

573 Defect Information Report for Recall 193

Attachment A

Chronology of events leading up to the defect decision:

- October 2011
HMA received its first report of the defect condition on October 6, 2011. The report alleged the 12V accessory outlet on a model year 2012 Accent vehicle began to smoke and eventually burn certain dashboard components while using an aftermarket air compressor. HMA notified HMC of the field incident. HMC concluded the usage of aftermarket compressors would not be sufficient to start a fire due to a thermal fuse in the accessory socket. The thermal fuse is designed to cut accessory power when detecting higher than normal operating temperatures. Based on this information, HMA began to actively monitor for future incidents.
- February 2013 – October 2018
HMA actively monitored incoming reports for additional incidents. No reports of a fire in connection with usage of a TMK on the subject vehicles were received during this time.
- November 2018
HMA received a report involving an Elantra vehicle that caught fire while parked inside a garage. The customer alleged the OEM-issued tire mobility kit was plugged into the accessory outlet at the time of the incident. Hyundai inspected the vehicle but could not determine a cause of the fire from the vehicle due to the extent of damage. HMA informed HMC of the new incident.
- December 2018
HMC attempted replicating the phenomenon by running an OEM air compressor while plugged into the 12V accessory outlet. The test did not replicate the phenomenon. HMC requested HMA to secure an in-use vehicle for further attempts to replicate the condition.
- April 2019
HMA and HMC conducted a test to replicate the condition on three (3) buyback vehicles. The test produced smoke in at least one of the vehicles. None of the tests resulted in a fire with prolonged use of the TMK air compressor. A root cause could not be determined in the test resulting in smoke. HMC decided to actively monitor complaints while continuing to increase efforts to replicate the alleged condition.
- February – April 2020
Despite having not received any new reports of a fire in connection with usage of the TMK on the subject vehicles since the November 2018 incident, HMC increased efforts to replicate the phenomenon through additional testing.

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- June 2020

HMC received information of certain vehicles containing accessory sockets that may have been installed with excess torque. The over-torqued condition could render the thermal inoperable. HMC used this information to conduct a new replication test involving accessory sockets that were over-torqued. The testing produced the condition of smoking and melting of certain dash components. HMC informed HMA of this information on June 24, 2020.

- Based on the information received, HMA's NASO convened its North American Technical Committee on June 25, 2020 and decided to conduct a safety recall of vehicles affected by the over-torqued condition of the accessory outlet.
- To date, Hyundai is unaware of any injuries attributed to this condition.