



NUMBER: 18-050-17

GROUP: Vehicle Performance

DATE: May 19, 2017

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-029-16 REV. A, DATED MARCH 22, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE UPDATED BUILD DATE, SYMPTOM/CONDITION, FAILURE CODE STATEMENT ADDITIONAL MODEL YEAR AND LOPS.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 16-025 ALL APPLICABLE SOLD AND UN-SOLD RRT VIN's HAVE BEEN LOADED. TO VERIFY THAT THIS RRT SERVICE ACTION IS APPLICABLE TO THE VEHICLE, USE VIP OR PERFORM A VIN SEARCH IN TECHCONNECT. ALL REPAIRS ARE REIMBURSABLE WITHIN THE PROVISIONS OF WARRANTY.

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 Enhancements

OVERVIEW:

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

MODELS:

2015 - ****2017**** (KL) Jeep Cherokee

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

NOTE: **This bulletin applies to vehicles built on or before April 07, 2017 (MDH 0407XX) equipped with either a 2.0L I4 Turbo Diesel Engine (Sales Codes EBT or EBS) or 2.2L I4 Turbo Diesel Engine (Sales Codes EBU) or 2.2L I4 Turbo Diesel Engine W/ ESS (Sales Code EBV) and Euro 6 Emissions (Sales Code NB6).**

NOTE: This bulletin applies to vehicles equipped with a 2.0L I4 Turbo Diesel Engine (Sales Code EBT) and Euro 5 Emissions (Sales Code NBC).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that the following Diagnostic Trouble Code (DTC) has been set:

- P112D-00-O2 - Sensor 2/1 Pumping Overcurrent.

In addition, the customer may notice the following condition:

- ****Engine shuts down sporadically during a parking maneuver. (2016 & 2017 MY only with Sales Code NB6)****
- “Engine Stop Start Not Available” message in the Instrument Panel Cluster (IPC) after disconnecting the vehicle’s battery.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify no DTCs are set. If DTCs are present record them 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 RRT VIN list, perform the repair. For all other customers that describe the symptom/condition, or if the technician finds the DTC listed above, 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: If the PCM already has the latest software, use LOP 18-19-04-ER to close the RRT portion of this service action.

2. Using wiTECH, restore BCM Proxi Configuration. This routine is available under the 'Diagnostic Procedures' tab found on the home, 'Vehicle View', page of wiTECH.

3. Using wiTECH, perform Proxi Configuration Alignment. Close the procedure, shut off ignition, close all doors, unplug the wiTECH, and wait for the bus to go to sleep. After the bus is asleep, wait two minutes then reconnect wiTECH to the vehicle and run the Proxi Configuration Alignment procedure again to see the new proxi status of all the Electronic Control Units (ECUs).
4. 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.
5. 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
18-19-04-ER	Modules, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-04-GK	Modules, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.4 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 choose which failure code to use depending on if this is a Rapid Response Transmittal (RRT) or 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 must be supplied.
- The failure code “RF” (Required Flash) can no longer be used on Service Bulletin flashes. The “RF” failure code can only be used on RRT.
- 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 RRT.

CC	Customer Concern
RF	Required Flash**