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Case Number: S2018000001 REV. A

Release Date: 1/21/2021

Symptom/Vehicle Issue: Malfunction Indicator Lamp (MIL) Illumination. Diagnostic Trouble Code (DTC) P26FB – EGR Cooler Bypass Control Stuck Closed Bank 1 Set.

Discussion: A small number of customers may experience a MIL illumination. Upon investigation, a technician may find DTC P26FB setting in the Powertrain Control Module (PCM). If you receive a vehicle in with this DTC, please perform the following:

1. Perform normal published diagnostics for P26FB.
2. During your diagnosis, closely inspect the vacuum supply tube to the EGR Cooler Bypass Valve remote solenoid for blockage (See Fig. 1)

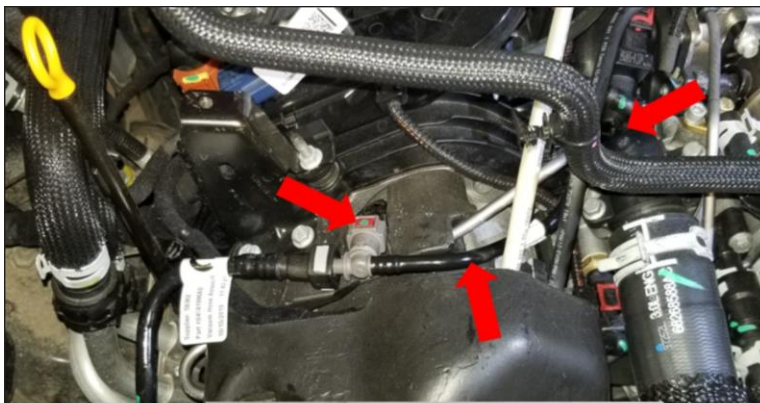


Fig. 1

NOTE: There is a .6mm brass orifice in the vacuum tube assembly at the elbow connection. Some resistance in air flow is normal (See Fig. 2 and 3).

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Contact STAR Center, or your Technical Assistance Center Via TechCONNECT or eCONTACT ticket if no solution is found



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CHRYSLER

DODGE



Jeep



SRT



Fig. 2



Fig. 3

3. Carefully inspect the vacuum tube for the presence of a blockage in the orifice. This can be done by attempting to blow light air pressure through the tube assembly.
4. If the orifice in the tube is found blocked, please replace the tube assembly. **DO NOT** attempt to remove the blockage.
5. Inspect the internal integrity of the bypass valve by performing the following steps:
 - a. Gain access to the bypass valve vacuum actuator, and using your thumb, actuate the actuator in and out. (See Fig. 4). Ensure that the valve operates smoothly without sticking.



Fig 4.

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- b. With the valve actuator pushed in, quickly release the valve, and allow spring pressure to rapidly close the bypass valve. As it closes, listen for an audible, metallic “snap” sound as the internal valve contacts the internal housing. This indicates that the internal valve is properly intact. If the metallic “snap” sound is not heard, the bypass valve will have to be replaced which is part of the EGR cooler.
6. If all of the steps have been followed, and no issue has been found, update the PCM with the latest available software. Follow all normal published TSBs for all repair steps, and LOPs for flashing the PCM.

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