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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-024-16, DATED MARCH 11, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDING A NOTE FOR THE 2010 MY THAT THIS FLASH IS FOR AUTOMATIC TRANSMISSIONS AND UPDATED THE 2011 MY INFORMATION.**

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: 3.8L Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2010 - 2011 (JK) Jeep Wrangler

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

NOTE: **This bulletin applies to 2010 vehicles equipped with 3.8L V6 Engine (Sales Code EGT) equipped with 5-SPD Automatic 545RFE Transmission (Sales Code DGQ) or equipped with 4-SPD. Automatic VLP 42RLE Transmission (Sales Code DGV).****

NOTE: This bulletin applies to 2011 vehicles equipped with 3.8L V6 Engine (sales code EGT) equipped with 5-SPD Automatic 545RFE Transmission (Sales Code DGQ), equipped with 4-SPD. Automatic VLP 42RLE Transmission (Sales Code DGV) or equipped with 6-Speed Manual NSG370 Transmission (Sales Code DEH).**

SYMPTOM/CONDITION:

The customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Code (DTC):

- U0140 Lost Communication With Body Control Module. Attempting to clear the DTC may be unsuccessful.

Other enhancements included in this update:

- Improved fuel pump relay operation.
- Improved remote start time after key activation.
- Improved Automatic Shutdown Relay (ASD) timer calibration.

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 the customer describes the symptom/condition or if the technician finds the 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.

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.
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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-HV	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	8 - Engine Performance	0.2 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 3 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