

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-025-25 GROUP: 18 - Vehicle Performance	Date:	May 17, 2025	REVISION:	18-001-24 REV.C
VEHICLES AFFECTED:	2023 (WL) Jeep Grand Cherokee/Grand Cherokee L This bulletin applies to vehicles equipped with the 2.0L I4 DOHC DI Turbo PHEV Engine (Sales Code ECX) and **8-Spd Auto 8P75PH PHEV Transmission (Sales Code DFY)**.			MARKET APPLICABILITY: ☒ NA☐ IAP ☐ EE☐ MEA ☐ SA☐ CH	
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): ● P0629 - Fuel Pump Control Circuit High. ● P0171 - Fuel system Lean. ● P0087 - Fuel Rail Pressure Too Low – Bank 1. ● P16F0-00 - SPI Comm Hardware Fault. Customers may also experience one or more of the following: ● **Engine No Start.** ● The rear shafts can be damaged from pressing the accelerator while in gear with the Electronic Parking Brake (EPB) applied. ● Oxygen sensors can give wrong values entering EV mode. False fault detection is possible. ● The Instrument Panel Cluster (IPC) is unable to calculate the instantaneous fuel economy when under heavy acceleration. ● Variable Speed Fuel Pump doesn't operate after refuel.				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-001-24 REV. C, date of issue September 07, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include an updated transmission sales code, Customer Symptom, Repair Summary and Inspect and Reprogram LOP.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-081, date of issue April 25, 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 updating the PCM with the latest available software.****

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-17-AI	Inspect Powertrain Control (PCM), Transmission Control (TCM), and Hybrid Control Processor/ Auxiliary Hybrid Control Processor (HCP/AHCP) (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-JP	Inspect and Reprogram Powertrain Control (PCM) (0 - Introduction)	1 - Engine Repair And Performance	0.5 Hrs.
Failure Code	RF	Required Flash	
	CC	Customer Concern	

The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or 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 symptom listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	—	—

REPAIR PROCEDURE:

WARNING!

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

NOTE: Install a battery charger to maintain a 12 volt system voltage.

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 already installed?
 - YES>>> This bulletin is complete. Use Inspect LOP (18-19-17-AI) to close this active RSU.
 - NO>>> Proceed to [Step 3](#).
3. Disable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Disable HV Battery Contactors --> then follow the wiTECH prompts.
4. 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.
5. 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.
6. Enable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Enable HV Battery Contactors For Service--> then follow the wiTECH prompts.
7. 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.

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.