



**NUMBER:** 25-001-01

**GROUP:** Emissions

**DATE:** Feb. 02, 2001

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**SUBJECT:**

Generic Scan Tool May Not Display Certain DTC's and Erroneous LDP Switch Fault

**OVERVIEW:**

This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software (calibration level 01Cal14)

**MODELS:**

2001	(AB)	Ram Van
2001	(AN)	Dakota
2001	(BR/BE)	Ram Truck
2001	(DN)	Durango
2001	(SR)	Viper
2001	(TJ)	Wrangler
2001	(WJ)	Grand Cherokee

**NOTE: THIS BULLETIN APPLIES TO VEHICLES BUILT PRIOR TO JANUARY 12, 2001 (MDH 0112XX) THAT DO NOT ALREADY HAVE THE PCM SOFTWARE AT THE 2001 CALIBRATION 14 REVISION LEVEL.**

**SYMPTOM/CONDITION:**

1. A generic scan tool may not display certain Diagnostic Trouble Codes (DTC) when a Malfunction Indicator Lamp (MIL) illuminates. This condition may occur on any 2001 Jeep, Truck, or Viper vehicle. This condition may not be a concern if an enhanced scan tool, like the DRB III<sup>®</sup>, is used to read the DTC. The DTC's that may not display on the generic scan tool are:
  - a. P0031 - O2 Sensor 1/1 Heater Circuit Low
  - b. P0032 - O2 Sensor 1/1 Heater Circuit High
  - c. P0037 - O2 Sensor 1/2 Heater Circuit Low
  - d. P0038 - O2 Sensor 1/2 Heater Circuit High
  - e. P0051 - O2 Sensor 2/1 Heater Circuit Low
  - f. P0052 - O2 Sensor 2/1 Heater Circuit High
  - g. P0071 - Ambient Temperature Sensor Performance
2. For the Viper vehicle only, the PCM may erroneously display a DTC P1494 - Leak Detection Pump Switch or Mechanical. The erroneous DTC may be caused by the presence of residual system pressure from a prior purge attempt of the evaporative system. The incomplete purge would have occurred during a previous engine run cycle.

**NOTE: THIS BULLETIN ONLY ADDRESSES THE CORRECT REPORTING OF A DTC BY A SCAN TOOL. ANY OF THE ABOVE DTC'S SHOULD BE CONSIDERED VALID FAULTS. THE TECHNICIAN SHOULD INVESTIGATE THE ROOT CAUSE FOR THE RESPECTIVE DIAGNOSTIC TROUBLE CODE.**

***DIAGNOSIS PROCEDURES:***

1. Verify the calibration level of the PCM software. If the PCM software is at the 2001 Calibration 14 revision level or higher, then this bulletin does not apply.
2. Perform the Repair Procedure if the customer experiences any of the above conditions, and if the PCM software revision level is earlier (lower or less) than 2001 Calibration 14.

***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 AND DRB III® ARE REQUIRED TO PERFORM PART OF THIS REPAIR, WHEN USING THE MDS2 AND THE DRB III®, THE SYSTEM MUST BE OPERATING AT CIS CD 2077 OR HIGHER.**

***REPAIR PROCEDURE:***

1. Log onto the MDS2 (Mopar Diagnostic System).
2. Connect the MDS2 and DRB III® to the vehicle and switch the ignition key to "ON".

**NOTE: AUTO CONNECTION WILL OCCUR ONCE THE DRB III®, MDS2, AND VEHICLE ESTABLISH COMMUNICATION. THE "CANNOT READ VIN FROM DRB III®" MESSAGE (ON THE MDS2) WILL BE REPLACED BY THE VEHICLE VIN. PRESS THE "OK" BUTTON ON THE MDS2 TO REQUEST A MDS2 SESSION FOR THE VEHICLE VIN INDICATED. PRESS THE "OK" BUTTON WHEN ASKED TO BEGIN SESSION.**

3. Push the FLASH tab on the MDS2.
4. Select READ PART NUMBERS FROM VEHICLE and click SHOW UPDATES on the MDS2.

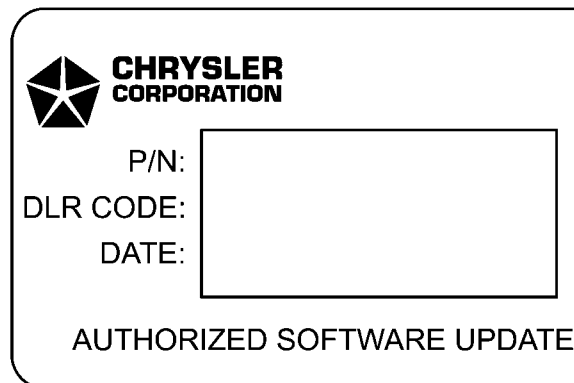
**NOTE: A MESSAGE MAY APPEAR (AFTER STEP 3 OR 4) THAT INDICATES NO UPDATES ARE AVAILABLE. IF THIS OCCURS, MAKE SURE YOUR DIAGNOSTIC EQUIPMENT IS OPERATING AT THE LATEST SOFTWARE LEVEL AS LISTED EARLIER IN THIS BULLETIN. IF THE LATEST SOFTWARE IS INSTALLED, AND NO UPDATES ARE AVAILABLE ANOTHER VEHICLE CONDITION EXISTS THAT WILL REQUIRE FURTHER INVESTIGATION.**

5. Select the new software part number with the light pen and click UPDATE CONTROLLER SOFTWARE.
6. The MDS2 and DRB III® will prompt for any operator action needed during the remainder of the reprogramming process.

**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 THE MODULE THAT IS BEING REPROGRAMMED. CHECK ALL MODULES, RECORD THE FAULTS, AND ERASE THESE FAULTS PRIOR TO RETURNING THE VEHICLE TO THE CUSTOMER. ERASE ANY FAULTS IN THE PCM ONLY AFTER ALL OTHER MODULES HAVE HAD THEIR FAULTS ERASED.**

**NOTE: THE FOLLOWING STEPS ARE REQUIRED BY LAW.**

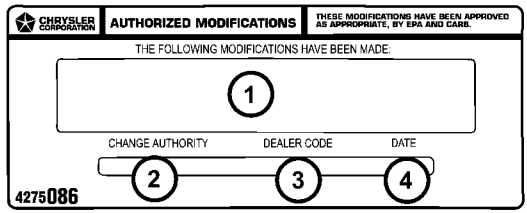
7. Type the necessary information on the "Authorized Software Update Label" p/n 04669020 (Fig. 1). Attach the label to the PCM and cover the label with the clear plastic overlay.



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***Fig. 1 AUTHORIZED SOFTWARE UPDATE LABEL***

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



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**Fig. 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:		
08-19-45-96	Reprogram PCM	0.5 Hrs.

**FAILURE CODE:**

FM	Flash Module
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