TECHNICAL SERVICE BULLETIN

NUMBER: 18-084-20 REV. A

GROUP: 18 - Vehicle Performance

DATE: October 1, 2020

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This bulletin supersedes Technical Service Bulletins 18-047-20, dated May 16, 2020 and 18-084-20 dated September 11, 2020, which should be removed from your files. The revision is a correction to the Technical Service Bulletin number and no asterisks have been used.

SUBJECT:
Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:
This bulletin involves reprogramming the PCM with the latest available software.

MODELS:

2019	(KL)	Jeep Cherokee

NOTE: This bulletin applies to vehicles within the following markets/countries: North America, APAC, LATAM and EMEA.

NOTE: This bulletin applies to vehicles equipped with a 3.2L V6 24V VVT Engine W/ESS (Sales Code EHK).

SYMPTOM/CONDITION:
Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following DTCs:

- P2610 - PCM Internal Engine Off Timer Performance.
- P06EF - Engine Restart Performance.
- P0456 - EVAP System Small Leak.

NOTE: If DTC P0456 is present use the wiTECH Small Leak Verification Test (SLVT) to determine if a leak is present in the system.

- C1252 - Vacuum Pump Control Circuit - Performance Or Incorrect Operation.
- P06DA - Engine Oil Pressure Control Circuit.
- P06DD - Engine Oil Pressure Control Circuit Stuck Off.
- P06DE - Engine Oil Pressure Control Circuit Stuck On.
- B25C7 - Driver Door Ajar Switch 2 Circuit Low.
- B25C8 - Driver Door Ajar Switch 2 Circuit High.
- B25C9 - Driver Door Ajar Switch 2 Stuck Closed.
- B25CB - Driver Door Ajar Switch 1/Driver Door Ajar Switch 2 Correlation.
- C10D0 - Electronic Park Brake Module Deactivated.
- P0EA5 - DC/DC Converter 2 Performance.
- P0EA6 - DC/DC Converter 2 Over Temperature.
- P2299 - Brake Pedal Position/Accelerator Pedal Position Incompatible.
- U0128 - Lost Communication With Park Brake Control Module.
- U0151 - Lost Communication With Occupant Restraint Controller.
- U0416 - Implausible Data Received From Esp.
- U0418 - Implausible Data Received From Brake System Control Module 1.

- U0599 - Invalid Data Received From DC to DC Converter Control Module ″A″.
- U0299 - LOC With DC-DC Convertor 2.
- U1409 - Implausible LF WSS Received.
- U140A - Implausible RF WSS Received.
- U059A - Invalid Data Received From DC to DC Converter Control Module ″B″.
- C0542 - Brake Pressure Sensor 2 Circuit Low.
- C0543 - Brake Pressure Sensor 2 Circuit High.
- P258A - Electric Vacuum Pump Circuit (turn MIL off, switch to 1 trip fault).
- P0616 - Starter Control Circuit Low.
- P0617 - Starter Control Circuit High.
- P0607 - ECU Internal Performance.
- P3032 - Barometric Pressure Sensor Performance Plausibility.
- P0071 - Ambient Air Temperature Sensor Performance.

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

- An audible clunk after applying throttle from a coasting condition, predominantly in fifth and sixth gear while driving 48 - 72 kph (30 - 45 mph).
- Engine doesn't restart after an Engine Start/Stop (ESS) event.
- Erroneous display of "Cruise Control Unavailable Below Min Speed".
- Erroneous display of "Speed Limited In 4LO" while in 4HI.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, 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 a customer describes the symptom/condition listed above or if the technician finds DTCs, 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.

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.

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.
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.
3. Perform a hard reset on the PCM using wiTECH.
4. Place the ignition in the off position for a minimum of 30 seconds to complete the flash.
5. 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-D2	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 7 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:
The dealer must use failure code CC with this Service Bulletin.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used.
- When utilizing this failure code, the 3C's (customer's concern, cause and correction) must be provided for processing Service Bulletin flash/reprogramming conditions.

CC	Customer Concern