



**NUMBER:** 18-096-15

**GROUP:** Vehicle Performance

**DATE:** November 26, 2015

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**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-008-14 REV. A, DATED MAY 06, 2014, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** AND INCLUDE ADDITIONAL DTC, SYMPTOM/CONDITION, DIAGNOSIS/REPAIR PROCEDURE AND NEW LOP.**

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

**SUBJECT:**

Flash: Diagnostic And System Improvements

**OVERVIEW:**

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

**MODELS:**

|      |      |                     |
|------|------|---------------------|
| 2014 | (WK) | Jeep Grand Cherokee |
| 2014 | (WD) | Dodge Durango       |

**NOTE: \*\*This bulletin applies to WK/WD vehicles equipped with a 3.0L engine (sales code EHD), 3.6L engine (sales code ERB) or a 5.7L engine (sales code EZH) built on or after January 28, 2014 (MDH 0128XX).\*\***

***SYMPTOM/CONDITION:***

**\*\***A small number of customers may experience one or more of the symptoms/conditions listed below or a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that one or more of the following Diagnostic Trouble Codes (DTCs) have been set. If any of the following DTCs have been set perform the Diagnosis:

- U0140 - Lost Communication With Body Control Module. Attempting to clear this DTC will be unsuccessful.\*\*
- P0300 - Multiple Cylinder Misfire (**only applies to 5.7L engines**).
- P0573 - Brake Switch 1 Stuck Off.

The following powertrain system improvements/enhancements are also included in this software release:

- Corrected a generic scan tool display issue regarding Mode 6 data accuracy.
- Improved transmission Quick Learn routine performance (**only applies to 5.7L engines**).

***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 the customer describes the symptom/condition 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 "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 any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.\*\*

**POLICY:**

Reimbursable within the provisions of the warranty.

**TIME ALLOWANCE:**

| Labor Operation No: | Description                                                     | Skill Category         | Amount     |
|---------------------|-----------------------------------------------------------------|------------------------|------------|
| **18-19-06-GD       | Module, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled) | 8 - Engine 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 choose which failure code to use. If the customer came in with an issue and if the dealer finds a software update 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    |