



NUMBER: 18-018-14 REV. B

GROUP: Vehicle Performance

DATE: April 16, 2014

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THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 14-028. 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 TECHCONNECT. ALL REPAIRS ARE REIMBURSABLE WITHIN THE PROVISIONS OF WARRANTY.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-018-14 REV. A, DATED MARCH 21, 2014, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS****. REVISION INCLUDES AN ADDITIONAL SYMPTOM ENHANCEMENT AND DIAGNOSTIC TROUBLE CODE (DTC).**

HELP USING THE wiTECH DIAGNOSTIC APPLICATION FOR FLASHING AN ECU IS AVAILABLE BY SELECTING "HELP" THEN "HELP CONTENTS" AT THE TOP OF THE wiTECH DIAGNOSTIC APPLICATION WINDOW.

THE wiTECH SOFTWARE LEVEL MUST BE AT RELEASE 14.03 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:

Flash: MIL Illumination - Diagnostic and System Improvements

OVERVIEW:

This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software.

MODELS:

2014 (WK) Grand Cherokee

NOTE: This bulletin applies to WK vehicles equipped with a 3.0L diesel engine (sales code EXF) and 50 States Emissions (sales code NAS) built on or before 4/05/2014 (MDH 0405XX).

SYMPTOM/CONDITION:

Some customers may experience a condition that the Oil Life Monitor shows faster than expected oil life deterioration. Software enhancements will address this issue.

Some customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon

further investigation the Technician may find that any of the following Diagnostic Trouble Code(s) may have been set erroneously:

- ** P0087-00 - FUEL RAIL PRESSURE TOO LOW **
- P0088-00 - FUEL RAIL PRESSURE TOO HIGH
- P016F-00 - CLOSED LOOP FUEL PRESSURE CONTROL AT LIMIT - PRESSURE TOO LOW
- ** P009A-00 - INTAKE AIR TEMPERATURE / AMBIENT AIR TEMPERATURE CORRELATION **
- ** P0234-00 - TURBOCHARGER OVERBOOST CONDITION **
- P0420-00 - CATALYST EFFICIENCY (BANK 1)
- P0426-00 - CATALYST TEMPERATURE SENSOR CIRCUIT PERFORMANCE (BANK 1 SENSOR 1)
- ** P050E-00 - COLD START ENGINE EXHAUST TEMPERATURE TOO LOW **
- P05F8-00 REDUCTANT HEATER CONTROL MODULE PERFORMANCE
- P061B-00 - INTERNAL CONTROL MODULE TORQUE CALCULATION PERFORMANCE
- P062B-00 - INTERNAL CONTROL MODULE FUEL INJECTOR CONTROL CIRCUIT PERFORMANCE
- ** P0128-00 - THERMOSTAT RATIONALITY **
- P1D30-00 - OIL VISCOSITY TOO LOW
- P200A-00 - INTAKE MANIFOLD RUNNER PERFORMANCE - BANK 1
- P200B-00 - INTAKE MANIFOLD RUNNER PERFORMANCE - BANK 2
- ** P202E-00 - REDUCTANT INJECTION VALVE CIRCUIT PERFORMANCE **
- P203E-00 - REDUCTANT LEVEL SENSOR 1 CIRCUIT INTERMITTENT/ERRATIC
- ** P204F-00 - REDUCTANT SYSTEM PERFORMANCE **
- P2080-00 - EXHAUST GAS TEMPERATURE SENSOR CIRCUIT PERFORMANCE
- P2084-00 - EXHAUST GAS TEMPERATURE SENSOR CIRCUIT PERFORMANCE - BANK 1 SENSOR 2
- P20BA-00 - REDUCTANT HEATER 1 CONTROL CIRCUIT PERFORMANCE
- ** P20BE-00 - REDUCTANT PRESSURE LINE HEATER CONTROL CIRCUIT PERFORMANCE **
- P20EE-00 - SCR NOX CATALYST EFFICIENCY BELOW THRESHOLD BANK 1
- ** P20C2-00 - REDUCTANT HEATER 3 CONTROL CIRCUIT PERFORMANCE **
- ** P20E9-00 - REDUCTANT PRESSURE TOO HIGH **
- ** P225C-00 - NOX SENSOR 1/1 PERFORMANCE - SIGNAL STUCK HIGH **
- ** P225D-00 - NOX SENSOR 1/1 PERFORMANCE - SIGNAL STUCK LOW **
- P242B-00 - EXHAUST GAS TEMPERATURE SENSOR CIRCUIT PERFORMANCE - BANK1 SENSOR 3
- P2463-00 - DIESEL PARTICULATE FILTER - SOOT ACCUMULATION
- ** P24C2-00 - EXHAUST GAS TEMPERATURE MEASUREMENT SYSTEM - MULTIPLE SENSOR CORRELATION BANK 1 **
- ** P249C-00 - EXCESSIVE TIME TO ENTER CLOSED LOOP REDUCTANT INJECTION CONTROL **
- P24F2-00 - EGR TEMPERATURE/CHARGE AIR COOLER TEMPERATURE CORRELATION
- ** U029D-00 - LOST COMMUNICATION WITH NOX SENSOR MODULE "A" **
- ** U029E-00 - LOST COMMUNICATION WITH NOX SENSOR MODULE "B" **
- U12A3-00 - LOST COMMUNICATION WITH PM SENSOR

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTC's other than

the one listed above are present record them on the repair order and repair as necessary before proceeding further with this bulletin.

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. Help using the wiTECH Diagnostic Application for flashing control modules is available through the wiTECH Diagnostic Application. For instructions select the "HELP" tab on upper portion of the wiTECH window, then "HELP CONTENTS". This will open the Welcome to wiTECH Help screen where help topics can be selected.
2. **After PCM reprogramming, the following must be performed:**
 - a. Clear any DTC's that may have been set in other modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow the tech to clear them.
 - b. Perform a Reset of SCR Long Term Adaptation Factor. From PCM View select Misc. Functions > double click "Reset of SCR Long Term Adaptation Factor" > Click Continue.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-AH	Module, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled)	8 - Engine 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:

FM	Flash Module
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