U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V307

Manufacturer Name: Hyundai Motor America
Submission Date: May 14, 2026
NHTSA Recall No.: 26V307
Manufacturer Recall No.: 300

Manufacturer Information

Manufacturer Name: Hyundai Motor America
Address: 10550 Talbert Avenue
Fountain Valley CA, 92708

Population

Total number of potentially involved: 3,493
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2016-2016 HYUNDAI ELANTRA GT
Product Category: Light Vehicles
Product Type: Passenger Car
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Apr 18, 2015 - Aug 24, 2015
Number of potentially involved: 19
Descriptive Information:

The subject vehicles include certain model year 2016 Hyundai Elantra GT vehicles assembled on the specified production dates by Hyundai Motor Company (“HMC”) in South Korea for sale in the U.S. These vehicles potentially contain suspect airbag inflators from certain production lots supplied by ARC Automotive, Inc.

Vehicle 2: 2015-2016 HYUNDAI ELANTRA
Product Category: Light Vehicles
Product Type: Passenger Car
Fuel / Propulsion: Spark Ignition Fuel
Production Dates: Mar 02, 2015 - Aug 21, 2015
Number of potentially involved: 3,474
Descriptive Information:

The subject vehicles include certain model year 2015-2016 Hyundai Elantra vehicles assembled on the specified production dates by Hyundai Motor Company (“HMC”) in South Korea and Hyundai Motor Manufacturing Alabama (“HMMA”) for sale in the U.S. These vehicles potentially contain suspect airbag inflators from certain production lots supplied by ARC Automotive, Inc.

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Defect / Noncompliance Description

Description of the defect or noncompliance:

The subject dual-stage hybrid airbag inflators provided in specific production lot(s) by the supplier might contain propellant outside of density specifications. Lower-density propellant can cause increased internal inflator pressures, potentially leading to rupture of the inflator during airbag deployment. Hyundai has not confirmed a rupture, but given the increased inflator pressures, Hyundai is conducting this recall out of an abundance of caution and to recover parts for continued investigation.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

An airbag inflator rupture increases the risk of severe injury or fatality to the driver, passengers, or both.

Description of the cause:

Root cause is under investigation.

Identification of any warning that can occur:

None

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: OEM

Name: ARC Automotive, Inc.

Address: 1729 Midpark Road, Suite 100
Knoxville TN, 37921

Country: United States

Involved Components

Component Name 1: INFLATOR ASS'Y-ADV

Component Description: Driver's Airbag Inflator, Dual-Stage (Elantra)

Component Part Number: 3Y569-30010

Chronology

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Month(s): September - December 2023

- September – Hyundai's North America Safety Office ("NASO") received ARC's response and files under the provisions of the Protective Agreement issued on August 24, 2023, in EA16-003. NASO began investigating potential impact to U.S. market vehicles equipped with dual-stage hybrid inflators produced by ARC, monitoring field data and establishing routine (weekly) reviews of airbag-related claims and customer complaints.
- October – NASO engaged Northrup Grumman ("NG") for airbag inflator condition/performance investigation support. An initial meeting to develop and review the full investigation plan was held with NG on October 23, 2023.
- November – NASO engaged a third-party for support in recovering airbag inflators for study from recyclers across the U.S. The initial target for recovery was set to 1,000 units from specific vehicles grades/trims.
- December 14 – NASO met with NHTSA's Office of Defects Investigation ("ODI") for a full update of its investigation plan and planned partnerships.
- December 19 – Hyundai submitted its response to NHTSA's Initial Decision issued in EA16-003. Hyundai also joined the Comments of Safety Professionals filed on the same date.

Month(s): January – June 2024

- January through February – NASO began preparation for on-site inspection procedures of recovery parts with its Safety Testing & Investigation Laboratory ("STIL"). 100 parts were recovered during this period.
- March 13 – The STIL developed and implemented advanced CT methodologies based on input from Northrop Grumman, focusing on gray value and weld flash.
- April 10 – NASO met with ODI for an update of its findings to date.
- April through June – NASO continued recovering parts for analysis by the STIL and procured the supplier approval drawings associated with the subject inflators. By June-end, over 800 inflators were recovered for study.

Month(s): July – December 2024

- July 29 – NASO began preparing to execute recovery parts forwarding to NG for dissection and analysis. Joint weekly meetings to review findings and parts logistics were initiated.
- August through December – The STIL began shipping specifically selected inflators based on propellant condition or anomalies, such as weld flash to NG. Additionally, an estimated 30 parts were sent to Baker Hughes, to validate STIL CT scanning capabilities.
- October – Hyundai submitted its response to NHTSA's Supplemental Initial Decision issued in EA16-003. Hyundai also joined the Comments of Safety Professionals filed on the same day.
- November through December – NG informed NASO of preliminary findings, which included scans of abnormal propellant appearance and non-homogeneous structure in some inflators. NASO visited NG's inspection facilities to confirm dissection procedures and findings on December 3.

Month(s): January – March 2025

- January 5 – NASO requested information from ARC regarding propellant observations based on initial findings from Northrup Grumman.
- January through March – NG continued investigative activities into abnormal propellant identified through recovery part dissections, including 3D volumetric density measurement, FTIR analysis,

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and micro-CT scans. During this period, all identified abnormal propellant wafers could be traced to a specific production lot.
- March 17 – NASO met with ARC to review its preliminary findings.

Month(s): April – December 2025

- April through August – NG continued its investigation through crush and closed-bomb testing of lower-density propellant wafers. Initial findings indicated lower mechanical strength and faster burn rate in these wafers.
- September 16 – Identified low-density wafers from suspect production lots were forwarded by NG to ARC for further analysis.
- September 17 – NASO met with ODI for an update of its findings to date.
- October through November – NASO continued meeting with ARC to review recovery part analysis findings and the results of replication testing performed by ARC.
- December 16 – NASO initiated a special customer outreach to owners with vehicles known to contain inflators from specific production lots.

Month(s): January – May 2026

- January through February – NG continued with validation efforts of its analysis findings. NASO continued meeting with ARC to review and complete open investigation action items. During this period, ARC acknowledged lower-density propellant wafer production limited to certain lots; however, according to ARC, these wafers are expected to have minimal impact to deployment.
- February 17 – NASO met with NG to discuss findings to date.
- March through April – The STIL performed 60-L tank deployment testing on inflators obtained from suspect production lots confirmed by ARC. The STIL's findings were shared with NASO on April 30.
- May 7 – Based on its investigation findings to date, including the recent tank testing performed at the STIL, NASO's North America Safety Decision Authority ("NASDA") convened to review the complete findings and decided to conduct a safety recall of affected vehicles in the U.S.

Field Counts

- As of the date of the decision, there are no incidents, crashes, fires, or injuries related to this condition in the U.S. market.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

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All owners of the subject vehicles will be notified by first class mail with instructions to bring their vehicle to a Hyundai dealer for inspection of the inflator serial number and replacement, if necessary. This remedy will be offered at no cost to owners for all affected vehicles, regardless of whether the affected vehicles are still covered under Hyundai's New Vehicle Limited Warranty. Additionally, Hyundai will provide owners of affected vehicles reimbursement for out-of-pocket expenses incurred to obtain a remedy for the recall condition in accordance with the reimbursement plan submitted to NHTSA on March 2, 2026.

How remedy component differs from recalled component:

The remedy parts contain propellant wafers that have been produced to correct specification.

Identify how/when recall condition was corrected in production:

N/A

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Dealers will be notified electronically by the specified dates.
Owners will be notified via certified mail by the specified dates.

Planned Dealer Notification Date: Jul 13, 2026 - Jul 13, 2026

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date: Jul 13, 2026 - Jul 13, 2026

☐ Phased Recall

Date when VIN will be searchable: May 16, 2026