



NUMBER: 18-022-15 REV. A

GROUP: Vehicle Performance

DATE: July 03, 2015

SB-10058582-2345

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-022-15, DATED MARCH 14, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE NEW SYMPTOMS AND NEW LOPS.**

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 **15.04**** OR HIGHER TO PERFORM 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.

MODELS:

2015 (WK) Jeep Grand Cherokee

NOTE: This bulletin applies to vehicles built on or before June 19, 2015 (MDH 0619XX) 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 a technician may find one of more of the following Diagnostic Trouble Codes (DTCs) set in the PCM memory.

- ****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.****
- ****P249C-00 - Excessive Time To Enter Closed Loop Reductant Injection Timing Control.****
- ****P2002-00 - Diesel Particulate Filter Efficiency Below Threshold.****
- P20C2 - Reductant Heater 3 Control Circuit Performance.
- P204F - Reductant System Performance.
- P20E9 - Reductant Pressure Too High.

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 the customer describes the symptom/condition or if the technician finds any of the DTCs listed above, 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.

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 "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.
2. 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.
3. Under the PCM "System Tests" perform the "SCR DEF Tank Fluid Level Reset" procedure.
4. Turn the ignition off for 35 seconds to complete the flash.
5. 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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

| Labor Operation No: | Description | Skill Category | Amount |
|---------------------|---|----------------|----------|
| **18-19-04-CJ** | Module, Powertrain Control (PCM) - Reprogram. (Includes fuse voltage test) (0 - Introduction) | 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:

****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, than 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** |