



NUMBER: 18-014-16 REV. A

GROUP: Vehicle Performance

DATE: March 31, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-014-16, DATED FEBRUARY 12, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE A ADDITIONAL SALES CODE (ED8) ENGINE, COUNTRY CODE.**

FOR HELP WITH USING wiTECH FOR ECU FLASH REPROGRAMMING, CLICK ON THE APPLICATION'S "HELP" TAB.

THE wiTECH SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.

SUBJECT:

Flash: 2.4L Powertrain Diagnostic And System Improvements

OVERVIEW:

This bulletin involves reprogramming the Powertrain Control Module (PCM) with the latest available software.

MODELS:

2016 (KL) Jeep Cherokee

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA, EMEA, APAC and LATAM (Middle East**).**

NOTE: This bulletin applies to vehicles built on or before February 01, 2016 (MDH 0201XX) equipped with a 2.4L Engine (Sales Code ED6 or **ED8****).**

SYMPTOMS/CONDITIONS:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation, the technician may find one or more of the following Diagnostic Trouble Codes (DTCs):

- P0101 - Mass Air Flow Sensor "A" Circuit Performance.
- P0335 - Crankshaft Position Sensor Circuit.
- P0133 - O2 Sensor 1/1 Slow Response.
- P1607 - PCM Internal Shutdown Timer Rationality.
- P2610 - PCM Internal Engine Off Timer Performance.
- B104D - Blend Door Control Circuit Low.

- U0402 - Implausible Data Received From TCM.
- U1424 - Implausible Engine Torque Signal Received.

In addition, some customers may experience the following:

- A Transmission Tip-In Bump (when accelerating out of 4th gear).

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs other than the ones listed above are present, record them on the repair order and repair as necessary before proceeding further with this bulletin.

If the customer describes one or more of the symptoms/conditions or if the technician finds a DTC listed above, perform the Repair Procedure.

REPAIR PROCEDURE:

CAUTION: The Transmission Control Module (TCM) must be updated to the latest available software at the conclusion of this repair procedure. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM software.

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 software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the "HELP" tab on the upper portion of the wiTECH window, then "HELP CONTENTS." This will open the Welcome to wiTECH Help screen where help topics can be selected.
2. Clear any DTCs that may have been set in all modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.
3. Verify the Transmission Control Module (TCM) is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

| Labor Operation No: | Description | Skill Category | Amount |
|---------------------|--|------------------------|----------|
| 18-19-06-HK | Module, Powertrain Control (PCM) - Inspect and/or Reprogram (0 - Introduction) | 8 - Engine Performance | 0.2 Hrs. |

NOTE: The expected completion time for the flash download portion of this procedure is approximately 6 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must choose which failure code to use. If the customer came in with an issue and the dealer found updated software to correct that issue, use failure code CC, for all other use failure code RF.

- If the customer's concern matches the SYMPTOMS/CONDITIONS identified in the Service Bulletin, failure code CC is to be used.
- If an available flash is completed while addressing a different customer concern, failure code RF is to be used.

| | |
|----|------------------|
| CC | Customer Concern |
| RF | Routine Flash |