

RECALL 248 ATTACHMENT A

CHRONOLOGY OF EVENTS LEADING UP TO DEFECT DECISION

❖ August 2022 – January 2023

On August 1, 2022, NASO's Data Analysis ("DA") team received a Vehicle Owner Questionnaire ("VOQ") alleging unintended acceleration while operating a model year 2022 Elantra vehicle in the U.S. No complaint or notice of the incident was made to HMA prior to receipt of the VOQ. DA opened a preliminary case for investigation and monitored the U.S. and Canadian markets for additional incidents.

❖ February 2023

By February 2023, NASO's DA was aware of eight (8) VOQ's alleging the subject condition in the U.S. On February 14, 2023, DA decided to escalate the case to the Data Review Committee ("DRC") for additional analysis. Upon confirming no sudden unintended acceleration events associated with known incidents of the subject condition, the DRC decided to escalate the case to the Technical Review Committee on February 22, 2023, for evaluation into root cause and field action consideration.

❖ March – May 2023

NASO's TRC performed a review of field data and found twenty-four (24) unconfirmed allegations of unintended acceleration involving the subject vehicles. On March 22, 2023, NASO shared an overview of its investigation into the subject condition during its monthly discussion with NHTSA's ODI regarding Hyundai's top safety investigations. Around this time, Hyundai's North America Quality Center ("NAQC") also began study of a repurchased incident vehicle aimed at replicating the alleged condition through long-drive evaluation.

On April 27, 2023, NASO shared its latest findings during its monthly discussion with NHTSA's ODI on top safety investigations.

In May 2023, NAQC reported that it was unable to replicate the alleged condition through various test drives. On May 24, 2023, NASO updated ODI on its investigation progress during its monthly review of top safety investigations.

❖ June – August 2023

By June 2023, all attempts made by NAQC to replicate the alleged condition was unsuccessful despite 2000 miles accumulated during various test drives. An update on the study was provided to ODI on June 28, 2023.

In July 2023, HMC informed NASO of testing results confirming gradual, unintended acceleration after release of the brake pedal when the vehicle transitions into EV mode during vehicle operation. According to HMC, the condition is a result of a "fail-safe" condition that is activated upon detection of a transmission/drive motor synchronization fault by the Hybrid Power Control Unit's ("HPCU") motor control unit. HMC was unable to duplicate unintended acceleration resulting in high vehicle speed. Additionally, the vehicle's service brakes and brake override systems are unaffected and remain fully operational. HMC's findings were shared with the agency during its monthly discussion with ODI on July 26, 2023.

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From July 29, 2023 through August 8, 2023, NASO met with ODI on multiple occasions to discuss Hyundai's investigation progress and recommended path forward. Based on the results of these meetings, and out of abundance of caution, NASO convened its North America Safety Decision Authority and decided to conduct a safety recall of all affected vehicles in the U.S. despite no confirmed incidents of unintended acceleration.

- ❖ As of the date of this filing, Hyundai has received twenty-four (24) reports dated from October 5, 2021 through June 16, 2023 alleging unintended acceleration in the subject vehicles. There are no confirmed crashes, fires, or injuries related to the subject defect condition in the U.S.