

Technical Service Bulletin

NUMBER: 07-002-01

GROUP: Cooling

DATE: Mar. 02, 2001

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, recording, or otherwise, without written permission of DaimlerChrysler Corporation.

SUBJECT:

Elevated Engine Temperature Due To Delayed Start Of The Hydraulic Cooling Fan

OVERVIEW:

This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software (calibration level 01Cal15)

MODELS:

2001 (WJ/WG) Grand Cherokee

NOTE: THIS BULLETIN APPLIES TO VEHICLES EQUIPPED WITH A 4.7L ENGINE, WERE BUILT PRIOR TO FEBRUARY 12, 2001 (MDH 0212XX), AND HAVE PCM SOFTWARE THAT IS EARLIER (LESS OR LOWER) THAN 2001 CALIBRATION 15.

SYMPTOM/CONDITION:

A customer may complain that the vehicle engine is operating at higher than normal engine temperatures. The condition may be caused by a delay in the start of the hydraulic cooling fan. The ambient temperature and how the vehicle is used may impact the amount of engine temperature increase.

DIAGNOSIS:

1. Verify the calibration level of the PCM.
2. If the PCM calibration is earlier (less or lower) than calibration 01Cal15 then perform the Repair Procedure.

NOTE: PERFORM THIS REPAIR FOR ANY VEHICLE THAT IS IN FOR SERVICE.

NOTE: THE COOLING FAN SHOULD BE OPERATING WHEN ENGINE TEMPERATURE IS BETWEEN 105°C TO 112°C (220°F TO 234°F). IF THE PCM SOFTWARE HAS BEEN REPROGRAMMED TO CALIBRATION 01CAL15 AND THE COOLING FAN FAILS TO OPERATE AT THESE TEMPERATURES, THEN FURTHER COOLING OR ENGINE SYSTEM DIAGNOSIS IS REQUIRED.

PARTS REQUIRED:

Qty.	Part No.	Description
1	04669020	Label, Authorized Software Update
1	04275086	Label, Authorized Modification

EQUIPMENT REQUIRED:

CH6000	Scan Tool (DRB III®)
CH7035	General Purpose Interface Bus Cable (GPIB)
CH7000/7001	J1962 Cable
	MDS2 (Mopar Diagnostic System)

NOTE: THE MDS2 MUST BE OPERATING AT CIS CD 2078 OR HIGHER.

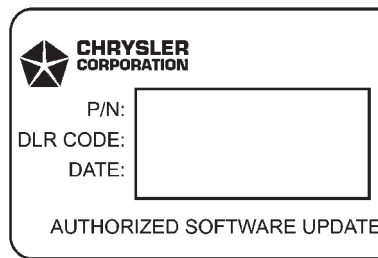
REPAIR PROCEDURE:

1. Reprogram the PCM using the MDS2 (Mopar Diagnostic System) and the DRB III® (Scan Tool).

NOTE: DUE TO THE PCM REPROGRAMMING PROCEDURE, A DTC MAY BE SET IN OTHER MODULES (EATX, BCM, MIC, SKIM, ETC.) WITHIN THE VEHICLE, IF SO EQUIPPED. SOME DTC'S MAY CAUSE THE MIL TO ILLUMINATE. ALL DTC'S RELATE TO A LOSS OF COMMUNICATIONS WITH A MODULE. CHECK ALL MODULES, RECORD THE FAULTS, AND ERASE THESE FAULTS PRIOR TO RETURNING THE VEHICLE TO THE CUSTOMER. ERASE ANY FAULTS IN THE PCM LAST, AFTER ALL OTHER MODULES HAVE HAD THEIR FAULTS ERASED.

NOTE: THE FOLLOWING STEPS ARE REQUIRED BY LAW.

2. Type the necessary information on the "Authorized Software Update Label" p/n 04669020 (Figure 1). Attach the label to the PCM and cover the label with the clear plastic overlay.



80ca1877

FIGURE 1 - AUTHORIZED SOFTWARE UPDATE LABEL

3. Type the necessary information on the "Authorized Modification Label" p/n 04275086 and attach the label near the VECI label (Figure 2).

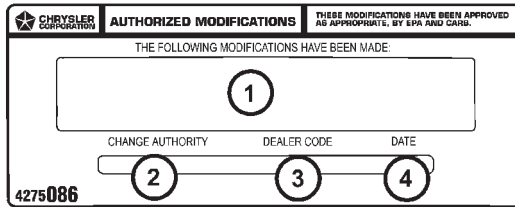


FIGURE 2 - AUTHORIZED MODIFICATION LABEL

1-	POWERTRAIN CONTROL MODULE P/N (INSERT P/N) USED
2-	CHANGE AUTHORITY: TSB XX-XX-XX
3-	DEALER CODE: XXXXX
4-	DATE: XX-XX-XX

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:		
08-19-46-95	Reprogram PCM	0.5 Hrs.

FAILURE CODE:

FM	Flash Module
----	--------------