SAC **Springfield Auto Care** EXAMPLE SHOP
service@springfield-auto-care.example

TECHNICIAN WORKSHEET · 2.0T / 2.4L THETA II GDI
RA-HKTH2-123456-20261027

2015 Hyundai Sonata · LF Sonata SE 2.4 GDI · FWD

5NPE24AF1FH123456

ODOMETER IN	DOOR-JAMB BUILD (MM/YY)	RO #	TECHNICIAN / DATE
91,000			

A · RECALLS AND CAMPAIGNS TO VERIFY (DEALER PRINTOUT OR NHTSA.GOV)

17V-359 · Parking brake warning light	☐ Open ☐ Done ☐ N/A
16V-726 · Sunroof glass	☐ Open ☐ Done ☐ N/A
16V-232 · Air bags · driver frontal	☐ Open ☐ Done ☐ N/A
15V-678 · ABS warning light	☐ Open ☐ Done ☐ N/A
15V-414 · Seat belts · front passenger buckle	☐ Open ☐ Done ☐ N/A
14V-368 · Brakes · front calipers	☐ Open ☐ Done ☐ N/A
14V-325 · Steering · power assist wiring	☐ Open ☐ Done ☐ N/A

15V-568 (Crankshaft machining debris can wear the rod bearings (2011–2012 Sonata 2.0T/2.4)): not listed by NHTSA for MY2015. Confirm on the dealer printout.

17V-224 (Machining errors can cause bearing wear (2011–2014 Optima, 2012–2014 Sorento, 2011–2013 Sportage)): not listed by NHTSA for MY2015. Confirm on the dealer printout.

17V-226 (Machining errors can cause bearing wear (2013–2014 Sonata and Santa Fe Sport)): not listed by NHTSA for MY2015. Confirm on the dealer printout.

21V-727 (Rod bearings may wear early (2017 Tucson)): not listed by NHTSA for MY2015. Confirm on the dealer printout.

20V-746 (Rod bearings may wear early (2012 Santa Fe 2.4)): not listed by NHTSA for MY2015. Confirm on the dealer printout.

20V-750 (Engine compartment fire (2012–2013 Sorento, 2012–2013 Forte / Koup, 2012 Sportage)): not listed by NHTSA for MY2015. Confirm on the dealer printout.

B · INSPECTION POINTS, IN PLAN ORDER

1. Connecting-rod bearing wear and engine seizure

Check now · Inside the range (50,000–108,000 mi, the middle half of 1158 owner reports)

Check the VIN for open recalls and campaign 953 / PI1802	☐ OK ☐ Watch ☐ Fix
Scan for P1326	☐ OK ☐ Watch ☐ Fix
Listen for rod knock at warm idle and under light load	☐ OK ☐ Watch ☐ Fix
Check oil level and oil pressure	☐ OK ☐ Watch ☐ Fix

Rod knock: none / faint / loud

Scan for: P1326, P0520, P0524

Parts (LF): Ask your parts supplier for the OE part number for this VIN.

2. Excessive oil consumption

Check now · Inside the range (65,000–105,000 mi, the middle half of 374 owner reports)

Check oil level and condition	☐ OK ☐ Watch ☐ Fix
Look for oil leaks first	☐ OK ☐ Watch ☐ Fix
Spark plugs for oil fouling	☐ OK ☐ Watch ☐ Fix

Oil used per 1,000 miles

Parts (LF): Ask your parts supplier for the OE part number for this VIN.

3. Fuel pump filter housing crack (P1233, reduced power, no start)

Watch · Past the range (16,000–79,000 mi, the middle half of 16 owner reports)

Scan for P1233	☐ OK ☐ Watch ☐ Fix
Fuel pump actuation and low-side pressure test	☐ OK ☐ Watch ☐ Fix

Scan for: P1233

Parts (LF): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE DUE BY 121,000 MI (ASK FOR RECORDS)

Spark plugs (2.4 GDI) · every 105,000 mi · at 105,000 mi · $249 ☐ Done (records) ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE 2.0T / 2.4L THETA II GDI, QUICK CHECKS

- **Steering** (4282 complaints): Electric power-steering complaints on these cars; not an engine fault.
- **Stalling / loss of power** (4216 complaints): Most stalls in the text are engine failures (rod bearings) or the fuel pump filter; some are other causes.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. Connecting-rod bearing wear and engine seizure

Machining debris and bearing wear can starve the connecting-rod bearings of oil. At 91,000 mi your car is in the mileage range where owners report it. A recall or warranty extension may pay for it: we check the VIN.

Ask: have you noticed knocking that rises with engine speed, or check-engine light flashing with DTC P1326 and a chime (KSDS)?

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2. Excessive oil consumption

Some engines burn oil. At 91,000 mi your car is in the mileage range where owners report it. Our price is $380, before tax and shop supplies. Left until it fails, published repair bills run $580–$940 for the labor alone, parts extra.

Ask: have you noticed oil level low between changes, or blue smoke at start-up?

Adjust after the inspection. The report is not a diagnosis or a guarantee, so say what the technician found, not what the report predicts.

NOTES FOR THE ADVISOR

Record findings here (OK / Watch / Fix and measurements); the advisor adjusts the quote before the handout is printed or sent.