STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	**TSB:** 18-083-26 **GROUP:** 18 - Vehicle Performance	**Date:**	October 10, 2026	**REVISION:**	18-022-25 REV. A

VEHICLES AFFECTED:

2025 (WS) Jeep Wagoneer / Grand Wagoneer
This bulletin applies to vehicles equipped with the 3.0L I6 Hurricane HO Twin Turbo w/ ESS (Sales Code EFC).

MARKET APPLICABILITY:

- ☒ NA
- ☐ MEA
- ☐ SA
- ☒ IAP
- ☐ EE
- ☐ CH

NOTE: This bulletin applies to the North America and India & Asia Pacific market.

CUSTOMER SYMPTOM:

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):

- **P2237-00 - O2 Sensor Positive Current Control Circuit/Open Bank 1 Sensor 1.
- P2240-00 - O2 Sensor Positive Current Control Circuit/Open Bank 2 Sensor 1.
- P2251-00 - O2 Sensor Negative Current Control Circuit/Open Bank 1 Sensor 1.
- P2254-00 - O2 Sensor Negative Current Control Circuit/Open Bank 2 Sensor 1.
- P2243-00 - O2 Sensor Reference Voltage Circuit/Open Bank 1 Sensor 1.
- P2247-00 - O2 Sensor Reference Voltage Circuit/Open Bank 2 Sensor 1.
- P015B-00 - O2 Sensor Delayed Response - Lean To Rich Bank 1 Sensor 1.
- P015D-00 - O2 Sensor Delayed Response - Lean To Rich Bank 2 Sensor 1.
- P2AF6-00 - Starter Relay 3 Stuck Off.
- P0E7C-00 - Coolant Bypass Valve "B" Control Circuit Low.
- P0E7D-00 - Coolant Bypass Valve "B" Control Circuit High.
- P0E7E-00 - Coolant Bypass Valve "B" Control Circuit Range/Performance.
- P0E7F-00 - Coolant Bypass Valve "B" Control Circuit Stuck/Open.
- U063C-00 - Lost Communication With Coolant Bypass Valve Actuator "B".
- P0100-00 - Mass Or Volume Air Flow Sensor "A" Circuit.
- P0101-00 - Mass Or Volume Air Flow Sensor "A" Circuit Range/Performance.
- P0461-00 - Fuel Level Sensor "A" Circuit Range/performance.
- P0073-00 - Ambient Air Temperature Sensor Circuit "A" High.
- P0072-00 - Ambient Air Temperature Sensor Circuit "A" Low.
- P062B-00 - Internal Control Module Fuel Injector Control Performance.
- B1810-00 - Driver Door Shorted Low.
- B25C7-00 - Redundant Driver Door Shorted Low.**
- U0673-00 - Lost Communication With Ion Sense Module (in active or stored status).
- P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking (in active or stored status).
- P2C90-00 - Crankcase Ventilation System - Hose "A" Disconnected (in active or stored status).
- P0116-00 - Engine Coolant Temperature Sensor 1 Performance (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).
- P06DD-00 - Engine Oil Pressure Control Circuit Performance/stuck Off (in active or stored status).

	• P1CEA-00 - Boost Side EVAP Purge System Performance (in active or stored status). • P2AF6-00 - Dual Starter Relay Stuck (in active or stored status). • P026E-00 - Charge Air Cooler Coolant Pump Performance (in active or stored status). **Customers may also comment on one or more of the following:** • Oil Level High Warning in the Instrument Panel Cluster (IPC). • Engine will not start. • Low battery State of Charge (SoC) leading to battery replacement. • Vehicle does not restart after an Engine Stop Start (ESS) event but will restart after an ignition cycle. ****The following software enhancements are also available:** Improvements to prevent misfire DTCs P0300-P0306 that may set if one of the following DTCs set: • P0355-00 - Ignition Coil 5 Circuit. • P0336-00 - Crankshaft Position Sensor Performance. • P2C30-00 - Ignition Coil Primary Circuit Fuse A. • P2C31-00 - Ignition Coil Primary Circuit Fuse 2. • P0523-00 - Engine Oil Pressure Sensor/Switch "A" High. • P0522-00 - Engine Oil Pressure Sensor/Switch "A" Low. • U0046-00 - Vehicle Communication Bus C. • P030A-00 - Ignition 1 Control Signal Circuit Open. • P031A-00 - Ignition 3 Control Signal Circuit Open. • P030D-00 - Ignition 2 Control Signal Circuit Open. • P035D-00 - Ignition 6 Control Signal Circuit Open. • P031D-00 - Ignition 4 Control Signal Circuit Open. • P035A-00 - Ignition 5 Control Signal Circuit Open. • P2301-00 - Ignition Coil 1 Circuit High. • P2313-00 - Ignition Coil 5 Circuit High. • P2307-00 - Ignition Coil 3 Circuit High. • P2316-00 - Ignition Coil 6 Circuit High. • P2304-00 - Ignition Coil 2 Circuit High. • P2310-00 - Ignition Coil 4 Circuit High. • P2300-00 - Ignition Coil 1 Circuit Low. • P2312-00 - Ignition Coil 5 Circuit Low. • P2306-00 - Ignition Coil 3 Circuit Low. • P2315-00 - Ignition Coil 6 Circuit Low. • P2303-00 - Ignition Coil 2 Circuit Low. • P2309-00 - Ignition Coil 4 Circuit Low. **Other non-diagnostic related software improvements:** • Tip in/Tip out bumps. • Engine stability. • Shift Quality improvements (Disabling Exhaust Gas Recirculation (EGR) during gear shifts). • Updated Data Identifier (DID) to improve Engineering/Dealer data collection.**
CAUSE:	**PCM software**

This bulletin supersedes Technical Service Bulletin (TSB) 18-022-25 REV. A, date of issue December 17, 2025, which should be removed from your files. All revisions are highlighted with **asterisks and include new DTCs, Software Enhancements and new LOPs.**

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-LE	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-LH	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.**
Failure Code	RF	Required Flash - RSU	
	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-LE**) 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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