

# Hyundai Recall Campaign 275 (Amended 2025.03.21)

## Attachment A: Requested Chronology of Events Leading Up to Decision

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### ❖ June-August 2024

On June 17, 2024, NASO began investigating an internal report of a corporate fleet vehicle involved in a crash occurring in June 2024, while practicing for a race event coordinated by Hyundai's experiential marketing department. The operator of the vehicle alleged reduced braking performance as the primary cause, noting that the LFB and ABS modes were active and engaged during the incident. As part of the investigation, NASO reviewed the field claims and engaged HMC and Hyundai America Technical Center ("HATCI") for technical review of the system operation.

### ❖ September – October 2024

On September 25, 2024, NASO received information from HMC regarding testing performed by HATCI that successfully replicated the condition as alleged in the report. HMC's R&D began reviewing the software logic associated with the subject vehicle's IEB and Vehicle Control Unit ("VCU") for abnormalities potentially triggering the alleged condition.

### ❖ November – December 2024

On November 7, 2024, HMC informed NASO of its findings surrounding the failure mechanism of the loss in braking performance during IEB operation. According to HMC, the IEB/VCU software logic used in the subject vehicles could miscalculate the estimated vehicle speed upon detection of accelerator input, potentially resulting in a depressurization of the ABS system. HMC began reviewing "LFB" usage statistics for foreign markets to aide in the assessment.

### ❖ January 2025

Based on HMC's information, NASO convened its North America Safety Decision Authority ("NASDA") on January 30, 2025, for review of its findings and decided to conduct a safety recall of all affected model year 2025 Hyundai IONIQ 5 "N" vehicles in the U.S. and Canada.

### ❖ February 2025

NASO is amending this report to reflect updated information regarding remedy software that will now be available via OTA transmission.

### ❖ March 2025

NASO is amending this report to reflect updated information regarding its remedy plan based on new reports of post-remedy vehicles exhibiting momentary continued motor torque during an electronically simulated upshift and release of the accelerator while the vehicle's "N" E-shift feature is engaged. Hyundai is investigating a new remedy option for all affected vehicles in the U.S. and Canada.

### ❖ **As of the date of this filing, Hyundai has received one (1) associated report of a crash received on June 8, 2024 (VIN: KM8KNDA86SU\*\*\*\*\*). Hyundai is not aware of any associated fires or fatalities.**