

RECALL 232 ATTACHMENT A

CHRONOLOGY OF EVENTS LEADING UP TO DEFECT DECISION

❖ March – August 2018

On March 7, 2018, HMC received a report indicating heat damage on the rear seat of model year 2017 Kia Niro sold in the Korean market. HMC immediately began testing to determine the cause of the damage under various driving conditions and maneuvers. As of June 2018, HMC was unable to replicate the phenomenon. HMC began focusing its investigation on component testing with the supplier. This testing concluded in August 2018 and the phenomenon could not be replicated by component bench testing alone.

❖ September 2018

HMC conducted additional testing and on September 18, 2018, HMC was able to replicate the phenomenon. An inspection of the damaged rear seat revealed that the damage was caused by increased heat generated by the PRA. Further inspection of the PRA revealed that the main relay was loosely connected, indicating that the heat was likely caused by increased electrical resistance as a result of loose contact between the main relay terminals. In addition, HMC noted that the main relay originated from a previous supplier that used lower manufacturing specifications for terminal tightening torque and contact pressure. Main relays provided by the current supplier were produced with higher specifications for terminal tightening torque and contact pressure.

❖ October 2018

HMC notified all regional distributors of the affected vehicles and informed them of their findings. After conducting its own search of related field information, HMA convened its Technical Committee on October 2, 2018, and decided to conduct a voluntary safety recall to address the condition in the subject vehicles.

❖ June 2021

On June 26, 2021, HMA received a report of a 2017 Ioniq vehicle that allegedly caught fire after receiving the remedy specified for Recall 178. HMA's NASO began monitoring field information for post-remedy fires on all vehicles that were repaired under Recall 178.

❖ November – December 2021

On November 29, 2021, HMA received a report of a 2017 Ioniq vehicle that allegedly caught fire after receiving the remedy specified for Recall 178.

On December 20, 2022, HMA was notified of an additional incident involving a previously remedied 2017 Ioniq vehicle that caught fire. The November and December incident vehicles were available and requested for inspection and further analysis.

❖ January – February 2022

NASO recovered two incident vehicles and a joint inspection was performed on February 24, 2022 with representatives from HMC, HMA, and Hyundai's North American Quality Center ("NAQC").

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Hyundai found that both vehicles were still equipped with the original factory-installed relays despite both vehicle's repair history displaying the remedy for Recall 178 was previously applied. The prior remedy for each inspected vehicle was applied by separate dealers.

❖ March – May 2022

In March 2022, Hyundai received notice of two (2) additional post-remedy fire cases at two additional dealers.

From March through April 2022, HMA coordinated a survey of vehicles repaired by the subject dealers under Recall 178 to identify additional vehicles that might have been impacted. NASO identified four (4) vehicles that were improperly repaired, out of eleven (11) total vehicles surveyed, bringing the cumulative count of known incidents to nine (9).

❖ April – May

The HMA Audit team conducted a routine warranty audit for one of the previously identified dealers to review all processes related to recall campaign repair, completion, and warranty filings related to Recall 178 and compliance with internal and federal requirements.

❖ June 2022

On June 14, 2022, NASO met with several HMA departments to review the audit findings and discuss possible future activity related to recall and campaign compliance.

On June 17, 2022, HMA convened its North America Safety Decision Authority and decided to initiate a new safety recall of all vehicles previously involved in Recall 178 in the U.S. market.

As of the date of this filing, Hyundai has identified nine (9) total reports of the defect condition in the subject vehicle population received from June 26, 2021, through March 6, 2022. There are no confirmed crashes or injuries related to the subject defect condition in the U.S.

Vehicle	Receipt Date
KMHC75LC6HU*****	June 26, 2021
KMHC05LC6HU*****	August 26, 2021
KMHC65LC6HU*****	October 24, 2021
KMHC85LC2HU*****	November 9, 2021
KMHC65LCXHU*****	March 6, 2022
KMHC85LC3HU*****	April 14, 2022
KMHC65LC0HU*****	April 15, 2022
KMHC85LC9HU*****	April 15, 2022
KMHC75LC1HU*****	April 19, 2022

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