

Hyundai Recall Campaign 256

Attachment A: Requested Testing Information Leading Up to Decision

❖ [December 2022 – April 2023](#)

On December 16, 2022, a new investigation was opened by NASO's Data Review Committee ("DRC") regarding an incident alleging an inoperative trunk latch on a model year 2016 Hyundai Elantra located in the U.S. market. The DRC monitored incoming field information for additional incidents from January 2023 through April 2023.

❖ [May 2023 – November 2023](#)

On May 24, 2023, the DRC decided to escalate the investigation to the Technical Review Committee for further review, based on an increasing trend of incidents alleging intermittent/inoperative trunk latch issues. The TRC performed an update of relevant incidents in the U.S. market on June 6, 2023, September 6, 2023, and October 11, 2023.

In November 2023, HMC requested NASO to recover in-use trunk latch assemblies from vehicles no longer covered by the original warranty for material strength and durability testing devised to assess material strength durability. HMC's testing was performed using a trunk latch recovered from the subject Elantra vehicle population and another one recovered from a Hyundai Sonata (YF) vehicle, which is equipped with a similar trunk latch produced by a different supplier. HMC shared preliminary results with NASO on November 23, 2023, revealing that trunk latches intended for use in Sonata vehicles demonstrated a significantly higher material strength durability than the ones used in the subject Elantra vehicles.

❖ [December 2023 – February 2024](#)

HMC continued evaluating trunk latch assemblies until January 2024. On January 26, 2024, HMC informed NASO of its final testing results. According to HMC, trunk latches specified for Elantra vehicles consistently demonstrated higher susceptibility to material stress/fracture compared to ones specified for Sonata vehicles, despite employing a similar design and material source. HMC also confirmed that no other Hyundai/Genesis vehicle used the same trunk latches as the ones tested. NASO's TRC noted that a damaged trunk latch pawl could compromise full operation of the trunk's emergency release lever and result in a noncompliance with FMVSS No. 401 "Interior Trunk Release" referring back to prior investigations and discussion with the agency related to Recall 208, which addressed a similar defect condition.

Based on this information, NASO convened its North American Safety Decision Authority on February 15, 2024, and decided to file a new recall to address the condition in all affected Hyundai Elantra vehicles in the U.S.

As of the date of this filing, Hyundai has identified 11,724 unique incidents through reports received from March 28, 2015 through January 4, 2024 alleging the defect condition in the U.S. market. Hyundai is not aware of any confirmed crashes, injuries or fires related to the recall condition.