STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates - PCR8A3

REFERENCE:	**TSB:** 18-052-26 REV. A **GROUP:** 18 - Vehicle Performance	**Date:**	June 16, 2026	**REVISION:**	18-052-26

VEHICLES AFFECTED:

2026 (KM) Jeep Cherokee
This bulletin applies to vehicles built on or after December 15, 2025 (MDH 1215XX) and on or before April 24, 2026 (MDH 0424XX) equipped with a 1.6L I4 EP Turbo Hybrid (Sales Code EJN).

MARKET APPLICABILITY:

- ☒ NA
- ☐ IAP
- ☐ EE
- ☐ MEA
- ☐ SA
- ☐ CH

NOTE: This bulletin applies to the North American markets.

CUSTOMER SYMPTOM:

Technicians may find one or more of the following Diagnostic Trouble Code (DTC):

- **P22D3-00 - Turbo Turbine Inlet Valve Stuck Closed. **DTC falsely sets.**
- P016A-00 - Excessive Time To Enter Closed Loop Air/fuel Ratio Control. **DTC falsely sets.****
- P04B6-00 - Fuel Fill Door Stuck Closed **(Stored Status)**.

NOTE: There will be no Malfunction Indicator Lamp (MIL) for this DTC.

Customers may also experience one or more of the following:

- The vehicle will not start and cannot be keyed off.

  NOTE: The vehicles 12V system remains powered up.
- Poor combustion stability or "wavy" engine RPM oscillations during engine warm-ups.
- Engine Stop/Start (ESS) bumps or lack of refinement.
- Noisy/poor starts in extreme cold temperatures.
- Perceived after-run pump noise after vehicle is turned off.

The following software enhancements are also available:

- **Disablement for DTCs P22D3-00 and P016A-00 setting.**
- Diagnostic improvements for DTCs, P013A-00, P013B-00, P013E-00 and P013F-00.
- Improved transitions between engine operating modes for emissions robustness.
- Scan tool improvement to show accurate state of after-run pump.
- Scan tool improvements for EVAP system data.
- Improved combustion stability during warm-up and catalyst-reheating mode.
- Improved ESS refinements.
- Optimization of after-run pump usage for lower 12V usage and perceived customer noise.
- Disablement of DTC P04B6-00 for falsely setting.
- Calibration update for EVAP system Service Leak Test.
- Improved engine starts at extreme low temperatures.

CAUSE:

PCM software

This bulletin supersedes Technical Service Bulletin (TSB) 18-052-26, date of issue May 12, 2026, which should be removed from your files. All revisions are highlighted with **asterisks and include additional DTCs and a new Software Enhancement.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 26-086, date of issue May 12, 2026. 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 inspecting and possibly reprogramming the Battery Pack Control Module (BPCM), Drive Motor Power Inverter (DMPI), Electric Vehicle Control Unit (EVCU) and PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-17-CQ	Inspect EVCU, PCM, DMPI, and BPCM Module Software Level (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
18-19-17-CR	Inspect Software Level and Reprogram (PCM) or (DMPI) or (BPCM) or (DMPI and BPCM) Modules (0 - Introduction)	6 - Electrical and Body Systems	0.3 Hrs.
18-19-17-CS	Inspect Software Level and Reprogram (EVCU) or (PCM, DMPI, and BPCM) or (PCM and DMPI) or (PCM and BPCM) Modules (0 - Introduction)	6 - Electrical and Body Systems	0.4 Hrs.
18-19-17-CT	Inspect Software Level and Reprogram (EVCU and PCM) or (EVCU, DMPI and BPCM) or (EVCU and DMPI) or (EVCU and BPCM) Modules (0 - Introduction)	6 - Electrical and Body Systems	0.5 Hrs.
18-19-17-CU	Inspect Software Level and Reprogram (EVCU, PCM, and DMPI) or (EVCU, PCM, and BPCM) Modules (0 - Introduction)	6 - Electrical and Body Systems	0.6 Hrs.
18-19-17-CV	Inspect Software Level and Reprogram (EVCU, PCM, DMPI, and BPCM) Modules (0 - Introduction)	6 - Electrical and Body Systems	0.7 Hrs.

Labor Operation No:	Labor Description	Skill Category	Labor Time
Failure Code	RF	Required Flash - RSU	
	CC	Customer Concern	

The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or Technical Service Bulletin.

- The “RF” failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RSU.
- The failure code “RF” (Required Flash) can no longer be used on Technical Service Bulletin flashes. The“RF” failure code must be used on an RSU.
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.

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 Diagnostic Trouble Codes (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 a customer’s VIN is listed in VIP or your RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits the DTCs, perform the repair.

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. Is the vehicle on the RSU VIN list?
   - YES >>> Proceed to Step 2.
   - NO >>> Proceed to Step 3.
2. Do the BPCM, DMPI, EVCU and PCM have the latest software already installed?
   - YES >>> This bulletin has been completed. Use Inspect LOP (18-19-17-CQ) to close the active RSU.
   - NO >>> One or more modules does not have the latest software installed. Proceed to Step 3.

   CAUTION!
   After reprogramming the BPCM and if "Flash Process Failed, NRC $33 - Security Access Denied" message is displayed, contact STAR and a Technical Adviser to recover the ECU.
3. Reprogram the BPCM with the latest 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.

4. Reprogram the DMPI with the latest 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.
5. Reprogram the EVCU with the latest 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.
6. Reprogram the PCM with the latest 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.

   CAUTION!
   - **Failure to perform a sleep cycle will result in the following Instrument Panel Cluster (IPC) message to be displayed "Stop safely vehicle will shutoff soon" and the engine will fail to stay running.**
   - **For the two minute sleep cycle to be successful, the micropod must be disconnected and the ignition must be placed in the OFF position prior to starting the sleep cycle.**
7. Cycle the ignition from Run to the Off position, for two minutes to allow the vehicle to go to sleep. **Wait for the IPC and shifter to also go to sleep (a slight audible click can be heard from the shifter shortly after the IPC will turn black).**
8. Cycle the ignition On and clear any 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.