

573 Defect Information Report for Recall 174

Attachment A

Chronology of events leading up to the defect decision:

- In February 2012, HMA was notified of a collision involving a 2011 Hyundai Sonata vehicle in which an allegation of airbag non-deployment was made. In June 2012, HMA inspected the vehicle and found no crash event recorded. HMA communicated with the supplier and enlisted its assistance and explanation. Further inspection of the ACU indicated EOS inside the unit's ASIC, which, at that time, was attributed to numerous aftermarket accessories installed in the vehicle.
- In May 2015, HMA was notified of a collision involving a 2011 Hyundai Sonata in which a similar allegation of airbag non-deployment was made. In October 2015, HMA inspected the vehicle. The ACU was non-communicative. Subsequent analysis by the supplier indicated internal damage potentially caused by EOS. HMA conducted a U.S. marketplace search of incidents of similar nature and circumstance, but no incidents other than the two that HMA received in February 2012 and May 2015 were identified. HMA then began monitoring for specific crash events containing similar facts and circumstances as the two vehicles identified so far.
- Between July and November 2016, HMA received two additional reports of collisions involving 2011 Hyundai Sonata vehicles in which similar allegations of airbag non-deployment were made. HMA began to reassess its prior analysis. HMA again enlisted the supplier of the ACU to investigate the ACU's recovered from the incident vehicles. The supplier confirmed the recovered ACU from one of the vehicles as being damaged internally potentially by EOS. As of the date of this filing, the results of the supplier's inspection of the recovered ACU from the remaining vehicle are still pending. Furthermore, Hyundai Motor Company ("HMC") determined, upon examination of the unique facts and circumstances associated with each incident, that it was possible that airbag deployment was not warranted.
- HMA's investigation was ongoing when, in November 2017, NHTSA's Office of Defect Investigations ("ODI") contacted HMA to obtain follow-up information in connection with one of the four vehicles under investigation. HMA responded to ODI's request and continued analysis of all available information surrounding each incident. During this time period, ODI and HMA continued to communicate and exchange information.
- In December 2017, HMA engaged a third-party engineering firm to study and analyze the facts and circumstances surrounding its investigation and reassessment.
- On February 21, 2018, Hyundai met with the supplier to discuss its reassessment. On February 22, 2018, HMA convened its Technical Committee with a recommendation to conduct a safety recall.

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- As of the date of this filing, Hyundai is aware of four incidents alleging the subject condition. EOS was observed inside the ACUs involved in three of these crashes. Hyundai is actively investigating the fourth incident.