



NUMBER: 18-110-16

GROUP: Vehicle Performance

DATE: October 08, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-036-14, DATED JULY 04, 2014, 18-050-11 DATED NOVEMBER 10, 2011, 18-031-13 DATED JULY 25, 2013 AND 18-028-12 DATED OCTOBER 03, 2012 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES DIAGNOSTIC TROUBLE CODE (DTC) 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 Enhancements

OVERVIEW:

This bulletin involves reprogramming the Powertrain Control Module (PCM) with the latest available software.

MODELS:

2012	(WK)	Jeep Grand Cherokee
2012	(WD)	Dodge Durango

NOTE: This bulletin applies to vehicles equipped with a 5.7L engine (Sales Code EZH) or 3.6L engine (Sales Code ERB).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following DTCs:

- ****U0140 - Lost Communication With Body Control Module, Totally Integrated Power Module (TIPM).****
- P0108 - Manifold Absolute Pressure Sensor Circuit High (3.6L).
- P0128 - Thermostat Rationality (3.6L).
- P0300 - Multiple Cylinder Misfire (3.6L).
- P0301 - Cylinder 1 Misfire (3.6L).
- P0302 - Cylinder 2 Misfire (3.6L).
- P0303 - Cylinder 3 Misfire (3.6L).

- P0304 - Cylinder 4 Misfire (3.6L).
- P0305 - Cylinder 5 Misfire (3.6L).
- P0306 - Cylinder 6 Misfire (3.6L).
- P113D - O2 Sensor 1/1 Slow Response (High Frequency) (3.6L).
- P113E - O2 Sensor 2/1 Slow Response (High Frequency) (3.6L).
- P0441 - Evap Purge System Performance.
- P0420 - Catalyst Efficiency (Bank 1).
- P0430 - Catalyst Efficiency (Bank2).
- P0133 - O2 Sensor 1/1 Slow Response.
- P0153 - O2 Sensor 2/1 Slow Response.

In addition, customers may experience the following concern:

- Engine is difficult to start in extreme cold ambient temps when using the block heater. This release improves the spark and fueling strategy used under these conditions (5.7L).

The following system improvements have also been included in this software release:

- Improved electronic voltage regulator control, to more precisely maintain system voltage (5.7L).
- Improved drivability concerns while decelerating or coasting/slowing down. 5.7L EURO Stage 5 Emissions with EOBD 5 (Sales Code NBC)

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 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 application's "HELP" tab.
2. Clear all 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-NR	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine And Performance	0.2 Hrs.

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 the dealer found updated software 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