U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25V381

Manufacturer Name: Braun Corporation
Submission Date: Jun 09, 2025
NHTSA Recall No.: 25V381
Manufacturer Recall No.:

Manufacturer Information

Manufacturer Name: Braun Corporation
Address: 631 West 11 Street
Winamac IN, 46996

Population

Total number of potentially involved: 1,580
Estimated percentage with defect: 80%

Vehicle Information

Vehicle 1: 2021-2025 CHRYSLER PACIFICA
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion: Compression Ignition Fuel
Production Dates: Jan 06, 2025 - May 29, 2025
Number of potentially involved: 130
Descriptive Information:

The subject vehicles are equipped with occupant restraint tie-down pucks that may have been improperly torqued or not torqued according to the specifications provided by the component manufacturer. Units that meet the specification have properly torqued fasteners.

Vehicle 2: 2022-2025 CHRYSLER VOYAGER
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion: Compression Ignition Fuel
Production Dates: Jan 06, 2025 - May 29, 2025
Number of potentially involved: 421
Descriptive Information:

The subject vehicles are equipped with occupant restraint tie-down pucks that may have been improperly torqued or not torqued according to the specifications provided by the component manufacturer. Units that meet the specification will not continue to tighten when a torque wrench set to 40 ft-lbs is applied to the bolts.

Part 573 Safety Recall Report 25V381

Vehicle 3: 2024-2025 TOYOTA SIENNA HYBRID

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Hybrid Electric Vehicle

Production Dates: Jan 06, 2025 - May 29, 2025

Number of potentially involved: 1,029

Descriptive Information:

The subject vehicles are equipped with occupant restraint tie-down pucks that may have been improperly torqued or not torqued according to the specifications provided by the component manufacturer. Units that meet the specification will not continue to tighten when a torque wrench set to 40 ft-lbs is applied to the bolts.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The subject vehicles are equipped with occupant restraint tie-down pucks that may have been improperly torqued or not torqued in accordance with the specifications provided by the component manufacturer.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

Improperly torqued fasteners could potentially lead to the occupant restraint pucks becoming loose, increasing the risk of injury or death during a collision.

Description of the cause:

The root cause analysis determined that torque tools used during the manufacturing installation process came out of calibration resulting in lower torque being applied to the fasteners.

Identification of any warning that can occur:

Loose hardware may be detectable through visual inspection, as the puck on the floor could appear visibly loose or be easily turned by hand.

Component Manufacturer

Tier of Supplier: Tier 1

Part 573 Safety Recall Report 25V381

Supplier Type: OEM

Name: Q'Straint

Address: 4031 NE 12th Terrace
Oakland Part FL, 33334

Country: United States

Involved Components

Component Name 1: Slide N' Click

Component Description: Floor Mount Puck

Component Part Number: Braun 518959 / Q'Straint Q8-7579-B

Chronology

On May 28th, we received a report from a customer indicating that an occupant restraint puck in one of their units was loose. This prompted an immediate investigation into our internal processes and inventory. The Quality Process Team discovered that improperly calibrated torque tools were used by the installers of the puck. Consequently, all inventory on the lot was pulled, inspected, and corrected by removing the bolts, applying blue thread locker, and using a properly calibrated torque wrench to reinstall the bolts to the manufacturer's specified torque of 40 ft-lbs. All on-site inventory was repaired, and an internal process was established on May 29th to ensure that torque tools remain within specification going forward.

Starting May 30th, we dispatched representatives from our service and quality teams to dealer network lots to inspect previously built inventory. Through the inspection of unsold units, it was determined on June 3rd that the window of effect was from January 6, 2025 through May 29, 2025

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Dealers will be instructed to remove the existing hardware, apply new thread locker to the threads of the bolts, and reinstall them using a torque wrench to tighten to the manufacturer's specification of 40 ft-lbs.

How remedy component differs from recalled component:

Part 573 Safety Recall Report 25V381

They do not physically differ.

Identify how/when recall condition was corrected in production:

All inventory on the lot was pulled, inspected, and corrected by removing the bolts, applying blue lock-tight, and using a properly calibrated torque wrench to reinstall the bolts to the manufacturer's specified torque of 40 ft-lbs. All on-site inventory was repaired, and an internal process was established on May 29th to ensure that torque tools remain within specification going forward.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

We plan to start notifying Dealers by Email Mail on June 16th. Owner mailed notifications will begin July 7th.

Planned Dealer Notification Date:

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date:

☐ Phased Recall

Date when VIN will be searchable: