



NUMBER: 18-022-20

GROUP: 18 - Vehicle Performance

DATE: March 19, 2020

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This bulletin supersedes Service Bulletin 18-037-19 REV. A, dated April 14, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and include an additional Diagnostic Trouble Code (DTC), remove build dates, and LOP.**

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2019 (JL) Jeep Wrangler

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

NOTE: This bulletin applies to vehicles equipped with a 2.0L I4 DOHC DI Turbo Etorque Engine (Sales Code EC3).

SYMPTOM/CONDITION:

The customer may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following DTCs:

- ****P06EF - Engine Restart Performance.****
- P050B - Cold Start Ignition Timing Performance.
- P0456 - EVAP System Small Leak.

NOTE: **If DTC P0456 is present use the wiTECH Small Leak Verification Test (SLVT) to determine if a leak is present in the system.******

- P0128 - Thermostat Rationality.
- P0507 - Idle Speed Performance Higher Than Expected.

Customers may also describe the following condition:

- Excessive radiator fan noise when the A/C is on MAX output.

In addition, the following software enhancements are available:

- Electric Vacuum Pump (EVP) update.
- Fan noise reduction.

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 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: 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.

NOTE: The Anti-lock Brake System module (ABS) and Hybrid Control Processor (HCP) 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 HCP and ABS software.

1. 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.
2. 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.
3. Verify the ABS and HCP is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the ABS and HCP software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-BN	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 7 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
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