

# RECALL 207 ATTACHMENT A

## CHRONOLOGY OF EVENTS LEADING UP TO DEFECT DECISION

### ○ March 2021

On March 29, 2021, HMMA detected a condition of fuel odor on a newly-assembled model year 2021 Hyundai Santa Fe vehicle during a routine end-of-line vehicle inspection. HMMA immediately launched an investigation and confirmed vehicles with insufficient torque at the high-pressure pipe connections between the high-pressure fuel pump and the fuel rail. HMMA notified HMA of their findings on March 31, 2021 and began reviewing production records to determine flow-out of vehicles potentially containing the suspected defect.

### ○ April 2021

Based on HMMA's investigation, HMA's NASO performed an analysis of market data and found no incidents related to the suspect defect condition in the U.S. market. HMMA concluded their review of production records and determined that two vehicles were delivered to Hyundai dealerships. NASO convened its North American Safety Decision Authority on April 26, 2021 and decided to notify the agency of a safety recall campaign to inspect and repair the two affected vehicles.

### ○ June – July 2021

On June 16, 2021, Kia America, Inc. ("KUS") received a report of fuel odor involving a Kia vehicle equipped with the same fuel pipe used in Hyundai vehicles affected by Recall 206. KUS, along with HMMA, conducted a joint inspection of the incident vehicle and recovered the fuel pipe for further analysis. The recovered fuel pipe was installed on an exemplar vehicle and confirmed to be leaking fuel despite being properly torqued. Further examination confirmed that the pipe did not meet Hyundai/Kia's specification for concentricity. HMMA worked jointly with the fuel pipe supplier and identified a suspect production lot dated January 11, 2021 containing potentially defective fuel pipes caused by instability of the pipe diameter forming machine pin.

On July 1, 2021, HMMA informed NASO of its findings confirming certain Hyundai vehicles might contain potentially defective fuel pipes from the suspect production lot identified in the Kia investigation. HMMA also informed NASO that, in addition to the issue of improper concentricity, there was a possibility that additional Hyundai vehicles other than the two (2) affected by Recall 206 also may have been installed with insufficient torque, prompting consideration for expanding the original affected vehicle population of Recall 206. Based on this information, NASO quickly convened its North American Safety Decision Authority on July 1, 2021 and notified the agency of its intent to file a new safety recall expanding Recall 206 to address potential concentricity and low torque of the fuel pipe in the subject Hyundai vehicles.

As of the date of this filing, Hyundai is not aware of any confirmed crashes, injuries or fires attributable to the recall condition. No related incidents have occurred in the U.S.