U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25V836

Manufacturer Name: Volkswagen Group of America, Inc.
Submission Date: Dec 15, 2025
NHTSA Recall No.: 25V836
Manufacturer Recall No.: 93EV

Manufacturer Information

Manufacturer Name: Volkswagen Group of America, Inc.
Address: 3800 Hamlin Road
Auburn Hills MI, 48326

Population

Total number of potentially involved: 629
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2023-2024 VOLKSWAGEN ID.4
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion:
Production Dates: Feb 10, 2023 - Aug 07, 2024
Number of potentially involved: 629
Descriptive Information:

318 Vehicles added - amendment 12/15/2025

The recall population was determined by production records. The supplier of the high voltage (HV) battery identified battery cells within a production period where a quality deviation (mis-aligned electrode) has been confirmed. Vehicles included in the recall have HV battery modules with the cells identified by the supplier within the identified production period; vehicles not included in this recall do not have HV battery modules with the cells identified by the supplier within the identified production period.

Vehicle 2: 2023-2024 VOLKSWAGEN ID.4
Product Category: Light Vehicles
Product Type:
Fuel / Propulsion:
Production Dates: Sep 16, 2022 - Sep 22, 2024
Number of potentially involved: 629
Descriptive Information:

The recall population was determined by production records. The supplier of the high voltage (HV) battery identified battery cells within a production period where a quality deviation (mis-aligned

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electrode) has been confirmed. Vehicles included in the recall have HV battery modules with the cells identified by the supplier within the identified production period; vehicles not included in this recall do not have HV battery modules with the cells identified by the supplier within the identified production period.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Individual battery cells in certain high-voltage (HV) battery cell modules manufactured during a certain production period may contain misaligned electrodes.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

In certain situations, a misaligned electrode in the HV battery cell may lead to a fire.

Description of the cause:

A quality deviation at the supplier was identified within a certain production period. This deviation resulted in misaligned electrodes within invidual battery cells in certain HV battery cell modules.

Identification of any warning that can occur:

Customers may experience a loss of range and/or performance if the recall condition exists in the vehicle. Customers with vehicle concerns are advised to have the vehicle diagnosed by an authorized Volkswagen dealer.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name: SK Battery America Inc.

Address: 1760 SK Blvd
Commerce GA, 30529

Country: United States

Involved Components

Component Name 1: HV Cell Module

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Component Description: HV Cell Module

Component Part Number: 11K.915.592.D/11K.915.599.A/11K.915.599.D

Chronology

On January 18, 2024, Volkswagen was informed of a thermal event in Illinois, involving a vehicle that was charging at a Level 3 DC charger. An on-site investigation into the vehicle and the charging apparatus was carried out by Volkswagen on January 30, 2024, and the area of origin was determined to be within the HV battery. The battery was shipped to Chattanooga for further analysis.

On July 2, 2024, Volkswagen was notified about a thermal event in California, involving a parked vehicle that was not charging. Volkswagen attempted to inspect the vehicle, but the inspection was delayed until permission was granted to have access to the vehicle. The vehicle was inspected by Volkswagen in December 2024, and the area of origin was determined to be within the HV battery. Various components of the battery assembly were sent to Chattanooga for analysis, which revealed no shortcomings, and the HV battery cell modules were sent to the supplier for analysis.

On October 6, 2024, Volkswagen was notified about a thermal event in California, involving a parked vehicle that was not charging. The vehicle was inspected by Volkswagen in December 2024, and the area of origin was determined to be within the HV battery. Volkswagen and the supplier have not yet been able to complete the final analysis of the battery, but the vehicle contained cell modules identified by the supplier to have shifted electrodes.

On December 6, 2024, Volkswagen was notified about a thermal event in Utah, involving a vehicle while driving. The vehicle was inspected by Volkswagen on February 5, 2025, and the area of origin was determined to be within the HV battery.

Up to this point, due to the differing nature of these events, and the condition of the batteries, neither Volkswagen nor the supplier had been able to determine a root cause for these events.

In June 2025, the supplier conducted a CT analysis of the cell modules from 3 of the 4 thermal events referenced above and was unable to find a root cause within the battery cell module.

In June-July 2025, after the supplier’s inconclusive CT Results, VW and the supplier investigated other potential causes/influences within the vehicle but outside of the HV battery. This investigation found no evidence of other potential causes, so the investigation refocused on the HV battery.

On August 15, 2025, Volkswagen was informed of a thermal event in Colorado involving a vehicle charging at a Level 3 DC charger. The vehicle was inspected by Volkswagen on September 23, 2025, and the area of origin was determined to be the HV battery. Volkswagen and the supplier have not yet been able to complete the final analysis of the battery, but the vehicle contained cell modules identified by the supplier to have shifted electrodes.

After regular back and forth discussions between Volkswagen and the supplier to try to identify the cause of these events, in late September 2025, the supplier performed Tear-Down Analysis of the other damaged cell modules which revealed the “shifted” electrode condition. The supplier then compared this to the previous CT Images and was able to recognize the shifted cathode in the CT images.

In October 2025, Volkswagen voluntarily brought the topic of these thermal incidents to ODI during its quarterly meeting and discussed that it was working with its supplier to finalize root cause, risk assessment, affected population, and countermeasures.

In November 2025, the supplier identified the specific modules with the shifted electrode condition, and based on that, the vehicle population was identified.

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On November 26, 2025, this topic was presented to the Volkswagen Product Safety Committee and a recall for vehicles built with affected HV battery cell modules was decided.

On December 09, 2025, the supplier provided updated results of its investigation, which found additional HV battery cell modules that were potentially produced with shifted electrodes.

On December 10, 2025, the new information from the supplier was presented to the Volkswagen Product Safety Committee and a recall for additional vehicles built with the additional HV battery cell modules was decided.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

Consumer Advisories: ☐ Do Not Drive ☑ Park Outside

Description of remedy program:

At no cost to owners, Volkswagen will replace the potentially affected HV battery cell modules. Until the remedy is performed -- 1. Customers should set their vehicle's high-voltage battery system to a 80% state of charge limitation; 2. Customers should avoid using Level 3 DC chargers; 3. Out of an abundance of caution, customers should park their vehicles outdoors immediately after charging and not leave their vehicles charging indoors overnight.

Volkswagen will not offer a reimbursement plan under this recall as the recalled vehicles are within the New Vehicle Limited Warranty Period.

How remedy component differs from recalled component:

The recall remedy component can be distinguished from the recalled component because it has been built outside of the potentially affected time period.

Identify how/when recall condition was corrected in production:

In late January 2025, SK Battery America (SKBA) installed monitoring cameras to identify anomalies within the cell stacking process. SKBA is currently reviewing other production data to confirm that there are no other cell stacking anomalies that occurred in other prior production timeframes.

Reimbursement Plan

Description of reimbursement program:
A reimbursement plan will not be offered under this recall because the affected vehicles are within the New Vehicle Limited Warranty period.

Period of reimbursement:

Costs to be reimbursed:

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Address for reimbursement claims:

Recall Schedule

Description of recall schedule:

Planned Dealer Notification Begin Date: December 05, 2025
Planned Dealer Notification End Date: December 05, 2025
Planned Owner Notification Begin Date: On or before January 30, 2026
Planned Owner Notification End Date: On or before January 30, 2026

Planned Dealer Notification Date: Dec 05, 2025 - Dec 05, 2025 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Jan 30, 2026 - Jan 30, 2026 ☐ Phased Recall

Date when VIN will be searchable: Dec 05, 2025