



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**



September 16, 2021

NEF-109 ela
Ref. No. 11431090

Roseburg, OR [REDACTED]

Dear [REDACTED]

Thank you for the email about your model year (MY) 2018 Hyundai Santa Fe vehicle. Your email was forwarded to the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation. I am pleased to respond.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or motor vehicle equipment when our investigations indicate that they contain safety defects in their design, construction, or performance. We also monitor the completion rates and adequacy of manufacturers' recall campaigns.

We appreciate the report you provided. Reports from motorists are a very important source of information for us. We reviewed our database in an effort to identify whether a safety defect trend exists with regard to a design flaw that prohibits the air bag seat sensor from properly detecting when an adult is occupying the front passenger-side seat in MY 2018 Hyundai Santa Fe vehicles. At this time, there is insufficient evidence to indicate a defect trend that warrants opening a safety defect investigation. We entered the information you provided into our database. It will be considered with future reports to identify any safety defect trends that may require our attention. For your information, an explanation of NHTSA's investigation and recall process is on our web site at https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/mvdefectsandrecalls_808795.pdf.

NHTSA's standard for occupant crash protection (Federal Motor Vehicle Safety Standard No. 208) requires all passenger cars and light trucks produced after September 1, 2006, to be equipped with advanced frontal air bags. Advanced frontal air bags were designed primarily to minimize the risk of an air bag-related injury or death to children and small-stature adults. In crashes where a higher-powered air bag deployment would not be necessary and/or could cause injury, such as in a low-speed crash or in a crash where the occupant is leaning out of position, or sitting on a cushion, the system reduces the risk of an air bag injury by either: 1) shutting off (suppressing) the frontal air bag, or 2) deploying the frontal air bag with less inflation force.

Please note that advanced air bag systems using suppression strategies are tested for air bag activation using a dummy that weighs approximately 108 pounds. However, consumers should be aware that specific weight settings for suppression-based air bag systems may vary by

manufacturer. Our web site has more information about basic air bag operation and advanced frontal air bag systems at <https://www.nhtsa.gov/equipment/air-bags>. We recommend that you contact Hyundai and continue to work with your local dealer if you require further assistance.

If you encounter a safety-related problem with a motor vehicle or motor vehicle equipment in the future, please complete an electronic Vehicle Owner's Questionnaire online at www.nhtsa.gov or call the Vehicle Safety Hotline at 888-327-4236. Also, owners' complaints, safety recalls, manufacturers' service bulletins, etc. can be reviewed on our web site.

Sincerely,

A handwritten signature in cursive script that reads "Randy Reid".

Randy Reid, Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement