

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-049-26 GROUP: 18 - Vehicle Performance	Date:	April 18, 2026	REVISION:	18-049-24
VEHICLES AFFECTED:	2022 (WL) Jeep Grand Cherokee / Grand Cherokee L This bulletin applies to vehicles equipped with a 3.6L V6 24V VVT Engine UPG I W/ESS (Sales Code ERC).			MARKET APPLICABILITY: ☐ NA ☐ SA ☐ EE ☐ MEA ☐ IAP ☐ CH NOTE: **This bulletin applies to North America, South America, Enlarged Europe, Middle East & Africa, India & Asia Pacific and China 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 - In Active or Stored status set during cold start catalyst heating. • P0301 - Cylinder 1 Misfire - In Active or Stored status set during cold start catalyst heating. • P0302 - Cylinder 2 Misfire - In Active or Stored status set during cold start catalyst heating. • P0303 - Cylinder 3 Misfire - In Active or Stored status set during cold start catalyst heating. • P0304 - Cylinder 4 Misfire - In Active or Stored status set during cold start catalyst heating. • P0305 - Cylinder 5 Misfire - In Active or Stored status set during cold start catalyst heating. • P0306 - Cylinder 6 Misfire - In Active or Stored status set during cold start catalyst heating. • P2066 - Fuel Level Sensor 2 Performance. • P152F - Engine Hood Switch 2 / Engine Hood Switch 1 Correlation.** • P0401 - EGR System Performance. • P00FD - Battery B State Of Charge Performance. **Customers may also comment on one or more of the following: • Check engine illuminates when fueling the vehicle while the engine is running. • Vehicle has a noticeable misfire. • Vehicle idles rough. • Engine noise. NOTE: Noise is heard coming from the valvetrain.** In addition, the following software enhancements are available: • **Update to prevent customers from driving their vehicles while the Electric Park Brake (EPB) is engaged. Engine torque will be limited to prevent the Rear Drive Unit from being damaged. NOTE: Previously, the EPB would remain engaged without any torque limit which could lead to the Rear Drive Unit being damaged/broken.** • Update to enable customers to operate at high state of charge range between 85 to 92%.				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-049-24, date of issue May 17, 2024, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include a new Market Applicability Note, DTCs, Customer Symptoms, Software Update, LOP, Repair Procedure note and an updated Repair Procedure step.

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-CK	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.

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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