



HYUNDAI MOTOR MANUFACTURING ALABAMA, LLC (HMMA) Montgomery, Alabama



Hyundai Motor Manufacturing Alabama, LLC
700 Hyundai Blvd.
Montgomery, AL 36105

Visitor Center Hours: Mon-Fri 9:00 a.m.-4:00 p.m.

For tour information and reservations,
go to www.hmmausa.com, or call 334-387-8019.

Gift Shop Hours: Mon-Fri 9:30 a.m.-5:30 p.m.
(closed 12:45 p.m.-1:15 p.m. for lunch)



It's a \$1.1 billion commitment to the American market. A state-of-the-art factory designed to deliver the next generation of Hyundais, as well as create thousands of new jobs. And it's here that everything we know about quality and reliability will find its way into every new car and SUV we build. It's a Hyundai like you've never seen before.



Basic Facts

- Investment:** \$1.1 billion
- Facility:** 2 million square feet
- Property:** 1,744 acres
- Grand Opening:** May 20, 2005
- Capacity:** 300,000 vehicles/year
- Vehicle Models:** 2007 Hyundai Sonata
2007 Hyundai Santa Fe
- Team Members:** 2,700+

2007 Hyundai Sonata

Hyundai's fifth-generation Sonata is larger inside and out than its predecessor and gives a quiet ride that accentuates an excellent sound system. It incorporates all-new sheet metal, an overhauled cabin, an upgraded chassis, and an all-new 3.3-liter, dual-overhead cam V6 engine, generating 235 horsepower.



2007 Hyundai Santa Fe

With its segment-leading standard safety technologies, unibody sport utility vehicle (SUV) platform, bold new styling, a choice of fuel-efficient V6 powertrains, and Hyundai's first SUV third-row seat, the all new 2007 Santa Fe becomes a "must-drive" for consumers shopping in the crossover segment. As the first production vehicle designed at Hyundai's design center in Irvine, Calif., the Santa Fe is targeted to meet American consumers' demand for safety, style, sophistication and performance.



Items of Interest

History: In April 2002, Hyundai Motor Company announced it would build the company's first United States assembly and manufacturing plant in Montgomery, Alabama. Ground was broken that same month, and over the next three years the property was cleared, construction was completed, Team Members were hired and the 2006 Sonata was built in various phases, from trial cars to saleable vehicles. The plant's official grand opening was on May 20, 2005. With more than 2,700 Team Members onboard and a newly designed vehicle destined to capture the interest of many, the future is bright for Hyundai Motor Manufacturing Alabama.

Suppliers: Building a successful vehicle is only possible with an outstanding supply team. HMMA relies on over 70 suppliers from 15 different states, Canada and Mexico. In Alabama, 17 different counties are home to suppliers who have invested in excess of \$550 million and have provided over 5,500 jobs.

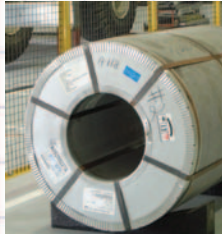
Team Members: More than 2,700 Production Team Members were hired from within Alabama. Managers and other professionals were recruited from various areas of the automotive industry. Korean Team Members serve in a training and quality control capacity, and the blend between the two cultures has proven to be outstanding.

Quality: The process of building a quality vehicle starts with the very first step and doesn't end until well after the vehicle leaves the plant. Quality checks are built into each step, and each vehicle has to pass a series of stringent tests, including the two-mile test track.

Safety and the Environment: Team Members are our most valuable resource, and the safety team ensures all practices and procedures are done with our Members' safety in mind. HMMA uses ergonomics, the science of equipment design to maximize productivity by reducing fatigue and discomfort, to ensure our Team Members' health. Protecting the environment is also a priority at HMMA. Recycling of wastewater and metals, cleaning pollutants before they go into the air and using water-based paint are just some of the ways HMMA does its part to keep our environment clean.

Stamping Shop

The Stamping Shop is where the assembly process begins. Housed in the shop are large rolls of steel, each weighing between 20,000 and 40,000 pounds. Cranes are used to lift the rolls and put them into the blanking machine, where rectangular pieces called blanks – each as thin as a dime - are cut and stored in racks. When the call comes for blanks of a certain size, they are automatically moved to one of the two huge stamping presses, each of which deliver 5,400 tons of pressure. Dies, designed to the shape of a body part, are moved into the press. When the steel blank is pressed, that body part is formed. Many parts can be stamped quickly and stored in racks until they move to the Welding Shop.



Paint Shop

The completed “body in white” moves through a trestle into the Paint Shop where, over the course of a nine-hour period, a beautiful paint job is applied. The vehicle first rotates 360 degrees in a unique electrocoat bath that prepares the entire body for paint. 81 robots are used to apply primer, a base coat using one of 15 different colors, and a final clear coat that provides a beautiful shine and necessary protection. The robots spray the same amount of paint each time, keeping the quality level high. Water-based paints are used



Welding Shop

Moving into the Welding Shop, you will see a maze of corridors that contain more than 250 robots, some of which pick up and hold stamped pieces, and others that weld the pieces together. These amazing automated machines take the stamped body parts and accurately weld them together to form the vehicle body, called a “body in white.” Both the Sonata and Sante Fe vehicle bodies move down the same assembly lines here at HMMA. Team Members attach the hinges, doors, hood and trunk, and look very closely to make sure each vehicle body passes the quality checks and that the welding process was perfect. Only perfect vehicle bodies are sent to the Paint Shop.

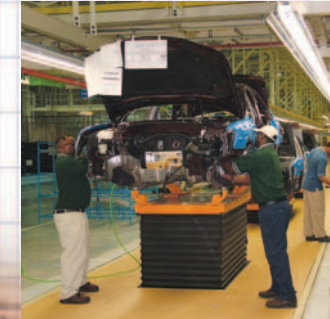


to help protect the environment. Since the Paint Shop is a very controlled environment, Team Members must wear special overalls and gloves to protect themselves and the paint’s finish, as a single particle of dust can affect the quality of the paint job. The Paint Shop is very large and uses over four miles of conveyor systems to move the vehicle bodies through the different processes. After drying, the vehicle body heads to General Assembly.



General Assembly

General Assembly is where approximately 1,150 Team Members work to install all the parts and pieces to complete the vehicle. The painted vehicle body comes to the trim area where the wires, brake controls and other parts are quickly connected inside the vehicle, under the hood or in the trunk. The doors are taken off very early in the process and sent to another area where the speakers, power windows, door seals and other parts are



installed. In the chassis area, the underside of the vehicle is completed and the engine and drive train are connected to the body. After the tires, battery, front and rear glass, and seats are installed, the doors are put back on. Finally, oil, coolant, gas and other fluids are added and the vehicle is started for the first time. The front-end alignment and lights are checked. The Roll Booth tests the braking system, and then the vehicle is driven on a two-mile test track to check for rattles or other issues. A shower test checks for leaks and, after hundreds of quality checks, the finished vehicle is sent out the door to a car dealer somewhere in North America.



Engine Shop

HMMA is fortunate to have its own Engine Shop. The Hyundai V6, 3.3L engine, producing 235 horsepower, is made here. Castings of engine blocks, heads and crankshafts are delivered from suppliers and machined to the most exact measurement. Over 150 machines do the work to machine these engine parts. Coolant is used to keep the cutting and drilling blades working properly. An underground coolant and metal collection process is in place to capture and reuse the coolant and collect the metal scrap for transport to a recycling company.



A sophisticated test laboratory does precision computer measurements to ensure the machine process cuts and drills the metal to proper specifications. After machining and precision measurement testing, the parts are

moved on a conveyor system to engine assembly, where Team Members use assist devices, special tools and specific procedures to put the many pieces of the engine together. Engines are cold tested for leaks and then hot tested, where they are actually started and run to ensure they meet certain requirements. The Hyundai transmission is married to the engine as the last part of its assembly. After a final quality check, the engine is sent through a trestle to the chassis part of General Assembly, where it is married to the drive train and the rest of the vehicle.

