

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

REFERENCE:	TSB: 18-040-26 GROUP: 18 - Vehicle Performance	Date:	March 21, 2026	REVISION:	18-024-25
VEHICLES AFFECTED:	2022 (WS) Wagoneer / Grand Wagoneer This bulletin applies to vehicles equipped with the 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 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): • **P0111-00 - Intake Air Temperature Sensor 1 Circuit Range Performance Bank 1 (In Active or Stored status). • P0071-00 - Ambient Air Temperature Sensor Performance (In Active or Stored status). • P0072-00 - Ambient Air Temperature Sensor Circuit "A" Low (In Active or Stored status). • P0073-00 - Ambient Air Temperature Sensor Circuit "A" High (In Active or Stored status). • P0011-00 - Bank 1 Camshaft 1 Position Timing Over Advanced Or (In Active or Stored status). • P25E4-00 - B Camshaft Position - Unable To Achieve Locked Position Bank 1 (In Active or Stored status). • P06DD-00 - Engine Oil Pressure Control Circuit Performance/stuck Off (In Active or Stored status). • P05BD-00 - Stop-Start Mode Switch Range/Performance (In Active or Stored status). • P0116-00 - Engine Coolant Temperature Sensor 1 Performance (In Active or Stored status). • P062B-00 - Internal Control Module Fuel Injector Control Performance (In Active or Stored status). • P018B-00 - Fuel Pressure Sensor "B" Circuit Range/Performance (In Active or Stored status). • P0604-00 - Internal Control Module Random Access Memory RAM Error (In Active or Stored status). • P060C-00 - Internal Control Module Main Processor Performance (In Active or Stored status). • U0104-00 - Lost Communication With Cruise Control Module **(In Active or Stored status)**. **Customers may also comment on the following:** • **Oil Level High Warning in the Instrument Panel Cluster (IPC).**				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-024-25, date of issue April 30, 2025, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include new DTC notes, new DTCs, new Customer Symptoms, updated Customer Symptom statement, new Market Applicability note, new LOPs and an updated Repair Procedure. Revisions not highlighted with ****asterisks**** include removal of a sales code.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-024, date of issue February 08, 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-KN	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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