



NUMBER: 18-024-12 REV. A

GROUP: Vehicle Performance

DATE: November 03, 2012

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-024-12, DATED AUGUST 10, 2012, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL MODEL YEARS AND AN UPDATE FOR TRANSMISSION TORQUE MANAGEMENT ON UPSHIFTS.**

HELP USING THE wiTECH DIAGNOSTIC APPLICATION FOR FLASHING AN ECU IS AVAILABLE BY SELECTING "HELP" THEN "HELP CONTENTS" AT THE TOP OF THE wiTECH DIAGNOSTIC APPLICATION WINDOW.

THE wiTECH SOFTWARE LEVEL MUST BE AT RELEASE 13.01 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:

Flash: MIL Illumination P0108 - Manifold Absolute Pressure Sensor Circuit High And Transmission Shift Improvements

OVERVIEW:

This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software.

MODELS:

2012 - ****2013**** (JC) Journey

NOTE: This bulletin applies to vehicle equipped with a 3.6L or 2.4L engine (sales code ERB or ED3) and a 6 speed automatic transmission (sales code DG2) built before **October 23, 2012 (MDH 1023XX)****.**

SYMPTOM/CONDITION:

The customer may experience any of the following:

- Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the Technician may find that P0108 - Manifold Absolute Pressure Sensor Circuit High has been set active or stored **3.6L engine**.

NOTE: **MIL Illumination for P0108 - Manifold Absolute Pressure Sensor Circuit High affects 2012 model year vehicles only.******

- 1 - 2 upshift clunk or bump **2.4L & 3.6L engines**
- 3 - 4 harsh upshift at closed throttle after a WOT stab in 1st or 2nd gear. **2.4L & 3.6L engines**

- 4 - 5 upshift clunk or bump **2.4L & 3.6L engines**
- 5 - 6 upshift clunk or bump **3.6L engine**
- 6 - 5 downshift clunk or bump **3.6L engine**
- 6 - 4 downshift clunk or bump **3.6L engine**
- RPM Fluctuating or Jerking feeling while operating in cruise control. Condition is more noticeable when the vehicle is going up and down grades.**2.4L & 3.6L engines**
- 1 - 2 harsh upshift going down a grade **2.4L engine**
- 3 - 2 downshift clunk or bump **2.4L engine**
- 4 - 3 downshift clunk or bump **2.4L engine**
- ****Improves the consistency of how shifts are controlled during upshifts “torque management”****

Updating the software will correct the condition listed above.

DIAGNOSIS:

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

If the customer describes the symptom/condition or if the technician finds the DTC, perform the Repair Procedure.

PARTS REQUIRED:

Qty.	Part No.	Description
1	04275086AD	Label, Authorized Modification

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. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT, Refer To Group 8 - Electrical > Electronic Control Modules - Service Information > Module - Powertrain Control > Standard Procedures > PCM/ECM Programming.
2. **After PCM reprogramming, the following must be performed:** clear any DTC's that may have been set in other modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow the tech to clear them.
3. Type the necessary information on the “Authorized Modification Label” and attach it near the VECI label.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Amount
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18-19-06-K1	Module, Powertrain Control (PCM) - Reprogram (Skill Level = C; Training Level = 2)	0.2 Hrs.
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FAILURE CODE:

FM	Flash Module
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