

SAMSUNG SDI 573 CHRONOLOGY
January 28, 2022

On or about August 25, 2021, Ford contacted Samsung SDI regarding a potential issue in connection with an overheated HV battery busbar in one vehicle, and sought Samsung SDI's assistance in analyzing the potential issue. Samsung SDI opened an investigation to assess the situation and any potential safety issues. As part of its investigation, Ford sent the battery module from the one vehicle with the identified potential HV battery busbar to Samsung SDI Hungary for analysis, which Samsung SDI Hungary received on or about September 21, 2021.

As the investigation began, on or about August 25, 2021, as a cautionary measure given Ford's issue identification, Samsung SDI modified welding width and area limits in order to detect non-conforming High Voltage Batteries to enhance the welding quality of the busbars upon agreement with Ford.

On or about October 1, 2021, Samsung SDI Hungary reported a preliminary initial analysis of the battery module from Ford, and tentatively identified that the HV busbar was not seated properly, causing the pad to be mounted out of position prior to busbar welding, reducing the contact area between the cell terminal and the busbar. The reduced contact area identified would be likely to cause higher resistance leading to an overheat condition. Samsung SDI's investigation continued, and Samsung SDI continued discussions with Ford.

On or about October 13, 2021, as its investigation continued, Samsung SDI identified 47 battery cell modules to Ford with the potentially non-conforming HV busbar welding, all associated with the one Ford vehicle. On or about November 5, 2021, Ford advised Samsung SDI that Ford had decided to conduct a field action for the affected vehicle. Ford filed its 573 report with NHTSA on November 10, 2021 (NHTSA Recall No. 21V-869), which the agency acknowledged on November 18, 2021.

On or about October 20, 2021, Nex+ implemented an advanced vision inspection system to screen out any non-conforming busbar without the manual inspection with the naked eye. As a result, after on or about October 27, 2021, Samsung SDI battery cell modules began to contain busbars produced after the implementation of the vision inspection system.

Samsung SDI's investigation continued in December 2021, during which time, on December 23, 2021, NHTSA Recall Management Division contacted Samsung SDI, requesting that Samsung SDI provide by January 6, 2022 information about the purchasers to whom Samsung SDI sold the battery pack identified in Ford's 573 report in NHTSA Recall No. 21V-869, and further advised that Samsung SDI may be required to submit a Part 573 report to NHTSA under 49 C.F.R. 573.3(f) if manufacturers other than Ford were supplied. Samsung SDI immediately responded to NHTSA, and requested an extension of time to January 28, 2021 given the timing of the request before the holidays and need to conduct appropriate diligence. NHTSA granted the extension on January 4, 2022.

In or about late December 2021 and through mid-January 2022, Samsung SDI's investigation continued, and identified additional battery packs with potentially non-conforming HV busbar welding issues sold to Ford and a second manufacturer, Stellantis, and continued discussions with both Ford and Stellantis. Following all these steps and diligence, with great respect for safety, NHTSA and the process, on Tuesday, January 25, 2022, Samsung SDI decided to file a Part 573 report with NHTSA as required by 49 C.F.R. 573.3(f).