SERVICE BULLETIN

**NUMBER:** 18-090-16

**GROUP:** Vehicle Performance

**DATE:** July 22, 2016



**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:***

| | | |
|---|---|---|
| 2016 | (WK) | Jeep Grand Cherokee |

**NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA and EMEA.**

**NOTE: This bulletin applies to vehicles built on or before July 08, 2016 (MDH 0708XX) equipped with a 6.4L V8 SRT Hemi MDS Engine (Sales Code ESG) with an 8-SPD Auto 8HP70 Transmission (Sales Code DFK).**

***SYMPTOM/CONDITION:***
Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs) set in the PCM memory:

- P0441 - EVAP Purge System Performance.
- P0455 - EVAP System Large Leak.
- P2610 - PCM Internal Engine Off Timer Performance.
- P0335 - Crankshaft Position Sensor Circuit.
- P0339 - Crankshaft Position Sensor Intermittent.
- P0122 - Throttle Position Sensor 1 Circuit Low.
- P0123 - Throttle Position Sensor 1 Circuit High.
- P0222 - Throttle Position Sensor 2 Circuit Low.
- P0223 - Throttle Position Sensor 2 Circuit High.
- P2299 - Brake Pedal Position/Accelerator Pedal Position Incompatible.

- U1424 - Implausible Engine Torque Signal Received.

The following software enhancement is also available:

- Calibration to prevent engine stall after -35 °C (95 °F) cold start/drive.

***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 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/conditions 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 available 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-LW | Module, Powertrain Control (PCM) - Reprogram<br>(0 - Introduction) | 1 - Engine Repair and 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 |