



NUMBER: 18-039-17

GROUP: Vehicle Performance

DATE: April 12, 2017

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-098-16, DATED SEPTEMBER 02, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE CHANGING THE BULLETIN FROM INFORMATION ONLY TO A REPAIR AND ADDING A SOFTWARE ENHANCEMENT, NEW DIAGNOSIS, REPAIR PROCEDURE LOP AND FAILURE CODE STATEMENT.**

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: Powertrain Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2015 (WK) Jeep Grand Cherokee

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

NOTE: This bulletin applies to vehicles equipped with a 6.4L V8 SRT Hemi MDS Engine (Sales Code ESG).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that one of the following Diagnostic Trouble Codes (DTCs) have been set:

- P1115 - General Temperature Rationality.
- P0441 - EVAP Purge System Performance.
- P0456 - EVAP System Small Leak.
- P030X - Cylinder X Misfire Detection.
- P0335 - Crankshaft Position Sensor Circuit.
- P0122 - Throttle Position Sensor 1 Circuit Low.
- P0123 - Throttle Position Sensor 1 Circuit High.
- P0222 - Throttle Position Sensor 2 Circuit Low.
- P0223 - Throttle Position Sensor 2 Circuit High.
- P2299 - Brake Pedal Position/Accelerator Pedal Position Incompatible.
- P2172 - High Airflow/Vacuum Leak Detected (Instantaneous Accumulation).
- P2610 - PCM Internal Engine Off Timer Performance.
- P0300 - Multiple Cylinder Misfire.
- P2096 - Downstream Fuel Trim System 1 Lean.
- P2097 - Downstream Fuel Trim System 1 Rich.
- P2098 - Downstream Fuel Trim System 2 Lean.
- P2099 - Downstream Fuel Trim System 2 Rich.
- P0513 - Invalid Skim Key - May set when pressing the remote start button on the Frequency Operated Button/Integrated Key (FOBIK) and Keyless Ignition Node (KIN) at the same time.

Customers may also experience one or both of the following conditions:

- Unable to obtain top vehicle speed during aggressive Wide Open Throttle (WOT) operation due to false spark knock/detonation detection.
- Less than desired engine performance on cold start.

**In addition, the following software enhancement is available:

- Calibration update to allow the throttle body to be cycled while the engine is off, for diagnostic purposes .**

****DIAGNOSIS:**

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, 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 the symptom/condition listed above or if the technician finds the DTC, perform the Repair Procedure.

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 software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.

NOTE: The Transmission Control Module (TCM) MUST be updated to the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM software.

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.
3. Verify the 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-QZ	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 5 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must use failure code CC with this Service Bulletin.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the 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 Service Bulletin flash/reprogramming conditions.**

CC	Customer Concern
----	------------------