

RECALL 236 ATTACHMENT A (AMENDED)

CHRONOLOGY OF EVENTS LEADING UP TO DEFECT DECISION

❖ September 2022

On September 21, 2022, NHTSA's ODI inquired on certain VOQs for model year 2022 Hyundai Santa Cruz vehicles alleging a loss of motive power event(s) while driving at various speeds. NASO reviewed the VOQ's and began analyzing the VOQ's combined with HMA's internal field quality data.

On September 22, 2022, HMC provided NASO its VOQ analysis and findings surrounding probable cause. HMC informed NASO that the loss of motive power condition may be caused by the vehicles' 8-speed dual-clutch transmission ("DCT") or associated components.

On September 28, 2022, NASO provided an overview of its full analysis to NHTSA's ODI during its monthly recurring review of top safety topics. NASO informed ODI of HMC's assessment identifying an internal fault with the DCT's high-pressure electric oil pump as the likely cause of the vehicle entering "fail-safe" driving.

Based on the information received from HMC and prior discussion with ODI, NASO convened its North America Safety Decision Authority ("NASDA") on September 29, 2022 and decided to conduct a new recall of affected Hyundai vehicles in the U.S. and Canada to address the defect condition involving the transmission "fail-safe" drive mode.

As of the date of this filing, Hyundai has confirmed 229 unique incidents received from June 1, 2021, through September 26, 2022, in the U.S. There are no confirmed crashes or injuries related to this condition in either market.

❖ October 2022

On October 28, 2022, HMMA informed NASO that HMMA inadvertently excluded applicable Santa Fe and Santa Cruz vehicles from the original recall population due to utilizing the software improvement applied date for the transmission instead of the vehicle applied date.

Hyundai is submitting amended information regarding affected vehicle population based on final confirmation of vehicles from HMMA.