

**2018-2021MY Stinger Engine Compartment Fire Chronology (Amended)
Basis of Safety Defect Determination 573.6(c)(6)**

August 2019	Kia Motors America, Inc. (KMA) receives engine compartment fire complaint for 2019 Kia Stinger on August 12, 2019. KMA inspects vehicle with NHTSA on August 29, 2019 and identifies origin of fire in right rear engine compartment; component of origin and cause, could not be determined.
September 2019	KMA begins process for transporting subject Stinger to KMA for further evaluation. KMA receives complaint of engine compartment fire involving a second 2019 Stinger on September 27, 2019. KMA begins process for transporting vehicle to KMA for further evaluation.
December 2019	KMA, NHTSA and Kia Motors Corporation (KMC) conduct 2 nd inspection of 2019 Stinger. Origin of fire identified in area of engine room and relay box, HECU and battery cable pass-through in the fender. Cause could not be determined. KMA and KMC subsequently inspect 2 nd incident Stinger vehicle. Origin fire identified in area of engine room and relay box, HECU and battery cable pass-through in the fender. Cause could not be determined. KMA continues to monitor.
May 2020	KMA notified of two fire incidents involving the 2019 Stinger KMA begins process of repurchasing vehicles and transport to KMA for further evaluation.
June 2020	KMA receives two (2) engine compartment fire complaints for 2019 Stinger. KMA reviews photos for both vehicles and finds burn damage in area of engine room fuse and relay box and HECU. KMA begins process for recovering parts/vehicle for further evaluation.
July 16—August 21, 2020	KMA inspects both Stinger vehicles and finds burn damage in area of HECU, but cause could not be determined. Further X-ray analysis of HECU and connector conducted. Damage to the printed circuit board identified. KMA informs KMC of inspection results on July 29, 2020. KMA collects additional HECU and connector from previously inspected vehicle for further evaluation. KMC evaluates incidents and confirms that all the fires occurred in 2019 Stinger vehicles equipped with 3.3L T-GDI engines, Electronic Parking Brake and no Smart Cruise Control.

August 25, 2020	Although cause unknown and as a precautionary measure, KMC decides to conduct a recall of all 2019MY Kia Stinger vehicles equipped with 3.3L T-GDI engines even though all the fire incidents occurred in vehicles equipped with 3.3L T-GDI engines, Electronic Parking Brake (EPB) and no Smart Cruise Control (SCC). Six (6) fire related customer complaints. No known crashes or injuries related to this condition.
December 22, 2020	KMC advises Kia Motors North America (KMNA) that Hyundai is expanding its recall to include the 2016-2021MY Tucson globally which is equipped with the same HECU as the Kia Stinger.
December 23, 2020	As a precautionary measure, KMNA decides to expand the scope of the current recall to include the 2018-2021MY Stinger not equipped with Smart Cruise Control based on information provided by KMC regarding Hyundai's recall. No known reported fires, crashes or injuries related to this condition for the expanded scope of Stinger vehicles.