

Part 573 Safety Recall Report

25V-068

Manufacturer Name : ZEEKR TECHNOLOGY US, LLC

Submission Date : MAR 04, 2025

NHTSA Recall No. : 25V-068

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 : 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 to Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Paragraph S5.1.2.a.2 Unbelted Test".

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

VIN Range 1 : Begin : L6TZB1G10SU001071 **End :** L6TZB1G11SU001080 ☐ Not sequential

Description of Noncompliance :

Description of the Noncompliance : During a final validation test to FMVSS 208, "Front Impact 30 Degrees Right Unbelted Testing", the passenger right front occupant shifts towards the right A-pillar, resulting in NIJ values over the legal limit. The inflatable curtain (IC) and passenger airbag (PAB), which are required for crash protection according to FMVSS 208, failed to protect the passenger right front occupant.

FMVSS 1 : 208 - Occupant crash protection

FMVSS 2 : NR

Description of the Safety Risk : In the event of a crash as per front impact 40 kph, 30 degrees right, the vehicle may not fulfill the injury criteria according to "Paragraph S5.1.2.a.2, Unbelted Test". Failure of the airbags to inflate properly during a crash may increase the risk of injury or death for unbelted passengers.

Description of the Cause : During development of the Zeekr RT, the FMVSS 208 load case had been tested

Identification of Any Warning
that can Occur :

with results meeting the legal requirement. However, during the final verification test, limits were exceeded. During impact, the passenger right front dummy moved towards the right A-pillar. The head of the dummy was stopped by the passenger airbag as well as the inflatable curtain towards the A-pillar, but still resulted in NIJ criteria exceeding specified limits.

Involved Components :

Component Name 1 : Inflatable curtain (IC)

Component Description : Inflatable airbag curtain intended for right front and rear passenger position in the case of a side or front impact.

Component Part Number : 8891732759 CURTAIN ASSY-INFLATABLE RH

Component Name 2 : Passenger airbag (PAB)

Component Description : Inflatable airbag intended for front right passenger position in the case of an unbelted or belted front impact.

Component Part Number : 8891732730 AIRBAG-PASSGE FRT

Supplier Identification :

Component Manufacturer

Name : AUTOLIV SHANGHAI (CTC) VEHICLE SAFETY-SY

Address : NO. 1000

BEIHE HIGHWAY JIADING INDUSTRIAL ZONE Shanghai Foreign States 201807

Country : China

Chronology :

On January 9, 2025, the final verification crash test was performed according to FMVSS 208, “Occupant Crash Protection, Paragraph S5.1.2.a.2, Unbelted Test Front impact 40 kph, 30 Degrees Right.” The NIJ criteria failed to meet legal limits.

Zeekr immediately launched an investigation to determine the root cause and understand why this had not been found during previous testing. The result of the investigation revealed a difference in dummy trajectory

towards the IC and PAB, resulting in an impact of the head to an unintended area of the IC, which caused the higher NIJ values.

An assessment of the noncompliance risk was started and following the results, the issue was escalated to the top management of Zeekr Technology Europe on January 31, 2025 with a subsequent determination of noncompliance. Zeekr US was informed the same day and the global management team was informed at the Critical Concerns Management Team (CCMT) meeting on February 4, 2025. A decision was made to notify NHTSA and remedy all vehicles before delivery to the customer.

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, an Interim Corrective Action of reducing the travel length of the passenger seat will be implemented. A Final Corrective Action will be done at a later stage, again at no cost to the owner.
How Remedy Component Differs from Recalled Component :	Remedied vehicles will have reduced travel length of the passenger seat from 300 mm to 50 mm. This will be implemented by installing a physical stop in the seat rail of the passenger seat. The drawing number of the Seat Stopper is 8801243166/001.
Identify How/When Recall Condition was Corrected in Production :	Since January 8, 2025, no additional vehicles have been manufactured. Forthcoming new batches of vehicles will receive either the Intermediate Corrective Action or the Final Corrective Action if it has been fully developed by the time these vehicles are manufactured.

Recall Schedule :

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

* NR - Not Reported