

Hyundai Recall Campaign 262/023G

Attachment A: Requested Chronology of Events Leading Up to Decision

❖ July – August 2023

On July 19, 2023, HMC informed NASO of an emerging loss of motive power investigation involving certain Hyundai/Genesis models in foreign markets. Preliminary findings noted the presence of DTC P0088 in the engine ECM, indicating a potential air/fuel ratio control (rich) condition resulting in replacement of the vehicle's HPFP. Based on HMC's information, NASO's Data Review Committee ("DRC") created a new investigation on July 20, 2023, and began gathering associated field information for analysis.

On August 30, 2023, HMC provided an update on its investigation to NASO.

❖ September 2023 – March 2024

On September 11, 2023, NASO's DRC escalated the investigation to the Technical Review Committee ("TRC") for further analysis of the North American market condition. The TRC investigation began gathering field information and recovering parts for analysis by HMC.

On January 3, 2024, HMC received an inquiry from the Korea Apparel Testing and Research Institute ("KATRI") Vehicle Safety Research team regarding three (3) complaints involving Genesis G70 vehicles alleging limited mobility and MIL ON. In subsequent discussions held on March 14, 2024, and March 29, 2024, HMC reviewed the status of its investigation with KATRI. Additionally, KATRI requested HMC to coordinate future joint replication testing using warranty parts returned due to allegations of engine stalling.

By March 2024 end, 46 fuel pumps were received by HMC for testing. Of the total, 27 fuel pumps were recovered from the U.S. market, while 19 fuel pumps were recovered from Korea. HMC's initial replication testing conducted with nine (9) fuel pumps received in October 2023 did not replicate the field condition. NASO's TRC continued to update and monitor field information during recovery and testing of warranty part returns.

❖ April – July 2024

On April 4, 2024, HMC informed NASO that it had replicated a loss of motive power condition in a returned fuel pump that was installed into a Veloster test vehicle. According to HMC, upon detection of a fault, the vehicle entered a "limp" drive mode that limited acceleration when exceeding 60 MPH. HMC continued testing of returned parts.

On June 18, 2024, HMC performed a joint test of a returned high pressure fuel pump equipped on a G70 test vehicle with the KATRI's Vehicle Safety Research team. Although the test did not produce a vehicle stall or DTC P0088, KATRI recommended HMC to consider a safety recall in South Korea due to the increasing rate of incidents in the Korean market. HMC informed NASO of the testing results and future discussions with KATRI, requesting the TRC to finalize its analysis of field information and assess the condition for the U.S. and Canada.

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On June 25, 2024, HMC decided to conduct a safety recall of vehicles affected by the subject condition in South Korea. Upon informing NASO of its decision, NASO prepared a Part 579 Foreign Recall Report while finalizing its assessment for review by the North America Safety Decision Authority (“NASDA”). The report was filed with the agency on July 2, 2024.

On July 3, 2024, HMA’s NASO convened its North America Safety Decision Authority (“NASDA”) for review of HMC’s findings and decided to conduct a safety recall of affected Hyundai vehicles in the U.S. and Canada out of an abundance of caution.

- ❖ **As of the date of this filing, Hyundai has confirmed 2,460 related incident reports received from May 10, 2019, through June 17, 2024, for affected vehicles in the U.S. market. There are no crashes, fires, or injuries related to this condition in the U.S. or Canada.**