

Technical Service Bulletin (TSB)
Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-076-25 GROUP: 18 - Vehicle Performance	Date:	August 5, 2025	REVISION:	18-064-24 18-003-24 REV. A
VEHICLES AFFECTED:	2023 (WS) Grand Wagoneer/Wagoneer This bulletin applies to vehicles equipped with a 3.0L I6 Hurricane HO Twin Turbo ESS (Sales Code EFC).			MARKET APPLICABILITY: ☒ NA☒ MEA ☐ SA☐ IAP ☐ EE☐ CH NOTE: **This bulletin applies to North America and Middle East & Africa markets.**	
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):** • **U0104-00 - Lost Communication With Cruise Control Module. (NA Market Only) • U0405-00 - Invalid Data Received From Cruise Control Module. (NA Market Only)** • P018B - Fuel Pressure Sensor "B" Circuit Range/Performance. • P00C6 - Fuel Rail Pressure Too Low - Engine Cranking Bank 1. • P06DD - Engine Oil Pressure Control Circuit Performance/Stuck Off. • P0461 - Fuel Level Sensor "A" Circuit Range/Performance. • P2C90-00 - Crankcase Ventilation System - Hose "A" Disconnected. • P0604-00 - Internal Control Module Random Access Memory Ram Error. • P060C-00 - Internal Control Module Main Processor Performance. Customer may also experience one or more of the following: • Undesirable vehicle drivability behavior causing a Shift to Park event during Engine Stop Start (ESS) while Adaptive Cruise Control (ACC) is active. • Pressing the ACC button while ESS is active can shift the vehicle to park. • Idle speed oscillations observed when in "Snow" and "Mud" modes. • Poor engine performance (undershoots engine speed) for ESS and for non-ESS engine start. • Screen two incorrectly pops up on the Instrument Cluster Panel (IPC) for five seconds during "Terrain" and "Rock" mode. • Poor or reduced Air Conditioning (A/C) performance during wide open throttle or heavy acceleration. **In addition, the following software enhancement is available: • Software update to prevent false DTC detection of U0104-00, U0405-00 and P018B. (NA Market Only)**				
CAUSE:	PCM Software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-064-24, date of issue July 25, 2024, and 18-003-24 REV. A, date of issue February 03, 2024, which should be removed from your files. All revisions are highlighted with **asterisks and include an updated Customer Symptom statement, adding new DTCs, new software enhancement statement, new Market Applicability note, an updated RSU statement, a new LOP, updated Claims Data information, updated Diagnosis statement and an updated Repair Procedure.**

****This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-018, date of issue February 03, 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 reprogramming the PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-06-KL	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. 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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