

REFERENCE:	TSB: 18-077-25 GROUP: 18 - Vehicle Performance	Date:	August 5, 2025	REVISION:	18-040-23 REV. B
VEHICLES AFFECTED:	2023 (WS) Grand Wagoneer/Wagoneer This bulletin applies to vehicles equipped with a 3.0L I6 Hurricane SO Twin Turbo ESS (Sales Code EFH).			MARKET APPLICABILITY: <input checked="" type="checkbox"/> NA <input checked="" type="checkbox"/> MEA <input type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH NOTE: **This bulletin applies to North America and Middle East & Africa markets.**	
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"> ● **U0104-00 - Lost Communication With Cruise Control Module. (NA Market Only) ● U0405-00 - Invalid Data Received From Cruise Control Module. (NA Market Only) ● P018B - Fuel Pressure Sensor "B" Circuit Range/Performance. (NA Market Only)** ● P0300-00 - Multiple Cylinder Misfire. ● P0301-00 - Cylinder 1 Misfire Detected. ● P0302-00 - Cylinder 2 Misfire. ● P0303-00 - Cylinder 3 Misfire ● P0304-00 - Cylinder 4 Misfire. ● P0305-00 - Cylinder 5 Misfire. ● P0306-00 - Cylinder 6 Misfire. ● P05CC-00 - Cold Start A Camshaft Position Timing Performance Bank 1. <p>Customer may also experience one or more of the following:</p> <ul style="list-style-type: none"> ● Poor or insufficient A/C performance during towing or other high torque maneuvers. ● Belt chirp is heard at startup or when A/C cycles on. <p>**In addition, the following software enhancement is available:</p> <ul style="list-style-type: none"> ● Software update to prevent false DTC detection of U0104-00, U0405-00 and P018B. (NA Market Only)** 				
CAUSE:	PCM Software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-040-23 REV. B, date of issue May 18, 2023, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include an updated Customer Symptom statement, adding new DTCs, new software enhancement statement, new Market Applicability note, an updated RSU statement, a new LOP, updated Claims Data information, updated Diagnosis statement and an updated Repair Procedure.

Changes not highlighted by ****asterisks**** include the removal of a build date.

****This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 23-146, date of issue May 18, 2023. 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-KL	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 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.**

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.**

POLICY:

Reimbursable within the provisions of the warranty.

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