

RECALL 012G ATTACHMENT A

CHRONOLOGY OF EVENTS LEADING UP TO DEFECT DECISION

❖ October 2022

On October 7, 2022, Hyundai received the agency's Information Request letter pertaining to RQ22-003, an investigation into allegations of abnormal seat belt pretensioner deployments in vehicles associated with Recalls 21V-796, 22V-069, 22V-123, 22V-218, 22V-354, and 22V-458*.

❖ November - December 2022

In November 2022, the airbag control unit ("ACU") from the September 2021, North Carolina incident referenced in earlier chronologies* was recovered for analysis of the crash pulse parameters by HMC and the supplier, Samsung.

On December 7, 2022, Hyundai submitted its response to the agency's inquiry regarding RQ22-005. Hyundai cited in its response that it was continuing to evaluate vehicles equipped with Samsung pretensioners that had not yet been recalled despite not having received any domestic or foreign reports of the alleged defect involving these vehicles.

❖ January – February 2023

On January 17, 2023, HMC informed NASO of its findings from continued analysis of the ACU crash pulse data recovered from the North Carolina incident. HMC confirmed that the MGG separated despite a lower pretensioner "time-to-fire" when compared to the other known incidents.

On January 26 and February 2, 2023, HMC provided updates regarding its investigation to NASO. HMC confirmed replication of MGG separation during recent sled testing using RS4 (G90) SRS components. The test results prompted a reevaluation of leading factors, such as vehicle-specific "time-to-fire," previously thought to be potential contributors to over-pressurization of the pretensioner pipe.

On February 9, 2023, NASO convened its North American Safety Decision Authority ("NASDA"). Although no concern was observed in North American markets, based on the recent findings by HMC, and in an abundance of caution, NASO decided to conduct a safety recall (012G) of Genesis G80, GV60, GV70, and GV80 vehicles equipped with pretensioners without a vent valve. Recall 012G supersedes Recall 009G, obsoleting all affected population(s) of Recall 211/009G (21V-796).

Hyundai is not aware of any abnormal pretensioner deployment incidents in the global market involving the subject vehicles, including fatalities, injuries, crashes, and fires.

*For supporting chronological events preceding October 2022, please refer to Hyundai's Part 573 defect information report concerning Recalls 231 and 238.