

REFERENCE:	TSB: 18-042-26 GROUP: 18 - Vehicle Performance	Date:	March 21, 2026	REVISION:	18-086-24
VEHICLES AFFECTED:	2024 (WS) Wagoneer / Grand Wagoneer This bulletin applies to vehicles equipped with the 3.0L I6 Hurricane Twin Turbo ESS Engine (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"> ● **P2AF6-00 - Dual Starter Relay Stuck (in active or stored status). ● P1CEA - Boost Side EVAP Purge System Performance (in active or stored status). ● P2C90-00 - Crankcase Ventilation System - Hose "A" Disconnected (in active or stored status). ● P0111-00 - Intake Air Temperature Sensor 1 Circuit Range Performance Bank 1 (in active or stored status). ● P0071-00 - Ambient Air Temperature Sensor Performance (in active or stored status). ● P0325-00 - Knock/Combustion Vibration Sensor 1 Circuit (in active or stored status). ● P0072-00 - Ambient Air Temperature Sensor Circuit "A" Low (in active or stored status). ● P0073-00 - Ambient Air Temperature Sensor Circuit "A" High (in active or stored status). ● P0011-00 - Bank 1 Camshaft 1 Position Timing Over Advanced Or (in active or stored status). ● P25E4-00 - B Camshaft Position - Unable To Achieve Locked Position Bank 1 (in active or stored status). ● U0673-00 - Lost Communication With Ion Sense Module (in active or stored status). ● P05BD-00 - Stop-Start Mode Switch Range/Performance (in active or stored status). ● P06DD-00 - Engine Oil Pressure Control Circuit Performance/stuck Off (in active or stored status). ● P0116-00 - Engine Coolant Temperature Sensor 1 Performance (in active or stored status). ● P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking (in active or stored status). ● P0330-00 - Knock/Combustion Vibration Sensor 2 Circuit (in active or stored status). ● P032A-00 - Knock - Combustion Vibration Sensor C Circuit (in active or stored status). ● P062B-00 - Internal Control Module Fuel Injector Control Performance (in active or stored status). ● P018B-00 - Fuel Pressure Sensor "B" Circuit Range/Performance (in active or stored status). ● P00F3-00 - Humidity Sensor Circuit Range - Performance (in active or stored status). ● P0604-00 - Internal Control Module Random Access Memory RAM Error (in active or stored status). ● P060C-00 - Internal Control Module Main Processor Performance (in active or stored status).** ● P0300 - Multiple Cylinder Misfire **(in active or stored status)**. ● P00F3 - Humidity Sensor Circuit Range/Performance **(in active or stored status)**. <p>Customers may also comment on one or more of the following:</p> <ul style="list-style-type: none"> ● **Oil Level High Warning in the Instrument Panel Cluster (IPC). ● Low battery State of Charge (SoC). Customers may state the vehicle needs to be jump started due to a depleted battery. 				

	<p>NOTE: This does not require battery replacement. A corrected software issue is being applied with this software update.</p> <ul style="list-style-type: none"> ● "See User Manual For Proper Oil And Fuel" or "Service Engine See Dealer" message in IPC.** ● Low oil pressure Instrument Cluster Panel (IPC) warning during heavy towing. ● Engine RPM dip below idle speed during coast down to idle. ● Undesirable vehicle drivability behavior causing a vehicle Shift to Park event during Engine Stop Start (ESS) while Adaptive Cruise Control (ACC) is active. ● Idle speed oscillations observed when in Snow and Mud modes for vehicle configured with 4x2 drivetrain. ● Screen two incorrectly pops up on the IPC for five seconds during Terrain and Rock mode. ● Fully Autonomous Parking Assist (FAPA) is not deactivated when the accelerator pedal is pressed. ● Vehicle is not heating up fast enough at freezing temperatures. <p>The following software calibration improvements are also available:</p> <ul style="list-style-type: none"> ● Engine mega knock detection. ● Misfire during cold start. ● Avoid false failures with MIL on. (NA Market Only)
CAUSE:	PCM software

This bulletin supersedes Technical Service Bulletin (TSB) 18-086-24, date of issue December 10, 2024 which should be removed from your files. All revisions are highlighted with **asterisks**** and include updated and new DTCs, new Customer Symptoms and new LOPs. Changed not highlighted with asterisks include the removal of a sale code.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-166, date of issue December 10, 2024. 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-LA	Module, Powertrain Control (PCM) - Inspect	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-KH	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 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-LA)**** 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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