

**INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)**

From: [REDACTED]

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Subject: Re: FW: NHTSA: Follow up to ODI Complaint: 10327497

Dear Kristen,

I was unable to contact the Hyundai Motors of America, although I waited patiently for 32 minutes on hold by phone. The dealership would not tell me what was happening without wasteful diagnostics and unnecessary services, so I figured it out on my own.

There was a problem with the Mass Air Flow Sensor reading incorrectly at idle as determined by reading live engine data with Cen-Tech OBD Scan Tool during hesitation. This caused the engine to hesitate when cold starting. The car computer interprets the incorrect information, advances timing, and causes the hesitation. In addition, one of the spark plug wires was defective, although the vehicle correctly reports misfires if three consecutive misfires occur during drive cycle as well as flashes the CEL when misfire is occurring. Although, the spark plug wire contributed to performance issues, it was not responsible for the hesitation, as car ran fine when engine reached operating temperature.

In conclusion, a defective Mass Air Flow Sensor failure was the cause of the hesitation and NO WARNING SYSTEM is in place to catch the incorrect data from the Mass Air Flow Sensor. The computer relies too heavily on the information during a cold start, instead of using default values until operating temperature is reached.

Please post this information for other users to view, as they may be **killed** when making a left turn out into incoming traffic by a **driver side impact** for which there is no protective side curtain air bag.

Sincerely,

[REDACTED]

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