

RECALL 218 ATTACHMENT A

CHRONOLOGY OF EVENTS LEADING UP TO DEFECT DECISION

❖ September 2020 – June 2021

In September 2020, Hyundai Auto Canada (“HAC”) received information of an overheated ABS module on a Canadian specification 2014 Tucson vehicle. HAC informed NASO of the incident and NASO requested the ABS module for further analysis. NASO opened an official investigation on September 9th. While reviewing field data, NASO identified a recent legal case from the U.S. market which occurred in July 2020. NASO worked to recover each of the aforementioned parts from the U.S. and Canada.

In November 2020, NASO shipped two (2) ABS modules to HMC and issued a Quality Information Report (“QIR”) to HMC requesting further analysis.

In February 2021, HAC informed NASO that Transport Canada had opened an investigation into an additional incident involving a Hyundai Tucson vehicle. NASO continued monitoring field information for new opportunities regarding part recovery and/or vehicle inspection.

In June 2021, HMC informed NASO that the root cause of the thermal damage on the returned ABS modules was not conclusive. NASO continued monitoring field information for new opportunities for part recovery and/or vehicle inspection.

❖ July 2021

NASO received information regarding a U.S. specification 2018 Santa Fe Sport vehicle exhibiting a condition similar to the one addressed by Recall 205, a safety recall of certain Santa Fe Sport vehicles affected by electrical shorting of the ABS module (MGH60). Model years 2017-2018 Santa Fe Sport vehicles were not included in Recall 205 due to being equipped with a different ABS module (MGH80) and was under active monitoring since the recall was decided in late April 2021. NASO’s Data Review Committee escalated the investigation to the Technical Review Committee upon further review of the incident details.

❖ August 2021

A task force team from HMC inspected the above incident vehicle on August 2, 2021. In addition to the Santa Fe Sport vehicle, the team inspected a 2014 Hyundai Tucson vehicle that was received as part of a legal matter exhibiting a similar condition. The ABS modules from both vehicles were recovered and sent to HMC for further analysis. NASO provided NHTSA’s ODI with an initial update of HMC’s findings on the Santa Fe Sport vehicle during its monthly review with the agency on August 25, 2021.

❖ September 2021

HMC informed NASO that the ABS module recovered from the Santa Fe Sport vehicle showed signs of an internal micro-leak likely caused by foreign contaminants in the valve body. NASO presented HMC’s findings to ODI on September 22, 2021.

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❖ October – December 2021

Hyundai inspected a 2018 Santa Fe Sport vehicle in Canada with a third-party engineering analysis firm on October 6, 2022. According to the firm's analysis, elevated levels of foreign contaminants found on the ABS module PCB could have contributed to electrical shorting and ensuing thermal damage. During this time, HMC notified NASO that it had concluded its analysis of the recovered ABS module from the Tucson vehicle inspected in August 2021 noting that foreign contaminants were detected in the ABS module. NASO continued active monitoring of field information for additional vehicle inspection and part recovery opportunities while continuing to inform ODI of its findings during its monthly reviews with the agency.

❖ January – February 2022

On January 19, 2022, HMC informed NASO that the ABS module supplier provided new information that early-production 2017 Santa Fe Sport MGH80 ABS modules were manufactured in Korea while late 2017 and 2018 ABS modules were manufactured in the U.S. HMC noted recovered parts analysis had yet to reveal a trending cause of the electrical shorting. Based on this information, NASO convened its North America Safety Decision Authority on January 26, 2022 and decided to initiate a new recall of 2017-2018 Santa Fe sport vehicles without Smart Cruise Control equipped with MGH80 ABS modules while continuing incident part recovery to determine a specific root cause.

On January 28, 2022, HMC notified NASO that the ABS modules in model year 2014-2015 Hyundai Tucson and 2016-2019 Hyundai Santa Fe/XL vehicles were produced by Mando Korea with a similar architecture as the modules used in the Santa Fe Sport. After conducting a final review of field information for these vehicles, NASO reconvened its North America Safety Decision Authority on February 1, 2022 and decided to expand the scope of its recall decision made on January 26, 2022.

❖ February 2022

On February 24, 2022, NASO amended the subject vehicle population of Recall 218 based on new information from HMC and the supplier finalizing the manufacturing range of suspect components.

❖ April – May 2022

On April 1, 2022, NHTSA's RMD informed NASO of a model year discrepancy on the interim notification mailed to owners on March 31, 2022. NASO confirmed that the mailing did not reflect the amended vehicle population filed in February 2022 due to an internal communication oversight.

On April 5, 2022, NASO held a quarterly review of Hyundai/Genesis safety recall status with RMD. The meeting included discussion of details surrounding the Recall 218 mailing discrepancy and Hyundai's plan to renotify customers who had been inadvertently sent owner notifications. RMD requested a draft copy of the renotification to review prior to mailing. No further inquiries were made.

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❖ June – July 2022

On June 22, 2022, NASO submitted a draft of the 218 renotification letter to RMD for review and approval.

On July 1, 2022, RMD informed NASO that, at the request of Chief Counsel, NHTSA is requesting Hyundai to reinstate the vehicles previously removed from the subject population to Recall 218's subject population. NHTSA also requested that Hyundai offer an "inspection-only" recall remedy as part of the reinstatement.

On July 12, 2022, NASO met with RMD in its second quarterly review of safety recall status and confirmed its intention to move forward as requested by the agency. Future dealer and customer recall communications associated with Recall 218 will note separate, distinct remedies for vehicles targeted for inspection only and vehicles requiring the full remedy, respectively.

❖ September 2022

On September 2, 2022, NASO informed RMD of its decision to replace the "inspection-only" remedy with a full remedy for the reinstated population. Future dealer and customer recall communications associated with Recall 218 will be updated to reflect the change. Hyundai is amending this report with updated remedy and vehicle population information based on latest review.

ID	Crash	Thermal / Fire	Injury	Date of Receipt/Repair
5XYZDLB7HG*****	-	Y	-	11/11/2016
5XYZU3LB1JG*****	-	Y	-	8/30/2018
5NMZT3LB0JH*****	-	Y	-	11/7/2019
5XYZT3LB6JG*****	-	Y	-	6/4/2021
KM8JU3AG0EU*****	-	Y	-	5/12/2019
KM8JU3AG4EU*****	-	Y	-	6/22/2019
KM8JUCAG4EU*****	-	Y	-	7/8/2020
KM8JU3AG2EU*****	-	Y	-	5/3/2021

Exhibit A: Field information summary for U.S. market.