

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-026-25 GROUP: 18 - Vehicle Performance	Date:	May 24, 2025	REVISION:	18-013-24 REV. C
VEHICLES AFFECTED:	2024 (JL) Jeep Wrangler This bulletin applies to vehicles built on or before **October 31, 2024 (MDH 1031XX)** equipped with a 2.0L I4 DOHC DI Turbo PHEV Engine (Sales Code ECX) and **8-Spd Auto 8P75PH PHEV Transmission (Sales Code DFY).			MARKET APPLICABILITY: ☐ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ 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): • **P2450 - Fuel Tank Isolation Valve Stuck Open.** • P0032 - O2 Sensor 1/1 Heater Circuit High. • P2097 - Downstream Fuel Trim System 1 Rich. • P0171 - Fuel System 1/1 Lean. • P0300 - Multiple Cylinder Misfire. • P06E4 - Control Module Wake-Up Circuit Performance. • B12B4 - Charge Status Indicator Module Internal. • P061B - Internal Control Module Torque Calculation Performance. • P0810 - Clutch Position Control Error. • P2885 - Engine Disconnect Clutch Engagement Fault. Customers may also experience one or more of the following: • ***"Service Hybrid System" message displays on the Instrument Panel Cluster (IPC). • Wrench icon displays on the IPC.** • Vehicle misfires. • Low speed engine stall at idle. • Difficulty shifting out of 4LO. • Idle creep while in 4LO with transmission in neutral.				
CAUSE:	Module software updates				

This bulletin supersedes Technical Service Bulletin (TSB) 18-013-24 REV. C, date of issue June 19, 2024, which should be removed from your files. All revisions are highlighted with **asterisks and include an updated build date, new sales code, additional DTC, additional customer symptom, updated Repair Summary, updated LOPS and updated Repair Procedure steps.**

REPAIR SUMMARY:

****This bulletin involves reprogramming the Powertrain Control (PCM) and the Auxiliary Hybrid Control Processor (AHCP) also known as Power Inverter Module (PIM) and possibly the Transmission Control Module (TCM) with the latest available software.****

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-17-BJ	Reprogram Powertrain Control (PCM), and Hybrid Control Processor/ Auxiliary Hybrid Control Processor (HCP/AHCP) – Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.6 Hrs.
18-19-17-BK	Reprogram Powertrain Control (PCM), Hybrid Control Processor/ Auxiliary Hybrid Control Processor (HCP/AHCP) and Transmission Control (TCM) – Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.7 Hrs.**
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.

RELATED LOPS:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-87-51	wiTECH Routine to Disable/Enable HV Battery Contactors for Service; Includes 5 Minute Waiting Period (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.

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:**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: Install a battery charger to ensure sufficient battery voltage is provided during the flash process.

NOTE: If this flash process is interrupted/aborted, the flash should be restarted.

CAUTION!

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

1. ****Disable HV Battery Contactors using wiTECH - Go to the Misc Functions tab --> Select Disable HV Battery Contactors --> then follow the wiTECH prompts.****
2. 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.
3. ****Reprogram the HCP and AHCP 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.**
4. Is a Software Update available for the TCM?
 - YES >>> Proceed to [Step 4](#).
 - NO >>> Proceed to [Step 5](#).
5. Reprogram the TCM 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. ******
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 any DTCs that may have been set in any modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

NOTE: For SA market only, after applying this TSB, it is not necessary to send DID-I or DID-A.

POLICY:

Reimbursable within the provisions of the warranty.

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