STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Integrated Dual Charging Module (IDCM) Updates 11B3

REFERENCE:	**TSB:** 08-129-25 REV. C **GROUP:** 08 - Electrical	**Date:**	December 18, 2025	**REVISION:**	08-129-25 REV. B
VEHICLES AFFECTED:	**2024 (KM) Jeep Wagoneer S** **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 the North America market.**	
CUSTOMER SYMPTOM:	**Customers may comment on one or more of the following:** • 12 volt battery lamp on the Instrument Panel Cluster (IPC) illuminated due to depleted 12 volt battery. • Unable to charge at High Voltage Charging station at Level-1, Level-2 or DC Fast Charge.				
CAUSE:	**IDCM software update**				

This bulletin supersedes Technical Service Bulletin (TSB) 08-129-25 REV. B, date of issue July 10, 2025, which should be removed from your files. All revisions are highlighted with asterisks and include new RSU number, new LOPs and additional Repair steps.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) **25-254, date of issue December 18, 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.**

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-CM	Inspect and Reprogram IDCM, BPCM, MCPA, MCPB, and EVCU Module Software (0 - Introduction)	6 - Electrical and Body Systems	1.2 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 Diagnostic Trouble Codes (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!

- **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?

   CAUTION!
   ****There will not be a lightening bolt present for the BPCM to be reprogrammed due to some vehicles requiring two updates. The software level must be inspected before reprogramming to ensure the proper update steps are followed.****
   - 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.

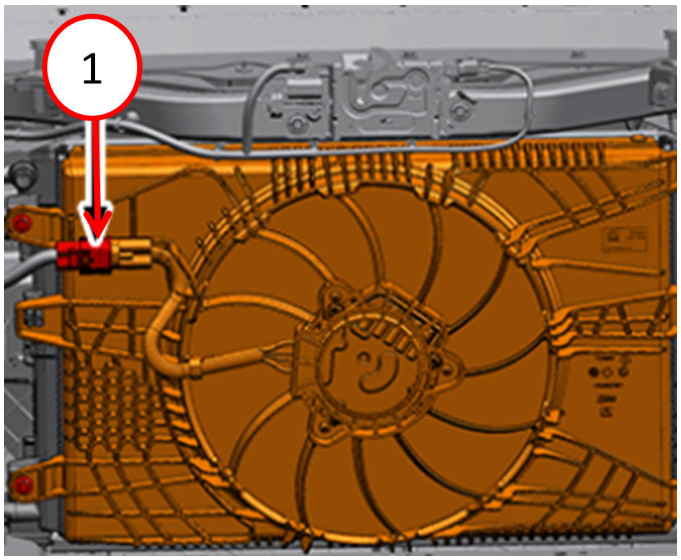

Fig. 1
Cooling Fan Assembly

1 - Wire Harness To Disconnect/Connect

CAUTION!
****Failure to remove the #32 AGSM/GSM fuse will result in damage to the shifter.**

5. Remove the front PDC cover, locate and remove the #32 AGSM/GSM fuse Fig. 2**.

Fig. 2
Front PDC Cover

CAUTION!
****There will not be a lightening bolt present for the BPCM to be reprogrammed due to some vehicles requiring two updates. The software level must be inspected before reprogramming to ensure the proper update steps are followed.**

6. Inspect the software level on the BPCM by going into the "Flash" tab and compare to what software is available Fig. 4.

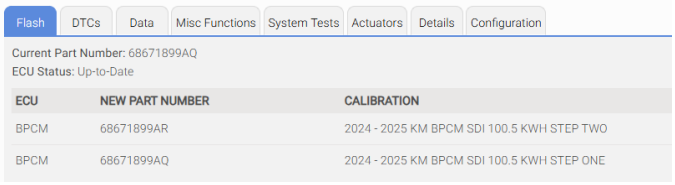

Fig. 3
Two Step Software Level AQ And AR Screen

CAUTION!
If the BPCM is already at the AQ level, the module must be reprogrammed to the AR level. Do not over flash at the AQ level to get to the AR level.

7. Is the BPCM software at the **AQ level**?
   - YES >>> Proceed to Step 10.
   - NO >>> Proceed to Step 9.
8. Reprogram the BPCM to the AQ level. **Then proceed to** Step 10.
9. Reprogram the BPCM to the AR level.**
10. Reprogram the BPCM to the latest available software.
11. Clear DTCs.
12. Are any of the following DTCs now active or pending in the BPCM?

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

    - YES >>> Proceed to Step 14.
    - NO >>> Proceed to Step 16.
13. 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.
14. Clear DTCs.
15. Reprogram the MCP A with the latest available software.
16. Reprogram the MCP B with the latest available software.
17. Reprogram the EVCU with the latest available software.
18. Reprogram the IDCM with the latest available software.

19. Can the ignition be turned off?
    - YES >>> Proceed to Step 21.
    - NO >>> Proceed to Step 22.
20. Disconnect the 12 volt battery charger and the 12 volt battery for 15 seconds.
21. Clear DTCs.
22. Is DTC P167B-00 - Controlled System Shutdown now active in the BPCM?
    - YES >>> Proceed to Step 26.
    - NO >>> Proceed to Step 24.
23. **Was the 12 volt battery disconnected?
    - YES >>> Proceed to Step 28.
    - NO >>> Proceed to Step 25.
24. Disconnect the 12 volt battery charger and the 12 volt battery for 15 seconds. Place the ignition in the "ACC" position and clear DTCs. Proceed to Step 27.**
25. Using wiTECH, perform the "Impact Event Fault Reset" routine. This routine is located in the 'Misc Functions' menu for the BPCM.
26. Clear DTCs, place the ignition in the "Off" position and allow the vehicle to go to sleep. This will take approximately six minutes then proceed to Step 28.

    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.
27. **Disconnect micropod tool from the vehicle and perform a key cycle.
28. Reconnect micropod tool to the vehicle and clear DTCs.
29. Are any of the following DTCs still active or pending in the BPCM?
    a. P1614-00 - ECU Reset/Recovery Occurred.
    b. P2D3A-00 - Forced Hybrid/EV System Shutdown.
    c. U029A-00 - Lost Communication With Hybrid Battery Pack Sensor Module.
    - YES >>> Proceed to Step 31.
    - NO >>> Proceed to Step 33.
30. 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, place the ignition in the ON position, 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.
31. Clear DTCs.**
32. 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.
33. **Install the #32 AGSM/GSM fuse and the front PDC cover Fig. 2**.
34. Connect the cooling fan wire harness connector Fig. 1.

35. Install the front storage bin. Refer to the detailed service procedures available in DealerCONNECT/ ServiceLibrary under: Service Info> 23 - Body / Exterior / Bin, Storage / Installation.
36. 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.

POLICY:

Reimbursable within the provisions of the warranty.