

2025 Jeep Wrangler 4xe: Sudden Loss of Drive Power

What owners are reporting, what it appears to be, what the dealer and manufacturer say — and how to report it.

50% Electric power drops by half	25% Cut again to about a quarter	0% Electric drive disabled mid-drive	“Electric Mode Temporarily Unavailable” forced into hybrid after a delay
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THE ISSUE

While driving, the Jeep Wrangler 4xe reduces electric propulsion in stages — to roughly 50%, then 25% power — then disables electric drive and displays **“Electric Mode Temporarily Unavailable,”** forcing the vehicle into hybrid mode. It happens during normal driving, typically once the battery falls into a mid-range state of charge, and at a range of speeds. **There is no warning.** The driver presses the accelerator and, for several seconds, gets little or no response — until the gas engine engages and restores power.

This is not driver error. In at least one documented case, a dealership reproduced the same behavior on a **second, different 4xe pulled from its own lot.** Multiple owners across different states and model years report the same sequence.

WHAT IT APPEARS TO BE — AND WHY

Owners and independent research point to a **software change that limits the electric system’s power output** — capping how much the electric side will deliver and shifting the load to the gas engine. The reported purpose is to protect the high-voltage battery. Because this limiting is intentional, programmed behavior rather than a malfunction, **it does not set a diagnostic trouble code.** That is the key to the whole situation: a scan finds “no codes,” and the conclusion becomes “nothing is wrong” — when in fact the vehicle is doing exactly what the software now tells it to.

Owners report the behavior began after software/over-the-air updates — meaning the limitation arrived **after** the vehicle was purchased. A dealer engineering note in one owner’s own service file described the behavior as something that “can be normal operation after the 68C recall.” The word *after* is significant: it ties the power limiting to a post-sale change, not to the vehicle as originally built and advertised.

WHAT THE DEALER AND MANUFACTURER SAY

Across repeated service visits, the answer is consistent: **“No diagnostic codes found. Operating as designed.”** One owner’s vehicle has been brought in **four times** with the same result each time, and no repair performed.

The problem with that answer: “operating as designed” describes *the design* — but the design in question was changed after purchase, through a software update, and the conclusion was reached **without ever measuring the vehicle during an event.** When one owner asked a dealer to road-test the vehicle and log the battery, coolant, and motor temperatures at the moment it loses power — the data an engineer would need — the service manager **refused outright, stating the testing would only be done if the owner paid for it out of pocket.** This was a request to diagnose a reported safety condition on a vehicle under warranty.

THE SAFETY CONCERN

The capability loss matters — owners paid for full electric capability and now have less. But the greater concern is **safety.** A sudden, unexpected loss of drive power, with a delay before the gas engine catches, leaves the driver without propulsion at the exact moment they’re asking for it — most dangerously when merging, crossing an intersection, or climbing a grade.

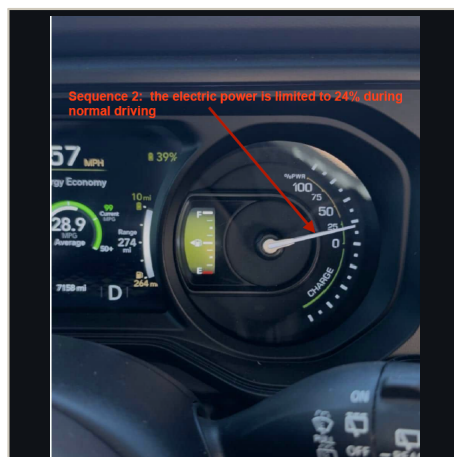
This is the manufacturer’s own standard. In its federal safety recall filings, the manufacturer has stated that a loss of motive power is dangerous — serious enough to warrant a recall — because it can cause a crash without warning. **The same outcome cannot be a safety defect in one case and “normal operation” in another.** A loss of motive power is defined by what happens to the driver, not by which component — or which software — caused it.

The reasonable response is not a label. It is a measurement: drive the vehicle until it loses power, log the conditions, and identify what triggers the cut. **A manufacturer confident the vehicle is operating correctly has no reason to refuse that measurement.**

DOCUMENTED ON THE DASHBOARD — the staged power loss, captured in one drive



1 — power limited to ~48% (battery 43%, 58 mph)



2 — reduced to ~24% (battery 39%, 57 mph)



3 — "Electric Mode Temporarily Unavailable" → hybrid

FREQUENTLY ASKED QUESTIONS

Q • Is the gas engine turning on just normal hybrid behavior?

Partly. The engine assisting under hard acceleration is normal for a hybrid. What is not normal is the electric side being **capped** — held at 25% so you can't get more electric power even when you ask — and then losing electric entirely with an "unavailable" message. Normal assist and a power cap are two different things.

Q • If nothing's broken, why no fault code?

A protective software strategy that runs as programmed is not a "fault." By design it doesn't set a code. "No codes" tells you the software is behaving as written — not that the behavior is safe or that the trigger threshold is correct.

Q • Does this happen at low battery only?

No. Owners report it at mid-range and even high states of charge. Because it occurs across different charge levels — and at different points on different vehicles — it does not look like a single, consistent designed threshold.

Q • Is my vehicle unsafe to drive?

That's a decision for you and a qualified professional based on your specific vehicle. The concern owners raise is the unpredictable delay between losing power and the engine restoring it. Document what yours does and seek professional advice.

Q • What should I do right now?

Document it: note the date, your battery %, your speed, and photograph the dashboard — especially any message. Then file a complaint with NHTSA (see below). A consistent, documented record is what carries weight.

HOW TO REPORT IT TO NHTSA — THIS IS WHAT ACTUALLY MOVES IT

Individually, owners get waved off. But the National Highway Traffic Safety Administration tracks complaints for **patterns** — and a cluster of consistent, documented reports of a sudden loss of drive power is what can compel a federal investigation. It is the one channel a dealership and a manufacturer cannot close on their own.

1. Go to the federal complaint form: [nhtsa.gov/report-a-safety-problem](https://www.nhtsa.gov/report-a-safety-problem) (choose "Vehicle"). Have your VIN and current mileage ready.
2. Pick a component category — "Electrical System" or "Power Train" both fit. The written description matters most; don't overthink the category.
3. Describe what the vehicle does, in plain terms: the staged power loss, the "Electric Mode Temporarily Unavailable" message, the delay before the engine catches, and the safety risk (merging / intersections). State that it's repeatable and what the dealer said.
4. Answer the crash/injury questions honestly. No crash is fine — describe any near-miss in plain terms. Keep the whole thing factual.
5. While you're there, check your VIN for open recalls at [nhtsa.gov/recalls](https://www.nhtsa.gov/recalls). Keep copies of every repair order and dashboard photo.

This is an independent owner-created information sheet documenting reported instances of sudden electric power loss in the Jeep Wrangler 4xe, and reflects the personal experiences and opinions of contributors, quoting publicly reported statements and individual owners' own service records. It is not affiliated with, endorsed by, or speaking for Jeep, Stellantis, FCA US LLC, NHTSA, or any dealership, and is not legal advice. Owners experiencing problems should document their own situation, file with NHTSA, and consult qualified professionals about their specific vehicle. Photographs, where shown, are from an affected owner's vehicle.