

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-049-25 REV. A GROUP: 18 - Vehicle Performance	Date:	July 18, 2025	REVISION:	18-049-25
VEHICLES AFFECTED:	2024 (JT) Jeep Gladiator This bulletin applies to vehicles equipped with a 3.6L V6 VVT Engine Upgrade 1 (Sales Code ERC) and a 6-Speed Manual Transmission (Sales Code DEM).			MARKET APPLICABILITY: ☒ NA☐ MEA ☒ SA☐ IAP ☐ EE☐ CH NOTE: This bulletin applies to the North America 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): ● P08A6 - Gear Lever Position Sensor System - Multiple Sensor Correlation. ● P1129 - Closed Loop Fueling Not Achieved - Bank 2 Upstream. ● P0158 - O2 Sensor 2/2 Circuit High. ● P0152 - O2 Sensor 2/1 Circuit High. ● P2504 - Charging System Output High. ● P0563 - Battery/System Voltage High. Customers may also experience one or more of the following: ● **Vehicle goes in limp mode within 1.6 km (1 mi) of driving while in 4LO, DTC P08A6 active and "Clutch Too Hot" message followed by "Service Transmission" message in the Instrument Panel Cluster (IPC). ** ● The engine runs rough.				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-049-25, date of issue July 09, 2025 , which should be removed from your files. All revisions are highlighted with ****asterisks**** and include updated Customer Symptoms.

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-KC	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 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.

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. Using wiTECH, perform the "Cam Crank Relearn" routine. This routine can be found in the PCM "Misc Functions" tab.
3. 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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