



NUMBER: 18-060-16

GROUP: Vehicle Performance

DATE: July 15, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETINS 18-029-14 REV. A DATED SEPTEMBER 18, 2014 AND SERVICE BULLETIN 18-077-15 DATED OCTOBER 30, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs) FOR THE 3.6L ENGINE AND LOP.**

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

MODELS:

2014 (JK) Jeep Wrangler

NOTE: This bulletin applies to vehicles equipped with a 3.6L engine (Sales Code ERB) or 3.0L engine (sales code EHD).

NOTE: This bulletin applies to vehicles equipped with a 3.6L engine (Sales Code ERB) and 4.10 Rear Axle Ratio (DMF) and 4.1 Rock-Track HD Part Time 4WD System (DHW).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following Diagnostic Trouble Code (DTCs) set in the PCM memory:

- ****P0335 - Crankshaft Position Sensor Circuit (Sales Code ERB).**
- P0300 - Multiple Cylinder Misfire (Sales Code ERB).
- P0306 - Cylinder 6 Misfire. With automatic transmission (Sales Code ERB) (Sales Code DGJ).

- P0456 - EVAP System Small Leak (Sales Code ERB).**
- P2097- Downstream Fuel Trim System 1 Rich.
- P2099- Downstream Fuel Trim System 2 Rich.
- P0830- Clutch Pedal Switch "A" Circuit. With manual transmission (Sales Code DEH).
- P1239- Engine Oil Temperature Too Low.
- U0140 - Lost Communication With Body Control Module.
- Corrected a generic scan tool display issue regarding Mode 6 data accuracy.

Customers may also describe one or more of the following conditions:

- Less than desired shift points during Wide Open Throttle (WOT) operation.
- Perceived misfire under normal acceleration.

Software update is also available for customers with vehicles equipped with Manual Transmissions (Sales Code DEH) to disable the starter protection feature for Rock Crawling.

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: Ensure the Transmission Control Module (TCM) is updated before proceeding to the next step.

2. 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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-JY	Module, Powertrain Control (PCM) - Reprogram	1 - Engine Repair and Performance	0.2 Hrs.

	(0 - Introduction)		
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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 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