

REFERENCE:	TSB: 08-088-25 REV. A GROUP: 18 - Vehicle Performance	Date:	April 30, 2025	REVISION:	08-088-25
VEHICLES AFFECTED:	2024 (WL) Jeep Grand Cherokee/Grand Cherokee L This bulletin applies to vehicles equipped with the 2.0L I4 DOHC DI Turbo PHEV Engine (Sales Code ECX) and 8-Spd Auto 8P75PH PHEV Transmission (Sales Code DFY).			MARKET APPLICABILITY: <input checked="" type="checkbox"/> NA <input checked="" type="checkbox"/> **MEA** <input checked="" type="checkbox"/> **EE** <input checked="" type="checkbox"/> **SA** <input checked="" type="checkbox"/> **CH** <input checked="" type="checkbox"/> **IAP**	
CUSTOMER SYMPTOM:	<p>Customers must experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician must find one or more of the following Diagnostic Trouble Codes (DTCs) have been set:</p> <ul style="list-style-type: none"> • **U0168 - Lost Communication With Vehicle Security Control Module.** • P0629 - Fuel Pump Control Circuit High. • P0171 - Fuel system Lean. • P0087 - Fuel Rail Pressure Too Low - Bank 1. <p>Customers may also experience one or more of the following:</p> <ul style="list-style-type: none"> • **Vehicle not starting.** • Variable speed fuel pump doesn't start after refueling. • The Instrument Panel Cluster (IPC) unable to calculate the instantaneous fuel economy under heavy acceleration. • The oxygen sensor can give incorrect values when entering Electric Vehicle (EV) mode. False fault detection is possible when this event occurs. • The rear half shafts are damaged due to accelerating in drive with the Electronic Parking Brake (EPB) applied. <p>**In addition, the following software enhancement is available:</p> <ul style="list-style-type: none"> • Improve robustness against false failures for P219A - Bank 1 Air-Fuel Ratio Imbalance.** 				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 08-088-25, date of issue March 27, 2025, which should be removed from your files. All revisions are highlighted with **asterisks and include an additional DTC, new LOP, new software enhancements and additional Markets.**

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-JN	Inspect and Reprogram Powertrain Control (PCM) (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.
Failure Code	CC	Customer Concern	

RELATED TIME ALLOWANCE:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-87-51	wiTECH Routine to Disable/Enable HV Battery Contactors for Service; Includes 5 Minute Waiting Period (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.

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).

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

NOTE: Install a battery charger to maintain a 12 volt system voltage.

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

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 waiting 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 PCM with the latest 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. Enable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Enable HV Battery Contactors For Service--> then follow the wiTECH prompts.
5. 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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