



NUMBER: 18-005-15 REV. B

GROUP: Vehicle Performance

DATE: March 28, 2015

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-005-15 REV. A DATED JANUARY 21, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND IS BEING REVISED TO RELEASE EXISTING SOFTWARE PART NUMBER UNDER NEW PART NUMBER. REVISION ALSO INCLUDES NEW LABOR OPS.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 15-013 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.

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 15.02 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:

Flash: 2.4L Powertrain Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2014 - 2015 (KL) Jeep Cherokee

NOTE: This bulletin applies to vehicles built on or before October 21 2014, (MDH 1021XX) equipped with a 2.4L engine (sales code ED6 or ED8).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the Technician may find one of the following Diagnostic Trouble Codes (DTCs). Additionally this PCM update includes the enhancements listed below.

2015 KL Vehicles equipped with a 2.4L engine (Sales Code ED6 or ED8) built on or before October 21, 2014 (MDH 1021XX).

- P2172 - High Airflow/Vacuum Leak Detected.
- P219A - Air-Fuel Ratio Cylinder Imbalance Bank 1 has been set in the PCM.
- Improved software to enable Transmission Control Module (TCM) quick learn enhancements once TCM is updated.

2014 KL Vehicles equipped with a 2.4L engine (Sales Code ED6).

- P2172 - High Airflow/Vacuum Leak Detected.
- P219A - Air-Fuel Ratio Cylinder Imbalance Bank 1 has been set in the PCM.
- P106A - Cylinder 3 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P2251 - O2 Sensor 1/1 Negative Current Control Circuit Open.
- P0031 - O2 Sensor 1/1 Heater Circuit Low.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs other than the ones listed above 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 any of the DTCs 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.

NOTE: If the PCM already has the latest software, use LOP 18-19-06-CC to close the RRT portion of this service action.

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 the tech to clear them.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-CC	Module, Powertrain Control (PCM) - Inspect and/or Reprogram (0 - Introduction)	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 the dealer found updated software to correct that issue, use failure code CC, for all other use failure code RF.

- CC - Customer Concern (Ex. Customer comes in with a concern and updated (flash) software is found pertaining to the concern).
- RF - Routine Flash (Ex. Customer comes in with no concern but updated (flash) software is found in VIP, wiTech or wiADVISOR).

CC	Customer Concern
RF	Routine Flash