

Part 573 Safety Recall Report

25V-066

Manufacturer Name : ZEEKR TECHNOLOGY US, LLC**Submission Date :** MAR 04, 2025**NHTSA Recall No. :** 25V-066**Manufacturer Recall No. :** NR**Manufacturer Information :****Population :**

Manufacturer Name : ZEEKR TECHNOLOGY US, LLC

Number of potentially involved : 1

Address : 1760 Jiangling Road
Binjiang District Hangzhou, Zhejiag 00
NA

Estimated percentage with defect : 100 %

Company phone : 134-6662-8707

Vehicle Information :

Vehicle 1 : 2025-2025 Zeekr RT

Vehicle Type : LIGHT VEHICLES

Body Style : HATCHBACK

Power Train : NR

Descriptive Information : Zhejiang Geely Automobile Co., Ltd. started series production of the 2025 MY RT on December 16, 2024. Between that date and January 8, 2025, Zeekr manufactured 30 Zeekr RT vehicles intended for sale in the US. One (1) of these vehicles, manufactured on December 16, 2024, arrived in the US on January 27, 2025. The remaining 29 vehicles have been secured at the manufacturing facility in China. It has been determined that these vehicles may not comply with Federal Motor Vehicle Safety Standard (FMVSS) No 226, paragraph S1.

Production Dates : DEC 16, 2024 - JAN 08, 2025

VIN Range 1 : Begin : L6TZB1G10SU001071 End : L6TZB1G10SU001071 Not sequential**Description of Noncompliance :**

Description of the Noncompliance : During testing according to FMVSS 214, Side Impact, the inflatable curtain (IC), which is required for ejection mitigation according to FMVSS 226, failed to cover the rear side window completely. However, the injury criteria for FMVSS 214 were fulfilled.

FMVSS 1 : 226 - Ejection mitigation

FMVSS 2 : NR

Description of the Safety Risk : In the event of a crash, the vehicle may not meet the requirements for reducing the risk of partial or complete occupant ejection for unbelted passengers through the side windows during rollover or side impact incidents, as specified in FMVSS 226, paragraph S1. This failure could lead to injury or death of unbelted occupants in a crash.

Description of the Cause : The inflatable curtain (IC) gets stuck on the C-pillar trim during deployment,

causing it to not cover the rear side window completely. This may result in greater risk of complete or partial ejection of the vehicle occupants.

Identification of Any Warning that can Occur : NA

Involved Components :

Component Name 1 : C-pillar trim RH

Component Description : Interior Trim panel

Component Part Number : 6608342892 PANEL ASSY-C PILLAR RH UPPER

Component Name 2 : C-pillar trim LH

Component Description : Interior Trim panel

Component Part Number : 6608342893 PANEL ASSY-C PILLAR LH UPPER

Supplier Identification :

Component Manufacturer

Name : Jiangsu Xinquan Automotive trim Co. Ltd

Address : 555 Huanghe West Road,
San Jose Foreign States 95131

Country : China

Chronology :

On December 6, 2024, a test was performed according to FMVSS 214, "Side Impact Protection." Test results showed the inflatable curtain (IC) getting stuck on the A-pillar trim during deployment. Nevertheless, the injury criteria for FMVSS 214 was fulfilled.

However, Zeekr Technology Europe (EU) immediately launched an investigation to determine the root cause of the behavior. The result of the investigation revealed a risk that vehicles may fail FMVSS 226, "Ejection Mitigation," if there ever was a similar issue in a crash and that vehicles already produced were potentially noncompliant.

A compliance assessment was requested. Following the results, this was escalated to Zeekr Technology EU top management on January 31, 2025, Zeekr US was informed the same day and on February 4, 2025, the global

management team was informed at the Zeekr Critical Concern Management Team (CCMT) meeting. A decision was made to notify NHTSA.
There have been no crashes, deaths or injuries related to this issue.

Description of Remedy :

Description of Remedy Program : Zeekr US will notify the owner of the one affected vehicle and will inform them of the remedy. At no cost to the owner, the vehicle will be updated with C-pillar chutes before the vehicle is delivered.

The 29 vehicles still at the manufacturing plant will receive the same remedy prior to being shipped to the US.

How Remedy Component Differs from Recalled Component : Remedied vehicles will have C-pillar chutes.
Part numbers of the C-pillar chutes will be provided at a later date.

Identify How/When Recall Condition was Corrected in Production : Since January 8, 2025, no additional vehicles have been manufactured. The chutes will be implemented in the manufacturing of the next batch of vehicles.

Recall Schedule :

Description of Recall Schedule : The vehicle will be repaired before final delivery to the owner.
Planned Dealer Notification Date : NR - NR
Planned Owner Notification Date : NR - NR

* NR - Not Reported