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To: Collision Repair Industry

POSITION STATEMENT: High-Voltage Battery Inspection and Replacement After Structural Damage

HYUNDAI DOES NOT RECOMMEND REPAIR WORK ON HIGH-VOLTAGE BATTERY ASSEMBLY.
INSTEAD, HYUNDAI RECOMMENDS REPLACING WITH A NEW OR REFURBISHED BATTERY SYSTEM ASSEMBLY.

In the event of a collision involving a Hyundai Electric (EV), hybrid (HEV), plug-in hybrid (PHEV), or fuel cell (FCEV) vehicle that has sustained damage to the Battery System Assembly (BSA) including sustained damage to any associated part of the lower cover, Hyundai recommends that the BSA be replaced with a new or refurbished BSA. This is recommended due to the need of specialized training and equipment necessary to repair a damaged high-voltage lithium-ion battery that is not readily available at Hyundai dealerships.

Hyundai recommends an inspection of the battery to make sure it is safe for removal. This is to make sure there is no internal damage that can cause potential risk of personal injury or death, as well as significant property damage due to exposure to battery electrolytes and related fumes, or an uncontrolled thermal event in the battery resulting in a fire. Hyundai further recommends that the inspection and analysis be performed upon arrival at the dealership prior to or during the estimating of the repair because battery damage could add significant cost to the repair. Finally, the vehicle should be stored outdoors and away from flammable materials until the battery inspection and analysis is complete.

Example of HV battery damage:

- Dent in the battery tray that exceeds 0.5 mm (0.019 in.) in depth or full penetration through the lower impact shield.
- Impact resulting in missing fasteners.
- Evidence of a previous thermal event, such as smoke, discoloration, deformation, melted seals, or abnormal odors.
- Coolant or electrolyte leakage.