



July 31, 2006

VIA Electronic Mail

Daniel Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

06V-294
(5 PAGES)

Re: Recall Campaign
2003 MY Kia Rio Automatic Locking Retractor; FMVSS 208
Noncompliance

Dear Associate Administrator Smith:

The following information is submitted in accordance with Part 573 of Title 49 of the Code of Federal Regulations.

573.6 (C)(1)

Manufacturer:	Kia Motors Corp.
Importer:	Kia Motors America, Inc.
Agent Designated by Manufacturer:	Robert Babcock Hyundai-Kia America Technical Center, Inc.

573.6(C)(2)

Identification of Vehicle, Make, Model Year and Manufacturing Date:	A portion of model year 2003 Kia Rio 4-door vehicles produced from June 22, 2002 to May 24, 2003.
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HYUNDAI · KIA MOTORS
Hyundai-Kia America Technical Center Inc.
6800 Geddes Road, Superior Township, MI 48198
TEL : 734-337-9499 FAX : 734-337-3168
www.hatci.com

573.6(C)(3)

Total Number of Vehicles

Approximately 32,257 Kia Rio vehicles are in the production range specified in (c)(2).

573.6(C)(4)

Percentage of Vehicles Estimated to Actually Contain the Noncompliance:

The noncompliance may exist in all vehicles identified in (C)(3).

573.6(C)(5)

Description of the Noncompliance:

When used with certain child seats, the Automatic Locking Retractor (ALR) function in the rear outboard seatbelt assemblies in the affected 2003 Kia Rio vehicles may disengage, after first being engaged, leaving the seats restrained only by the Emergency Locking Retractor (ELR) function.

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After ALR engagement, sufficient webbing can be retracted into the spool to disengage the ALR function if the belt is positioned behind certain child seats. This disengagement will not occur if the seatbelt is placed around the seat such as when the vehicle seatbelt is the primary child restraint.

As a result, certain child seats may not be tightly secured during normal driving in the fashion required by FMVSS 208.

573.6(C)(7)

Basis for Noncompliance
Determination

In the beginning of January 2006, NHTSA requested additional information regarding an incident which Kia reported concerning a 2003 Rio pursuant to the early warning reporting program.

On February 21, 2006, Kia provided the requested information and identified that, based on the facts available to it at that time, that no defect existed in the 2003 Rio. Kia continued to develop technical information for that case and a Kia retained engineer inspected the 2003 Rio on or about April 20, 2006. Although not related to the injuries in that case, inquiries were then directed by KMA to KMC about the detailed functioning of the ALR.

As a result of these inquiries, KMC advised KMA of a design change introduced on approximately June 22, 2002, which would change the overall webbing length of the rear outboard seatbelt assemblies. Further analysis led KMC to conclude that the ALR functioned as designed in most circumstances and with most child seats. However, when the webbing was used to restrain only the seat frame of certain child seats, the additional webbing spooled into the retractor could at least potentially disengage the ALR.

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Due to this effect with certain child seats in certain modes, KMC has concluded that the vehicles in the production range specified in (C)(2) are non-compliant with FMVSS 208.

573.6(C)(8)(i)

Program to Remedy
Noncompliance:

All owners of vehicles identified in (C)(3) will be notified by first class mail to bring their vehicle to a Kia dealer. At that time, Kia will replace both rear outboard seatbelt assemblies.

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573.6(C)(8)(ii)

Estimated Date for Notification of
Noncompliance to Owners and
Dealers

The estimated date of notification to dealers is mid-September 2006. The estimated date of notification to owners is mid-September 2006.

573.6(C)(11)

Notices

A draft of the owner notification letter will be submitted contemporaneously with this notice. A Technical Service Bulletin will be provided to NHTSA in the near future.

573.6(C)(12)

Manufacturer's Campaign Number SC064
If Different From Identification
Number Assigned by NHTSA

If you or your staff have questions or comments regarding this matter, please contact me in writing at the above address.

Very truly yours,



Robert Babcock

Manager,

Certification and Compliance Affairs

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