received two (2) additional VOQ's citing belt cable separations for Lambda platform vehicles outside the scope of recall 14V266, (11217092, 11118075) and VOQ's for other GM models covered in a number of similar Safety Recalls:

- \* 15V269, 2011-12 Chevrolet Malibu (11181115, 11288168);
- \* 16V209, 2014-15 Silverado 1500, Sierra 1500 (11254364, 10935183, 10953851, 11025376, 11282043, 11288701, 11309884); and
- \* 16V518 2014-16 Caprice Police Pursuit, SS (10905644, 10990669, 11340893).

ODI's review of GM's data confirms the low potential failure rate for the vehicles covered by recall 14V266. However, ODI believes that complainants may not recognize accumulating cable fatigue damage from the visual cues available in routine vehicle use.

ODI is upgrading RQ19-003 to an Engineering Analysis to more closely assess seat belt conditions and strength levels in the field. This work will include the collection of seat belt samples from a wider range of recalled and peer vehicles for detailed analysis and testing.

All ODI reports (VOQs) associated with the Engineering Analysis opening can be viewed at [NHTSA.gov](http://NHTSA.gov) under the following reference numbers: 11340893, 11309884, 11288701, 11288168, 11282043, 11254364, 11217092, 11181115, 11144704, 11118075, 11113486, 11089935, 11076704, 11025376, 10990669, 10967518, 10953851, 10935183, 10905644, 10807694, 10785195, 10762598, 10730147, 10703839