

Part 573 Safety Recall Report

25V-066

Manufacturer Name : ZEEKR TECHNOLOGY US, LLC**Submission Date :** FEB 07, 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, Zhejiang 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 the December 16 2024. Between that date and the 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 US on January 27, 2025. The remaining 29 have been restrained at the plant.

It is determined that this one vehicle may not comply with Federal Motor Vehicle Safety Standard (FMVSS) No 226, paragraph S1. This vehicle is still under the control of Zeekr US. This non-compliance report only covers this vehicle, since the 29 remaining at the plant will be updated prior to shipment.

Production Dates : DEC 16, 2024 - JAN 08, 2025**VIN Range 1 : Begin :** [REDACTED]**End :** [REDACTED]☐ Not sequential**Description of Defect :**

Description of the Defect : 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. The injury criteria for FMVSS 214 were fulfilled.

FMVSS 1 : 226 - Ejection mitigation**FMVSS 2 :** NR

Description of the Safety Risk : In case of a crash, the vehicle may not fulfill the requirements of reducing the likelihood of complete or partial ejection of vehicle occupants through side windows during rollover or side impact events, according to FMVSS 226,

Description of the Cause :	paragraph S1. 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

Component Name 2 : C-pillar trim LH
Component Description : Interior Trim panel
Component Part Number : 6608342893

Supplier Identification :

Component Manufacturer

Name : Zeekr Intelligent Technology US, LLC
Address : 118 Charcot Avenue
San Jose California 95131
Country : United States

Chronology :

On December 6, 2024, a test was performed according to 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 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 Europe top management on January 31, 2025, and the one vehicle already shipped was adjudged to be noncompliant. 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 meeting (CCMT). 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. The vehicle will be updated with C-pillar chutes before the vehicle is delivered to the customer. All the 29 vehicles already produced, that are at the plant, will also get the same remedy before being shipped from the plant.
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 :	NR
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	NR - NR

* NR - Not Reported