

**Technical Service Bulletin (TSB)**  
**Flash: Powertrain Control Module (PCM) Updates**

<b>REFERENCE:</b>	<b>TSB:</b> 18-048-25 REV. A <b>GROUP:</b> 18 - Vehicle Performance	<b>Date:</b>	July 16, 2025	<b>REVISION:</b>	18-048-25
<b>VEHICLES AFFECTED:</b>	<b>2026 (B1) Jeep Renegade</b> This bulletin applies to vehicles built on and after March 24, 2025 (MDH 0324XX) and on and before June 12, 2025 (MDH 0612XX) equipped with a 1.3L I4 Turbo Mair DI Eng W/ESS (Sales Code EYJ).			<b>MARKET APPLICABILITY:</b> <input type="checkbox"/> NA <input type="checkbox"/> MEA <input checked="" type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH <b>NOTE:</b> This bulletin applies to the South America market.	
<b>CUSTOMER SYMPTOM:</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): <ul style="list-style-type: none"> <li>• P0032-00 - Comando Do Aquecedor De Sonda Lambda Pré-catalisador - Circuito Alto.</li> <li>• P0133-00 - Sonda Lambda Pré-catalisador - Resposta Lenta.</li> <li>• P0171-00 - Sonda Lambda Pré-catalisador - Mistura Pobre.</li> </ul> Customers may comment on one or more of the following: <ul style="list-style-type: none"> <li>• Engine power loss.</li> <li>• Engine acceleration cuts out at times.</li> </ul>				
<b>CAUSE:</b>	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-048-25, date of issue July 04, 2025, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include updated LOP numbers, Repair Summary and Repair Procedure.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 25-125, date of issue June 04, 2025. 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 possibly replacing the upstream oxygen sensor and reprogramming the PCM with the latest available software.\*\***

**CLAIMS DATA:**

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-06-2A**	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
**18-19-06-2B**	Module, Powertrain Control (PCM) - Reprogram and Replace Upstream Oxygen Sensor (0 - Introduction)	6 - Electrical and Body Systems	0.4 Hrs.
Failure Code	RF	Required Flash - RSU	
	CC	Customer Concern	

**The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or 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.

**SPARE PARTS:**

Qty	Part No.	Description	Notes
1 (AR)	7099048 - SA 68755193AA - MOPAR	Oxygen Sensor	Sonda Lambda (Upstream)

**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 symptom 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 >>> This bulletin does not apply.
2. \*\*Are DTCs P0032, P0133 and P0171 present?
  - YES >>> Proceed to [Step 5](#).
  - NO >>> Proceed to [Step 3](#).
3. If there are no DTCs, enter run cycle and perform the following:
  - Wait for the vehicle to finish the warm-up cycle (about two minutes).
  - Keep the acceleration constant at 2,500 rpm with the accelerator pedal stationary.
  - Check for visible unintentional oscillation in the rpm needle (about 500 rpm) and in the engine sound - frequency around three seconds.
4. Was there any unintentional visible oscillation in the rpm needle?
  - YES >>> Proceed to [Step 5](#).
  - NO >>> Proceed to [Step 6](#).
5. Replace the upstream oxygen sensor. Refer to the detailed procedures available in DealerCONNECT > Service Library> under: 1080B94 - Sonda Lambda Anterior ao Conversor Catalítico - Remoção/Recolocação. Incluso Procedimentos Necessários.
6. Is the PCM updated to the latest software level?
  - YES >>> This bulletin is complete. Use Inspect LOP (18-19-06-2A) to close this active RSU.
  - NO >>> Proceed to [Step 7](#).
7. 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.
8. 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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