2022 Hyundai Ioniq 5 at 50,000 mi

KM8KNDAEXNU123456

MODEL / CHASSIS	DRIVETRAIN	MILEAGE	DRIVETRAIN
Ioniq 5 · 2022 Ioniq 5 SEL long range RWD	Hyundai Motor Group E-GMP electric drive: Ioniq 5, Ioniq 6, Kia EV6, EV9 and Genesis GV60	50,000 mi	RWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'N' = 2022, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

4
jobs recommended now

0
to plan in the next 30,000 miles

1
to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **24V-868** · Charging control unit (ICCU) · 12V battery charging: The ICCU can be damaged and stop charging the 12V battery, which can lead to a loss of drive power. Dealers inspect and replace the ICCU and its fuse as needed and update its software. Replaces 24V-204.
- **24V-204** · Charging control unit (ICCU) · first remedy (replaced by 24V-868): The ICCU can be damaged and stop charging the 12V battery, which can lead to a loss of drive power. Cars repaired under this recall need the newer 24V-868 remedy.
- **22V-324** · Shifter control unit · park software: A software error in the shifter control unit can release the parking mechanism, so the car can roll away. Use the electronic parking brake until the free software update is done.

A model-year list, not a VIN check. Repairs are free at a Hyundai dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Hyundai dealer for a campaign printout, including 24V-204, 24V-868, 22V-324. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $488–$548

12V battery drain and limp-home mode — $388
independent shop, installed

Past the range (7,000–22,000 mi, the middle half of 48 owner reports)

Inspection: check now, while it's cheaper to fix — $100–$160
about 1 h of shop labor, our estimate

High-voltage battery cell and bus-bar defects (fire recalls): Past the range (8,000–31,000 mi, the middle half of 17 owner reports) · likely not covered (free under recall 26V-431 / 26V-432 / 25V-482 / 26V-068; no recall for it is listed for the 2022 model year) · if it fails: $11,600–$16,500

Known weak point for this model, not a finding on your car. The inspection shows whether yours has early signs.

Integrated Charging Control Unit (ICCU) failure: 12V not charged, loss of power — Free if open

Recalls 24V-204, 24V-868 are listed for this model year. Check the VIN; the repair is free at a Hyundai dealer if it is open.

Driveshaft, differential and reduction gear defects — Free if open

Recall 22V-324 is listed for this model year. Check the VIN; the repair is free at a Hyundai dealer if it is open.

Next 12 months up to about 62,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 80,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Charging faults (Level 2 interruptions, charge inlet, VCMS software) — $30–$50
labor only, parts extra

Past the range (9,000–26,000 mi, the middle half of 43 owner reports) · Inspect at each service; fix at the first sign

Recommended now

$488–$548

Independent shop, installed. Dealers often charge more.

Planned through 80,000 mi

$488–$548

Nothing else on the list before 80,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (tires, brakes, cabin filter) isn't included; factory fluid intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid and battery coolant aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 50K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Integrated Charging Control Unit (ICCU) failure: 12V not charged, loss of power	7,000–25,000 mi (middle half of 130 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	12V battery drain and limp-home mode	7,000–22,000 mi (middle half of 48 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	High-voltage battery cell and bus-bar defects (fire recalls)	8,000–31,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Driveshaft, differential and reduction gear defects	2023 driveshaft recalls, 2024–2025 EV9 / 2024 Ioniq 6 drive-unit recalls, 2023–2024 gear-oil campaigns, 2022 park recalls OFFICIAL	Any mileage
5	Charging faults (Level 2 interruptions, charge inlet, VCMS software)	9,000–26,000 mi (middle half of 43 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2022 Hyundai Ioniq 5

Safety recall repairs are free at Hyundai dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter KM8KNDAEXNU123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Hyundai dealer for a campaign printout; it also lists completed campaigns.

E-GMP EV RECALLS WE TRACK

24V-204 · ICCU may stop charging the 12V battery, loss of drive power (2022–2024 Ioniq 5, 2023–2024 Ioniq 6, 2023–2024 GV60)

NHTSA lists this model and year: check by VIN

Replaced by 24V-868; cars repaired under 24V-204 need the new remedy. OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

24V-868 · ICCU may stop charging the 12V battery, loss of drive power (2022–2024 Ioniq 5, 2023–2025 Ioniq 6, 2023–2025 GV60)

NHTSA lists this model and year: check by VIN

Dealer inspects and replaces the ICCU and fuse as needed and updates the ICCU software, free. OFFICIAL [2]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

24V-200 · ICCU may stop charging the 12V battery, loss of drive power (2022–2024 EV6)

Not listed for MY2022

Replaced by 24V-867; cars repaired under 24V-200 need the new remedy. OFFICIAL [2]

24V-867 · ICCU may stop charging the 12V battery, loss of drive power (2022–2024 EV6)

Not listed for MY2022

Dealer inspects and replaces the ICCU and fuse as needed and updates the ICCU software, free. OFFICIAL [2]

26V-431 · Battery cells may have misaligned electrodes, fire risk (2022–2024 EV6, 2024 EV9)

Not listed for MY2022

Park outside and charge to 80% until the dealer replaces the battery system, free. OFFICIAL [11]

26V-432 · Battery cells may have misaligned electrodes, fire risk (2023–2024 Ioniq 5)

Not listed for MY2022

Park outside and charge to 80% until the dealer replaces the battery system, free. OFFICIAL [11]

25V-482 · Loose bus bar in the high-voltage battery can short circuit (2025 Ioniq 5)

Not listed for MY2022

Park outside until the dealer inspects and repairs the battery, free. OFFICIAL [11]

26V-068 · Loose bus bar in the high-voltage battery can short circuit (2025–2026 Ioniq 5)

Not listed for MY2022

Dealer tightens the bus bar bolts and replaces the battery as needed, free. OFFICIAL [11]

23V-300 · Rear driveshafts may fracture, loss of drive power (2023 GV60 AWD) Not listed for MY2022

Dealer replaces both rear driveshafts, free. OFFICIAL [14]

24V-065 · Rear inner driveshaft may break, loss of drive power (2023 Ioniq 5, Ioniq 6, GV60)

Not listed for MY2022

Dealer replaces the rear inner driveshaft, free. OFFICIAL [14]

24V-057 · Driveshaft may break, loss of drive power (2023 EV6) Not listed for MY2022

Dealer replaces the driveshaft, free. OFFICIAL [14]

24V-271 · Differential gear bolts may be loose, loss of drive or lock-up (2024 EV9) Not listed for MY2022

Dealer replaces the gear drive unit, free. OFFICIAL [14]

24V-283 · Differential gear bolts may be loose, loss of drive or lock-up (2024 Ioniq 6)

Not listed for MY2022

Dealer replaces the gear drive unit, free. OFFICIAL [14]

25V-115 · Rear drive unit motor shaft weld may fail, loss of drive power (2025 EV9)

Not listed for MY2022

Dealer replaces the rear drive unit, free. OFFICIAL [14]

22V-324 · Shifter control unit software may release park, rollaway (2022 Ioniq 5)

NHTSA lists this model and year: check by VIN

Free shifter control unit software update. OFFICIAL [18]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

22V-322 · Shifter control unit software may release park, rollaway (2022 EV6) Not listed for MY2022

Free shifter control unit software update. OFFICIAL [18]

EVERY RECALL NHTSA LISTS FOR THE 2022 HYUNDAI IONIQ 5 (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
24V-868 E-GMP EV tracked	Charging control unit (ICCU) · 12V battery charging	The ICCU can be damaged and stop charging the 12V battery, which can lead to a loss of drive power. Dealers inspect and replace the ICCU and its fuse as needed and update its software. Replaces 24V-204. Details
24V-204 E-GMP EV tracked	Charging control unit (ICCU) · first remedy (replaced by 24V-868)	The ICCU can be damaged and stop charging the 12V battery, which can lead to a loss of drive power. Cars repaired under this recall need the newer 24V-868 remedy. Details
22V-324 E-GMP EV tracked	Shifter control unit · park software	A software error in the shifter control unit can release the parking mechanism, so the car can roll away. Use the electronic parking brake until the free software update is done. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: IONIQ 5. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this drivetrain are cited on each weak point in section 4, where they apply.

4 · THE 5 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (Ioniq 5).

1 Integrated Charging Control Unit (ICCU) failure: 12V not charged, loss of power

Past the range

Severity: Critical: rare, but can badly damage the battery or drive unit · 1281 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 50,000 mi this car is past the reported range (7,000–25,000 mi (middle half of 130 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 7,000–25,000 mi (middle half of 130 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2022–2024 Ioniq 5, 2023–2025 Ioniq 6, 2022–2024 EV6, 2023–2025 GV60

WHAT FAILS OFFICIAL [2][3][4][5]

The ICCU holds the onboard AC charger and the converter that charges the 12V battery. It can be damaged and stop charging the 12V battery, which can end in a loss of drive power. Hyundai, Kia and Genesis recalled the cars twice (inspect, replace the ICCU and its fuse, update the software) and then extended ICCU coverage to 15 years/180,000 miles. Kia says a failing ICCU can also stop Level 1/Level 2 charging and the vehicle-to-load outlet.

SYMPTOMS

- Check electric vehicle system warning
- Loud pop, then no Level 1/2 charging
- Low 12V battery or dead car
- Power limited, then loss of drive power
- DTC P1A9096

IF IT'S LEFT TOO LONG

A dead ICCU strands the car and can cut power while driving.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 24V-868 (Hyundai/Genesis) or 24V-867 (Kia), done after late 2024. Later failures are free under the 15-year/180,000-mile extension.

ESTIMATED REPAIR COST

Free under recall and the 15-year/180,000-mile ICCU extension	**Free if covered** OFFICIAL [2][3][4][5] independent shop, installed
New ICCU plus dealer labor, if no coverage applies	**$2,400–$4,000** SHOP/RETAILER [6] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Out-of-pocket only if neither the recall nor the 15-year/180,000-mile extension applies (EV9 is not in either program). The price is a parts-retailer estimate; Hyundai lists 2.0–2.1 h for the job [3].

PARTS FOR IONIQ 5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- ICCU recall done after November 2024?
- ICCU ever replaced?
- Any charging failures or 12V warnings?

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2 12V battery drain and limp-home mode

Past the range

Severity: Medium: leaks and wear · 442 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 50,000 mi this car is past the reported range (7,000–22,000 mi (middle half of 48 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 7,000–22,000 mi (middle half of 48 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: All E-GMP models; VCU and drain bulletins on Ioniq 5/6, EV6 and EV9

WHAT FAILS OFFICIAL [7][8][9]

When the 12V battery voltage drops while driving, the VCU puts the car into fail-safe (limp-home) mode. Hyundai and Kia updated the VCU software so the car keeps limited drive. Kia also found that third-party apps that keep waking the car through Kia Connect can drain the 12V battery.

SYMPTOMS

- Car will not turn on or unlock
- Low 12V battery warning
- Limp-home / power-limited mode while driving

IF IT'S LEFT TOO LONG

A dead 12V battery strands the car even with a full main battery.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Test the 12V battery at each service; remove third-party apps that poll the car; check that the VCU campaigns are done.

ESTIMATED REPAIR COST

12V battery replacement (YourMechanic average)	**$388** SHOP/RETAILER [10] independent shop, installed
Labor only, 0.7 h Hyundai warranty time	**$70–$110** OUR ESTIMATE [7][23] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Early: a new 12V battery. If it fails: Estimate: Hyundai warranty labor time of 0.7 h (bulletin [7]) × $100–$160/h independent-shop labor rate [23]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR IONIQ 5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- How old is the 12V battery?
- Any dead-12V or limp-mode events?
- Any third-party apps linked to the car?

3 High-voltage battery cell and bus-bar defects (fire recalls)

Past the range

Severity: Critical: rare, but can badly damage the battery or drive unit · 106 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 50,000 mi this car is past the reported range (8,000–31,000 mi (middle half of 17 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 8,000–31,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2022–2024 EV6, 2023–2024 Ioniq 5, 2024 EV9 (cell recalls); 2025 Ioniq 5 (bus bar)

WHAT FAILS OFFICIAL [11][12]

Some battery cells were built with misaligned electrodes, which can lead to a fire while parked or driving; owners are told to park outside and charge to 80% until the battery system is replaced. Some 2025 Ioniq 5 batteries have a loose bus bar that can short circuit. Separately, BMS software can set a false battery-cell code and cap the charge at 80%.

SYMPTOMS

- Recall letter: park outside and charge to 80%
- EV warning light with DTC P1AA6–P1AA9
- Charge capped at 80%

IF IT'S LEFT TOO LONG

A cell defect can lead to a battery fire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 26V-431 / 26V-432 and 25V-482 / 26V-068; keep the charge at 80% until the battery is replaced.

ESTIMATED REPAIR COST

Free under recall 26V-431 / 26V-432 / 25V-482 / 26V-068	**Likely not covered** OFFICIAL [11] no recall for it is listed for the 2022 model year; check the VIN with the dealer
Replacement battery pack, 77.4–80 kWh, out of warranty (guide range)	**$11,600–$16,500** FORUM/BLOG [13] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Out-of-pocket only after the battery warranty ends; the price is a guide range for a full pack (module-only repairs $1,100–$3,700 in the same guide).

PARTS FOR IONIQ 5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Battery recall open or done?
- Battery ever replaced?
- Any EV warning lights or charge limits?

4 Driveshaft, differential and reduction gear defects

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 18 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2023 driveshaft recalls, 2024–2025 EV9 / 2024 Ioniq 6 drive-unit recalls, 2023–2024 gear-oil campaigns, 2022 park recalls), so mileage doesn't say much here. Range: 2023 driveshaft recalls, 2024–2025 EV9 / 2024 Ioniq 6 drive-unit recalls, 2023–2024 gear-oil campaigns, 2022 park recalls OFFICIAL [14][15][16]

WHAT FAILS OFFICIAL [14][15][16][17][18]

Several small recalls cover driveshafts that were not heat-treated right (2023 Ioniq 5, Ioniq 6, EV6, GV60), loose differential gear bolts (2024 EV9 and Ioniq 6) and a badly welded rear motor shaft (2025 EV9); each can cause a loss of drive power. Some 2023–2024 Ioniq 5 and EV6 drive units got the wrong amount of gear oil at the factory; the dealer refills them, and Kia replaces the front reduction gear if it still grinds or whines. On 2022 Ioniq 5 and EV6, shifter software could release park.

SYMPTOMS

- Grinding or whining from the front or rear motor
- Clunk or loss of drive
- Car rolls after being put in park (2022)

IF IT'S LEFT TOO LONG

A broken driveshaft or locked differential cuts drive power or can lock a wheel.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for the driveshaft, differential and park recalls and the gear-oil campaigns.

ESTIMATED REPAIR COST

Labor only, 0.5–1 h Hyundai warranty time plus gear oil	**$50–$160** OUR ESTIMATE [15][23] labor only, parts extra
Drive unit or reduction gear replacement: no published price	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Early: the gear-oil campaign is free when open; outside it, Estimate: Hyundai warranty labor time of 0.5–1 h (bulletin [15]) × $100–$160/h independent-shop labor rate [23]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR IONIQ 5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Drive-unit recalls and gear-oil campaign done?
- Any whine, grind or clunk?

5 Charging faults (Level 2 interruptions, charge inlet, VCMS software)

Past the range

Severity: Medium: leaks and wear · 263 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 50,000 mi this car is past the reported range (9,000–26,000 mi (middle half of 43 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 9,000–26,000 mi (middle half of 43 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2022–2024 Ioniq 5, 2023–2024 Ioniq 6, 2022–2024 EV6, EV9

WHAT FAILS OFFICIAL [19][20][21][22]

Level 2 charging can stop or slow down on Ioniq 5 and Ioniq 6; Hyundai updates the charge-management (VCMS) software. Some charge inlets were built without the DC pin insulation caps, which can lead to charge-port

ESTIMATED REPAIR COST

Labor only, 0.3 h Hyundai warranty time	**$30–$50** OUR ESTIMATE [19][23] labor only, parts extra

damage. Kia updated VCMS software on the EV6, and some EV9s have limited or no high-voltage charging with DTC P343A98.

SYMPTOMS

- Level 2 session stops or runs slowly
- DC fast charging will not start
- MIL with DTC P343A98 (EV9)

IF IT'S LEFT TOO LONG

The car cannot be charged on some chargers.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check that the VCMS campaigns are done and inspect the DC pin caps in the inlet.

Labor only, 0.3 h Hyundai warranty time	**$30–$50** OUR ESTIMATE [19][23] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($40) is about 1.0× the early-fix midpoint ($40). A cost ratio, not a probability.

Where the numbers come from: Estimate: Hyundai warranty labor time of 0.3 h (bulletin [19]) × $100–$160/h independent-shop labor rate [23]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR IONIQ 5

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Which charger types work?
- Any charging failures?

5 · ALSO REPORTED, NOT RANKED

Other themes in E-GMP EV owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Driver assistance	208	Driver-assistance complaints; not part of the electric drive.
Doors / screens	200	Body and display items (instrument panel software recalls 24V-757, 25V-474); not part of the electric drive.
Brakes	184	Brake complaints (including the 2025 Ioniq 5 N left-foot braking recalls 25V-065 / 25V-235); not part of the electric drive.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- VIN check for the ICCU, battery and drive-unit recalls
- 12V battery test
- Scan ICCU, VCU, BMS and VCMS for codes
- Level 2 charging test

Ask the seller

- ICCU recall done after November 2024?
- Any dead-12V, limp-mode or charging failures?
- Battery recall open?

Documents to request

- Dealer service-history printout for the VIN (recalls, campaigns and battery work)
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
	Integrated Charging Control Unit (ICCU) failure: 12V not charged, loss of power: fault found on inspection	$2,400–$4,000
●	12V battery drain and limp-home mode: original, no replacement invoice	$388
	High-voltage battery cell and bus-bar defects (fire recalls): fault found on inspection	$11,600–$16,500
	Driveshaft, differential and reduction gear defects: fault found on inspection	No published price
	Charging faults (Level 2 interruptions, charge inlet, VCMS software): symptoms or fault codes present	$30–$50 + parts
	Pre-ticked rows (●), if no records clear them	**$388**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and drivetrain are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Hyundai documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for All complaints for the Ioniq 5, Ioniq 5 N, Ioniq 6, EV6, EV9 and GV60 in the years shown: 2,321 complaints. We pooled every complaint NHTSA files under these model names and years; where a nameplate also came with another engine or powertrain, a few complaints may be about it. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
ICCU / 12V not charging / loss of power	1,281	Item 1
12V battery	442	Item 2
Charging	263	Item 5
Driver assistance	208	Also reported
Doors / screens	200	Also reported
Brakes	184	Also reported
High-voltage battery / fire	106	Item 3
Drive unit / driveshaft / park	18	Item 4

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about slow-building faults such as coolant seeps or noises, so those look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2022–2025 Hyundai Ioniq 5, 2023–2025 Ioniq 6, 2022–2025 Kia EV6, 2024–2025 EV9 and 2023–2025 Genesis GV60, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 24V-204 / 24V-868 (2022–2024 Ioniq 5, 2023–2025 Ioniq 6, 2023–2025 GV60) and 24V-200 / 24V-867 (2022–2024 EV6): the Integrated Charging Control Unit (ICCU) may stop charging the 12V battery, loss of drive power, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V868000

3. Hyundai 26-EV-004H: DTC verification and ICCU replacement under warranty extension Z14: ICCU and ICCU fuse covered for 15 years/180,000 miles, 2022–2024 Ioniq 5 and 2023–2025 Ioniq 6; 2.0–2.1 h (2026-05-11), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11033693-0001.pdf

4. Kia TSB ELE420 (warranty extension WTY044): ICCU inspection/replacement: ICCU coverage extended from 10 years/100,000 miles to 15 years/180,000 miles, 2022–2024 EV6 (2026-04-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11031919-0001.pdf

5. Genesis 26-EV-004G: ICCU and ICCU fuse warranty extended to 15 years/180,000 miles, 2023–2025 GV60 (2026-06-16), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11034029-0001.pdf

6. Go-Parts: Kia EV6 ICCU out-of-warranty estimate (new OEM ICCU about $1,400–$2,500, dealer labor $1,000–$1,500; via search extract Oct 28, 2026) SHOP/RETAILER
https://www.go-parts.com/garage/battery-cable-kia-ev6-2022-2025

7. Hyundai 24-01-088H (campaign TCP): VCU software for limp-home: the 12V battery voltage can drop below operating level while driving and the VCU puts the car in fail-safe mode, 2022–2024 Ioniq 5 and 2023–2025 Ioniq 6; 0.7 h (2024-12-02), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11010986-0001.pdf

8. Kia TSB ELE367 (service action SA599): VCU limp-home logic upgrade for faults in the low-voltage DC-DC converter (LDC), 2022–2024 EV6; 0.7 h (2025-01-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11013025-0001.pdf

9. Kia Pitstop PS748: Unexpected 12-volt battery drain in Kia EVs; a possible cause is third-party apps using Kia Connect credentials (2023-06-06), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10237607-0001.pdf

10. YourMechanic: Hyundai Ioniq 5 battery replacement estimate (12V; $388 average: $248 parts, $140 labor; via search extract Oct 28, 2026) SHOP/RETAILER
https://www.yourmechanic.com/estimates/hyundai/ioniq-5/battery-replacement

11. NHTSA recall records: 26V-432 (2023–2024 Ioniq 5) and 26V-431 (2022–2024 EV6, 2024 EV9): battery cells may have misaligned electrodes (fire risk; battery system replaced); 25V-482 and 26V-068 (2025 Ioniq 5): loose bus bar in the battery (short circuit), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=26V432000

12. Genesis 24-01-070G: BMS software can misread a cell voltage after charging: false DTC P1AA900, MIL on and 80% maximum charge, GV60 (2024-08-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11006836-0001.pdf

13. Recharged: Hyundai Ioniq 5 battery replacement cost 2026 ($11,600–$16,500 for 77.4–80 kWh packs, $10,600–$14,000 for 58 kWh; module-only repairs $1,100–$3,700; via search extract Oct 28, 2026) FORUM/BLOG
https://web.archive.org/web/20260713161725/https://recharged.com/articles/hyundai-ioniq-5-battery-replacement-cost-2026

14. NHTSA recall records: 23V-300 (2023 GV60 rear driveshafts), 24V-065 (2023 Ioniq 5 / Ioniq 6 / GV60 rear inner driveshaft), 24V-057 (2023 EV6 driveshaft heat treatment), 24V-271 / 24V-283 (2024 EV9 and 2024 Ioniq 6 differential gear bolts) and 25V-115 (2025 EV9 rear drive unit motor shaft weld): loss of drive power, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=24V065000

15. Hyundai 25-01-042H (campaign TDR): Motor and reduction gear oil replacement: wrong oil fill at the factory can damage the motor or reduction gear, 2023–2024 Ioniq 5; 0.5 h per axle (2025-07-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11020692-0001.pdf

16. Kia TSB SC345 (service campaign): Front motor reduction gear oil replacement and refill to the factory amount, 2023–2024 EV6; 0.5 h (2025-08-20), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11022351-0001.pdf

17. Kia TSB SC345Z: Front motor reduction gear assembly replacement when grinding or whining remains after SC345, 2023–2024 EV6 (2025-10-08), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11024346-0001.pdf

18. NHTSA recall records: 22V-324 (2022 Ioniq 5) and 22V-322 (2022 EV6): shifter control unit software may release the parking mechanism (rollaway), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=22V324000

19. Hyundai 24-01-051H (campaign 9B5): VCMS software: Level 2 (240V) charging interrupted or slower, 2022–2024 Ioniq 5 and 2023–2024 Ioniq 6; 0.3 h (2024-07-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11006049-0001.pdf

20. Hyundai 25-EV-003H: Missing DC pin insulation caps on the combo charge inlet can lead to charge port damage, 2022–2024 Ioniq 5 and 2023–2024 Ioniq 6; 0.3 h (2025-07-25), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11020938-0001.pdf

21. Kia TSB SC311 (service campaign): Vehicle Charge Management System (VCMS) software logic improvement, 2022–2024 EV6 (2024-06-05), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11001585-0001.pdf

22. Kia Pitstop PS814: EV9 high-voltage charging limited or inoperative with MIL and DTC P343A98 (2026-09-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11037369-0001.pdf

23. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

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Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

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