

Hyundai Recall Campaign 277

Attachment A: Requested Chronology of Events Leading Up to Decision

❖ 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 Inc. ("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 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 aid in the assessment.

❖ January 2025

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

❖ February 2025

On February 24, 2025, NASO amended Recall 25V-065 (Hyundai Recall No. 275) to reflect updated information regarding remedy software that will now be available via OTA transmission.

❖ March 2025

On March 21, 2025, NASO amended Recall 25V-065 to reflect updated information regarding its remedy plan based on new reports of post-remedy vehicles exhibiting a momentary continued acceleration during the release of the accelerator pedal while the vehicle's N e-Shift feature is engaged. While Hyundai began investigating new remedy options to address the secondary defect condition, on March 26, 2025, NASO amended Recall 275 to expand the recall population to include additional 2025 IONIQ 5 N vehicles produced for sale in the U.S. and Canada. This expansion was based on new information regarding vehicles that received the remedy software prior to dealer wholesale.

On April 3, 2025, based on new information from HMC confirming updated remedy software for the defect conditions described above and in this Part 573 report, NASO convened its NASDA to review the complete

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findings from Recall 275 and decided to conduct Recall 277, effectively replacing Recall 275 with an expanded scope covering both defect conditions under the same remedy.

As of the date of this filing, Hyundai has received one (1) associated report of a crash received on June 8, 2024 (VIN: KM8KNDA86SU*****). Additionally, Hyundai has received five (5) unique reports on the dates specified below, of incidents associated with the N e-Shift condition. Hyundai is not aware of any associated fires or fatalities.

Vehicle (VOQ#)	Receipt Date
11648778	March 17, 2025
11648831	March 17, 2025
11648940	March 18, 2025
11649152	March 18, 2025
11649228	March 19, 2025