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

TECHNICIAN WORKSHEET · E-GMP EV
RA-HKEGMP-123456-20261028

2022 Hyundai Ioniq 5 · 2022 Ioniq 5 SEL long range RWD · RWD

KM8KNDAEXNU123456

ODOMETER IN	DOOR-JAMB BUILD (MM/YY)	RO #	TECHNICIAN / DATE
50,000			

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

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

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

22V-324 · Shifter control unit software may release park, rollaway (2022 Ioniq 5) ☐ Open ☐ Done ☐ N/A

Factory battery and drive warranty · may still apply (Hyundai usually 10 years or 100,000 mi). Check the in-service date before quoting high-voltage battery or drive motor work; covered repairs go to a Hyundai dealer. ☐ Covered ☐ Expired ☐ Unknown

24V-200 (ICCU may stop charging the 12V battery, loss of drive power (2022–2024 EV6)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

24V-867 (ICCU may stop charging the 12V battery, loss of drive power (2022–2024 EV6)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

26V-431 (Battery cells may have misaligned electrodes, fire risk (2022–2024 EV6, 2024 EV9)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

26V-432 (Battery cells may have misaligned electrodes, fire risk (2023–2024 Ioniq 5)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

25V-482 (Loose bus bar in the high-voltage battery can short circuit (2025 Ioniq 5)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

26V-068 (Loose bus bar in the high-voltage battery can short circuit (2025–2026 Ioniq 5)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

23V-300 (Rear driveshafts may fracture, loss of drive power (2023 GV60 AWD)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

24V-065 (Rear inner driveshaft may break, loss of drive power (2023 Ioniq 5, Ioniq 6, GV60)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

24V-057 (Driveshaft may break, loss of drive power (2023 EV6)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

24V-271 (Differential gear bolts may be loose, loss of drive or lock-up (2024 EV9)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

24V-283 (Differential gear bolts may be loose, loss of drive or lock-up (2024 Ioniq 6)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

25V-115 (Rear drive unit motor shaft weld may fail, loss of drive power (2025 EV9)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

22V-322 (Shifter control unit software may release park, rollaway (2022 EV6)): not listed by NHTSA for MY2022. Confirm on the dealer printout.

B · INSPECTION POINTS, IN PLAN ORDER

1. 12V battery drain and limp-home mode

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

Load-test the 12V battery ☐ OK ☐ Watch ☐ Fix

Check VCU campaign status (TCP / SA599) ☐ OK ☐ Watch ☐ Fix

Scan for LDC and ICCU codes ☐ OK ☐ Watch ☐ Fix

12V battery: __ V / test result

Parts (Ioniq 5): Ask your parts supplier for the OE part number for this VIN.

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

Check now · Past the range (7,000–25,000 mi, the middle half of 130 owner reports)

Check the VIN for 24V-868 / 24V-867 and the ICCU warranty extension ☐ OK ☐ Watch ☐ Fix

Scan the ICCU/OBC and LDC for P1A9096, P1E011C, P1E1300, P0D5C00 ☐ OK ☐ Watch ☐ Fix

Test Level 2 charging and the 12V battery ☐ OK ☐ Watch ☐ Fix

12V battery: __ V / test result

Scan for: P1A9096, P1E011C, P1E0211, P1E1300, P1E1417, P0D5C00

Parts (Ioniq 5): Ask your parts supplier for the OE part number for this VIN.

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

Check now · Past the range (8,000–31,000 mi, the middle half of 17 owner reports)

Check the VIN for open battery recalls ☐ OK ☐ Watch ☐ Fix

Scan the BMS for P1AA6–P1AAF ☐ OK ☐ Watch ☐ Fix

Read battery state of health ☐ OK ☐ Watch ☐ Fix

Charge limit set: __ %

Scan for: P1AA600, P1AA900

Parts (Ioniq 5): Ask your parts supplier for the OE part number for this VIN.

4. Driveshaft, differential and reduction gear defects

Check now · Any mileage (2023 driveshaft recalls, 2024–2025 EV9 / 2024 Ioniq 6 drive-unit recalls, 2023–2024 gear-oil campaigns, 2022 park recalls)

Check the VIN for 23V-300, 24V-065, 24V-057, 24V-271, 24V-283, 25V-115, 22V-322 / 22V-324 ☐ OK ☐ Watch ☐ Fix

Road test for drive-unit noise ☐ OK ☐ Watch ☐ Fix

Parts (Ioniq 5): Ask your parts supplier for the OE part number for this VIN.

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

Watch · Past the range (9,000–26,000 mi, the middle half of 43 owner reports)

Inspect the charge inlet and DC pin caps ☐ OK ☐ Watch ☐ Fix

Check VCMS campaign status (9B5 / SC311) ☐ OK ☐ Watch ☐ Fix

Scan the VCMS for charging codes ☐ OK ☐ Watch ☐ Fix

Scan for: P343A98

Parts (Ioniq 5): Ask your parts supplier for the OE part number for this VIN.

FACTORY MAINTENANCE

Not on this report for this car. Check the service records and the maker's schedule (brake fluid, battery coolant). ☐ Records checked ☐ Due ☐ Quoted

C · ALSO REPORTED FOR THE E-GMP EV, QUICK CHECKS

- **Driver assistance** (208 complaints): Driver-assistance complaints; not part of the electric drive.
- **Doors / screens** (200 complaints): Body and display items (instrument panel software recalls 24V-757, 25V-474); not part of the electric drive.
- **Brakes** (184 complaints): Brake complaints (including the 2025 Ioniq 5 N left-foot braking recalls 25V-065 / 25V-235); not part of the electric drive.

WHAT TO SAY AT THE COUNTER (ADVISOR)

1. 12V battery drain and limp-home mode
When the 12V battery voltage drops while driving, the VCU puts the car into fail-safe (limp-home) mode. At 50,000 mi it is due, unless the records show it done. Our price is $388, before tax and shop supplies.
Ask: have you noticed car will not turn on or unlock, or low 12V battery warning?

2. Integrated Charging Control Unit (ICCU) failure: 12V not charged, loss of power
The ICCU holds the onboard AC charger and the converter that charges the 12V battery. At 50,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking. A recall or warranty extension may pay for it: we check the VIN.
Ask: have you noticed check electric vehicle system warning, or loud pop, then no Level 1/2 charging?

3. High-voltage battery cell and bus-bar defects (fire recalls)
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. At 50,000 mi your car is past the usual range, so if the original part is still fitted it is worth checking.
Ask: have you noticed EV warning light with DTC P1AA6–P1AA9, or charge capped at 80%?

4. Driveshaft, differential and reduction gear defects
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. Owners report it at all mileages, so it is worth a look at every visit. Our price is $140, before tax and shop supplies.
Ask: have you noticed grinding or whining from the front or rear motor, or clunk or loss of drive?

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.