



**NUMBER:** 18-024-16 REV. B

**GROUP:** Vehicle Performance

**DATE:** July 30, 2016

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**THIS BULLETIN SUPERSEDES SERVICE BULLETINS 18-024-16 REV. A, DATED APRIL 01, 2016 AND 08-009-10, DATED MAY 06, 2010 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** AND INCLUDE ADDITIONAL 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 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 Vehicles equipped with 3.8L V6 Engine (Sales Code EGT) 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 customer may experience a Malfunction Indicator Lamp (MIL) illumination or notice that the Fuel Saver Indicator Light (FSI) is turning on and off.

Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs):

- \*\*P0452 - EVAP Pressure Switch Stuck Closed (10 MY with Sales Code DEH only).\*\*
- 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.
- Fix for false (FSI) light on (With combination Sales Codes EGT and DEH).

**DIAGNOSIS:**

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related 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 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 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-MB	Module, Powertrain Control (PCM) - Reprogram (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 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