



NUMBER: 18-006-19 REV. B

GROUP: 18 - Vehicle Performance

DATE: May 17, 2019

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This bulletin supersedes service bulletin 18-006-19 REV. A, dated March 13, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and includes additional Diagnostic Trouble Code (DTC) and LOP.**

This service bulletin is also being released as Rapid Response Transmittal (RRT) 19-002. 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 DealerCONNECT/ Service Library. All repairs are reimbursable within the provisions of warranty.

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

This bulletin involves reprogramming the PCM with the latest available software.

MODELS:

2018 (JL) Jeep Wrangler

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

NOTE: This bulletin applies to vehicles equipped with a 2.2L N-S I4 Turbo Diesel W/ESS (Sales Code EBH) and 8-SPD Automatic 850RE Transmission (Sales Code DFT).

NOTE: The RRT portion of this bulletin applies to vehicles built on or after April 23, 2018 (MDH 0423XX) and on or before November 26, 2018 (MDH 1126XX) equipped with a 2.2L N-S I4 Turbo Diesel W/ESS (Sales Code EBH) and 8-SPD Automatic 850RE Transmission (Sales Code DFT).

SYMPTOM/CONDITION:

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

- **P249E-00 - Closed Loop Reductant Injection Control At Limit - Flow Too High.**
- P045E-00 - EGR -B- Control Stuck Open.
- P208B - Reductant Pump 1 Control Performance.

In addition customers may experience the following:

- Engine auto-stops during a shift of transfer case into neutral.
- Reduced oil change intervals.
- Speed Limiter distance unit type changes from MPH to KPH after key-off.
- Speed Limiter not enabled following a quick key-off/on sequence.
- Cruise control set-speed not displayed by cluster until minimum set speed achieved.
- Increased fan noise.
- Reduced durability of electric vacuum pumps under heavy stop/go driving conditions.
- Driveability complaints during an on-road DPF regeneration routine.
- Previous software releases requested the display of message "Particulate Filter Almost Full Keep The Vehicle Running" and will now request the message "Particulate Filter 100% Full Maintenance Required Contact Assistance".
- No auto-start after release of brake pedal.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, 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 a customer's VIN is listed in VIP or your RRT VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition or DTC, perform the repair.

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. Does the PCM control module have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-06-1X) to close the active RRT.
 - NO>>> Proceed to [Step 2](#).
2. Reprogram the PCM with the latest available software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
3. Clear any DTCs that may have been set in any modules 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
18-19-06-1X	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	10 - Diesel	0.2 Hrs.
18-19-04-JX	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	10 - Diesel	0.2 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 9 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 depending on if this is a Rapid Response Transmittal (RRT) or Service Bulletin.

- The “RF” failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RRT.
- The failure code “RF” (Required Flash) can no longer be used on Service Bulletin flashes. **The “RF” failure code must be used on an RRT.**
- 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 must be supplied.

RF	Required Flash - RRT
CC	Customer Concern