

<b>REFERENCE:</b>	<b>TSB:</b> 18-022-25 REV. A <b>GROUP:</b> 18 - Vehicle Performance	<b>Date:</b>	December 17, 2025	<b>REVISION:</b>	18-022-25
<b>VEHICLES AFFECTED:</b>	<b>2025 (WS) Wagoneer / Grand Wagoneer</b> This bulletin applies to vehicles equipped with the 3.0L I6 Hurricane HO Twin Turbo w/ ESS (Sales Code EFC).			<b>MARKET APPLICABILITY:</b> <input checked="" type="checkbox"/> NA <input type="checkbox"/> MEA <input type="checkbox"/> SA <input checked="" type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH <b>NOTE: **This bulletin applies to the North America and India &amp; Asia Pacific market.**</b>	
<b>CUSTOMER SYMPTOM:</b>	<p><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></p> <ul style="list-style-type: none"> <li>• <b>**U0673-00 - Lost Communication With Ion Sense Module (in active or stored status).</b></li> <li>• P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking (in active or stored status).</li> <li>• P2C90-00 - Crankcase Ventilation System - Hose "A" Disconnected (in active or stored status).</li> <li>• P0116-00 - Engine Coolant Temperature Sensor 1 Performance (in active or stored status).</li> <li>• P0011-00 - Bank 1 Camshaft 1 Position Timing Over Advanced Or (in active or stored status).</li> <li>• P25E4-00 - B Camshaft Position - Unable To Achieve Locked Position Bank 1 (in active or stored status).</li> <li>• P06DD-00 - Engine Oil Pressure Control Circuit Performance/stuck Off (in active or stored status).**</li> <li>• P1CEA - Boost Side EVAP Purge System Performance <b>**(in active or stored status).**</b></li> <li>• P2AF6 - Dual Starter Relay Stuck <b>**(in active or stored status).**</b></li> <li>• P026E - Charge Air Cooler Coolant Pump Performance <b>**(in active or stored status).**</b></li> </ul> <p><b>Customers may also comment on one or more of the following:</b></p> <ul style="list-style-type: none"> <li>• <b>**Oil Level High Warning in the Instrument Panel Cluster (IPC).</b></li> <li>• Engine will not start.**</li> <li>• Low battery State of Charge (SoC) leading to battery replacement.</li> <li>• Vehicle does not restart after an Engine Stop Start (ESS) event but will restart after an ignition cycle.</li> </ul>				
<b>CAUSE:</b>	PCM software				

**This bulletin supersedes Technical Service Bulletin (TSB) 18-022-25, date of issue April 29, 2025, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include a new market note, new DTCs, new Customer Symptoms and new LOPs. Revisions not highlight with asterisks include removing of a build date.**

**This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 25-084, date of issue April 29, 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 inspecting and possibly reprogramming the PCM with the latest available software.

**CLAIMS DATA:**

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-06-AB	Module, Powertrain Control (PCM) - Inspect	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-AC	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.**
Failure Code	RF	Required Flash	
	CC	Customer Concern	

**The dealer must use failure code CC with this 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.

**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 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. Is the vehicle on the RSU VIN list?
  - YES>>> Proceed to [Step 2](#).
  - NO>>> Proceed to [Step 3](#).
2. Does the PCM have the latest software level already installed?
  - YES>>> This bulletin has been completed, use Inspect LOP **\*\*18-19-06-AB\*\*** to close the active RSU.
  - NO>>> Proceed to [Step 3](#).

3. 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.
4. 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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