



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V404

Manufacturer Name: Elgin Sweeper Company

Submission Date: Jun 24, 2026

NHTSA Recall No.: 26V404

Manufacturer Recall No.: 26E009

Manufacturer Information

Population

Manufacturer Name: Elgin Sweeper Company

Address: 1300 West Bartlett Road
Elgin IL, 60120-7259

Total number of potentially involved: 7

Estimated percentage with defect:

Vehicle Information

Vehicle 1: 2024-2026 Elgin Hybrid Pelican

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Other

Fuel / Propulsion: Hybrid Electric Vehicle

Production Dates: Dec 21, 2022 - Apr 08, 2026

Number of potentially involved: 7

Descriptive Information:

All vehicles listed were built with a Webasto CV Standard Gen 1 Battery. Webasto (supplier of the battery installed in these vehicles) notified Elgin of Part 573 Safety Recall Report 26E009.

Vehicles included are NH43013, NH43088, NH43208, NH43209, NH43090, NH43133, NH43277

Defect / Noncompliance Description

Description of the defect or noncompliance:

Webasto produces a commercial vehicle standard battery that is supplied to various customers for different applications. The CV Standard Battery Gen1 includes a Samsung SDI Co., Ltd. cell in a 2P (two cells in parallel) configuration. The cell in question is object of certain recalls initiated by Samsung SDI Co., Ltd. as well as different OEMs.

Although Webasto has not observed any defects in the field, Webasto, as a precautionary measure, determined the potential suspect population by comparing the potentially affected module from the supplier Samsung SDI Co., Ltd. to the production records of high-voltage batteries in Batterie pack assembly.

The suspect Batteries are equipped with cells from that specific production period.

Webasto has not determined that the CV Standard Battery Gen1 is defective. Webasto is submitting this Part 573 report in a good faith effort to comply with NHTSA's interpretation of the reporting obligations as per 49 CFR. § 573.3(f), as well as to inform vehicle manufacturers that have purchased an CV Standard Battery Gen1

Part 573 Safety Recall Report

26V404

FMVSS1:

FMVSS2:

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

It has been determined by other automobile manufacturers that, in their applications, defective high voltage battery cells may overheat, increasing the risk of a thermal event.

Description of the cause:

The CV Standard Battery includes a Samsung SDI Co., Ltd. cell in a 2P (two cells in parallel)

Part 573 Safety Recall Report 26E009

The information contained in this report was submitted pursuant to 49 CFR § 573

Page 2 of 6

configuration. The cell in question has been compromised by field issues in other applications used by different OEMs. Webasto has not observed any defects in the field and has no indication of any suspicious parts.

Samsung SDI Co., Ltd. recall (Reference no.: Part 573 Safety Recall Report 25E-007) states that the root cause is still under investigation. Current analyses indicate that variability in the battery cell supplier's production process may result in the cell's cathode inducing micro defects and/or local stresses in the separator layer. These micro defects and local stresses may damage the separator. The risk related to the Webasto use case has been assessed as very low by both SDI and Webasto compared to the OEM use cases. Furthermore, Webasto batteries are built using a different cell configuration than the OE batteries. The configuration of the cells in the CV standard battery GEN1 as a 2P system and the use of CV standard batteries in multipack architecture reduces the stress for each cell. Furthermore, these cells will be used in OEM projects in vehicles. The OEM applications affected were PHEV (plug-in hybrid electric vehicle) applications, while the Webasto CV Standard Gen1 will be used in vehicles and machines as a BEV (battery electric vehicle) application. In comparison to OEM PHEV application, the number of cycles and the load for each cell is reduced significantly in the CV Standard battery. Therefore, a significantly reduced stress level on each individual cell can be assumed in CV Standard battery applications.

Webasto has not determined that the CV Standard Battery Gen1 is defective. Webasto is submitting this Part 573 report in a good faith effort to comply with NHTSA's interpretation of the reporting obligations under 49 CFR § 573.3(f), as well as to inform vehicle manufacturers that have purchased a CV Standard Battery Gen1.

Identification of any warning that can occur:

In case of a thermal event a Battery internal CO₂ sensor is triggered, which initiates a signal to the vehicle.

Component Manufacturer

Tier of Supplier: Tier 2

Supplier Type: Other

Name: Samsung SDI Co., Ltd.

Address: Ipartelep hrsz. 6980
God Foreign States, 2131
Foreign States

Country: Hungary

Part 573 Safety Recall Report

26V404

Involved Components

Component Name 1: Cell Module

Component Description: SUBMOD-SDI-49.5PR6S2P22C355-151-108A

Component Part Number: 5610283B

Chronology

From recall 26E009:

March 2025 Part 573 Safety Recall Report 26E009 The information contained in this report was submitted pursuant to 49 CFR § 573 Page 4 of 6 As part of its market observation obligations, the Webasto organization noticed that there had been recalls by automotive manufacturers who use the same cells in the HV batteries installed in their vehicles as those used in Webasto's CV Standard 12V & 24V batteries. An inquiry to the supplier Samsung SDI Co. Ltd. revealed that affected cells have also been delivered to Webasto Roof & Components SE. March 2025 First meeting with Samsung SDI Co., Ltd. to analyze the suspect cells and develop corrective measures. From March 2025 to December 2025 Multiple alignment meetings with Samsung SDI Co., Ltd. to determine potential risks. Internal analyses were conducted. Field observation of Webasto Batteries without any indication of defect parts. January 2026 Market analysis revealed that packs in the US market could also be affected. February 2026 Webasto Roof & Components SE is not aware of any injuries, crashes, or thermal events related to this issue. Feb 27, 2026 A final meeting to assess product safety relevance and U.S. market exposure was performed and concluded with the decision to notify NHTSA. Reports for remedy completion rates will be provided by the individual manufacturers

Elgin Sweeper Company was notified of recall 26E009 on May 6, 2026

Related NHTSA Recall Number: 26E009, 25E007

Description of Remedy

Remedy Type: Software

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

The final remedy will be new system software capable of detecting potential problems related to performance changes in the battery cells at an early stage and warning the driver before issues can occur. Additional monitoring functions will be implemented in the software to detect anomalies associated with the described error pattern in the cells and to trigger a warning message

How remedy component differs from recalled component:

The final remedy will be new system software capable of detecting potential problems related to performance changes in the battery cells at an early stage. The additional functions included in the

Part 573 Safety Recall Report

26V404

software update comprise a multi step protection function. In the first stage, the battery emits a warning signal. In the second stage, the potentially affected battery pack is switched off

Identify how/when recall condition was corrected in production:

Reimbursement Plan

Recall Schedule

Description of recall schedule:

No schedule from supplier to install new software as of 6/24/2026

Planned Dealer Notification Date:

☐ No Dealers

Planned Interim Owner Notification Date:

☐ No Owners

Planned Remedy Owner Notification Date:

☐ Phased Recall

Date when VIN will be searchable: