



GROUP
Safety Recall Campaign

MODEL
Multiple Listed
Models

NUMBER
SC200** (Rev 1, 04/16/2021)

DATE
January 2021

SAFETY RECALL CAMPAIGN

**SUBJECT: ENGINE BCT / OIL & FUEL LEAK INSPECTION
AND SOFTWARE INSPECTION (SC200**)**

★ NOTICE

This bulletin has been revised to include additional information. New/revised sections of this bulletin are indicated by a black bar in the margin area.

This bulletin provides the procedure to 1) perform the Bearing Clearance Test (BCT) and 2) inspect the engine compartment for engine oil and/or fuel leaks and 3) make any necessary repairs, including engine replacement, if necessary, on the vehicles listed in the table below. Carefully follow the flowchart on page 2 for detailed instructions of the inspection procedures. In addition, check to confirm the vehicle has the latest KSDS software installed in the ECU and if necessary, apply the improved logic described in this bulletin on page 2. Before conducting the procedure, verify that the vehicle is included in the list of affected VINs.

MY	Model	Engine	Production Date Range
2012-2013	Sorento (XMa)	2.4L Theta MPI	April 26, 2011 – January 10, 2013
2012	Sportage (SL)*		May 17, 2011 – May 24, 2012
2012-2013	Forte & Koup (TD)		June 1, 2011 – March 22, 2013
2011-2013	Optima (TF HEV)		February 15, 2011 – December 12, 2013
2014-2015	Soul (PS)	2.0L Nu GDI	July 21, 2013 – May 21, 2015
2014-2015	Forte & Koup (YD)		December 5, 2012 – April 8, 2015

*Engines produced at HWASUNG engine plant.

★ NOTICE

There is no charge to the vehicle owner for this repair. Under applicable law, you may not sell or otherwise deliver any affected vehicle until it has been repaired pursuant to the procedures set forth in this bulletin.

★ NOTICE

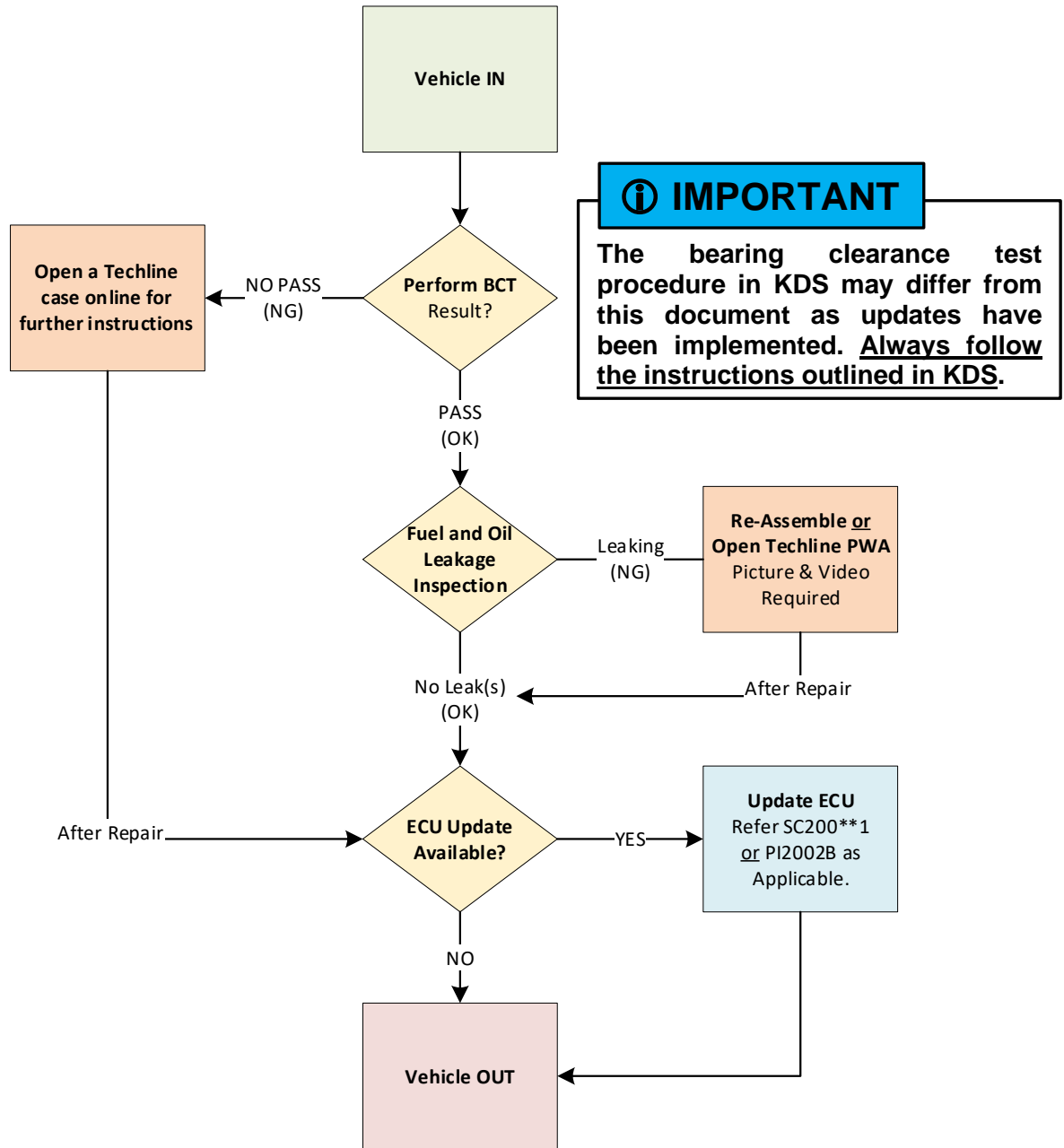
To assure complete customer satisfaction, always remember to refer to WebDCS Warranty Coverage (validation) Inquiry Screen (Service → Warranty Coverage → Warranty Coverage Inquiry) for a list of any additional campaigns that may need to be performed on the vehicle before returning it to the customer.

Printed TSB copy is for reference only; information may be updated at any time.
Always refer to KGIS for the latest information.

Circulate To: General Manager Service Manager Parts Manager
 Service Advisors Technicians Body Shop Manager Fleet Repair

Flowchart and Instructions:

Follow the flowchart outlined below to inspect the vehicle.



IMPORTANT
The bearing clearance test procedure in KDS may differ from this document as updates have been implemented. Always follow the instructions outlined in KDS.

* **Note:** ECU software for some models are currently under development.

*** NOTICE**

Never release a vehicle to a customer with a fuel leak. If any leak(s) are found that cannot be corrected, as outlined in this bulletin, please open a Techline Case Online.

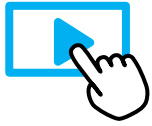


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Bearing Clearance Inspection Procedure:

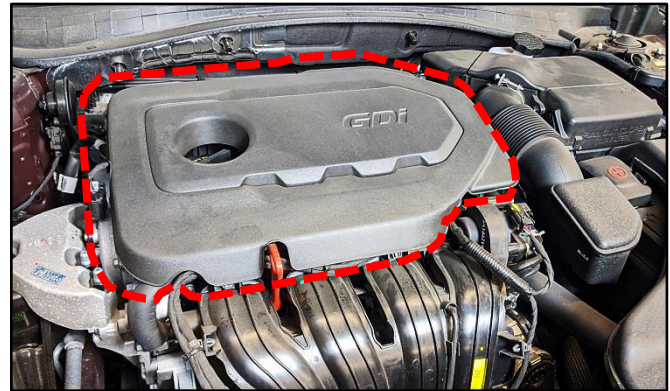
1. Open the hood and remove the engine cover. Video for reference use only.



[Bearing Clearance Test Video](#)

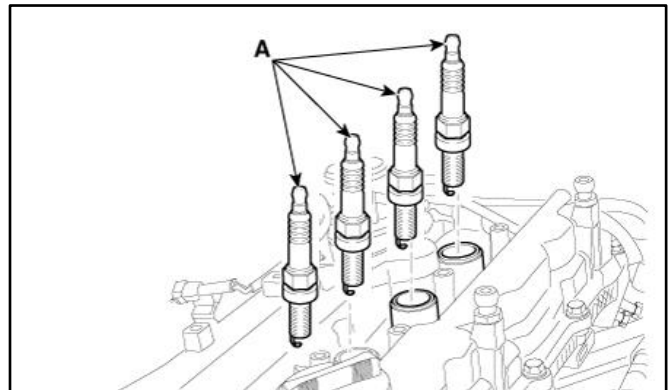
ⓘ IMPORTANT

Have the SST Engine Bearing Clearance kit ready. Place it on a table/cart next to the vehicle and use a fender cover. **Blow out engine for debris using air gun.**



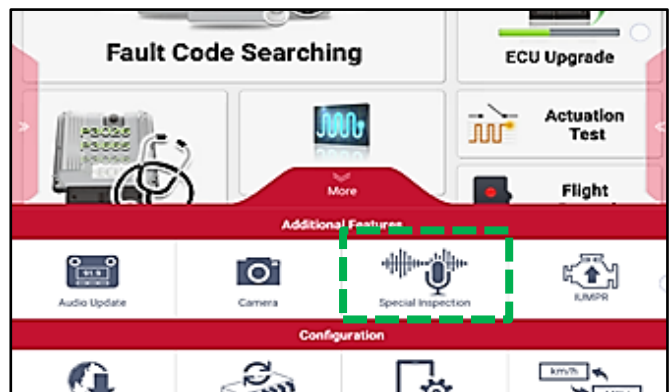
For troubleshooting assistance, contact the GITA Support Line at: (888) 542-4371.

2. Remove the four (4) spark plugs (A) by referring to the “Maintenance → Power Train → Spark Plug → Repair procedures (Replacement)” in the applicable Shop Manual on KGIS.



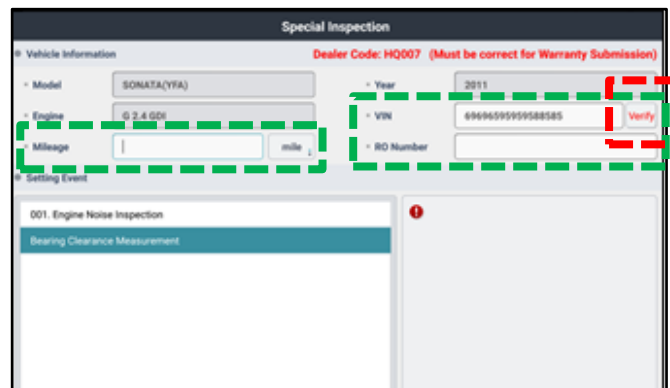
Tightening torque for Spark Plugs:
Refer to KGIS for specifications.

- 3a. Using KDS, connect the VCI-II to the vehicle's OBD-II port.
- 3b. Turn the ignition to 'ON'.
- 3c. On the KDS screen, select '**Special Inspection**' on the bottom tab of the Home screen.
- 3d. Select the applicable vehicle model/year.



The VIN is recognized automatically and will populate the 'Model' and 'Year'.

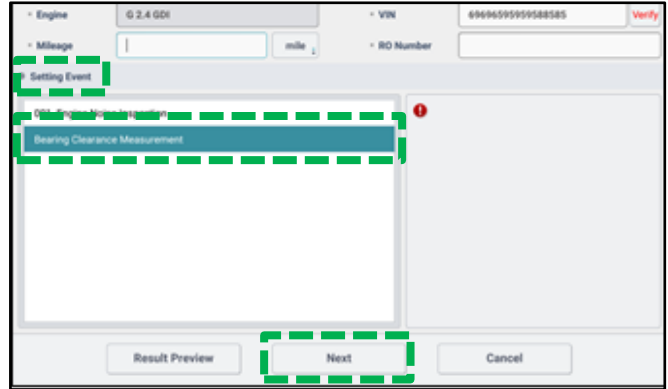
- 4a. Enter the vehicle information: the vehicle mileage and RO number.
- 4b. Select 'Verify' to confirm the automatically detected VIN.



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5a. Under “Setting Event”, select ‘**Bearing Clearance Measurement**’ and then select ‘**Next**’.



5b. Turn the ignition to ‘OFF’ and remove the VCI-II after verifying the VIN on KDS.

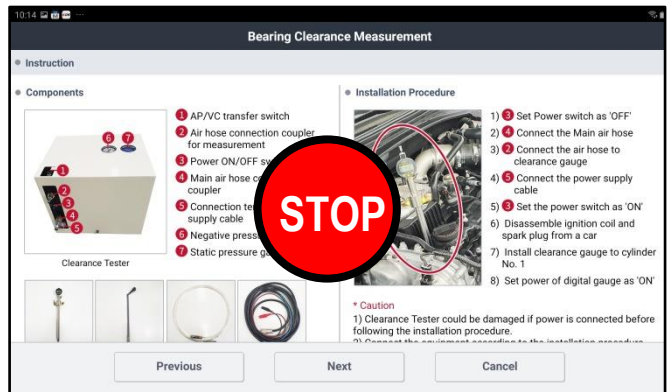
⚠ CAUTION

DO NOT attempt to start the engine at any time as damage to the SST and/or engine may occur.

6. **STOP** on this screen, proceed to step 7 first before continuing to KDS.

❗ IMPORTANT

DO NOT select ‘Next’ at this time. Proceed to steps 7 – 9 first and continue with KDS as instructed after installing the SST components.



7. Install the Dial Gauge fully into the Probe Rod and secure together by hand tightening the locking wingnut.



8. **Carefully**, insert the assembled SST Probe Rod and Dial Gauge into the Cylinder 1 spark plug hole and **carefully** turn the SST Rod until the Rotator **by hand**

⚠ CAUTION

1. Damage to cylinder head can occur if spark plug hole is cross-threaded. DO NOT use a wrench to tighten the SST rod. 2. In case of YD (Nu 2.0 GDI) vehicle, cowl top needs to be removed before inserting the probe to cylinder by referring to procedure described in this TSB.



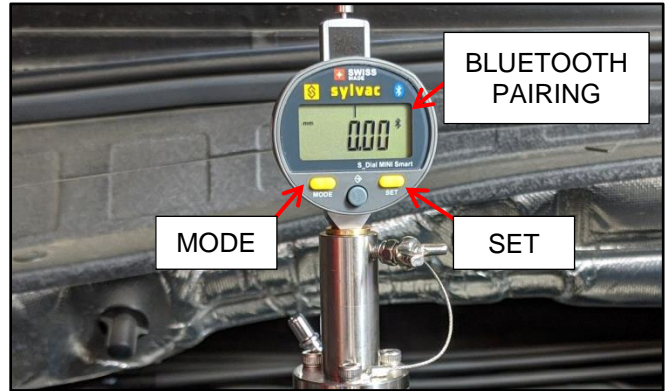
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- Turn the Dial Gauge 'ON' by pressing the 'SET' button.

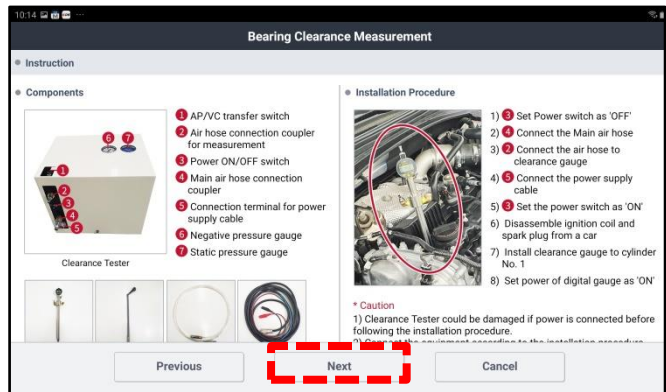
Reset the Bluetooth connection by pressing both the 'MODE' and 'SET' buttons simultaneously and holding for two (2) seconds.

Bluetooth icon will blink to indicate pairing mode ☒



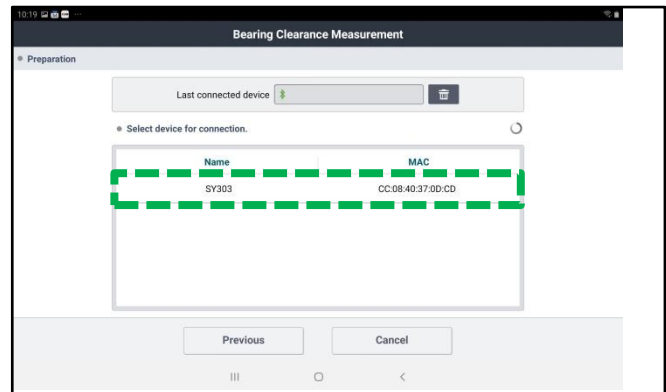
- Using the KDS, select 'Next' on the screen to proceed and begin Top Dead Center (TDC) setup on the KDS.

*** NOTICE**
Follow the test procedure and sequence as outlined in this bulletin. DO NOT skip any steps.



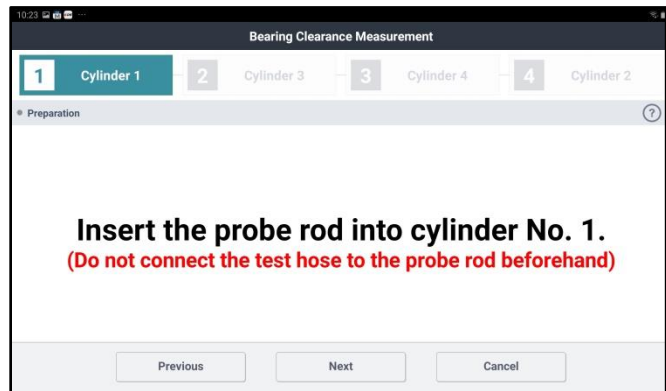
- Pair the Dial Gauge Bluetooth by selecting the device displayed on the screen. Device name is **SY303**.

IMPORTANT
If the KDS is unable to locate the Dial Indicator Bluetooth device, select 'Previous' and repeat steps 9 - 10. Ensure no other Bluetooth devices are near the KDS and Dial Gauge.



- Once the Dial Gauge is paired to the KDS, the shown screen will appear instructing to insert probe rod into **Cylinder 1**.

*** NOTICE**
If the probe rod is already inserted into **Cylinder 1** from step 8, disregard this message.



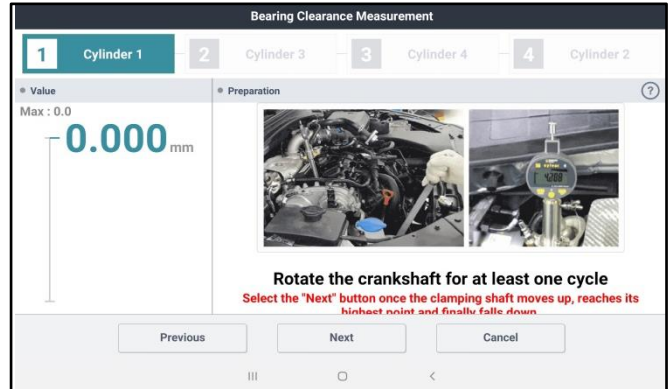
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13. Insert the SST Crankshaft Rotator and turn the crankshaft clockwise as instructed on the KDS screen.

* NOTICE

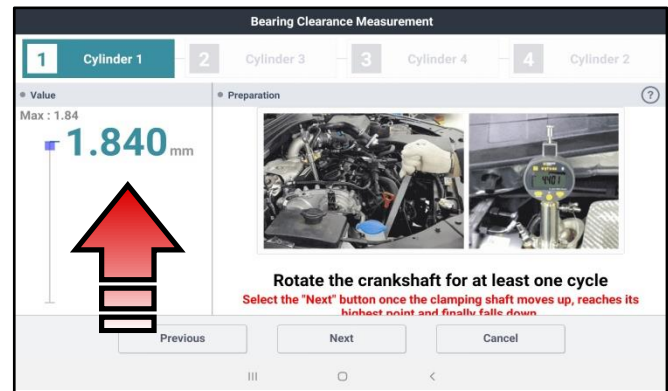
Removal of inner wheel liner and the use of general tools may be required to access and rotate the crank bolt on some 2.0L T-GDI engine models.



14. Initially, the “Value” ‘Max’ reading may not register when rotating crankshaft. Continue to rotate the crankshaft slowly.

ⓘ IMPORTANT

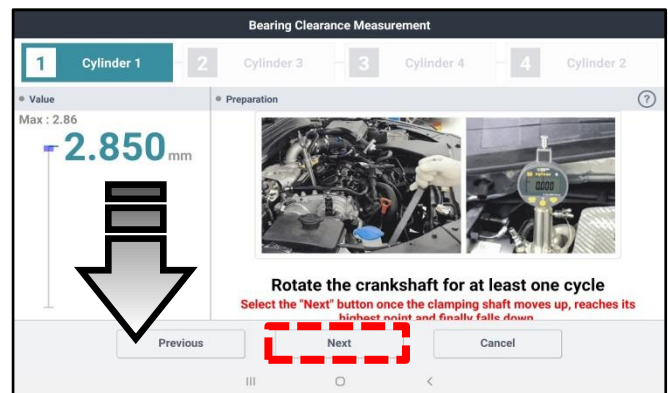
Monitor the displayed reading on the KDS screen/gauge. Turn the crankshaft slowly as the value starts to increase.



15. Once the ‘Max’ value is reached (sample shows Max: 2.86mm), continue to turn just past the ‘Max’ value reading and STOP rotating the crankshaft (sample shows 2.850mm value decreasing).

Note: The KDS may prompt to rotate the crankshaft ‘counterclockwise’ if needed.

Select ‘Next’.



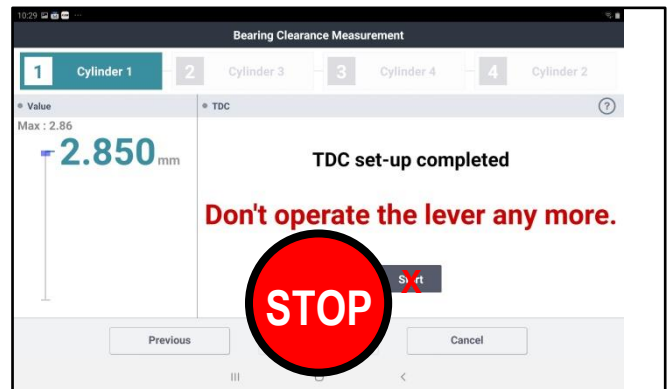
16. If TDC setup is completed successfully:

- DO NOT turn the crankshaft rotator.
- DO NOT select Start at this time.

STOP on this screen, proceed to step 17 to setup and connect the Engine Bearing Clearance Tester before continuing to the KDS.

* NOTICE

If TDC is NOT found, the KDS may display a message that the cylinder was on the exhaust stroke. If so, repeat steps 13-16.



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17. Prepare to setup the Engine Bearing Clearance Tester and components.

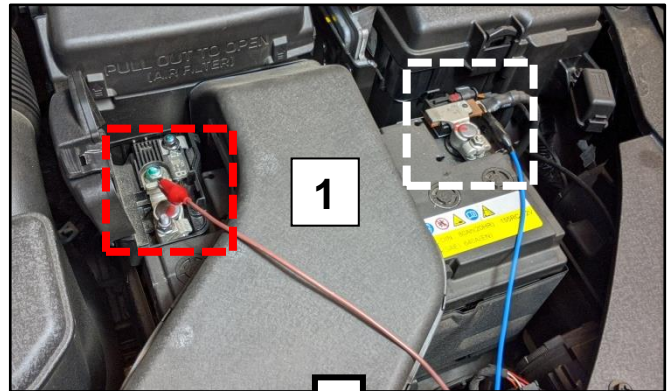
❗ IMPORTANT

DO NOT place the SST box over any paperwork (ex. RO) as there is a water drain hole located underneath the box. Ensure that the compressed air supply provides consistent adequate air pressure. **DO NOT** use a portable compressor. Always handle the SST box with care, DO NOT hit, drop, and expose to high heat sources or moisture. Do not remove the cover (unless calibration is necessary).

Connect the following three (3) items to the SST Bearing Tester Box:

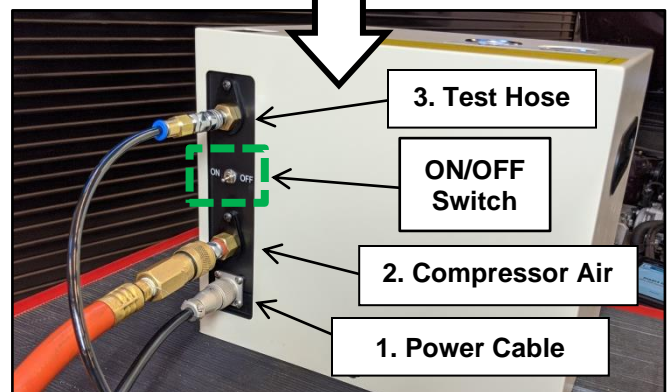
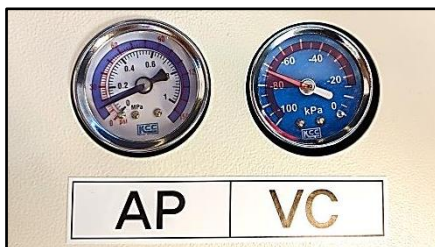
1. Power Cable (12V)
2. Air Compressor Hose
3. Test Hose

Note: The 12V power cable has red (+) and black (-) connector clamp ends.



18. Turn the Bearing Clearance Tester power switch to the 'ON' position. Gauges should read as follow:

AP (Pressure) Gauge: (0.1 ~ 0.11MPa)
VC (Vacuum) Gauge: (-73 ~ -83kPa)

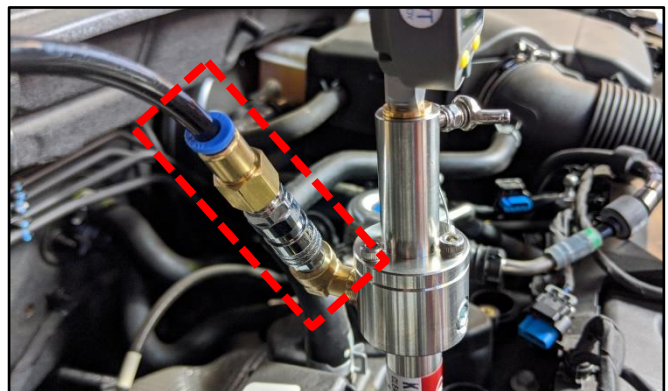


If the gauges do not read within specification, calibration of the SST box is required. Refer to [TSB SST067](#) for details.

19. Carefully, insert and connect the other end of the Test Hose to the Probe Rod fitting.

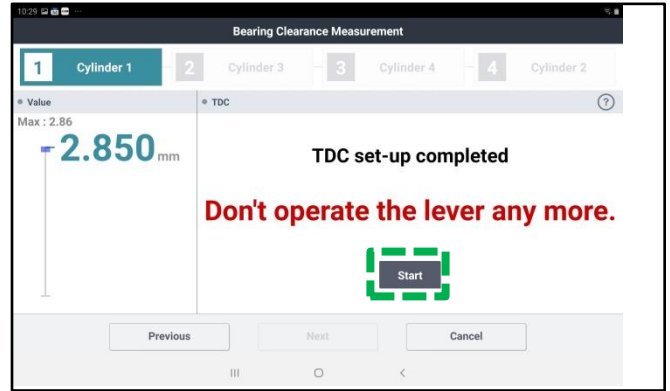
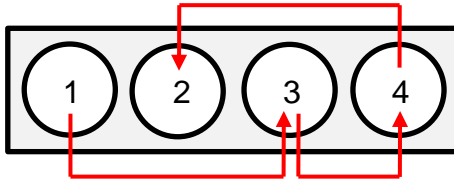
❗ IMPORTANT

DO NOT touch or turn the Crank Rotator in any direction until instructed to do so on the KDS.

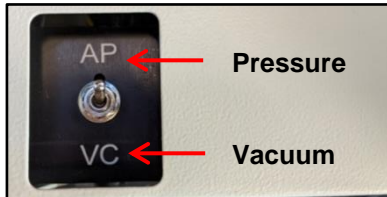


20. Select 'Start'.

*** NOTICE**
The procedure outlined in this bulletin follows the engine's firing order sequence (1, 3, 4, 2).

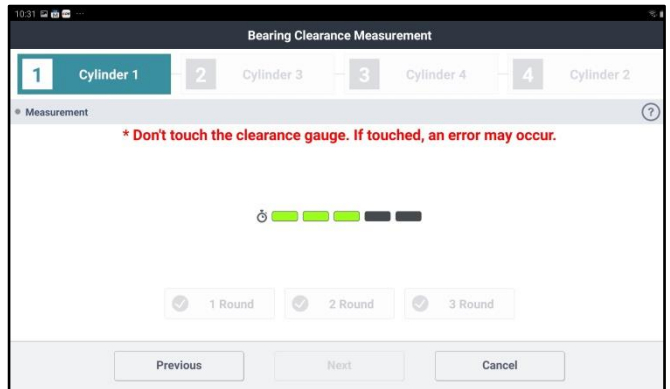
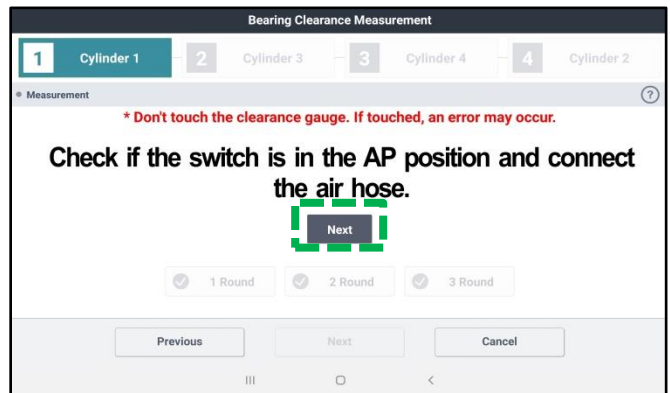


21. Locate the 'AP/VC' switch on top of the Bearing Clearance Tester Box and switch it to the 'AP' position. Select 'Next' to begin **Cylinder 1** bearing clearance test.



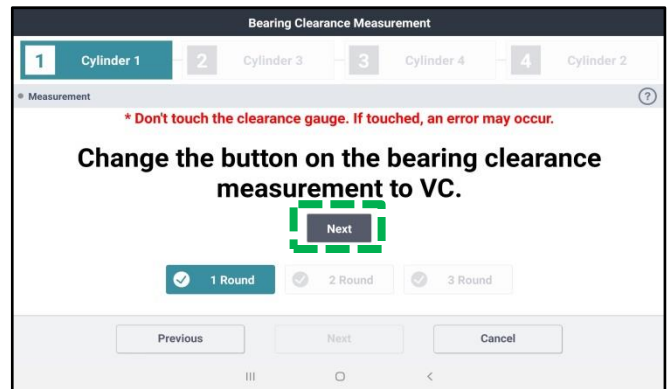
*** NOTICE**
The toggle switch has a 3-way operation. The center is neutral. Always toggle past neutral.

ⓘ IMPORTANT
DO NOT touch or turn the Crankshaft Rotator in any direction until instructed to do so via KDS. DO NOT touch the clearance gauge, if touched, an error may occur.



22. The KDS screen will prompt to change the 'AP/VC' switch to the 'VC' position.

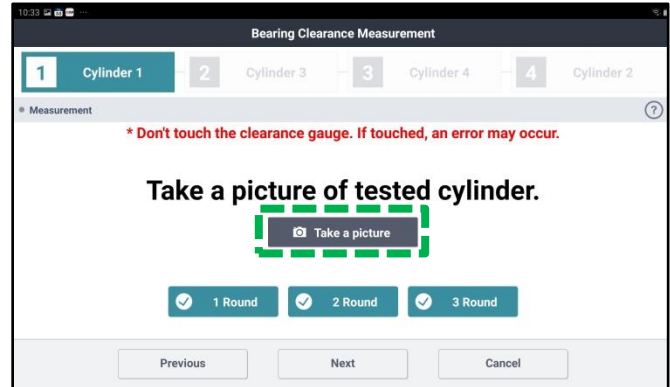
Select 'Next' to complete. There are three (3x) rounds per cylinder to complete.



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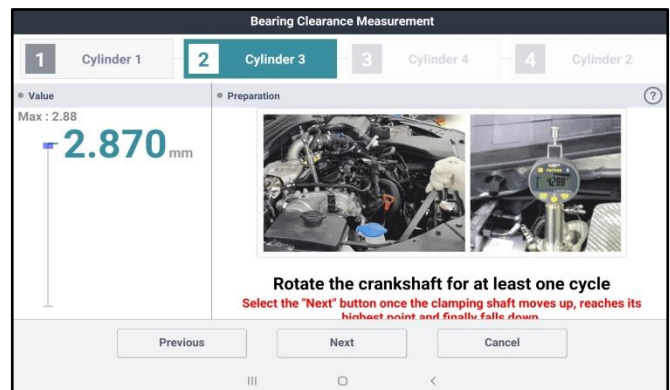
23. Once Cylinder 1 test is completed, the KDS will prompt to take a picture of the tested cylinder. Select 'Take a picture'.



24. Carefully remove the Test Hose and the Probe Rod from Cylinder 1.

The KDS will request to insert the Probe Rod into **Cylinder 3** and prompt to find TDC again. **Repeat steps 13-16.**

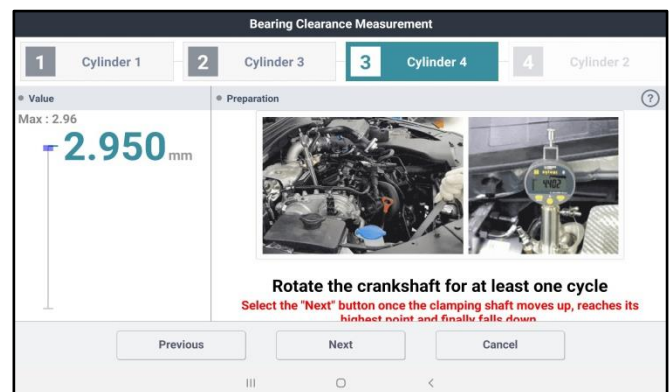
Repeat steps 19-23 to test Cylinder 3 and switching from 'AP → VC' and take cylinder photo.



25. Carefully remove the Test Hose and the Probe Rod from Cylinder 3.

The KDS will request to insert the Probe Rod into **Cylinder 4** and prompt to find TDC again. **Repeat steps 13-16.**

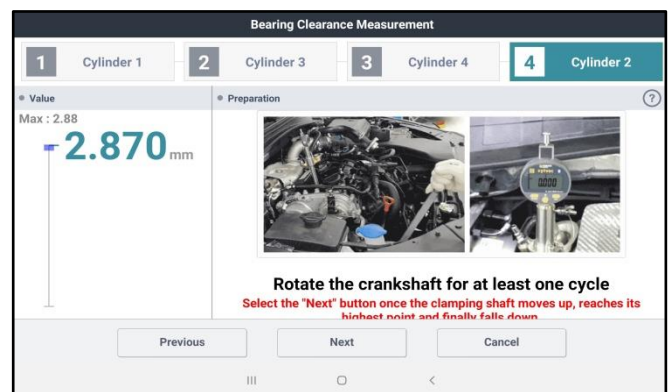
Repeat steps 19-23 to test Cylinder 4 and switching from 'AP → VC' and take cylinder photo.



26. Carefully remove the Test Hose and the Probe Rod from Cylinder 4.

The KDS will request to insert the Probe Rod into **Cylinder 2** and prompt to find TDC again. **Repeat steps 13-16.**

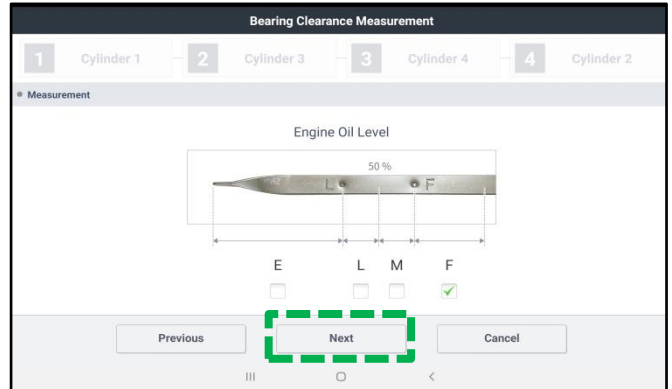
Repeat steps 19-23 to test Cylinder 2 and switching from 'AP → VC' and take cylinder photo.



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27. After completing the test of all four (4) cylinders, the KDS will prompt to check the crankcase oil level and to select the appropriate check box on the screen.

Select **'Next'**.



28. If the test result displays **"PASS"**, capture the screen image/screenshot for record keeping.

Select **'Finish'**.

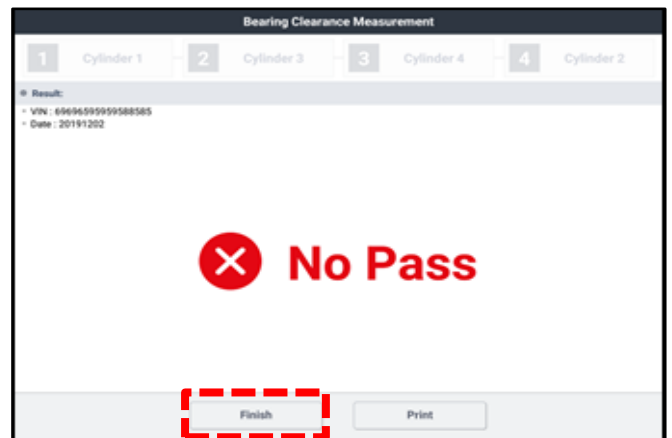
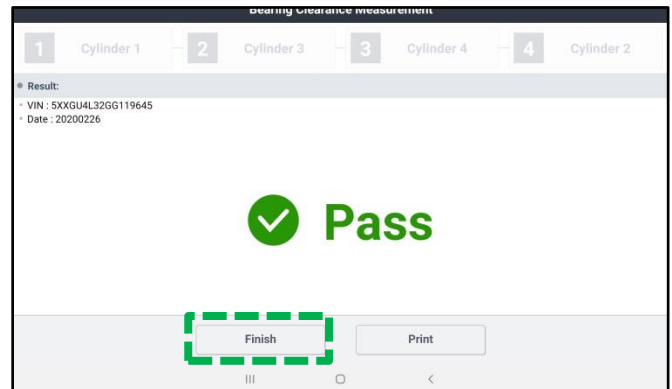
- Re-install all removed parts in the reverse order of removal

→ **Proceed to page 11.**

If the test result displays **"NO PASS"**, capture the screen image/screenshot for record keeping.

Select **'Finish'**.

→ **Open a Techline case online for further instructions.**



ⓘ IMPORTANT
 Save a copy of the screenshot for your records. Submit with a PWA.

*** NOTICE**
 If the KDS is not connected to the internet, up to five (5) results will stay pending in the queue until the KDS is reconnected with the "Special Inspection" application open, before a sixth (6th) test can be conducted.



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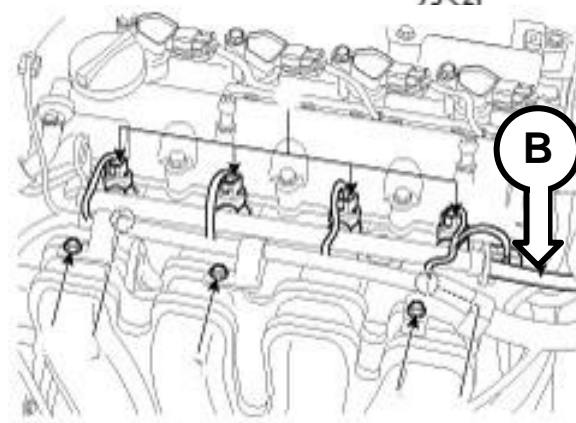
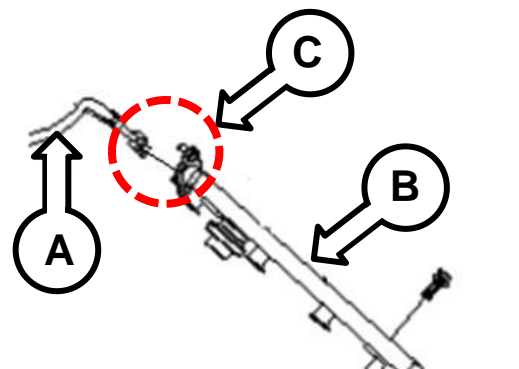
OIL/FUEL LEAK INSPECTION/REPAIR AND KSDS SOFTWARE UPGRADE (SC200**)



Fuel/Oil Leak Inspection Procedure:

CAUTION

If the high pressure fuel pipe is removed immediately after shutting the engine off, injury may occur by the release of highly pressurized fuel. **Please wait after engine is off to start repairs. Refer to the applicable shop manual for further cautions when removing high pressure fuel system components.**

1. Open the hood and remove the engine cover.
2. Inspect for fuel leakage according to the steps below.
 - 2a. Start the engine 'ON'.
 - 2b. Press gas pedal to the floor for 5 seconds, repeat 3 times. Then follow the steps below (2c, 2d) maintaining a steady idling condition.
 - 2c. **Theta 2.4L MPI Engine**
(XMa, SL, TD, TF HEV):
 - Inspect the fuel feed line (A) and delivery pipe (B) connection (C) for fuel leaks using one sheet of test paper (see diagram below).
 - If fuel leakage is found, refer to KGIS for the fuel line connector torque specification to retighten.
 - If fuel is still leaking, open a Techline case online.
 - If no leak is found, proceed to oil pan leak inspection, step 3.



NG: Fuel Leakage	OK: No Leakage
	

* NOTICE

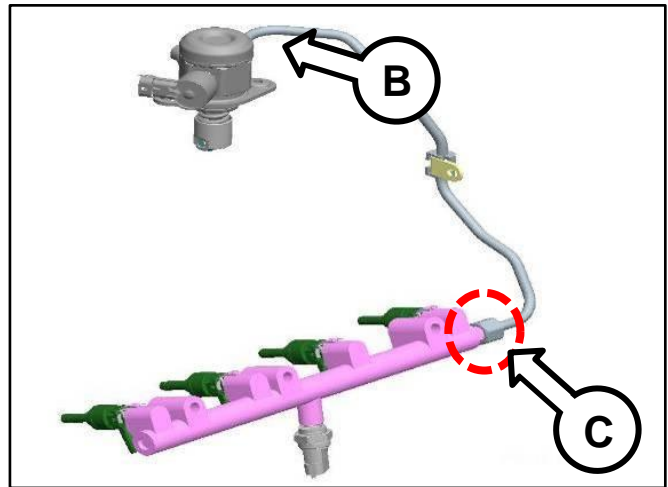
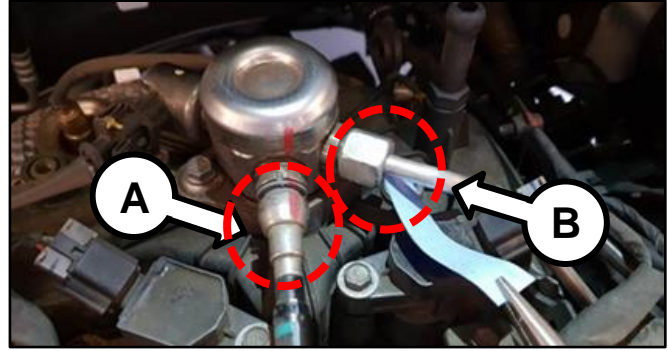
Never release a vehicle to a customer with a fuel leak. If any leak(s) are found that cannot be corrected, as outlined in this bulletin, please open a Techline Case Online.





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2d. Nu 2.0L GDI Engine (PS, YD):

- Inspect the low pressure line (A) and the two (2) high pressure fuel line connections (B) & (C) for fuel leak(s) using an oil test paper (see diagram below).
- If a fuel leak is found, **replace** the affected fuel line and/or pipe by referring to the “Engine Control/Fuel System → Fuel Delivery System → Delivery Pipe → Repair procedures” chapter in the applicable shop manual. Ensure the removed part cannot be reused.
- If **no leak** is found, proceed to oil pan leak inspection, step 3.

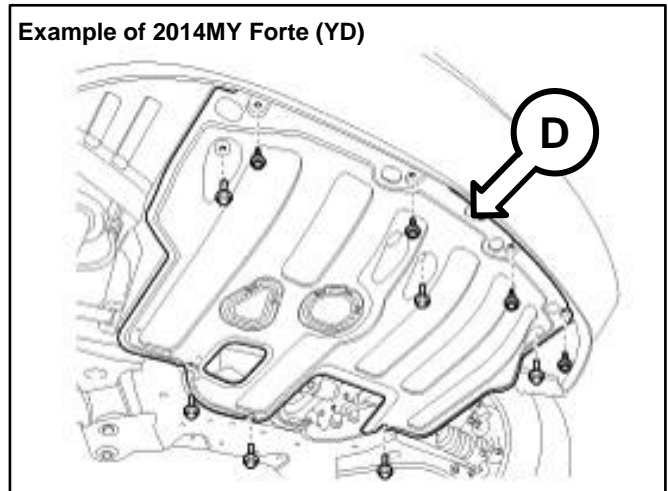


NG: Fuel Leakage	OK: No Leakage
	

*** NOTICE**

The next steps apply to ALL engines.

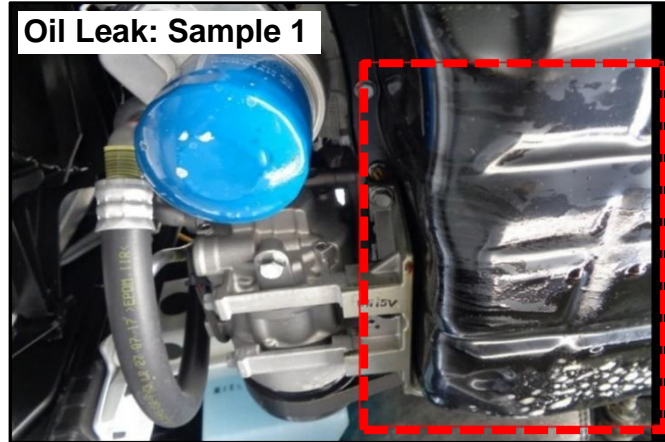
3. Raise the vehicle on a hoist and remove the undercover(s) (D).



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- 4a. Visually inspect for oil leaking from the oil pan seal area.
- 4b. **If oil leakage is found**, (refer to sample images shown), replace the oil pan by referring to the “Engine Mechanical System → Lubrication System → Oil Pan → Repair procedures” chapter in the applicable Shop Manual on KGIS.
- 4c. Open a Techline case and submit PWA.



Refill the engine crankcase oil and reuse the existing oil filter:

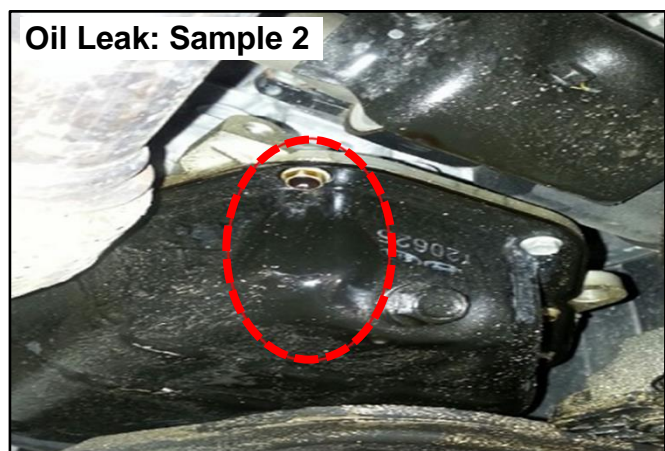
- Refer to KGIS for oil level specifications.

*** NOTICE**

For this Oil Leak Inspection, replace Oil Pan **ONLY** with a PWA's confirmation of an apparent visible oil pan leak.

⚠ CAUTION

- Be sure to tighten bolts to specifications found on KGIS **within 5 minutes** of sealant application.
- Wait at least 30 minutes after assembling the oil pan, to allow sealant to dry completely and refill engine oil.

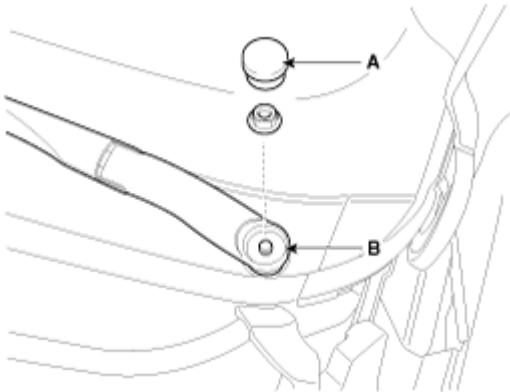


- 4c. **If NO oil leak is found**, reinstall all removed parts in the reverse order of removal.
- 4d. **Check for ECU Software update** by referring to SC200**1 or PI2002B as applicable.



Cowl Top Removal Procedure:

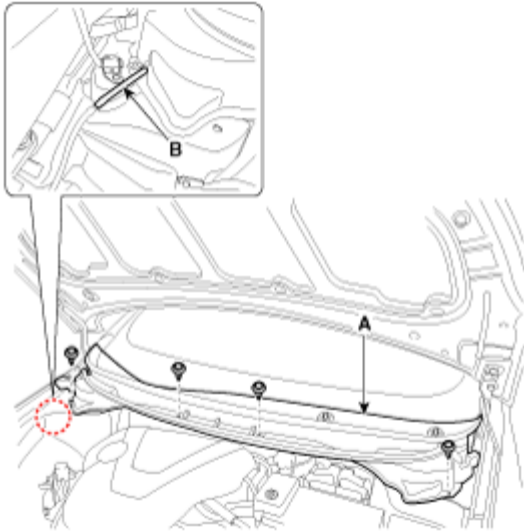
1. Remove the cap (A) and remove the nuts, then remove the wiper arm (B).



2. Disconnect the nozzle hose (B).
3. Detach the clips, then remove the cowl top cover (A).
- 4.

CAUTION

- Clean the bottom side of windshield glass which be close by cowl top cover.



5. Install in the reverse order of removal.

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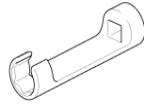





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AFFECTED VEHICLE RANGE:

MY	Model	Engine	Production Date Range
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2012	Sportage (SL)*		May 17, 2011 – May 24, 2012
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*Engines produced at HWASUNG engine plant.


REQUIRED TOOL:

Tool Name	Figure	Comments
Torque Wrench Socket SST 09314 3Q100		SST No. 09314 27130 may also be used
Oil pan Remover SST 215 3C000		N/A
Test Paper NWPGEN180		For order or replacement, contact Snap-on Business Solutions at (888) 542-1011
RTV Silicone Gasket Maker UM016 CH123		
Bearing Clearance Tester (BCT) Kit KQ231 2T110QQK		Auto-shipped to Dealers For troubleshooting assistance, contact the GITA Support Line at: (888) 542-4371. For replacement parts, contact Snap-On Tools at: (888) 542-1011.
Probe Rod M12 SST067PROD		Included in BCT kit (GDI Engine)
Probe Rod M14 SST067PRODMPI		Auto-shipped to Dealers (MPI Engine)



SUBJECT: OIL/FUEL LEAK INSPECTION/REPAIR AND KSDS SOFTWARE UPGRADE (SC200)**

REQUIRED PART:

Part Name	Part Number	Figure/Description	Qty.	
High Pressure Fuel Pipe (14-15MY)	35305 2E510QQK (PS)		1	
	35305 2E530QQK (YD)			
Fuel Line (14-15MY)	31310 A7800QQK (ALL)	(Except SULEV)	1	
	31310 A7850QQK (YD)	N/A		
	31310 B2000QQK (YD)			
Oil Pan Kit	21510 2G500QQK	SL (12MY), TD (12-13MY), TF HEV (11-13MY), XMa (12-13MY)		
		21510 2G500	Pan Assy-Oil	1
21516 35010		Bolt-Flange(6X12)	16	
21115 2G000		Bolt-Ladderframe (M9X103)	2	
		11403 08206K	Bolt-Flange	4
	21510 2E500QQK	PS (14-15MY), YD (14-15MY)		
		21510 2E023	Pan Assy-Oil	1
		21516 35010	Bolt-Flange (6x12)	17



SUBJECT:

OIL/FUEL LEAK INSPECTION/REPAIR AND KSDS SOFTWARE UPGRADE (SC200**)

WARRANTY INFORMATION: **(FUEL/OIL LEAK INSPECTION)****N Code: N99 C Code: C99**

Engine	Model	Claim Type	Causal P/N	Qty.	Repair Description	Labor Op Code	Op Time	Replacement P/N	Qty.	
ALL	TD, SL, TF HEV,	R	23060 2G400	0	BCT <u>NO</u> Pass + TL PWA Engine Inspection	211008RW	0.6 M/H	N/A	0	
	PS	R	23060 2E041			211008RP	0.8 M/H			
	YD		23060 2G400			211A04R0	0.6 M/H			
	XMa									
		TD, SL, TF HEV,	R	23060 2G400	0	Engine Seized-Unable to perform BCT	211008RQ	0.1 M/H	NA	0
		PS, YD		23060 2E041			211A04RP			
	XMa	23060 2G400								
Theta 2.4L MPI	TD, SL, TF HEV	R	23060 2G400	0	BCT Pass Engine & Fuel/Oil Leakage Inspection	211008RS	0.8 M/H	N/A	0	
	XMa					211A04R1				
	TD, SL, TF HEV	R	23060 2G400	0	BCT Pass & Fuel/Oil Leakage Inspection & Re-tightening Fuel Pipe	211008RT	0.9 M/H	N/A	0	
	XMa					211A04R2				
	TD	R	23060 2G400	0	BCT Pass & Fuel/Oil Leakage Inspection & Oil Pan Replacement	211008R3	1.5 M/H	21510 2G500QQK	1	
	SL					211008R5	1.7 M/H			
	TF HEV					211008RU	1.9 M/H			
	XMa					211A04R3				
	TD	R	23060 2G400	0	BCT Pass & Fuel/Oil Leakage Inspection, Re-tightening Fuel Pipe, & Oil Pan Replacement	211008R4	1.6 M/H	21510 2G500QQK	1	
	SL					211008R6	1.8 M/H			
TF HEV	211008RV					2.0 M/H				
XMa	211A04R4									

Note: For labor operations that include Oil Pan replacement, use sublet code 'X3' for engine oil reimbursement with a maximum allowed amount of \$35.00; use sublet code 'X1' for Threebond 1217H for a maximum of \$8.00. Refer to Warranty Bulletin 2021-02 for claim submission procedures.



SUBJECT:

OIL/FUEL LEAK INSPECTION/REPAIR AND KSDS SOFTWARE UPGRADE (SC200**)

WARRANTY INFORMATION: **(FUEL/OIL LEAK INSPECTION) (CONT'D)****N Code: N99 C Code: C99**

Engine	Model	Claim Type	Causal P/N	Qty.	Repair Description	Labor Op Code	Op Time	Replacement P/N	Qty.
Nu 2.0L GDI	PS	R	23060 2E041	0	BCT Pass & Fuel/Oil Leakage Inspection	211008R9	0.9 M/H	N/A	0
					BCT Pass & Fuel/Oil Leakage Inspection & High Pressure Pipe Replacement	211008RA	1.4 M/H	35305 2E510QQK	1
					BCT Pass & Fuel/Oil Leakage Inspection & Oil Pan Replacement	211008RB	2.0 M/H	21510 2E500QQK	1
					BCT Pass & Fuel/Oil Leakage Inspection +Low Press. Fuel Line Replacement	211008RC	3.2 M/H	31310 B2000QQK	1
					BCT Pass & Fuel/Oil Leakage Inspection. +High Pressure Pipe & Oil Pan Replacement	211008RD	2.5 M/H	35305 2E510QQK	1
								21510 2E500QQK	
					BCT Pass & Fuel/Oil Leakage Inspection. +High Press. Pipe and Low Pressure Fuel Line Replacement	211008RE	3.7 M/H	35305 2E510QQK	1
								31310 B2000QQK	
BCT Pass & Fuel/Oil Leakage Inspection. +Low Press. Fuel Line & Oil Pan Replacement	211008RF	4.3 M/H	31310 B2000QQK	1					
			21510 2E500QQK						
BCT Pass & Fuel/Oil Leakage Inspection. +High Press. Pipe, Low Pressure Fuel Line & Oil Pan Replacement	211008RG	4.8 M/H	35305 2E510QQK	1					
			31310 B2000QQK						
			21510 2E500QQK						

Note: For labor operations that include Oil Pan replacement, use sublet code 'X3' for engine oil reimbursement with a maximum allowed amount of \$35.00; use sublet code 'X1' for Threebond 1217H for a maximum of \$8.00. Refer to Warranty Bulletin 2021-02 for claim submission procedures.



SUBJECT:

OIL/FUEL LEAK INSPECTION/REPAIR AND KSDS SOFTWARE UPGRADE (SC200**)

Engine	Model	Claim Type	Causal P/N	Qty.	Repair Description	Labor Op Code	Op Time	Replacement P/N	Qty.
Nu 2.0L GDI	YD	R	23060 2E041	0	BCT Pass & Fuel/Oil Leakage Inspection	211008RR	1.1 M/H	N/A	0
					BCT Pass & Fuel/Oil Leakage Inspection & High Pressure Pipe Replacement	211008RH	1.6 M/H	35305 2E530QQK	1
					BCT Pass & Fuel/Oil Leakage Inspection & Oil Pan Replacement	211008RI	2.3 M/H	21510 2E500QQK	1
					BCT Pass & Fuel/Oil Leakage Inspection +Low Press. Fuel Line Replacement	211008RJ	2.4 M/H	31310 A7800QQK (ULEV) or 31310 A7850QQK (SULEV)	1
					BCT Pass & Fuel/Oil Leakage Inspection. +High Pressure Pipe & Oil Pan Replacement	211008RK	2.8 M/H	35305 2E530QQK	1
								21510 2E500QQK	
					BCT Pass & Fuel/Oil Leakage Inspection. +High Press. Pipe, Low Pressure Fuel Line Replacement	211008RL	2.9 M/H	35305 2E530QQK	1
								31310 A7800QQK (ULEV) or 31310 A7850QQK (SULEV)	
BCT Pass & Fuel/Oil Leakage Inspection. +Low Press. Fuel Line & Oil Pan Replacement	211008RM	3.6 M/H	31310 A7800QQK (ULEV) or 31310 A7850QQK (SULEV)	1					
			21510 2E500QQK						
BCT Pass & Fuel/Oil Leakage Inspection. +High Press. Pipe, Low Pressure Fuel Line & Oil Pan Replacement	211008RN	4.1 M/H	35305 2E530QQK	1					
			31310 A7800QQK (ULEV) or 31310 A7850QQK (SULEV)						
							21510 2E500QQK		

Note: For labor operations that include Oil Pan replacement, use sublet code 'X3' for engine oil reimbursement with a maximum allowed amount of \$35.00; use sublet code 'X1' for Threebond 1217H for a maximum of \$8.00. Refer to Warranty Bulletin 2021-02 for claim submission procedures.

* NOTICE

VIN inquiry data for this repair is provided for tracking purposes only. Kia retailers should reference **SC200**** when accessing the WebDCS system.

