



NUMBER: 18-002-16 REV. C

GROUP: Vehicle Performance

DATE: May 26, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-002-16 REV. B, DATED MARCH 11, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES UPDATED BUILD DATE, ADDITIONAL DTCs AND LABOR OP.**

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: 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, LATAM, APAC, and EMEA.

NOTE: This bulletin applies to vehicles built on or before **May 09, 2016 (MDH 0509XX)**** equipped with 3.2L V6 24V VVT Engine (Sales Code EHK).**

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination, or a slight push in the vehicle may be felt when coasting down while the transmission shifts from 8th to 7th gear. Upon further investigation, the technician may find the following Diagnostic Trouble Codes (DTCs) set in the PCM memory:

- **U1424 - Implausible Engine Torque Signal Received DTC False Failure.
- P2097 - Downstream Fuel Trim System 1 Rich DTC Calibration Robustness Improvement.
- P2099 - Downstream Fuel Trim System 2 Rich DTC Calibration Robustness Improvement.**
- U0402 - Implausible Data Received.
- B10EA - Blower Motor Control Circuit High.
- B10E9 - Blower Motor Control Circuit Low.
- P0456 - EVAP System Small Leak.

In addition the following enhancements is included:

- Vehicle shudder at stop/start with A/C on.

DIAGNOSIS:

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

REPAIR PROCEDURE:

NOTE: 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 application's "HELP" tab.

NOTE: After reprogramming, DTC C10D0 - Electronic Park Brake System Failure will be displayed. Attempting to clear this DTC will be unsuccessful.

2. The ignition must be cycled to store DTC C10D0 and allow it to be cleared.
3. 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.

4. 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-KB	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 4 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 SYMPTOM/CONDITION 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