

Technical Service Bulletin (TSB)

Flash: Hybrid Control Processor (HCP) and Auxiliary Hybrid Control Processor (AHCP) Updates

REFERENCE:	TSB: 08-359-25 GROUP: 08 - Electrical	Date:	October 28, 2025	REVISION:	08-013-24 REV. C
VEHICLES AFFECTED:	2023 (WL) Jeep Grand Cherokee/Grand Cherokee L This bulletin applies to vehicles equipped with a 2.0L I4 DOHC DI Turbo PHEV Engine (Sales Code ECX) and **8-Spd Auto 8P75PH PHEV Transmission (Sales Code DFY).**			MARKET APPLICABILITY: ☐ NA☐ IAP ☐ SA☐ **CH** ☐ EE ☐ **MEA ** NOTE: **This bulletin applies to the North and South America, Enlarged Europe, Middle East and Africa, India and Asia Pacific and China Markets.**	
CUSTOMER SYMPTOM:	Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following Diagnostic Trouble Code (DTC) has been set in the Hybrid Control Processor (HCP) module: - P16F0-00 - SPI Comm Hardware Fault. Customers may also comment on one or more of the following: **Low/weak 12V battery or a no start condition due to voltage being under 10.5V. - Unable to charge vehicle while key is off.** - Shifts rough occasionally when coming down to a stop. - Shifts rough occasionally when accelerating. - Shifts rough when transitioning from EV to Hybrid operation on low SoC. - Shifts rough when engines starts. - On part throttle accelerations with little to no battery available the transition from battery power to engine on is harsh and abrupt. - The engine oil life on dashboard drops down too fast when the engine oil dilution reaches high level without the ability to recover.				
CAUSE:	Module Software Updates.				

This bulletin supersedes Technical Service Bulletin (TSB) 08-013-24 REV. C, date of issue March 19, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include an updated Sales Code, additional Markets, additional Markets Note, additional Customer Symptoms, New Claims Data table, new Repair Procedure steps, new Policy statement and converting from an Information Only TSB.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-021, date of issue February 03, 2024. 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. This RSU will expire 18 months after the date of issue.

REPAIR SUMMARY:

This bulletin involves reprogramming the Powertrain Control Module (PCM), Transmission Control Module (TCM) and the AHCP also known as Power Inverter Module (PIM), with the latest available software.

****CLAIMS DATA:**

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-86-BK	Module, Power Inverter - Reprogram (0 - Introduction)	6 - Electrical And Body Systems	0.5 Hrs.
Failure Codes	CC	Customer Concern	

The dealer must use failure code CC with this Technical Service Bulletin.

- If the customer's concern matches the SYMPTOM identified in the Technical Service Bulletin, failure code CC is to be used.
- When utilizing this failure code, the 3C's (customer's concern, cause and correction) must be provided for processing Technical Service Bulletin flash/reprogramming conditions.**

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 the customer describes the symptom/condition above, 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).

NOTE: Install a battery charger to ensure sufficient battery voltage is provided during the flash process.

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

1. ****Disable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Disable HV BatteryContactors --> then follow the wiTECH prompts.****
2. Reprogram the HCP and AHCP with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
3. Reprogram the PCM with the latest available software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
4. Reprogram the TCM with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
5. ****Enable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Enable HV BatteryContactors For Service--> then follow the wiTECH prompts.****
6. 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.****

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