In August 2023, Porsche was informed by the production plant that one bolt connection of the seat belt buckle was incorrectly made partially on an aluminum butyl mat. This was regarded as an isolated case. A first analysis of (worldwide) customer complaints did not reveal any known cases of loose seat belt buckles.
After this initial information, for precautionary reasons and despite the individual case consideration, Porsche arranged a random sample to better understand the potential likelihood of such an incorrect positioning of the subject butyl mat.
In October 2023, an investigation was started to explore possible effects on the seat belt fastening. Tests on a vibration test bench were conducted with parts simulating the contact with the aluminum butyl mat. The purpose was to compare the settling behavior between an optimal bolt connection without contact with the aluminum butyl mat and a bolt connection on the aluminum butyl mat over service life, incl. temperature influences, to assess potential loss of preload force (residual torque) and potential loosening of the bolts.
The first results of those test were available at the end of January 2024. The torque drop in the shaker tests was assessed as deviating from internal specifications. However, none of the test specimens showed a complete loosening of the bolt and all of the bolt connections still had residual torque at the end of the test.

In the meantime, there have still been no cases with loose bolt connections in the field.

Between the end of February 2024 and October 2024, a continued precautionary analysis of archived bolt curves for the potentially affected period was commissioned to determine the probability of occurrence and the vehicle population that may be affected. To achieve this, an external service provider for bolt curve evaluation has been commissioned.
At the end of October 2024, the analysis results of the bolt curve evaluation were presented, but the result was that the hypothesis of identifying conspicuous vehicles based on the bolt curves proved to be infeasible.

November 2024 to January 2025: The in-depth analysis of the data has made it possible to narrow down the error pattern to specific employees, as the now known 13 problematic cases in production could be definitively traced to specific working shifts. Based on the employee deployment data at the installation station, a total of 32 production days (1 shift each) could be identified. This corresponds to the subject vehicle population. The results of this approach were presented at the end of January. The field analysis currently still indicates no cases in the field.
On February 05, 2025, Porsche determined as a precautionary measure that a safety defect exists in the subject vehicle population and decided to recall the affected vehicles. Throughout the entire investigation process, Porsche was not aware of any incidents attributable to the subject issue.