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Case Number: S2608000006 Rev. B

Release Date: May 2026

Models Affected: 2026 Jeep Cherokee (KM)

Symptom/Vehicle Issue: Limp Home Mode, Red Wrench Lamp Illuminated. DTCs P0C01-00 - Drive Motor A Current High And/Or P0C04-00 - Drive Motor B Current High

Discussion: Vehicle may arrive at the dealer in Limp Home mode and the Red Wrench Lamp (MIL) illuminated in the cluster. Upon scanning the vehicle for DTCs you may find P0C01-00 - Drive Motor A Current High and/or P0C04-00 - Drive Motor B Current High.

This condition may be caused by improperly torqued bolts for the High Voltage (HV) 3 phase cabling which runs between the Transmission and Drive Motor Power Inverter (DMPI). During installation, cross threading of the bolts and metallic debris may have compromised the integrity of the cable and joint connections leading to damage.

Caution: Before Proceeding Perform The High Voltage Power Down Procedure In Service Library!

12 - Electrified Powertrain System / High Voltage Battery / Standard Procedure - HIGH VOLTAGE POWER DOWN

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Contact STAR Center, or your Technical Assistance Center Via TechConnect, eCONTACT or Service Library entry if no solution is found.

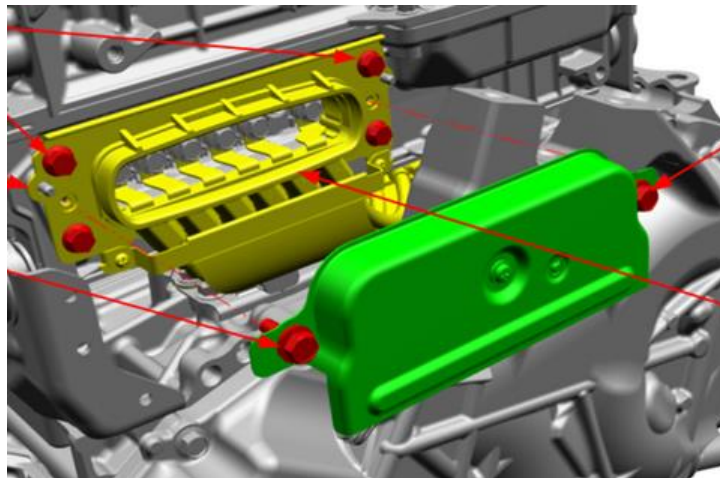


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Diagnosis: You will need to visually inspect the HV cable/joint connections at the DMPI and Transmission looking for signs of cross-threading, damage, loose connections, and metallic debris. Reference: 12 - Electrified Powertrain System / High Voltage Battery / CABLES / Removal and Installation / Drive Motor Power Inverter (DMPI) To Transmission

1. Remove the DMPI cable interface cover (Green) and bolts securing the cables.
DO NOT USE POWER TOOLS



Inspect the DMPI connections for signs of cross-threading, damage, loose connections, and/or metallic debris.

If requesting a replacement part through STAR Restriction process. Even if the connections do not appear to exhibit any damage. Take pictures of all connections and attach them to the STAR case (Reference example images 1, 3, 4 at the end of this SOL).

Caution: Different length bolts for Trans and DMPI, ensure bolts are in the right position.

DMPI Bolts Part Number: 06514796AA

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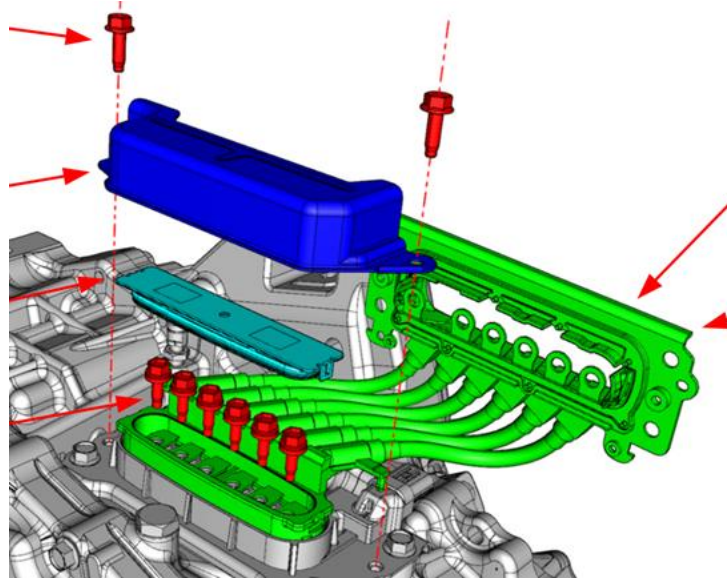


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2. Remove the Transmission cable interface cover (Blue) and bolts securing the cables.

DO NOT USE POWER TOOLS



Inspect the Transmission connections for signs of cross-threading, damage, loose connections, and metallic debris.

If requesting a replacement part through STAR Restriction process. Even if the connections do not appear to exhibit any damage. Take pictures of all connections and attach them to the STAR case (Reference example images 1, 3, 4 at the end of this SOL).

Caution: Different length bolts for Trans and DMPI, ensure bolts are in the right position.

Transmission bolts Part Number: 06514797AA

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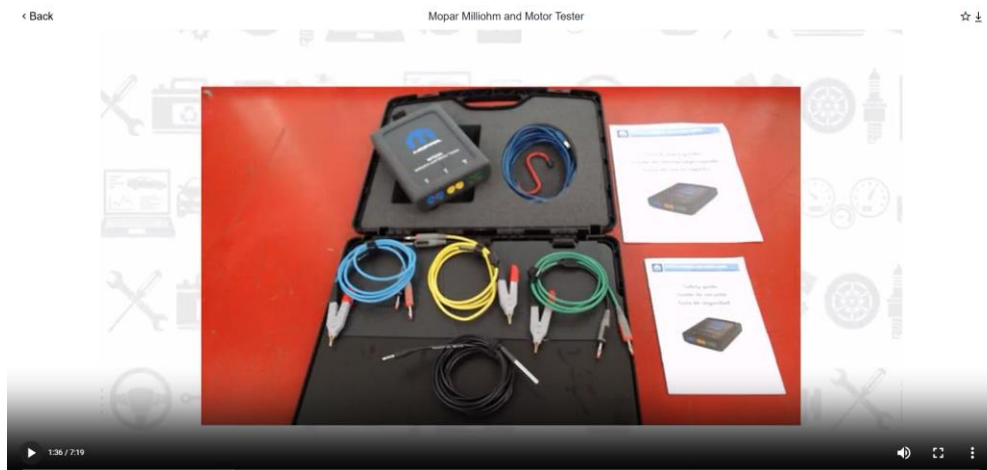
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If visual inspection does not clearly identify the issue. You will need to measure resistance values of the motors in Milliohms (0.001 Ohms). This will require the use of Mopar Pico Milliohm and Motor Test Kit (Tool #: 2074507080).



Mopar Pico Milliohm and Motor Test Kit (Tool # 2074507080)



Note: Search “Mopar Milliohm and Motor Tester” in **Mastertech** for Microlearning Course video which explains how to use this tool.

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Readings should be performed and compared to the specification table below. You can print off this page and fill in the “Measurement” box to help keep track of your readings. Though an image/screenshot of the Pico software which will display your readings should be attached to your STAR case if you determine a restricted part is needed.

EM1 (Motor A)				
Terminals	Units	Min.	Max.	Measurement
1V to 1U	Milliohm	25.4	29	
1V to 1 W	Milliohm	25.5	28.3	
1U to 1 W	Milliohm	25.4	29	
% difference	%	-	5%	
1V to ground	Mohm	2.5	-	
1U to ground	Mohm	2.5	-	
1W to ground	Mohm	2.5	-	
EM2 (Motor B)				
Terminals	Units	Min.	Max.	Measurement
2V to 2U	Milliohm	29.2	32.2	
2V to 2 W	Milliohm	29.3	32.3	
2U to 2 W	Milliohm	29.2	32.2	
% difference	%	-	5%	
2V to ground	Mohm	2.5	-	
2U to ground	Mohm	2.5	-	
2W to ground	Mohm	2.5	-	

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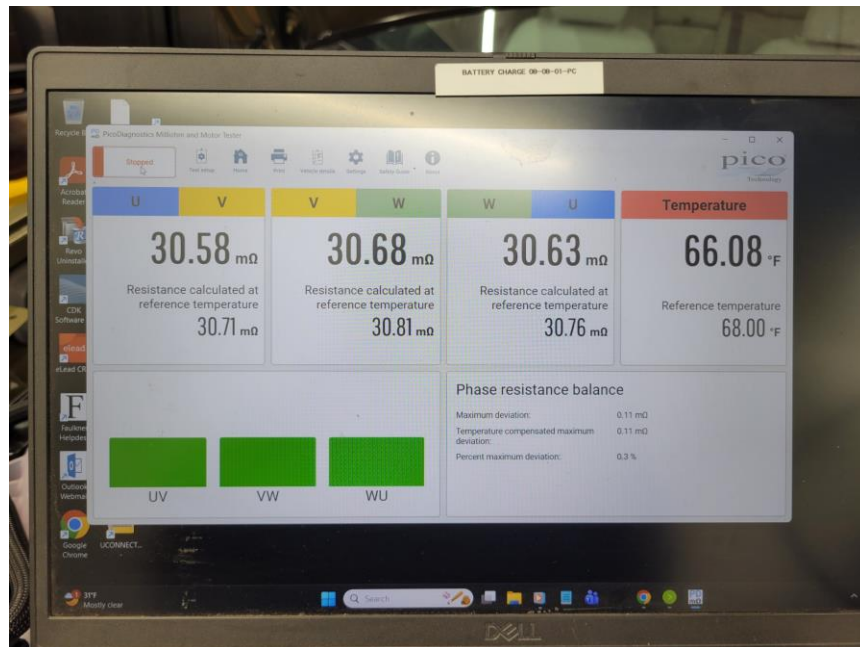
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An image/screenshot showing the resistance values and percentage of deviation displayed in the Pico software should be attached to the STAR case. Pico software allows multiple measurements to be taken at the same time, and readings should be captured this way.



Example Image/Screenshot Of Pico Software Simultaneously Displaying The 3 Required Motor Resistance Readings and Deviation

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Repair: Replace any component which are damaged or found to be outside of specification.

STAR Restriction: At the time of this publication the DMPI and Transmission (Electric Motor) are on STAR restriction and can only be ordered through STAR Center. To replace these components, you will need to open a case with STAR and provide diagnostics details.

- If damage is visually identified, be sure to take clear pictures of the damage and attach them to the case.
- If the resistance values are outside specification, be sure to document and include images in your submission of readings which were displayed when using Mopar Pico Milliohm and Motor Tester.

Note: Engineering does not advise re-tapping cross-threaded connection joints. If cross-threading is identified, the associated component (Transmission or DMPI) will need to be replaced.

If no concerns are found through your visual inspection and testing. Reassemble the components, making sure the joints are clean. If DTC P0C01 or P0C04 remain a concern. Continue diagnostics using applicable DTC flow chart.

Reassembly: For reassembly follow: 12 - Electrified Powertrain System / High Voltage Battery / CABLES / Removal and Installation / Drive Motor Power Inverter (DMPI) To Transmission

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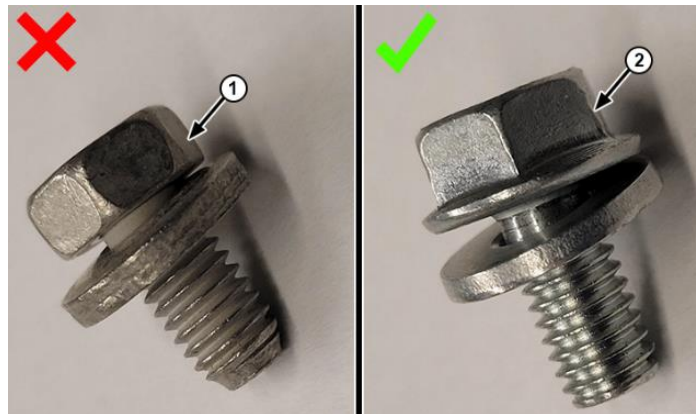
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The bolts that secure the HV cables to both the DMPI and Transmission are not only different sizes, but both have also changed from a conical washer to flat washers. During reassembly only use the updated bolt design which utilizes a flat washer. Order replacement bolts as needed.



- 1 - Cable to Transmission Bolt - With Conical Washer (Note Standard Bolt Head)
- 2 - Cable to Transmission Bolt - With Flat Washer (Note Flanged Bolt Head)

Torque to specifications:

12 Nm - Cables to DMPI

8 Nm - Cables to Transmission

Caution: HVIL interlock pin could fall off, ensure position prior to reassembly.
Reference pictures 5 & 6 for correct placement of HVIL interlock pin.

DO NOT USE POWER TOOLS DURING REASSEMBLY

For the removal/installation of components necessary to complete testing, utilize appropriate labor ops

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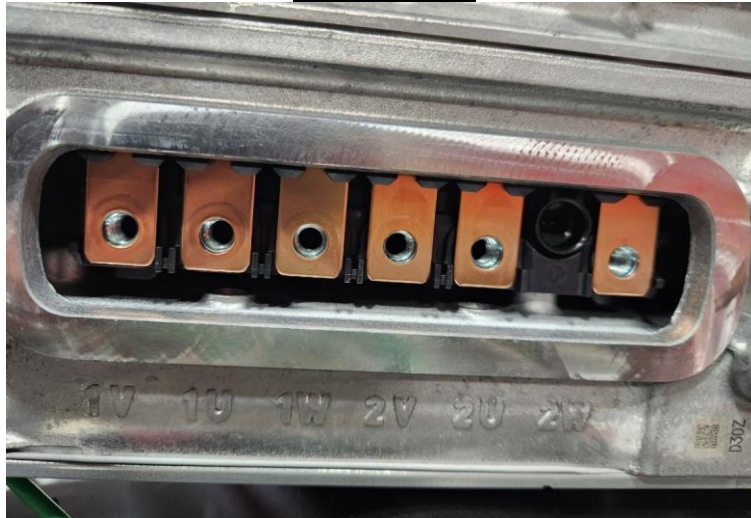
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DMPI Side



(1)

Transmission side



(2)

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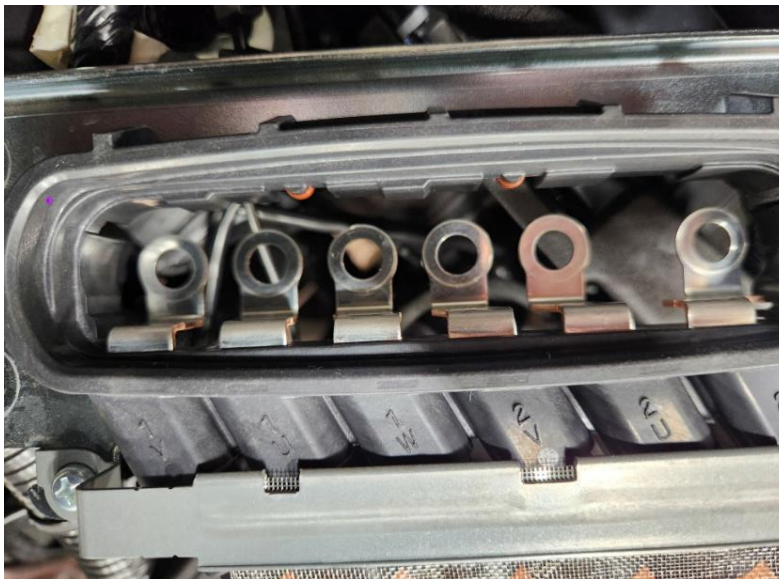
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Wire Harnesses



(3)



(4)

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HVIL Interlock Pin



(5)



(6)

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