U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 26V314

Manufacturer Name: Hyundai Motor America
Submission Date: May 18, 2026
NHTSA Recall No.: 26V314
Manufacturer Recall No.: 303

Manufacturer Information

Manufacturer Name: Hyundai Motor America
Address: 10550 Talbert Avenue
Fountain Valley CA, 92708

Population

Total number of potentially involved: 172
Estimated percentage with defect: 1%

Vehicle Information

Vehicle 1: 2026-2026 HYUNDAI IONIQ 9
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion: Electric Battery Power
Production Dates: Mar 25, 2025 - Jul 23, 2025
Number of potentially involved: 34
Descriptive Information:

The subject vehicles include certain model year 2026 IONIQ 9 vehicles assembled on the specified production dates by Hyundai Motor Group Metaplant America (“HMGMA”) for sale in the U.S.

Vehicle 2: 2025-2025 HYUNDAI IONIQ 5
Product Category: Light Vehicles
Product Type: Multipurpose Passenger Vehicle
Fuel / Propulsion: Electric Battery Power
Production Dates: Dec 10, 2024 - Jul 10, 2025
Number of potentially involved: 138
Descriptive Information:

The subject vehicles include certain model year 2025 Hyundai IONIQ 5 vehicles assembled on the specified production dates by Hyundai Motor Group Metaplant America (“HMGMA”) for sale in the U.S.

Defect / Noncompliance Description

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Description of the defect or noncompliance:

The rear suspension in the subject vehicles may have been assembled with insufficiently torqued fasteners, which can loosen over time and result in noise or vibration. If the vehicle is continuously operated under this condition without being addressed, the nut and/or bolt may detach from the vehicle over time and potentially reduce vehicle stability or control during operation.

FMVSS1:

FMVSS2:

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

Loose or missing rear suspension fasteners can lead to loss of vehicle stability or control, increasing the risk of a crash.

Description of the cause:

Specific rear suspension fasteners may not have been properly torqued during supplier manufacturing due to operator error.

Identification of any warning that can occur:

Suspension noise and vibration from the rear suspension.

Component Manufacturer

Tier of Supplier: Tier 1
Supplier Type: OEM
Name: MOBIS Alabama, LLC
Address: 455 Tucson Dr
Ellaball GA, 31308
Country: United States

Involved Components

Component Name 1: CHAS & P.E MODL-RR
Component Description: Rear suspension integration module (IONIQ 5)
Component Part Number: 55409-PI000

Component Name 2: CHAS & P.E MODL-RR
Component Description: Rear suspension integration module (IONIQ 9)

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Component Part Number: 55409-TD000

Chronology

Month(s): August 2025 – May 2026

- August 1 through September 18 – The condition was first identified through a field report received on August 1, 2025, alleging suspension noise emanating from the rear of a Hyundai IONIQ 5 vehicle. NASO opened a new investigation and began monitoring field information for similar reports. Additionally, NASO initiated coordination with Mobis (supplier) to obtain additional technical information and develop field survey activities to check the rear suspension systems of potentially affected vehicles in the field.
- October 15 – The first round of field surveys to confirm tightening torque was conducted. Field surveys continued over the next several weeks. A single vehicle at a vehicle processing center was found with loose rear suspension fasteners during this period.
- October through December – NASO focused on evaluating durability and potential impacts to adjacent suspension joints. Activities included collaboration with the supplier and HMC to develop durability testing to evaluate loose bolt movement with prolonged vehicle operation. Parameters for evaluation included, but not limited to, drivability, steerability, and detectability.
- December 15 – Durability testing was performed by HMC.
- January 22 – HMC shared results of the durability testing, which concluded that a loose bolt condition did not affect adjacent fasteners or key vehicle attributes including drivability, steerability, or crashworthiness. NASO and HMC continued discussion of the test findings.
- March through April – NASO and HMC focused discussion on new durability testing to further assess the condition, finalizing the test plan on March 31.
- April 14 through April 27 – Durability testing was conducted at the California Proving Grounds (“CPG”), with the overall findings reviewed by NASO on April 27.
- May 11 – Based on its investigation findings and recent testing results, NASO convened its North America Safety Decision Authority (“NASDA”) and decided to conduct a safety recall of affected vehicles in the U.S.
- As of the decision date, Hyundai is aware of two (2) report(s) related to the defect condition in the U.S. market. There are no confirmed crashes, fires, or injuries/fatalities attributable to this condition in the U.S.

  7YAKRDDC8SY**** – 8/1/2025**

  7YAMTFS39TY0**** – 10/15/2025**

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Inspect, Replace, Repair

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Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

All owners of the subject vehicles will be notified by first class mail with instructions to bring their vehicle to a Hyundai dealer, where technicians will inspect the rear suspension fasteners. If the fasteners are confirmed loosened, technicians will replace the nuts/bolts and tighten to torque specification. If necessary, dealers will perform a rear vehicle alignment to ensure post-remedy condition of the rear suspension. This remedy will be offered at no cost to owners for all affected vehicles, regardless of whether the affected vehicles are still covered under Hyundai's New Vehicle Limited Warranty. Additionally, Hyundai will provide owners of affected vehicles reimbursement for out-of-pocket expenses incurred to obtain a remedy for the recall condition in accordance with the reimbursement plan submitted to NHTSA on March 2, 2026.

How remedy component differs from recalled component:

The rear suspension fasteners are unchanged; however, the tightening torque will be confirmed and addressed by dealers, if necessary.

Identify how/when recall condition was corrected in production:

The interlock system software was updated to detect inconsistencies in tightening torque between fasteners on April 11, 2025, at the supplier. Additionally, a visual inspection control was adopted for the upper control arm fasteners on August 15, 2025, by the supplier.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Dealers will be notified electronically by the specified dates.
Owners will be notified via certified mail by the specified dates.

Planned Dealer Notification Date: Jul 17, 2026 - Jul 17, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Jul 17, 2026 - Jul 17, 2026 ☐ Phased Recall

Date when VIN will be searchable: May 20, 2026