

REFERENCE:	TSB: 08-205-25 GROUP: 08 - Electrical	Date:	July 2, 2025	REVISION:	—
VEHICLES AFFECTED:	2025 (LB) Dodge Charger This bulletin applies to vehicles built on or before April 03, 2025 (MDH 0403XX) 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 of the following Diagnostic Trouble Codes (DTCs): - C10FA-00 - Wheel Hub disconnect Actuator Performance Left. - C10FB-00 - Wheel Hub disconnect Actuator Performance Right. Customers may also comment on the following: - Wrench icon is illuminated on the Instrument Panel Cluster (IPC).				
CAUSE:	EVCU software update				

REPAIR SUMMARY:

This bulletin involves reprogramming 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
18-19-85-BY	Unit, Electric Vehicle Control (EVCU) - Reprogram (0 - Introduction)	6 - Electrical and Body Systems	0.7 Hrs.
Failure Code	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 any of the symptoms 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. From the rear of the vehicle, pull back the carpet to access the rear Power Distribution Center (PDC) [Fig. 1](#).



Fig. 1
Rear PDC Location

2. Remove the PDC cover, locate and remove the #38 AGSM fuse [Fig. 2](#).

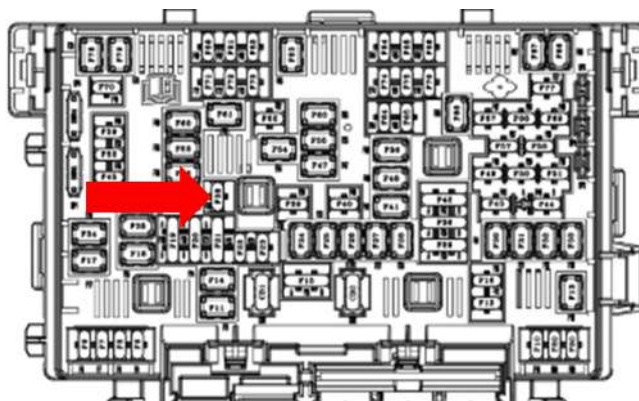


Fig. 2
#38 AGSM Fuse Location

3. Reprogram the EVCU with the latest available 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. Can the ignition be turned off?
 - YES >>> Proceed to [Step 6](#).
 - NO >>> Proceed to [Step 5](#).
 5. Disconnect the 12 volt battery charger and the 12 volt battery for 15 seconds.
 6. Clear DTCs.
 7. Is DTC P167B-00 - Controlled System Shutdown now active in the BPCM?
 - YES>>> Proceed to [Step 8](#).
 - NO>>> Proceed to [Step 9](#).
 8. Using wiTECH, perform a "Impact Event Fault Reset" routine. This routine is located in the 'Misc Functions' menu for the BPCM.
 9. Allow the vehicle to go to sleep. This will take approximately six minutes then proceed to [Step 10](#).
- 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.**
10. Is the vehicle equipped with Wheel End Disconnect (Sales Code DH4)?
 - YES >>> Proceed to [Step 11](#).
 - NO >>> Proceed to [Step 12](#).
 11. 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.

12. Install the #38 AGSM fuse [Fig. 2](#) and the PDC cover [Fig. 1](#).
13. Position the rear carpet in place.
14. 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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