STELLANTIS PARTS & SERVICES	**Technical Service Bulletin (TSB)** **Vehicle Does Not Operate In Electric Mode And/Or Reverse Gear Is Unavailable**				
REFERENCE:	**TSB:** 08-204-26 **GROUP:** 08 - Electrical	**Date:**	May 6, 2026	**REVISION:**	—
VEHICLES AFFECTED:	**2021 - 2025 (BV) Jeep Renegade** **2021 - 2025 (MV) Jeep Compass** **This bulletin applies to vehicles equipped with a 1.5L I4 DOHC Turbo MHEV Engine (Sales Code EYP).**			**MARKET APPLICABILITY:** ☐ NA ☐ MEA ☐ SA ☐ IAP ☒ EE ☐ CH **NOTE: This bulletin applies to the Enlarged Europe markets.**	
CUSTOMER SYMPTOM:	**Customers may experience one or more of the following:** • The vehicle does not operate in electric mode. • Reverse gear is not available.				
CAUSE:	**Various**				

GENERAL INFORMATION:

If on the vehicle scan report the error code P08F2 and/or P08F3 are active in the gearbox control unit, proceed as described below.

NOTE:
- **When DTC P08F3 is stored, the system activate the standby mode for the electric motor (integrated in the dual-clutch transmission).**
- **This condition does not represent a mechanical failure condition for the gearbox, but indicates that the electric motor inside the gearbox cannot be activated by the inverter; consequently the TCM inhibits its use for safety reasons.**
- **The customer effect is a lack of traction or the possibility of moving the vehicle only forwards, using only the odd gears. Even gears are not available because they are disabled by the gearbox control unit, while reverse gear can be difficult to engage and the car may not run smoothly.**
- **Based on that, the lack of traction is not related to an internal hardware problem of the gearbox; therefore, it is not necessary to drain the oil or check for debris.**

1. Check for other DTCs in:

• PCM (e.g. U0402-00: implausible data received from TCM).

• BPCM (e.g. P0C78: Hybrid/EV battery system pre-charge time "A" too long).

• HCP (e.g. P0A7D: low hybrid battery pack state of charge and/or P0AF8: hybrid/EV battery system voltage).

• APM (e.g. P2930: Hybrid/EV battery system pre-charge current "B" too high).

NOTE: The mentioned DTC errors ARE NOT NECESSARILY PRESENT AT THE SAME TIME.

2. Check the charge status of the 12V and 48V battery.

3. Check the wiring/connections by following the 12V and 48V circuit checklist at the end of this document.

4. If there is a DTC error after the wiring check, run the specific procedure of that DTC to resolve before moving on to diagnosing for DTC P08F3:

4.1 if the error P0C0E-00 (Drive Motor B Inverter Power Supply Circuit/Open) is present in the HCP control unit in the Active state, try to delete the errors and retest the vehicle. If the DTC is still present, **replace the inverter ONLY** and check if the DTC is still present. If yes, **replace the gearbox**.

4.2. If DTC P0DA3-00 (Drive Motor "B" Inverter Voltage Sensor "A" Circuit) error is present in the HCP control unit, proceed to replace **ONLY the inverter** and check if the DTC is still present. If yes, **replace the gearbox**.

4.3 In case DTC P0AF8 is present on HCP and DTC P08F2 is present on TCM, follow the related procedure **below.**

4.4 In the event that DTC P0A7D is present on HCP and DTC P0C78 is present on BPCM and DTC P2930 is present on APM, follow the related procedure **below.**

4.5 In the event that DTC P0AF8 is present on HCP and DTC P0C78 is present on BPCM, follow the related procedure **below.**

4.6 For any other DTCs not mentioned, follow the specific diagnosis procedure.

5. If there is no DTC error, complete the P08F3 diagnosis procedure.

- DTC P0AF8 on HCP – P08F2 on TCM

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	U0402	Implausible Data Received From TCM	Active
PCM	U0429	Implausible Data Received from Steering Control Module	Stored
PCM	U0418	Implausible Data Received From Brake System Control Module 1	Stored
HCP	P0AF8-00	Hybrid/EV Battery System Voltage-	Active
TCM	P08F2-00	Drive Motor "C" Inverter Performance-	Pending
PAM	U1700-29	BCM Body Computer Module - Signal signal invalid	Active
HALF	P0780-68	Gear Shift Malfunction - Event information	Active

Fig. 1

Check the wiring between the 48V battery and the electric motor. The 330A fuse found on the wiring in a blue box has two nuts. Check the tightness of the nuts.

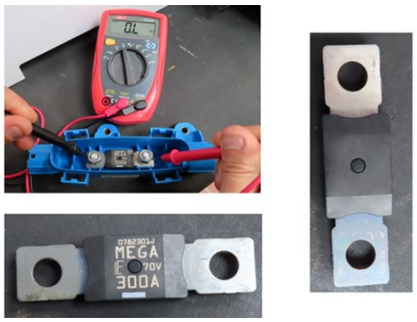


Fig. 2

There is no continuity, open circuit detected. The fuse has a darker side.

- DTC P0A7D on HCP / DTC P0C78 on BPCM / DTC P2930 on APM

BPCM_PN	P0C78-00	Hybrid/EV Battery System Precharge "A" Time Too Long-	No	stored
DASM_FGA	C1403-86	Electrical power steering failure - Signal invalid	Yes	active
DASM_FGA	C1408-86	ESC fail status present - Signal invalid	Yes	active
DASM_FGA	C1431-86	Yaw rate acceleration sensors from BSM failure - Signal invalid	Yes	active
DCTM_FGA	P08F3-00	Drive Motor "D" Inverter Performance	No	pending

Fig. 3

Check the connection between the wiring harness and the 48V battery. The connector nut on the positive terminal of the 48V must be tightened.

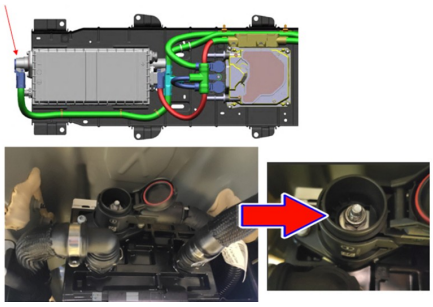


Fig. 4

- DTC P0AF8 on HCP / P0C78 on BPCM

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
HCP	P0AF8-00	Hybrid/EV Battery System Voltage-	Active
BCM	U045A-00	Implausible Data Received From Parking Assist Module-	Active
ESM	U0100-87	Lost Communication With ECM/PCM	Stored
TCM	P2794-00	Gear Shift Direction Circuit Low-	Active
TCM	P3955-00		Stored
TCM	P3963-00		Stored
TCM	P0A3D-00	Drive Motor B Inverter Over Temperature-	Active
TCM	U0415-00	Invalid Data Received from Anti-Lock Brake System (ABS) Control Module "A"-	Stored
TCM	P0806-00	Clutch Position Sensor 1 Circuit Performance-	Stored
TCM	P08F2-00	Drive Motor "C" Inverter Performance-	Active
TCM	P08F3-00	Drive Motor "D" Inverter Performance-	Stored
PAM	U0422-00	Implausible Data Received From Body Control Module-	Active
APM	P0607-00	ECU Internal Performance-	Stored
APM	P1ABC-00	APM HV Battery System Voltage Low-	Active
APM	B21E3-00	DC to DC Converter Current Sensor - Over Current-	Stored
BPCM	P0C78-00	Hybrid/EV Battery System Precharge "A" Time Too Long-	Stored

Fig. 5

Check the tightness of the nuts at the 48V battery connection and the Inverter.

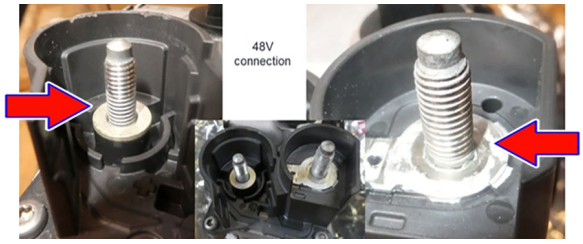


Fig. 6

Checklist for 12V e 48V circuit

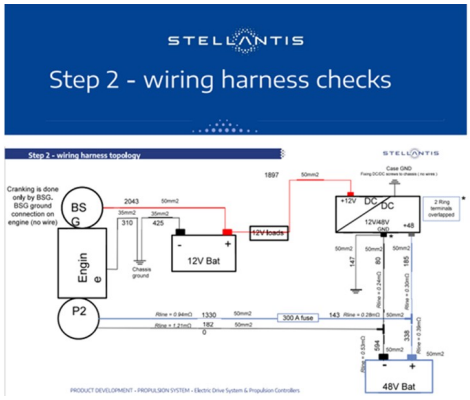


Fig. 7

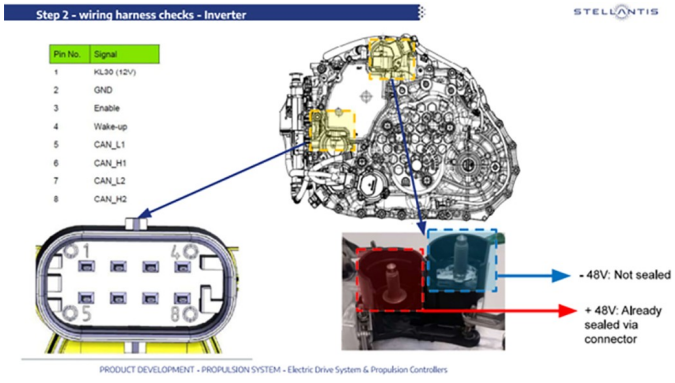


Fig. 8

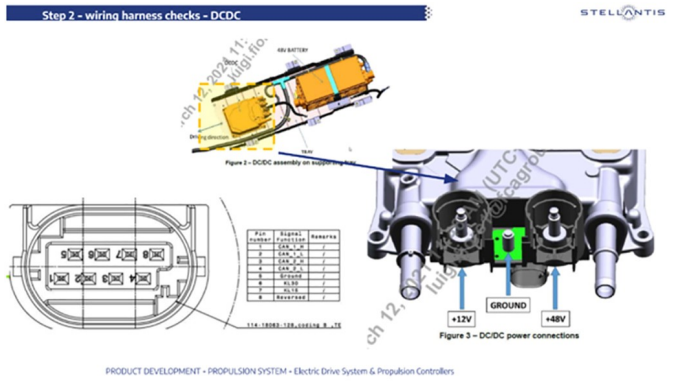


Fig. 9

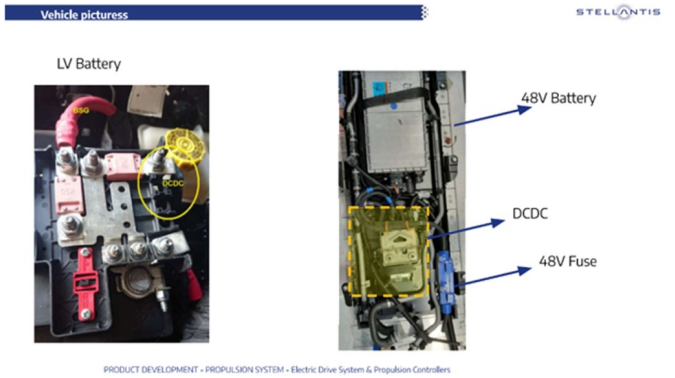


Fig. 10

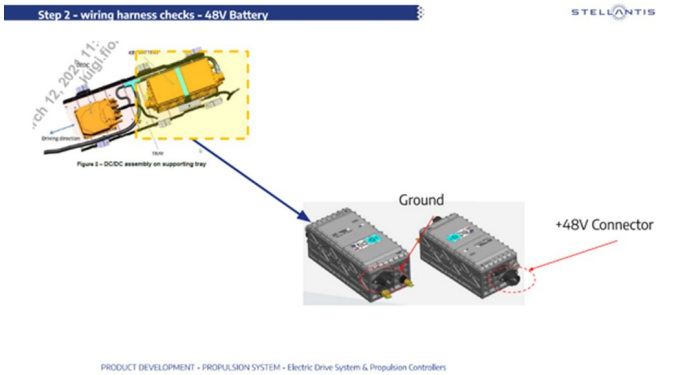
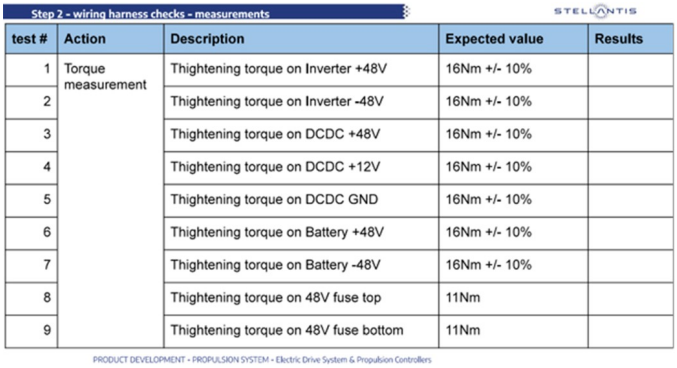


Fig. 11



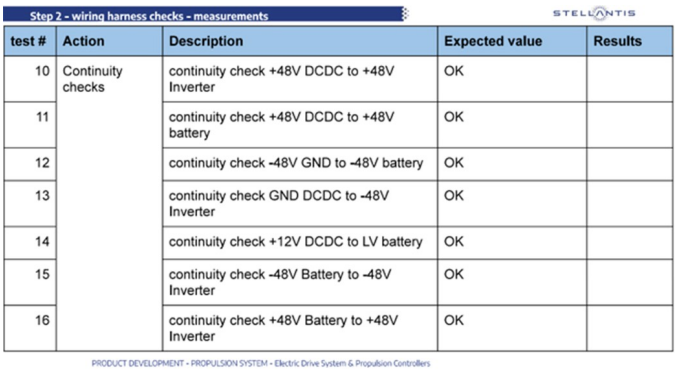
Step 2 - wiring harness checks - measurements

STELLANTIS

test #	Action	Description	Expected value	Results
1	Torque measurement	Thightening torque on Inverter +48V	16Nm +/- 10%	
2		Thightening torque on Inverter -48V	16Nm +/- 10%	
3		Thightening torque on DCDC +48V	16Nm +/- 10%	
4		Thightening torque on DCDC +12V	16Nm +/- 10%	
5		Thightening torque on DCDC GND	16Nm +/- 10%	
6		Thightening torque on Battery +48V	16Nm +/- 10%	
7		Thightening torque on Battery -48V	16Nm +/- 10%	
8		Thightening torque on 48V fuse top	11Nm	
9		Thightening torque on 48V fuse bottom	11Nm	

PRODUCT DEVELOPMENT - PROPULSION SYSTEM - Electric Drive System & Propulsion Controllers

Fig. 12



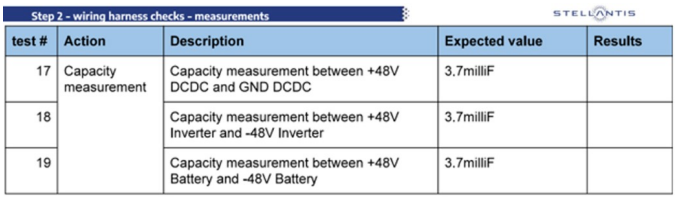
Step 2 - wiring harness checks - measurements

STELLANTIS

test #	Action	Description	Expected value	Results
10	Continuity checks	continuity check +48V DCDC to +48V Inverter	OK	
11		continuity check +48V DCDC to +48V battery	OK	
12		continuity check -48V GND to -48V battery	OK	
13		continuity check GND DCDC to -48V Inverter	OK	
14		continuity check +12V DCDC to LV battery	OK	
15		continuity check -48V Battery to -48V Inverter	OK	
16		continuity check +48V Battery to +48V Inverter	OK	

PRODUCT DEVELOPMENT - PROPULSION SYSTEM - Electric Drive System & Propulsion Controllers

Fig. 13



Step 2 - wiring harness checks - measurements

STELLANTIS

test #	Action	Description	Expected value	Results
17	Capacity measurement	Capacity measurement between +48V DCDC and GND DCDC	3.7milliF	
18		Capacity measurement between +48V Inverter and -48V Inverter	3.7milliF	
19		Capacity measurement between +48V Battery and -48V Battery	3.7milliF	

Fig. 14

POLICY:

Reimbursable within the provisions of the warranty.