



NUMBER: 18-095-15

GROUP: Vehicle Performance

DATE: November 25, 2015

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-022-15 REV. B, DATED SEPTEMBER 29, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDE ADDITIONAL DTCs, REPAIR PROCEDURE AND NEW LOPS.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 15-095. 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 IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.

SUBJECT:

Flash: 3.0L Powertrain Diagnostic And System Enhancements

OVERVIEW:

This bulletin involves reprogramming the Powertrain Control Module (PCM) with the latest available software. ****It also involves the cleaning or replacement of the Exhaust Gas Temperature (EGT) Sensor 1/2 and/or Catalyst Temperature Sensor if necessary depending on Diagnostic Trouble Codes (DTCs) that may have set.****

MODELS:

2015 (WK) Jeep Grand Cherokee

NOTE: This bulletin applies to vehicles equipped with a 3.0L diesel engine (Sales Code EXF) and 8 speed transmission (Sales Code DFD).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation a technician may find one or more of the following Diagnostic Trouble Codes (DTCs) set in the PCM memory:

- **P1296-00 - EGR Slow Response - Increasing Flow.
- P249C-00 - Excessive Time To Enter Closed Loop Reductant Injection Timing Control.
- P20C2-00 - Reductant Heater 3 Control Circuit Performance.
- P1297-00 - EGR Slow Response - Decreasing Flow.
- P0420-00 - Catalyst Efficiency (Bank 1).
- P2237-00 - O2 Sensor 1/1 Pump Cell Current Circuit Open.
- P24D1-00 - Particulate Matter Sensor Regeneration Incomplete.
- U0422-00 - Implausible Data Received From Body Control Module.
- P1E0C-00 - Empty Fuel Tank.
- P2463-00 - Diesel Particulate Filter - Soot Accumulation.
- P24A4-00 - Particulate Filter Restriction - Soot Accumulation Too High.**
- P2299-00 - Brake Pedal Position/Accelerator Pedal Position Incompatible.
- P208B-00 - Redundant Pump 1 Control Performance.
- P1288-00 - NOX Sensor 1/2 Zero Offset Too High.
- P2002-00 - Diesel Particulate Filter Efficiency Below Threshold.
- P204F - Reductant System Performance.
- P241D-00 - SCR Inducement - Forced Engine Shutdown.
- P20E9 - Reductant Pressure Too High.

**Upon further investigation a technician may find the following Diagnostic Trouble Code (DTC) set in the TCM memory:

- U1424-00 - Implausible Engine Torque Signal Received.

The following enhancements are also included in this software update.

- DTC P0171-00 System Too Lean (Bank 1) has now changed to P026C-00 Fuel Injection Quantity Lower Than Expected.
- DTC P0172-00 System Too Rich (Bank 1) has now changed to P026D-00 Fuel Injection Quantity Higher Than Expected.**

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all vehicle systems are functioning as designed. If DTCs 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 listed above or if the technician finds the DTC, perform the Repair Procedure.

PARTS REQUIRED:

**Qty.	Part No.	Description
1 (AR)	5146662AB	Catalyst Temperature Sensor
1 (AR)	5146661AB	EGT sensor 1/2

NOTE: The parts listed above may be needed to complete the repair, they are not required to be changed.**

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.
2. Using wiTECH, Check the PCM calibration and see if it is up to date. Does the PCM software need to be updated?
 - a. Yes>>> Proceed to [Step #3](#).
 - b. No>>> Proceed to [Step #7](#).**

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.

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.

3. Reprogram the PCM with the latest available 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: If the module is up to date and no flashes are available use inspection LOP 18-19-04-CW to close the active RRT.

4. 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.
5. Under the PCM “System Tests” perform the “SCR DEF Tank Fluid Level Reset” procedure.
6. Turn the ignition off for 35 seconds to complete the flash.
7. Verify the Transmission Control Module (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.
8. **Refer back to the vehicle scan report recorded in [Step #1](#). Is DTC P0420-00 - Catalyst Efficiency (Bank 1), found setting active or stored in the PCM memory?
 - a. Yes>>> Proceed to [Step #9](#).
 - b. No>>> Proceed to [Step #16](#).
9. Remove the EGT Sensor 1/2 located in the inlet of the Diesel Particulate Filter (DPF)/Diesel Oxidation Catalyst (DOC) assembly. Refer to detailed removal procedures available in DealerCONNECT> TechCONNECT> Service Info Section 11 - Exhaust System> Sensor, Exhaust Temperature> Removal> Exhaust Gas Temperature Sensor 1/2.
10. Remove the Catalyst Temperature Sensor located in the middle of the Diesel Particulate Filter (DPF)/Diesel Oxidation Catalyst (DOC) assembly. Refer to detailed removal procedures available in DealerCONNECT> TechCONNECT> Service Info Section 11 - Exhaust System> Sensor, Exhaust Temperature> Removal> Catalyst Exhaust Temperature Sensor.

11. Inspect the sensor body and probe for any signs of damage or excessive soot. See (Fig. 1).

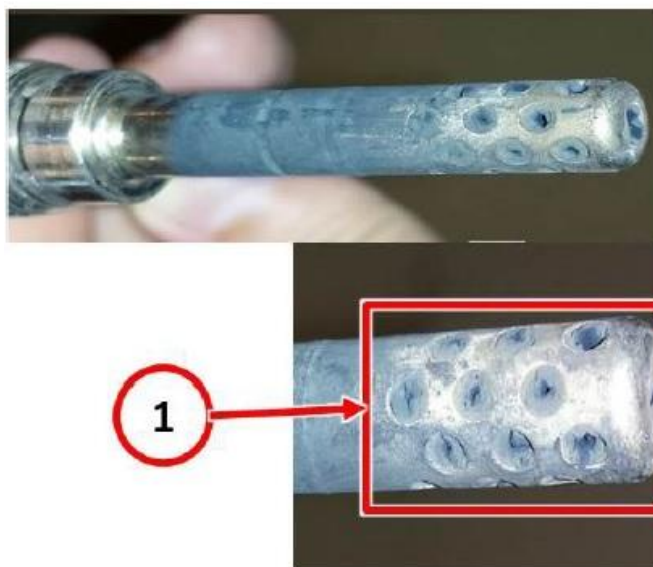


Fig. 1 EGT Sensor Bank 1 Sensor 1

1 - Excessive soot blocking sensor ports

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12. Was excessive soot found on the sensor?
- Yes>>> Proceed to [Step #13](#).
 - No>>> Proceed to [Step #14](#).
13. Using shop air set to a maximum of 80 psi, clean all excessive soot from the sensor probe.
14. Using a suitable multi-meter with appropriate test probes, test the resistance between the sensor connector terminals 1 and 2. With the sensor at room temperature, 65-75 °F (18-25 °C), the resistance should measure between 200 and 240 ohms.
15. Is the temperature sensor resistance within specifications?
- Yes>>> Install the original EGT sensor 1/2 and/or Catalyst Temperature Sensor. Refer to detailed installation procedures available in DealerCONNECT> TechCONNECT> Service Info Section 11 - Exhaust System> Sensor, Exhaust Temperature> Installation> Exhaust Gas Temperature Sensor 1/2.
 - No>>> Install a new EGT sensor 1/2 and/or Catalyst Temperature Sensor. Refer to detailed installation procedures available in DealerCONNECT> TechCONNECT> Service Info Section 11 - Exhaust System> Sensor, Exhaust Temperature> Installation> Exhaust Gas Temperature Sensor 1/2.
16. Refer back to the vehicle scan report recorded in [Step #1](#). Were DTCs P0171-00 System Too Lean (Bank 1), P0172-00 System Too Rich (Bank 1), P026C-00 Fuel Injection Quantity Lower Than Expected, and/or P026D-00 Fuel Injection Quantity Higher Than Expected, found setting active or stored in the PCM memory?
- Yes>>> Further diagnosis and repair is required. Refer to all applicable published TSBs or service information in DealerCONNECT/TechCONNECT regarding these DTCs. The bulletin is now complete.

- b. No>>> The bulletin is now complete. No further action is required. If the PCM software was already up to date, use labor op (18-19-04-CW) to close out the RRT portion of this service bulletin.**

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-CW	Module, Powertrain Control (PCM) - Check Software Level Only (0 - Introduction)	10 - Diesel	0.2 Hrs
**18-19-04-DV	Module, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled)	10 - Diesel	0.3 Hrs.
18-19-04-DW	Module, Powertrain Control (PCM) - Reprogram and Clean or Replace EGT Sensors (1 - Semi-Skilled)	10 - Diesel	0.8 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. If the customer came in with an issue and the dealer found updated software to correct that issue, use failure code CC, for all other use failure code RF.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used.
- If an available flash is completed while addressing a different customer concern, failure code RF is to be used.

CC	Customer Concern
RF	Routine Flash
ZZ	Service Action