

In March 2024, the topic was first reviewed under Porsche's product safety process. Crimp analyses were carried out until the end of June 2024. However, initial attempts to replicate the malfunction were unsuccessful as all returned parts appeared to be in good condition, possibly due to micro-movements during removal and transportation. At this point, analysis could not be undertaken due to limited number of field cases and the need to wait for a vehicle with the specific active fault to be identified in the field. Once such a vehicle was found, specialists flew to the USA to carry out a thorough analysis of the vehicle and the fault.

By mid-August 2024, a parallel analysis of additional field cases was completed, which showed that the limited number of observed faults were intermittent, and at least some of the faults were resolved by handling or using the seat. The root cause analysis suggested that the problem was due to errors in the crimping process. Coordination within the brand group took place in September and October 2024. In addition, an ongoing analysis of the fail-safe mechanism was carried out to determine whether airbag deactivation could actually occur (or just the warning message). Further assessment of the estimated failure rate, including discussions with the supplier, took place in November 2024. Continued coordination within the brand group continued through February 2025. By the end of February 2025, the technical differences between certain seat occupancy detection system versions, various manufacturing processes & possible error mechanisms depending on them and the related production years were analyzed in comparison to other years under consideration of the number of claims in specific time periods. As a result, a potential clean date was identified to determine the actual potentially affected population and comparisons were made of the failure mechanisms within the brand group.

In March 2025, the results of the analysis were completed and on April 2, 2025, Porsche's Product safety and compliance committee decided that a safety defect exists and to recall the affected vehicles, out of abundance of caution.