

REFERENCE:	TSB: 18-003-26 REV. A GROUP: 18 - Vehicle Performance	Date:	April 16, 2026	REVISION:	18-003-26
VEHICLES AFFECTED:	2024 (JL) Jeep Wrangler This bulletin applies to vehicles equipped with a 3.6L V6 24V VVT Engine UPG 1 W/ESS (Sales Code ERC).			MARKET APPLICABILITY: ☐ NA☐ MEA ☐ SA☐ CH ☐ EE☐ IAP NOTE: This bulletin applies to the **Enlarged Europe, China, India & Asia Pacific, South America,** Middle East & Africa and North America 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): • **P0300 - Multiple Cylinder Misfire (Active or Stored status set during cold start catalyst heating). • P0301 - Cylinder 1 Misfire (Active or Stored status set during cold start catalyst heating). • P0302 - Cylinder 2 Misfire (Active or Stored status set during cold start catalyst heating). • P0303 - Cylinder 3 Misfire (Active or Stored status set during cold start catalyst heating). • P0304 - Cylinder 4 Misfire (Active or Stored status set during cold start catalyst heating). • P0305-00 - Cylinder 5 Misfire (Active or Stored status set during cold start catalyst heating). • P0306-00 - Cylinder 6 Misfire (Active or Stored status set during cold start catalyst heating).** • P0032 - O2 - Sensor 1/1 Heater Circuit High. • P0038 - O2 - Sensor 1/2 Heater Circuit High. • P0052 - O2 - Sensor 2/1 Heater Circuit High. • P0058 - O2 - Sensor 2/2 Heater Circuit High. • P1129 - Closed Loop Fueling Not Achieved-Banks 2 Upstream. • P0152 - O2 Sensor 2/1 Circuit High. • P0158 - O2 Sensor 2/2 Circuit High. • P2504 - Charging System Output High. • P0563 - System Voltage High. • P08A6 - Gear Lever Position Sensor System - Multiple Sensor Correlation. (Manual Transmission Only) • P152F - Engine Hood Switch 2 / Engine Hood Switch 1 Correlation. • P1129 - Closed Loop Fueling Not Achieved - Bank 2 Upstream. • P0152-02 - O2 Sensor 2/1 Circuit High. • P0158-02 - O2 Sensor 2/2 Circuit High. • P2504 - Charging System Output High. • P0563 - Battery/System Voltage High. Customers may also comment on one or more of the following: • **The vehicle has a rough idle. • The engine has a miss or runs rough. • Noisy valvetrain.				

	"Service Transmission" message in the Instrument Panel Cluster (IPC) due to clutch slip detection with the transfer case in neutral. NOTE: Some customers may experience wheel spin or traction loss. In these situations, the Powertrain Control Module (PCM) may interpret the event as excessive clutch slip. To prevent potential clutch damage, a message may be displayed in the Instrument Panel Cluster (IPC).* - During flat-towing conditions, an unintended transfer case shift may occur if the engine is running, the clutch pedal is released, and the transmission is left in gear. (Manual Transmission Only) The following software enhancements are also available: **Engine oil pump operation is commanded to high-pressure mode when engine oil is cold to improve valvetrain component durability.** - Improved logic to prevent no-start conditions following PCM replacement. - Enhanced O2 heater diagnostics and durability improvements to reduce heater element cracking. - OBD software changes.
CAUSE:	PCM software

This bulletin supersedes Technical Service Bulletin (TSB) 18-003-26, date of issue January 24, 2026 which should be removed from your files. All revisions are highlighted with ****asterisks**** and include additional DTCs, Customer Symptoms, Software Enhancement, Markets, new LOP and Repair Procedure Note.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-109, date of issue August 01, 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-N2	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	**0.2 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. Did any of the following DTCs P08A6, P0032, P0052, P0058 or P0038 return?
 - YES >>> Proceed to [Step 3](#).
 - NO >>> Proceed to [Step 4](#).
3. Refer to all applicable published DTC diagnostics, repair procedures and labor times depending on which DTCs P08A6, P0032, P0052, P0058 or P0038 have returned, available in DealerCONNECT/Service Library.
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.

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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