



**NUMBER:** 18-029-16

**GROUP:** Vehicle Performance

**DATE:** March 19, 2016

*This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.*

**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-058-15 REV. A, DATED SEPTEMBER 23, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** AND INCLUDE UPDATED VEHICLE BUILD DATES, DIAGNOSTIC TROUBLE CODE, RRT NUMBER, AND LABOR OPERATIONS.**

**THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) **\*\*16-025\*\*** 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.**

**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: 2.0L And 2.2L Powertrain Diagnostic And System Enhancements

***OVERVIEW:***

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

***MODELS:***

2015 - 2016      (KL)                      Jeep                      Cherokee

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

**NOTE: \*\*This bulletin applies to vehicles built on or before February 26, 2016 (MDH 0226XX) equipped with either a 2.0L I4 Turbo Diesel Engine (Sales Codes EBT or EBS) or 2.2L I4 Turbo Diesel Engine (Sales Codes EBU or EBV) and Euro 6 Emissions (Sales Code NB6).\*\***

**NOTE: This bulletin applies to vehicles built on or before August 26, 2015 (MDH 0826XX) equipped with a 2.0L I4 Turbo Diesel Engine (Sales Code EBT) and Euro 5 Emissions (Sales Code NBC).**

***SYMPTOM/CONDITION:***

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that the following Diagnostic Trouble Code (DTC) has been set:

- **\*\*P112D-00-O2 - Sensor 2/1 Pumping Overcurrent.\*\***

In addition, the customer may notice the following condition:

- “Engine Stop Start Not Available” message in the Instrument Panel Cluster (IPC) after disconnecting the vehicle’s battery.

***DIAGNOSIS:***

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify no DTCs are set. If DTCs 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 the DTC 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 18-19-04-ER to close the RRT portion of this service action.**

2. Using wiTECH, restore BCM Proxi Configuration. This routine is available under the 'Diagnostic Procedures' tab found on the home, 'Vehicle View', page of wiTECH.

3. Using wiTECH, perform Proxi Configuration Alignment. Close the procedure, shut off ignition, close all doors, unplug the wiTECH, and wait for the bus to go to sleep. After the bus is asleep, wait two minutes then reconnect wiTECH to the vehicle and run the Proxi Configuration Alignment procedure again to see the new proxi status of all the Electronic Control Units (ECUs).
4. 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.
5. Verify the Transmission Control Module (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
**18-19-04-ER	Modules, Powertrain Control (PCM) - Inspect (0 - Introduction)	8 - Engine Performance	0.2 Hrs.
18-19-04-ES	Modules, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled)	8 - Engine Performance	0.4 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