

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

REFERENCE:	TSB: 18-107-25 GROUP: 18 - Vehicle Performance	Date:	December 13, 2025	REVISION:	18-005-24
VEHICLES AFFECTED:	2023 (JL) Jeep Wrangler This bulletin applies to vehicles equipped with a 2.0L I4 DOHC DI Turbo PHEV Engine (Sales Code ECX).			MARKET APPLICABILITY: ☐ NA ☐ SA ☐ EE ☐ MEA ☐ IAP ☐ CH NOTE: **This bulletin applies to the North and South America, Enlarged Europe, India & Asia Pacific, Middle East & Africa and China markets.**	
CUSTOMER SYMPTOM:	**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 (DTC)s have been set: ● P2450 - Fuel Tank Isolation Valve Stuck Open. ● P1D83 - Implausible Engine Oil Temperature Signal Received. Customers may experience one or more of the following: ● Fuel Door will not open due to intermittent Fuel Tank Isolation Valve (FTIV) Stuck Open. ● Reduced fuel efficiency.** ● Excessive oil life degradation shown when viewing fuel and oil data screen. **In addition, the following software enhancement is available: ● Hood Switch changes.**				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-005-24, date of issue January 17, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include new DTCs, Customer Symptoms, software enhancement, market note, LOPs, new Repair Procedure notes and steps.

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-17-58	Reprogram Powertrain Control (PCM), and Hybrid Control Processor/ Auxiliary Hybrid Control Processor (HCP/AHCP) - Reprogram. With Contactor Routine (0 - Introduction)	1 - Engine Repair and Performance	0.7 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 the symptom/condition above, perform the repair procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	—	—

REPAIR PROCEDURE:

NOTE: Install a battery charger to ensure sufficient battery voltage is provided during the flash process.

CAUTION!

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

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

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. **Reprogram the AHCP and then the HCP 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.
5. Power down the HV battery system. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 12 - Electrified Powertrain System / High VoltageBattery / Standard Procedure.
6. Power up the HV battery system. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 12 - Electrified Powertrain System / High Voltage Battery / Standard Procedure.
7. Enable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Enable HV Battery Contactors For Service--> then follow the wiTECH prompts.**
8. Clear any DTCs that may have been set in any modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

NOTE: For SA market only, 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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