



NUMBER: 18-024-17 REV. C

GROUP: 18 - Vehicle Performance

DATE: September 23, 2017

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 18-024-17 REV. B AUGUST 29, 2017, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE AN UPDATED BUILD DATE, 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 Enhancements

OVERVIEW:

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

MODELS:

2016 - 2017	(WD)	Dodge Durango
2016 - 2017	(WK)	Jeep Grand Cherokee

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

NOTE: This bulletin applies to vehicles built on or before **March 06, 2017 (MDH 0306XX)**** equipped with a 5.7L V8 MDS VVT Engine (Sales Code EZH), or equipped with a 3.6L V6 24V VVT Engine UPG I W/ESS (Sales Code ERC) or equipped with a 3.0L V6 24V VVT Engine W/ESS (Sales Code EHW).**

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one of the following DTCs have been set:

- ****P0556 - Brake Booster Pressure Sensor Circuit Performance.****
- P040B - Exhaust Gas Recirculation Temperature Sensor 1 Circuit Performance **(3.6L Only)**.
- U1424 - Implausible Engine Torque Signal Received **(2017 MY Only)**.
- P2681 - Engine Coolant Bypass Valve Control Circuit Open **(3.6L Only)**.
- P2299-00 - Brake Pedal Position/Accelerator Pedal Position Incompatible.
- B23C3 - Stop/Start Disable Switch 1/2 Correlation **(3.0L and 3.6L Only)**.

The following DTCs have been changed from a one trip fault to a two trip fault for **(3.0L and 3.6L Only)**:

- P0335 - Crankshaft Position Sensor Circuit.
- P0339 - Crankshaft Position Sensor Intermittent.
- P0340 - Camshaft Position Sensor Circuit - Bank 1 Sensor 1.
- P0344 - Camshaft Position Sensor Intermittent - Bank 1 Sensor 1.
- P0365 - Camshaft Position Sensor Circuit - Bank 1 Sensor 2.
- P0369 - Camshaft Position Sensor Intermittent - Bank 1 Sensor 2.
- P0345 - Camshaft Position Sensor Circuit - Bank 2 Sensor 1.
- P0349 - Camshaft Position Sensor Intermittent - Bank 2 Sensor 1.
- P0390 - Camshaft Position Sensor Circuit - Bank 2 Sensor 2.
- P0394 - Camshaft Position Sensor Intermittent - Bank 2 Sensor 2.

In addition, customers may experience one of the following conditions:

- A shorter auxiliary battery life.
- An illuminated Automatic Oil Change Indication (AOCI) light **(3.6L Only)**.

Other enhancements included in this update:

- Improvements to vehicle drivability during a cam or crank sensor MIL condition **(2017 MY Only)**.
- Improved knock sensor performance.

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 Transmission Control Module (TCM) MUST be updated to the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM 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 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 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.
3. Verify the 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
18-19-06-TK	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 6 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must use failure code CC with this Service Bulletin.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used.
- When utilizing this failure code, the 3C's (customer's concern, cause and correction) must be provided for processing Service Bulletin flash/reprogramming conditions.

CC	Customer Concern
----	------------------