

REFERENCE:	TSB: 18-050-24 REV. B GROUP: 18 - Vehicle Performance	Date:	September 5, 2024	REVISION:	18-050-24 REV. A
VEHICLES AFFECTED:	2024 (JL) Jeep Wrangler This bulletin applies to vehicles **built on or before August 16, 2024 (MDH 0816XX)** equipped with the 3.6L V6 VVT Engine Upgrade 1 (Sales Code ERC).	MARKET APPLICABILITY:			
		<input checked="" type="checkbox"/> NA <input type="checkbox"/> MEA <input type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH			
CUSTOMER SYMPTOM:	<p>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):</p> <ul style="list-style-type: none"> • P0032 - O2 - Sensor 1/1 Heater Circuit High. • P0038 - O2 - Sensor 1/2 Heater Circuit High. • P0052 - O2 - Sensor 2/1 Heater Circuit High. • P0058 - O2 - Sensor 2/2 Heater Circuit High. • P1129 - Closed Loop Fueling Not Achieved-Banks 2 Upstream. • P0152 - O2 Sensor 2/1 Circuit High. • P0158 - O2 Sensor 2/2 Circuit High. • P2504 - Charging System Output High. • P0563 - System Voltage High. <p>Customers may also comment on one or more of the following:</p> <ul style="list-style-type: none"> • Vehicle runs rough. • "Service Transmission" message on in the Instrument Panel Cluster (IPC) due to clutch slip detection with the transfer case in neutral. • During flat tow - Transfer case mis-shift (engine running and clutch pedal up, transmission in gear). <p>Other software enhancements included:</p> <ul style="list-style-type: none"> • Improvements to address vehicle no starts after replacing the PCM. • O2 heater crack improvements. • OBD software changes. 				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-050-24 REV. A, date of issue August 01, 2024, which should be removed from your files. All revisions are highlighted with **asterisks**** and include a build date and new LOPs.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-109, date of issue August 01, 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.

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-AU	Module, Powertrain Control (PCM) - Inspect Software Level (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-AW	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.
Failure Code	RF	Required Flash	
	CC	Customer Concern	

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

- The “RF” failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RSU.
- The failure code “RF” (Required Flash) can no longer be used on Technical Service Bulletin flashes. The “RF” failure code must be used on an RSU.
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.

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 a customer’s VIN is listed in VIP or your RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits 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:

NOTE: Install a battery charger to ensure battery voltage does not drop below 13.2 volts. Do not allow the charging voltage to climb above 13.5 volts during the flash process.

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

1. Is the vehicle on the RSU VIN list?
 - YES >>> Proceed to [Step 2](#).
 - NO >>> Proceed to [Step 3](#).
2. Does the PCM have the latest software already installed?
 - YES >>> This bulletin has been completed, use Inspect LOP (18-19-06-AU) to close the active RSU.
 - NO >>> Proceed to [Step 3](#).
3. Reprogram the PCM 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. Did any of the following DTCs **P0032, P0052, P0058 or P0038** return?
 - YES >>> Proceed to [Step 5](#).
 - NO >>> Proceed to [Step 6](#).
5. Refer to all applicable published DTC diagnostics, repair procedures and labor times depending on which DTCs **P0032, P0052, P0058 or P0038** have returned, available in DealerCONNECT/Service Library.
6. Clear all DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

POLICY:

Reimbursable within the provisions of the warranty.

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