



NUMBER: 21-031-16

GROUP: Transmission and Transfer Case

DATE: September 21, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 21-047-15, DATED JULY 18, 2015 AND 21-032-15 REV. A, DATED JULY 15, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCS), SYMPTOM/CONDITION 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: Transmission Diagnostic And Shift Enhancements

OVERVIEW:

This bulletin involves reprogramming the Transmission Control Module (TCM) with the latest available software.

MODELS:

2016	(FB)	Fiat 500X
2015 - 2016	(BU)	Jeep Renegade

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

NOTE: This bulletin applies to vehicles equipped with a 1.4L I4 Multiair Turbo Engine (Sales Code EAM) equipped with 9-SPD 948TE Auto Transmission (Sales Code DFH).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following DTCs set in the TCM memory:

- ****P061B - Internal Control Module Torque Calculation Performance.**
- **P072F - Stuck In Gear 4.****

- P0711 - Transmission Fluid Temperature Sensor A Circuit Range-Performance (2015 BU only).
- P0887 - TCM Power Control Circuit High (2015 BU only).
- P1CC9 - Unable to Engage Gear (2015 BU only).
- P1D98 - Incorrect Gear Ratio Clutch B or D Defective (2015 BU only).
- U0401 - Implausible Data Received From ECM-PCM (2015 BU only).

In addition, customers may experience the following conditions:

- ****CAN Bus message may drop out after a network restart.****
- Harsh 1-2 Upshift.
- Harsh Garage Shifts (Park to Reverse or 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 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 listed above or if the technician finds the DTC, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: The Powertrain Control Module (PCM) 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 PCM software.

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 TCM 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 allows them to be cleared.
3. Verify the PCM is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the PCM software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-05-DY	Module, Transmission Control (TCM) -Reprogram (0 - Introduction)	2 - Automatic Transmission	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 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