

Technical Service Bulletin (TSB)
Flash: Integrated Dual Charging Module (IDCM) Updates

REFERENCE:	TSB: 08-264-26 GROUP: 08 - Electrical	Date:	July 3, 2026	REVISION:	08-260-25
VEHICLES AFFECTED:	2025 (JL) Jeep Wrangler This bulletin applies to vehicles built with 2.0L I4 DOHC DI Turbo PHEV Engine (Sales Code ECX).			MARKET APPLICABILITY: ☒ NA☒ **IAP ☒ EE☒ MEA** ☐ SA☒ CH NOTE: This bulletin applies to North America, Enlarged Europe, **Middle East & Africa, India & Asia Pacific** and China markets.	
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs): **B22A9-87 - ECU Internal Performance- Missing Message. - P0D21-00 - Battery Charger "A" Output Voltage Too Low.** - B23AF-73 - OBCM Fault - Actuator Stuck Closed. Customers may also experience one or more of the following: - Red charging light blinks on the Instrument Panel Cluster (IPC). - Vehicle will not charge.				
CAUSE:	IDCM Software				

This bulletin supersedes Technical Service Bulletin (TSB) 08-260-25, date of issue August 07, 2025, which should be removed from your files. All revisions are highlighted with **asterisks and include updated Customer Symptoms, Market Applicability, LOPs, and Repair Procedure. Revisions not highlighted with asterisks include updated Vehicles Affected.**

REPAIR SUMMARY:

This bulletin involves reprogramming the IDCM with the latest software available.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-90-16-9P	Module, Integrated Dual Charging Module (IDCM) - Reprogram, Includes HV Battery Contactor Routine (0 - Introduction)	6 - Electrical and Body Systems	0.4 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.**

RELATED TIME ALLOWANCE:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-90-16-51	Multiple Flash Attempts, Includes Power Down (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.**

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).

CAUTION!

The vehicle must not be connected to a high voltage charger when performing software updates.

NOTE: Use a battery tender/charger to fully charge the 12V system before performing the service. It is recommended to attempt flashing the IDCM once with the battery tender/charger connected. However, flashing the IDCM with a 12V charger/tender connected to the vehicle can increase the probability of a failed flash.

1. Disable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Disable HV Battery Contactors --> then follow the wiTECH prompts.
2. Use wiTECH to confirm that the contactors are open and then wait five minutes. If the contactors do not open turn the ignition on then off. Once successful a note will appear on the wiTECH screen indicating the contactors are open.
3. Reprogram the IDCM with the latest software.
4. Did the IDCM reprogramming pass?
 - YES >>> Proceed to [Step 6](#).
 - NO >>> Proceed to [Step 5](#).
5. If the flash remains unsuccessful or the IDCM is offline, perform a 12V system reset by disconnecting the 12V battery cable for two minutes, then reconnect. Verify the 12V battery is fully charged, and reattempt the flash procedure.
6. Clear all DTCs that may have been set in any module due to reprogramming.
7. Enable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Enable HV Battery Contactors For Service--> then follow the wiTECH prompts.
8. Connect the vehicle to an AC Level 2 (240V) charging station.
9. Using the charge indicator mounted to the center of the instrument panel, verify the vehicle will charge by the illumination of the five Light Emitting Diode (LED) lights.

NOTE: The charge indicator represents the current state of charge for the HV battery pack. Each bar indicates 20% state of charge.

10. Does the vehicle charge properly after the software flash?
 - YES >>> Proceed to [Step 12](#).
 - NO >>> Proceed to [Step 11](#).
11. Follow normal service diagnostics and perform the repairs needed under normal warranty.

12. Verify the following modules are also programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the module software.

- Battery Pack Control Module (BPCM).
- Hybrid Control Processor (HCP), Auxiliary Hybrid Control Processor (AHCP) also known as the Power Inverter Module (PIM).
- Powertrain Control Module (PCM).
- Transmission Control Module (TCM).**

POLICY:

Reimbursable within the provisions of the warranty.

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.