



NUMBER: 18-018-14 REV. D

GROUP: Vehicle Performance

DATE: October 17, 2014

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-018-14 REV. C, DATED JULY 11, 2014, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS****. REVISION INCLUDES ADDITIONAL SYSTEM ENHANCEMENTS AND NEW LABOR OPS.**

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.

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 **15.02**** 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 vehicles equipped with a 3.0L diesel engine (sales code EXF).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the Technician may find one or more of the following Diagnostic Trouble Code(s) may have been set erroneously:

- **P0087-00 - Fuel Rail Pressure Too Low.**
- **P20EE-00 - SCR NOX Catalyst Efficiency Below Threshold Bank 1.**
- **P0171-00 - System Too Lean (Bank 1). **
- **P0172-00 - System Too Rich (Bank 1). **
- **P225C-00 - NOX Sensor Performance - Signal Stuck High Bank 1 Sensor 1.**
- **P225D-00 - NOX Sensor 1/1 Performance - Signal Stuck Low.**
- **P1288-00 - NOX Sensor 1/2 Zero Offset Too High.**
- **P1289-00 - NOX Sensor 1/2 Zero Offset Too High.**
- **P1296-00 - EGR Slow Response - Increasing Flow.**
- **P1297-00 - EGR Slow Response - Decreasing Flow.**
- **P2BA9-00 - NOX Exceedence - Insufficient Reagent Quality.**
- **P2080-00 - Exhaust Gas Temperature Sensor Circuit Performance.**
- **P2084-00 - Exhaust Gas Temperature Sensor Circuit Performance-Bank 1 Sensor 2.**
- **P0426-00 - Catalyst Temperature Sensor Circuit Performance Bank 1 Sensor 1.**
- **P242B-00 - Exhaust Gas Temperature Sensor Circuit Performance-Bank 1 Sensor 3.**
- **P062B-00 - Internal Control Module Fuel Injector Control Circuit Performance.**
- 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).
- P050E-00 - Cold Start Engine Exhaust Temperature Too Low.
- P05F8-00 - Reductant Heater Control Module Performance.
- P061B-00 - Internal Control Module Torque Calculation 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.
- P20BA-00 - Reductant Heater 1 Control Circuit Performance.
- P20BE-00 - Reductant Pressure Line Heater Control Circuit Performance.
- P20C2-00 - Reductant Heater 3 Control Circuit Performance.
- P20E9-00 - Reductant Pressure Too High.
- P225D-00 - NOX Sensor 1/1 Performance - Signal Stuck Low.
- 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 Timing 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

In addition to the DTCs listed above, customers may also experience one or more of the

following conditions:

- Remote Start will not start the vehicle in cold 14° F (-10° C) ambient temperatures.
- Oil Life Monitor shows faster than expected oil life deterioration.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs other than the one listed above are present record them 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. For all other customers that describe the symptom/condition, perform the Repair Procedure.

REPAIR PROCEDURE:

1. Using wiTECH, check for any codes setting in the PCM and record them on the repair order. If necessary, perform a vehicle scan report and save it for your records.

CAUTION: Do not interrupt the software update process in any way once it has begun. It may cause permanent damage to the PCM which will require replacement.

NOTE: It is recommended to not perform this update using a wireless connection. Connect the PC or laptop to the router and pod using the Ethernet or USB cable.

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.

2. Reprogram the PCM with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the "HELP" tab on the upper portion of the wiTECH window, then "HELP CONTENTS." This will open the Welcome to wiTECH Help screen where help topics can be selected.

NOTE: After PCM reprogramming, the following must be performed:

3. Clear any DTCs 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.
4. **Under the PCM "System Tests" perform the "SCR DEF Tank Fluid Level Reset" procedure.**
5. **Turn the ignition off for 35 seconds to complete the flash.**
6. **Refer back to the vehicle scan report recorded in [Step #1](#). Were DTCs P20EE- SCR NOX Catalyst Efficiency Below Threshold Bank 1 or P2BA9-00 NOX Exceedence - Insufficient Reductant Quality, found setting active or stored in the PCM memory?
 - a. Yes>>> Further diagnosis and repair is required. Refer to all applicable published TSBs or service information regarding this DTC.
 - b. No>>> The bulletin is now complete. No further action is required.**

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-BA	Module, Powertrain Control - Inspect Only, Software up to date. (1 - Semi-Skilled)	10 - Diesel	0.2 Hrs
18-19-04-AZ	Module, Powertrain Control (PCM) - Reprogram. (1 - Semi-Skilled)	10 - Diesel	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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