

<b>REFERENCE:</b>	<b>TSB:</b> 18-044-26 <b>GROUP:</b> 18 - Vehicle Performance	<b>Date:</b>	March 21, 2026	<b>REVISION:</b>	18-081-24 REV. A 18-055-24 18-084-24
<b>VEHICLES AFFECTED:</b>	<b>2024 (WS) Wagoneer / Grand Wagoneer</b> <b>This bulletin applies to vehicles equipped with the 3.0L I6 Hurricane HO Twin Turbo ESS (Sales Code EFC) and an 8-SPD Auto 8HP75 Trans (Sales Code DFR).</b>			<b>MARKET APPLICABILITY:</b> <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 <b>NOTE: **This bulletin applies to the North America and Middle East &amp; Africa markets.**</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>**P0111-00 - Intake Air Temperature Sensor 1 Circuit Range Performance Bank 1. (In Active or Stored status)</b></li> <li>● <b>P0071-00 - Ambient Air Temperature Sensor Performance. (In Active or Stored status)</b></li> <li>● <b>P0072-00 - Ambient Air Temperature Sensor Circuit "A" Low. (In Active or Stored status)</b></li> <li>● <b>P0073-00 - Ambient Air Temperature Sensor Circuit "A" High. (In Active or Stored status)</b></li> <li>● <b>P0011-00 - Bank 1 Camshaft 1 Position Timing Over Advanced Or. (In Active or Stored status)</b></li> <li>● <b>P25E4-00 - B Camshaft Position - Unable To Achieve Locked Position Bank 1. (In Active or Stored status)</b></li> <li>● <b>P05BD-00 - Stop-Start Mode Switch Range/Performance. (In Active or Stored status)</b></li> <li>● <b>P0116-00 - Engine Coolant Temperature Sensor 1 Performance. (In Active or Stored status)</b></li> <li>● <b>P062B-00 - Internal Control Module Fuel Injector Control Performance. (In Active or Stored status)</b></li> <li>● <b>P0604-00 - Internal Control Module Random Access Memory Ram Error. (In Active or Stored status)</b></li> <li>● <b>P060C-00 - Internal Control Module Main Processor Performance. (In Active or Stored status)**</b></li> <li>● <b>P018B-00 - Fuel Pressure Sensor "B" Circuit Range/performance. **(In Active or Stored status)**</b></li> <li>● <b>P1CEA-00 - Boost Side EVAP Purge System Performance. **(In Active or Stored status)**</b></li> <li>● <b>P06DD-00 - Engine Oil Pressure Control Circuit Performance/Stuck Off. **(In Active or Stored status)**</b></li> <li>● <b>P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking. **(In Active or Stored status)**</b></li> <li>● <b>P0300-00 - Multiple Cylinder Misfire. **(In Active or Stored status)**</b></li> </ul> <p><b>Customers may also experience 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>● Fully Autonomous Parking Assist (FAPA) is not deactivated when accelerator pedal is pressed.</li> <li>● Vehicle is not heating up fast enough at freezing temperatures.</li> </ul> <p><b>The following software updates are also available:</b></p> <ul style="list-style-type: none"> <li>● Poor A/C performance in hot ambient temperatures.</li> <li>● Engine speed display improvement for tachometer on the Instrument Panel Cluster (IPC) - smoother tachometer display (previous was too active).</li> <li>● Prevent false fails with MIL on.</li> </ul>				
<b>CAUSE:</b>	<b>PCM software</b>				

This bulletin supersedes Technical Service Bulletin (TSB) 18-081-24 REV. A, date of issue November 02, 2024, 18-084-24, date of issue November 13, 2024 and 18-055-24, date of issue June 15, 2024 which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include additional DTCs, Customer Symptom, Market Applicability Note and updated LOP. Revisions not highlighted with **\*\*asterisks\*\*** include removal of the build date.

#### REPAIR SUMMARY:

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

#### CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
<b>**18-19-06-KN**</b>	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	<b>**0.3 Hrs.**</b>
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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