

Technical Service Bulletin (TSB)
Flash: Body Control Module (BCM) Update

REFERENCE:	TSB: 08-175-26 REV. A GROUP: 08 - Electrical	Date:	August 19, 2026	REVISION:	08-175-26
VEHICLES AFFECTED:	2026 (LB) Dodge Charger This bulletin applies to vehicles **built on or before June 22, 2026 (MDH 0622XX)**.			MARKET APPLICABILITY: ☒ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ CH NOTE: This bulletin applies to the North America market.	
CUSTOMER SYMPTOM:	Technicians may find the following Diagnostic Trouble Code (DTC): - B18AA-11 - Trunk/Gate Unlock Control 1-Circuit Short to Ground. NOTE: There are no Malfunction Indicator Lamp (MIL) illumination or related messages displaying in the Instrument Panel Cluster (IPC) for this symptom. **Hatch event only occurs on BEV vehicles without JRC for Power Hatch.** Customers may comment on the following: **Battery is depleted. - When at a full stop and the Engine Stop Start (ESS) has turned off the engine, the engine does not automatically restart once the brake pedal is released. This is accompanied by a chime and a pop-up message on the IPC indicating ESS has aborted. The vehicle can be restarted once shifted into Park and pressing the ignition button. NOTE: These symptoms occur due to the BCM sending an incorrect hood position message. The ESS event only occurs on ICE equipped vehicles.** - The hatch will not open when a release button (interior, exterior, or Frequency Operated Button Integrated Key (FOBIK)) is pressed. NOTE: **Hatch event only occurs on BEV vehicles without JRC for Power Hatch.**				
CAUSE:	BCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 08-074-26 REV. A, date of issue April 25, 2026, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include an updated build date, new LOP, new Customer Symptoms, new Customer Symptom notes. Changes not highlighted with asterisks include the removal of sales codes.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 26-071, date of issue April 25, 2026. 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 inspecting and possibly reprogramming the BCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-02-JT	Module, Body Control - Inspect (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
18-19-02-JU	Module, Body Control - Inspect and Reprogram (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.**
Failure Code	RF	Required Flash - RSU	
	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 customer's 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:

NOTE: Install a battery charger to ensure battery voltage does not drop below 13.2 volts. Do not allow the charging voltage to climb above 13.5 volts during the flash process.

NOTE: If this flash process is interrupted/aborted, the flash should be restarted.

1. Is the vehicle on the RSU VIN list?
 - YES >>> Proceed to [Step 2](#).
 - NO >>> Proceed to [Step 3](#).
2. Does the BCM have the latest software already installed?
 - YES >>> This bulletin has been completed, use Inspect LOP ***(18-19-02-JT)*** to close the active RSU.
 - NO >>> Proceed to [Step 3](#).

3. Reprogram the BCM with the latest software. If issues arise when flashing a module using the wiTECH Diagnostic Application, please submit a ticket to the Helpdesk. The helpdesk can be found within the Help menu.
4. Perform an ECU reset. Using the wiTECH, navigate to the Guided Diagnostics menu and select "Reset ECU".
5. Clear all DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.
6. **Disconnect and then reconnect the 12v battery. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 08 - Electrical / 8F - Engine Systems / Battery System / Standard Procedure.
7. Confirm the ignition goes to RUN by pressing the ignition button.**

POLICY:

Reimbursable within the provisions of the warranty.

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