2019 Hyundai Kona Electric at 65,000 mi

KM8K33AG3KU123456

MODEL / CHASSIS	DRIVETRAIN	MILEAGE	DRIVETRAIN
Kona Electric · 2019 Kona Electric Limited	Hyundai Kona Electric, Kia Niro EV and Hyundai Ioniq Electric (first-generation, front motor)	65,000 mi	FWD
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 'K' = 2019, 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.

2	0	2
jobs recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (3)

- **21V-127** · High-voltage battery · battery system replacement: Battery cells can short-circuit and start a fire. Park outside until the dealer has inspected and, if needed, replaced the battery system.
- **20V-630** · High-voltage battery · BMS software and inspection: Battery cells can short-circuit and start a fire. Dealers update the battery management software and inspect the battery; the final fix is under 21V-127.
- **20V-748** · Brakes · integrated electronic brake software: The electronic brake system can react to a bad sensor signal by cutting braking power, so stops take longer. Free software update.

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 20V-630, 21V-127. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $100–$160

Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

Battery cell fault codes (EV warning light, P1AA6–P1AAF): Past the range (10,000–36,000 mi, the middle half of 11 owner reports) · **may be free at a Hyundai dealer** (free under campaign 9A4 / PI2603) · if it fails outside that coverage: $6,000–$8,500
Power control unit faults and fail-safe mode (recalls): Inside the range (16,000–100,000 mi, the middle half of 21 owner reports) · **may be free at a Hyundai dealer** (free under recall 21V-944 / 17V-532 and campaign T6C)
Known weak points for this model, not findings on your car. The inspection shows whether yours has early signs.

High-voltage battery short-circuit recall (battery replacement), 2019–2020 — Free if open

Recalls 20V-630, 21V-127 are 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 77,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 95,000 mi

Nothing else enters its reported range in this window.

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

Traction motor / reduction gear rumble noise — $320–$510

labor only, parts extra

Any mileage (2019–2021 Kona Electric built before Jan 2021; 2019-on Niro EV) · Inspect at each service; fix at the first sign

Restricted power-electronics coolant flow (Refill Inverter Coolant) — $190–$320

labor only, parts extra

Any mileage (2019–2022 Kona Electric, 2020–2021 Ioniq Electric, 2019–2022 Niro EV) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 95,000 mi

$100–$160

Nothing else on the list before 95,000 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

Scheduled maintenance from 65,000 mi to 95,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

ITEM	INTERVAL	THIS CAR
EV coolant (battery / power electronics) "First, replace at 120,000 miles or 96 months; thereafter every 30,000 miles or 24 months." Deionized/soft water only.	first at 120,000 mi, then every 30,000 mi or 2 years	Next at 120,000 mi [M1]
Brake fluid Normal schedule says inspect only (no replacement interval printed for this model year).	no fixed interval	— [M1]

M1. 2019 Hyundai Kona EV Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL https://dezosmanuals.com/wp-content/uploads/2021/07/2019-Hyundai-Kona-EV-OM.pdf

M2. 2021 Hyundai Kona EV Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL https://dezosmanuals.com/wp-content/uploads/2021/07/2021-Hyundai-Kona-EV-OM.pdf

M3. 2020 Hyundai Ioniq EV Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL https://dezosmanuals.com/wp-content/uploads/2021/07/2020-Hyundai-Ioniq-EV-OM.pdf

M4. 2018 Hyundai Ioniq EV Owner's Manual, Normal Maintenance Schedule (Hyundai owner's manual; copy hosted on dezosmanuals.com) OFFICIAL https://dezosmanuals.com/wp-content/uploads/2021/07/2018-Hyundai-Ioniq-EV-OM.pdf

WHERE 65K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	High-voltage battery short-circuit recall (battery replacement), 2019–2020	2019–2020 Kona Electric and 2020 Ioniq Electric in the recall ranges OFFICIAL	Any mileage
2	Battery cell fault codes (EV warning light, P1AA6–P1AAF)	10,000–36,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Traction motor / reduction gear rumble noise	2019–2021 Kona Electric built before Jan 2021; 2019-on Niro EV OFFICIAL	Any mileage
4	Restricted power-electronics coolant flow (Refill Inverter Coolant)	2019–2022 Kona Electric, 2020–2021 Ioniq Electric, 2019–2022 Niro EV OFFICIAL	Any mileage
5	Power control unit faults and fail-safe mode (recalls)	16,000–100,000 mi (middle half of 21 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside 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 2019 Hyundai Kona Electric

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 KM8K33AG3KU123456.
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.

KONA / NIRO / IONIQ EV RECALLS WE TRACK

20V-630 · Li-ion battery may short-circuit, fire risk (2019–2020 Kona Electric)

NHTSA lists this model and year: check by VIN

BMS software update and battery inspection, battery replaced if needed, free. OFFICIAL [2]

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

21V-127 · Li-ion battery may short-circuit, fire risk (2019–2020 Kona Electric, 2020 Ioniq Electric)

NHTSA lists this model and year: check by VIN

Interim charge limit; dealer inspects and replaces the battery system assembly, free. OFFICIAL [2]

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

21V-944 · Unstable ground can cause fail-safe mode and unexpected acceleration (2017–2019 Ioniq Electric)

Not listed for MY2019

EPCU software update and ground wiring repair, free. OFFICIAL [12]

17V-532 · Coolant may reach the EPCU circuit board, stall (2017 Ioniq Electric)

Not listed for MY2019

Dealer inspects and replaces the EPCU as needed, free. OFFICIAL [12]

EVERY RECALL NHTSA LISTS FOR THE 2019 HYUNDAI KONA ELECTRIC (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
21V-127 Kona / Niro / Ioniq EV tracked	High-voltage battery · battery system replacement	Battery cells can short-circuit and start a fire. Park outside until the dealer has inspected and, if needed, replaced the battery system. Details
20V-630 Kona / Niro / Ioniq EV tracked	High-voltage battery · BMS software and inspection	Battery cells can short-circuit and start a fire. Dealers update the battery management software and inspect the battery; the final fix is under 21V-127. Details
20V-748	Brakes · integrated electronic brake software	The electronic brake system can react to a bad sensor signal by cutting braking power, so stops take longer. Free software update. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: KONA ELECTRIC. 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 (Kona Electric).

1 High-voltage battery short-circuit recall (battery replacement), 2019–2020

Any mileage

Severity: Critical: rare, but can badly damage the battery or drive unit · 82 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2019–2020 Kona Electric and 2020 Ioniq Electric in the recall ranges), so mileage doesn't say much here. Range: 2019–2020 Kona Electric and 2020 Ioniq Electric in the recall ranges OFFICIAL [2]

WHAT FAILS OFFICIAL [2]

Hyundai found that some battery cells could short-circuit and start a fire. It first updated the battery software and limited the charge, then replaced the whole battery system on the recalled Kona Electric and Ioniq Electric cars. Owners were told to park outside until the repair.

SYMPTOMS

- Recall letter: park outside
- Charge limited to 80% after the interim update
- EV warning light

IF IT'S LEFT TOO LONG

A shorted cell can lead to a battery fire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 20V-630 and 21V-127: the battery system replacement must show as done.

ESTIMATED REPAIR COST

Free under recall 20V-630 / 21V-127	**Free if covered** OFFICIAL [2] independent shop, installed
Replacement 64 kWh pack, installed, out of warranty (guide range)	**$6,000–$8,500** FORUM/BLOG [7] 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 64 kWh pack.

PARTS FOR KONA ELECTRIC

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

WHAT TO ASK YOUR SHOP

- Battery recall done, and was the battery replaced?
- Any EV warning lights since?

2 Battery cell fault codes (EV warning light, P1AA6–P1AAF)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 80 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 65,000 mi this car is past the reported range (10,000–36,000 mi (middle half of 11 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 10,000–36,000 mi (middle half of 11 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2019–2023 Kona Electric, 2020–2021 Ioniq Electric, 2020–2022 Niro EV

WHAT FAILS OFFICIAL [3][4][5][6]

An EV warning light with battery-cell codes P1AA6 to P1AAF can point to a failing cell group. Hyundai and Kia updated the battery management software to catch these faults earlier and replace the battery system assembly when the codes and stored data qualify.

SYMPTOMS

- EV warning light
- DTC P1AA6–P1AAF in the BMS
- Range drops suddenly

IF IT'S LEFT TOO LONG

A failing cell group can limit power or strand the car; the fix is a battery replacement.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Make sure the BMS campaign (9A4, PI2603 or the Ioniq bulletin) is done, and do not ignore an EV warning light.

ESTIMATED REPAIR COST

Free under campaign 9A4 / PI2603	**Free if covered** OFFICIAL [3][5] independent shop, installed
Replacement 64 kWh pack, installed, out of warranty (guide range)	**$6,000–$8,500** FORUM/BLOG [7] 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 BMS update is free under the campaigns (Hyundai lists 0.4 h [3]). If it fails: battery replacement is covered while the battery warranty lasts; the price is a guide range for a full 64 kWh pack.

PARTS FOR KONA ELECTRIC

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

WHAT TO ASK YOUR SHOP

- BMS campaign done?
- Any EV warning light?
- Battery ever replaced?

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3 Traction motor / reduction gear rumble noise

Any mileage

Severity: Medium: leaks and wear · 23 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2019–2021 Kona Electric built before Jan 2021; 2019-on Niro EV), so mileage doesn't say much here. Range: 2019–2021 Kona Electric built before Jan 2021; 2019-on Niro EV OFFICIAL [8][9]

WHAT FAILS OFFICIAL [8][9]

Some early Kona Electric and Niro EV drive units make a rumble from the traction motor, mostly at low speed. The fix starts with a new motor roll-mount bracket kit; if the noise stays, the dealer removes the motor and reduction gear to inspect and repair or replace them.

SYMPTOMS

ESTIMATED REPAIR COST

Labor only, 3.2 h Hyundai warranty time plus the mount bracket kit	**$320–$510** OUR ESTIMATE [8][14] labor only, parts extra

- Rumble or growl at 0–25 mph
- Clicking or ticking under acceleration and lift-off
- Noise worse when slowly speeding up or slowing down

IF IT'S LEFT TOO LONG

Noise can grow into a drive-unit failure and a loss of drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Report the noise while the EV warranty lasts; the mount kit is the first, cheaper step.

Labor only, 8.8 h Hyundai warranty time plus motor or reduction gear parts	**$880–$1,410** OUR ESTIMATE [8] [14] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.8× The failure-bill midpoint ($1,145) is about 2.8× the early-fix midpoint ($415). A cost ratio, not a probability.

Where the numbers come from: Early: Estimate: Hyundai warranty labor time of 3.2 h (bulletin [8]) × $100–$160/h independent-shop labor rate [14]. Parts are extra unless stated; check the VIN for open warranty coverage first. If it fails: Estimate: Hyundai warranty labor time of 8.8 h (bulletin [8]) × $100–$160/h independent-shop labor rate [14]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR KONA ELECTRIC

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

WHAT TO ASK YOUR SHOP

- Any rumble or clicking from the motor?
- Mount kit or motor replaced before?

4 Restricted power-electronics coolant flow (Refill Inverter Coolant)

Any mileage

Severity: Medium: leaks and wear · 21 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (2019–2022 Kona Electric, 2020–2021 Ioniq Electric, 2019–2022 Niro EV), so mileage doesn't say much here. Range: 2019–2022 Kona Electric, 2020–2021 Ioniq Electric, 2019–2022 Niro EV OFFICIAL [10] [11]

WHAT FAILS OFFICIAL [10][11]

Debris can restrict the low-conductivity coolant loop that cools the inverter and motor electronics. The electric water pump then runs too fast and the cluster shows Coolant Supplement or Refill Inverter Coolant, even though the reservoir is full. Hyundai and Kia flush the circuit and change the coolant.

SYMPTOMS

- Refill Inverter Coolant or Coolant Supplement message
- Coolant level normal but warning stays on

ESTIMATED REPAIR COST

Labor only, 1.9–2 h Hyundai warranty time plus coolant	**$190–$320** OUR ESTIMATE [10][14] labor only, parts extra
Labor only, 1.9–2 h Hyundai warranty time plus coolant	**$190–$320** OUR ESTIMATE [10][14] labor only, parts extra

- Pump noise from the front

IF IT'S LEFT TOO LONG

Poor cooling can overheat the power electronics and limit power.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the campaign status (T9E / SA512); flush the circuit at the first warning.

Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($255) is about 1.0× the early-fix midpoint ($255). A cost ratio, not a probability.

Where the numbers come from: Estimate: Hyundai warranty labor time of 1.9–2 h (bulletin [10]) × $100–$160/h independent-shop labor rate [14]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR KONA ELECTRIC

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

WHAT TO ASK YOUR SHOP

- Any coolant warnings?
- Coolant campaign done?

5 Power control unit faults and fail-safe mode (recalls)

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 125 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 65,000 mi this car is inside the reported range (16,000–100,000 mi (middle half of 21 owner complaints that state a mileage)), 49,000 miles past where reports start. Range: 16,000–100,000 mi (middle half of 21 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2017–2019 Ioniq Electric (recalls); 2019–2021 Kona Electric (VCU/LDC software)

WHAT FAILS OFFICIAL [12][13]

On 2017–2019 Ioniq Electric an unstable ground can put the car in fail-safe mode with reduced power, and in some cases it may keep accelerating after the pedal is released; Hyundai repairs the ground wiring and updates the power control unit (EPCU) software. On some 2017 cars coolant could reach the EPCU circuit board and stall the car. Kona Electric got a VCU and DC-DC converter software update as part of the battery monitoring fix.

SYMPTOMS

- Reduced power / fail-safe warning
- Car keeps pulling after lifting off the pedal
- Stall while driving

IF IT'S LEFT TOO LONG

ESTIMATED REPAIR COST

Free under recall 21V-944 / 17V-532 and campaign T6C	**Free if covered** OFFICIAL [12][13] independent shop, installed
EPCU 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

PARTS FOR KONA ELECTRIC

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

A stall or unexpected acceleration is a crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 21V-944 and 17V-532 (Ioniq Electric) and campaign T6C (Kona Electric).

WHAT TO ASK YOUR SHOP

- Fail-safe or stall events?
- Recalls and campaigns done?

5 · ALSO REPORTED, NOT RANKED

Other themes in Kona / Niro / Ioniq 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
Brakes	68	Brake complaints relate to the integrated electronic brake (recall 20V-748 on 2019–2021 Kona Electric, campaign SC321 on Niro EV); not part of the electric drive.
Steering	26	Column steering motor bearing noise bulletins; not part of the electric drive.
12V battery	20	Few complaints; Kona Electric VCU/LDC software is covered under the power-electronics item.

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 battery recalls and BMS campaigns
- Scan BMS, VCU and EPCU for codes
- Battery state of health
- Road test for motor rumble

Ask the seller

- Battery replaced under recall?
- Any EV warning lights?
- Any motor noise or coolant warnings?

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
High-voltage battery short-circuit recall (battery replacement), 2019–2020: fault found on inspection	$6,000–$8,500
Battery cell fault codes (EV warning light, P1AA6–P1AAF): fault found on inspection	$6,000–$8,500
Traction motor / reduction gear rumble noise: symptoms or fault codes present	$320–$510 + parts
Restricted power-electronics coolant flow (Refill Inverter Coolant): symptoms or fault codes present	$190–$320 + parts
Power control unit faults and fail-safe mode (recalls): fault found on inspection	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = 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 Kona Electric, Niro EV and Ioniq Electric in the years shown, plus complaints filed under the plain Kona, Niro or Ioniq name that mention the EV: 518 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Loss of power / fail-safe	125	Item 5
Battery recall / fire	82	Item 1
EV warning light / battery cell codes	80	Item 2
Brakes	68	Also reported
Steering	26	Also reported
Motor / reduction gear noise	23	Item 3
Coolant / inverter coolant	21	Item 4
12V battery	20	Also reported

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 2019–2023 Hyundai Kona Electric, 2019–2022 Kia Niro EV and 2017–2021 Hyundai Ioniq Electric, pulled Oct 27, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. NHTSA recall records: 20V-630 (2019–2020 Kona Electric: BMS update and battery inspection) and 21V-127 (2019–2020 Kona Electric, 2020 Ioniq Electric: battery system replacement): Li-ion battery may short-circuit, fire risk, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=21V127000

3. Hyundai 23-01-073H-1 (campaign 9A4): Kona EV DTC inspection and BMS update: EV warning light with DTC P1AA6–P1AAF; battery system assembly replaced when the stored data qualify, 2019–2023 Kona Electric; 0.4 h for the update (2023-10-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2023/MC-10244988-0001.pdf

4. Hyundai 24-EV-005H: Ioniq EV DTC inspection and battery system assembly (BSA) replacement for EV warning light with DTC P1AA600–P1AB000, 2020–2021 Ioniq Electric; 4.6 h (2024-07-25), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2024/MC-11006114-0001.pdf

5. Kia TSB PI2603 (product improvement campaign): BMS battery diagnostic logic improvement, 2020–2022 Niro EV (2026-06-15), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11033933-0001.pdf

6. Kia TSB PI2603Y: Battery system assembly replacement if the listed DTCs set after the PI2603 BMS update, Niro EV (2026-07-07), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11035089-0001.pdf

7. Recharged: Hyundai Kona Electric battery replacement cost 2026 (64 kWh pack about $6,000–$8,500 installed: pack $5,000–$7,000 plus $1,000–$1,500 labor; via search extract Oct 28, 2026) FORUM/BLOG
https://web.archive.org/web/20260710142332/https://recharged.com/articles/hyundai-kona-electric-battery-replacement-cost-2026

8. Hyundai 22-EV-001H-1: Kona EV motor rumble noise: replace the motor roll-mount bracket kit (3.2 h), or with motor/reduction gear reinstall or motor replacement (8.8 h), 2019–2021 Kona Electric built before Jan 19, 2021 (2022-10-21), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10225461-0001.pdf

9. Kia TSB ELE234: Drive unit inspection and replacement for EV motor rumble noise (motor and reduction gear), 2019-on Niro EV; 3.2–8.8 h (2021-05-13), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10193244-0001.pdf

10. Hyundai 25-01-063H (campaign T9E): Cooling circuit debris discharge and coolant change: restricted coolant flow, high electric water pump speed, Coolant Supplement / Refill Inverter Coolant message, Ioniq Electric and Kona Electric; 1.9–2.0 h (2025-09-22), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11023408-0001.pdf

11. Kia TSB ELE270 (service action SA512): Inverter coolant/debris flushing for the Refill Inverter Coolant message, 2019–2022 Niro EV; 2.0 h (2025-03-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11015367-0001.pdf

12. NHTSA recall records: 21V-944 (2017–2019 Ioniq Electric: unstable electrical ground, fail-safe mode and possible acceleration after pedal release) and 17V-532 (2017 Ioniq Electric: coolant can reach the power control unit circuit board, stall), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=21V944000

13. Hyundai 21-01-019H (campaign T6C): Kona Electric VCULDC (vehicle control unit and low-voltage DC-DC converter) software update, part of the battery monitoring improvement, 2019–2021; 0.3 h (2021-03-17), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10190032-0001.pdf

14. 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

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

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.

Safety issues go to a dealer

If you notice overheating, a burning smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Hyundai dealer or qualified shop. Safety recall repairs are free at Hyundai dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-HKKONAEV-123456-20261028 and we'll correct and reissue it.

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