STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Battery Pack Control Module (BPCM) Updates 11A2

REFERENCE:	**TSB:** 08-022-25 REV. C **GROUP:** 08 - Electrical	**Date:**	July 10, 2025	**REVISION:**	08-022-25 REV. B

VEHICLES AFFECTED:

2024 (LB) Dodge Charger
This bulletin applies to vehicles equipped with 400V G2500 FR/RR Elec Drive Motors (Sales Code ELD).

MARKET APPLICABILITY:

- ☒ NA
- ☒ MEA
- ☒ SA
- ☒ IAP
- ☒ EE
- ☒ CH

NOTE: **This bulletin applies to North and South America, Enlarged Europe, Middle East & Africa, India & Asia Pacific and China markets.**

CUSTOMER SYMPTOM:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle may exhibit/set one or more the following Diagnostic Trouble Codes (DTCs):

- P0DE6 - Hybrid/EV Battery Pack Cell Voltage Low.

  NOTE: Active or stored.
- P1DAF - Incompatible Limp In Action Requested.

  NOTE: Active or stored.
- P1CDE – Hybrid/EV Wakeup Control 2 Output Circuit Short to Ground.
- P1CDA – Hybrid/EV Wakeup Control 1 Output Circuit/Open.
- U00C6 – Lost Communication With AIR Pressure Sensor.
- P0F00 - Hybrid/EV Battery Module 1 Performance.
- P0F01 - Hybrid/EV Battery Module 2 Performance.
- P0F02 - Hybrid/EV Battery Module 3 Performance.
- P0F03 - Hybrid/EV Battery Module 4 Performance.
- P0F04 - Hybrid/EV Battery Module 5 Performance.
- P0F05 - Hybrid/EV Battery Module 6 Performance.
- P0F06 - Hybrid/EV Battery Module 7 Performance.
- P0F07 - Hybrid/EV Battery Module 8 Performance.
- P0F08 - Hybrid/EV Battery Module 9 Performance.
- P0F09 - Hybrid/EV Battery Module 10 Performance.
- P0F0A - Hybrid/EV Battery Module 11 Performance.
- P0F0B - Hybrid/EV Battery Module 12 Performance.
- P0F0C - Hybrid/EV Battery Module 13 Performance.
- P0CA6-00 - Hybrid/EV Battery Charging Current High.

NOTE: If the following DTCs are present/active in the BPCM, Battery Pack replacement will be required. Guided Diagnostics will prompt you for the repair action if the diagnostic is present on the vehicle.

- P0ADB-00 - Hybrid/EV Battery Positive Contractor A Control Circuit Low.
- P0AE2-00 - Hybrid/EV Battery Precharge Contactor Circuit Stuck Closed.

	• P0AA1-00 - Hybrid/EV Battery Positive Contactor "A" Stuck Closed. • P0FF8-00 - Hybrid/EV Battery Precharge Contactor Circuit "B" Stuck Closed. **Customers may also comment on one or more of the following:** • Wrench icon is illuminated on the Instrument Panel Cluster (IPC). • Vehicle will not enter Drive Ready Mode. **This bulletin also includes the following software enhancements:** • Bootloader update to prevent battery disconnect unit damage. • Improvements in detecting pre-existing battery disconnect unit damage. • Charging related enhancements that may lead to DTC P0CA6 falsely setting.
CAUSE:	**BPCM software update**

This bulletin supersedes Technical Service Bulletin (TSB) 08-022-25 REV. B, date of issue April 29, 2025, which should be removed from your files. All revisions are highlighted with **asterisks and include a new Market Applicability note, updated RSU number and date, updated LOPs and an additional Repair Procedure note.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update **(RSU) 25-118, date of issue Jul 01, 2025. All applicable RSU VINs have been loaded. To verify this RSU service action is applicable to the vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. All repairs are reimbursable within the provisions of warranty.**

NOTE: The RSU portion of this service bulletin covers U.S. and Canada only.

REPAIR SUMMARY:

This bulletin involves reprogramming the IDCM, BPCM, MCP A, MCP B and the EVCU with the latest available software and then, if needed, performing a Wheel End Disconnect Position Learn routine.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-17-90	Inspect IDCM, BPCM, MCPA, MCPB, and EVCU Module Software Levels (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
18-19-17-91	Inspect and Reprogram IDCM, BPCM, MCPA, MCPB, and EVCU Module Software (0 - Introduction)	6 - Electrical and Body Systems	1.3 Hrs.**
Failure Code	RF	Required Flash	
	CC	Customer Concern	

The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or Technical Service Bulletin.

- The “RF” failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RSU.
- The failure code “RF” (Required Flash) can no longer be used on Technical Service Bulletin flashes. The “RF” failure code must be used on an RSU.
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/ Service Library, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If a customers VIN is listed in VIP or your RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits any of the symptom listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–

REPAIR PROCEDURE:

WARNING!

- **Before performing the software reprogramming, it is necessary to make the vehicle safe.**
- **When performing repairs that directly involve or imply possible contact with live high voltage components/systems, the technician must ensure that the power supply of the high-voltage system is disconnected throughout the operation.**
- **Only specifically trained technicians qualified to perform repairs on vehicles with high voltage systems under current national laws/regulations are authorized to work on the vehicle.**
- **Before performing any diagnostic repair work on the vehicle, carefully read and comply with the general instructions for working safely on hybrid/electric vehicles and use suitable general equipment and Personal Protective Equipment (PPE).**
- **The vehicle must not be connected to a high voltage charger when performing software updates.**

NOTE:

- **Install a 12 volt battery charger to ensure sufficient battery voltage which can also support 50-60 amps during the flash process.**
- **The remote battery posts (jump posts) under the hood may be used to connect a 12 volt battery charger to eliminate the need to remove the battery.**
- **If this flash process is interrupted/aborted, the flash should be restarted.**

CAUTION!

- **To lower the risk of failure modes prior to the flash update, do not open trunk, frunk or passenger door without first opening the driver door before performing this Repair Procedure. This process will not need to be performed after the flash update has been completed.**
- **Minimize on-site vehicle movements and ignition cycles where possible before performing this Repair Procedure.**
- **If the vehicle has recently been driven, on a test drive for example, the vehicle needs to sit and cool down for one hour before performing this update. Failure to allow the vehicle to cool down may result in substantial consequential damage to occur. Pulling the vehicle into the bay does not justify the one hour cool down.**

1. Is the vehicle on the RSU VIN list?
   - YES >>> Proceed to Step 2.
   - NO >>> Proceed to Step 3.
2. Does the IDCM, BPCM, MCP A, MCP B and the EVCU have the latest software already installed?
   - YES >>> This bulletin has been completed, use inspect LOP **(18-19-17-90)** to close the active RSU.
   - NO >>> Proceed to Step 3.
3. Remove the front storage bin. Refer to the detailed service procedures available in DealerCONNECT/ Service Library under: Service Info> 23 - Body / Exterior / Bin, Storage / Removal.

   NOTE: The cooling fan must be disconnected to prevent it from powering on, which may interrupt/ abort the flash process.
4. Disconnect the cooling fan wire harness connector Fig. 1.

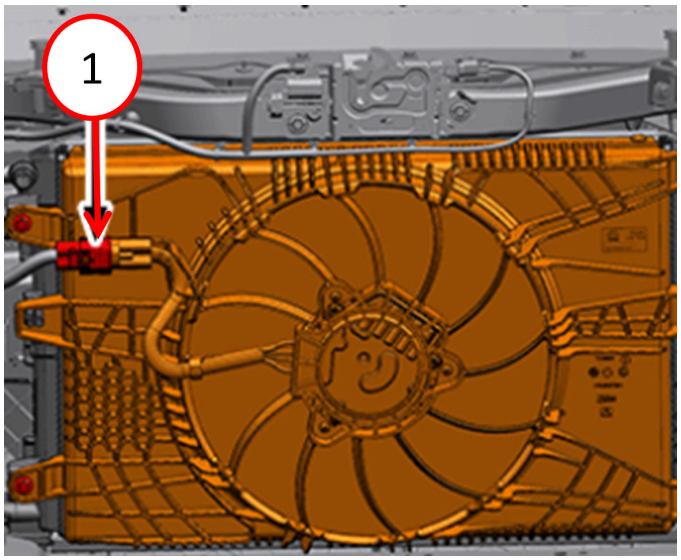

Fig. 1
Cooling Fan Assembly

1 - Wire Harness To Disconnect/Connect

CAUTION!
Failure to remove the #38 AGSM fuse will result in damage to the shifter.

5. From the rear of the vehicle, pull back the carpet to access the rear Power Distribution Center (PDC) Fig. 2.

Fig. 2
Rear PDC Location

6. Remove the PDC cover, locate and remove the #38 AGSM fuse Fig. 3.

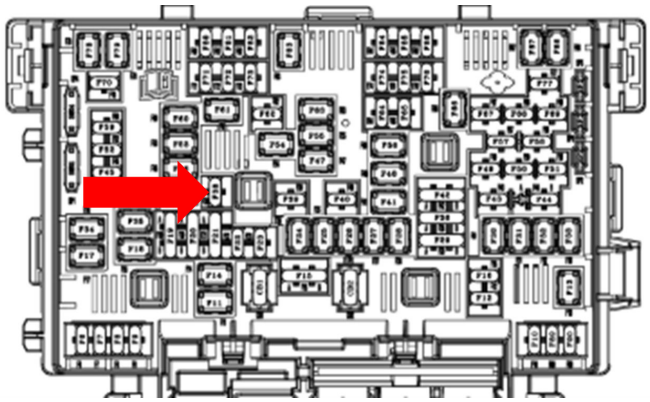

Fig. 3
#38 AGSM Fuse Location

7. Reprogram the BPCM to the latest available software.
8. Clear DTCs.
9. Are any of the following DTCs now active or pending in the BPCM?

   - P1614-00 - ECU Reset/Recovery Occurred.
   - P2D3A-00 - Forced Hybrid/EV System Shutdown.
   - U029A-00 - Lost Communication With Hybrid Battery Pack Sensor Module.

   - YES >>> Proceed to Step 10.
   - NO >>> Proceed to Step 12.

10. If **P1614** or **P2D3A** are set, use the wiTECH and navigate to the BPCM "Misc Functions" and then select "BPCM Soft Reset". If **U029A** is set, a six-minute sleep cycle will be needed to allow the code to go sleep. After doing the sleep cycle, turn the ignition ON, reconnect the micropod, clear the DTCs and then perform the "BPCM Soft Reset".

    NOTE: For the six-minute sleep cycle to be successful, the micropod must be disconnected and the ignition must be set to OFF prior to starting the sleep cycle. Additionally, all accessories, lights and electrical units must be turned off, and hood, trunk and all doors must be closed with no one inside the vehicle. During this sleep cycle, the vehicle may present IPC warnings, chimes and other DTCs.

11. Clear DTCs.
12. Reprogram the MCP A with the latest available software.
13. Reprogram the MCP B with the latest available software.
14. Reprogram the EVCU with the latest available software.

15. Reprogram the IDCM with the latest available software.
16. Can the ignition be turned off?
    - YES >>> Proceed to Step 18.
    - NO >>> Proceed to Step 17.
17. Disconnect the 12 volt battery charger and the 12 volt battery for 15 seconds.
18. Clear DTCs.
19. Is DTC P167B-00 - Controlled System Shutdown now active in the BPCM?
    - YES >>> Proceed to Step 20.
    - NO >>> Proceed to Step 22.
20. Using wiTECH, perform a "Impact Event Fault Reset" routine. This routine is located in the 'Misc Functions' menu for the BPCM.
21. Allow the vehicle to go to sleep. This will take approximately six minutes then proceed to Step 22.

    NOTE: For the six-minute sleep cycle to be successful, the micropod must be disconnected and the ignition must be set to OFF prior to starting the sleep cycle. Additionally, all accessories, lights and electrical units must be turned off, and hood, trunk and all doors must be closed with no one inside the vehicle. During this sleep cycle, the vehicle may present IPC warnings, chimes and other DTCs.
22. Is the vehicle equipped with Wheel End Disconnect (Sales Code DH4)?
    - YES >>> Proceed to Step 23.
    - NO >>> Proceed to Step 24.
23. Using wiTECH, perform a "Wheel End Disconnect Position Learn" routine. This routine is located in the 'Misc Functions' menu for the EVCU.

    NOTE: If the Wheel End Disconnect Position Learn routine is not successful, roll the vehicle slightly forward so that the wheel end disconnect actuators can align on the spline before attempting to perform the routine again.
24. Install the #38 AGSM fuse Fig. 3 and the PDC cover Fig. 2.
25. Position the rear carpet in place.
26. Connect the cooling fan wire harness connector Fig. 1.
27. Install the front storage bin. Refer to the detailed service procedures available in DealerCONNECT/ ServiceLibrary under: Service Info> 23 - Body / Exterior / Bin, Storage / Installation.
28. Clear any DTCs that may have been set in any modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

NOTE: **For SA market only, after applying this TSB, it is not necessary to send DID-I or DID-A.**

POLICY:

Reimbursable within the provisions of the warranty.