

<b>REFERENCE:</b>	<b>TSB:</b> 18-034-25 <b>GROUP:</b> 18 - Vehicle Performance	<b>Date:</b>	June 25, 2025	<b>REVISION:</b>	18-018-19 REV. A
<b>VEHICLES AFFECTED:</b>	<b>2019 (WK) Jeep Grand Cherokee</b> This bulletin applies to vehicles equipped with the 5.7L V8 HEMI MDS VVT Engine (Sales Code EZH) **and an 8-Spd Auto 8HP70 Trans (Buy) (Sales Code DFD).**			<b>MARKET APPLICABILITY:</b>	<input checked="" type="checkbox"/> NA <input checked="" type="checkbox"/> MEA <input checked="" type="checkbox"/> SA <input checked="" type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH <b>NOTE: **This bulletin applies to North and South America, Middle East &amp; Africa, and India &amp; Asia Pacific markets.**</b>
<b>CUSTOMER SYMPTOM:</b>	<b>**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):</b> <ul style="list-style-type: none"> <li>● P0420 - Catalyst System Efficiency Below Threshold Bank 1.</li> <li>● P0430 - Catalyst System Efficiency Below Threshold Bank 2.**</li> </ul> <b>**In addition, the customer may experience one or more of the following:</b> <ul style="list-style-type: none"> <li>● Vehicle fails emissions inspection testing due to OBD catalyst monitor readiness.**</li> <li>● Actual fuel economy reporting may not match the Instrument Panel Cluster (IPC).</li> </ul> <b>Other software enhancements:</b> <ul style="list-style-type: none"> <li>● Calibration update to address EVAP system emissions monitor readiness status accuracy.</li> </ul>				
<b>CAUSE:</b>	<b>**PCM software**</b>				

This bulletin supersedes Technical Service Bulletin (TSB) 18-018-19 REV. A, date of issue October 5, 2019, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include an updated Customer Symptom statement, a new Market Applicability note, new DTCs, new customer symptom, new Cause, updated LOP, updated Diagnosis statement, new Special Tools/ Equipment section, updated Repair Procedure step and a new Repair Procedure note.

Updates not highlighted by asterisks include the removal of a vehicle model and removal of a failure code.

This Service Bulletin is also being released as Rapid Response Transmittal (RRT) 19-069, dated October 05, 2019. All applicable Sold and UnSold RRT VINs have been loaded. To verify this RRT 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-HR	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 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.

## 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:

**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. **\*\*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.**
2. **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.\*\***

**NOTE: \*\*After applying this TSB, it is not necessary to send DID-I or DID-A.\*\***

## POLICY:

Reimbursable within the provisions of the warranty.

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