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GREEN DIESEL ENGINEERING

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Grand Cherokee EcoDiesel (WK2) Hot Tune



GRAND CHEROKEE
ECO DIESEL
HOT TUNE



GRAND CHEROKEE
HOT TUNE

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~~\$749.00~~ **\$699.00**

(13 Reviews)

Sold Out

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Grand Cherokee EcoDiesel (WK2) Model Year

2014 ▼

Grand Cherokee EcoDiesel (WK2) Tune Purchase

ECM Purchase (keep stock ECM) (+\$500.00)

Engine Braking

No ▼

Regen Message

Yes (+\$50.00) ▼

High Idle

No ▼

Off-road Tuning

No ▼

Shipping Insurance

Yes (+\$10.00) ▼



5stars	(13)
4stars	(0)
3stars	(0)
2stars	(0)
1stars	(0)

Average Customer Review:
(5.0)

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by **Klaus Ploschnitznig**

Friday 19 July 2019

Quite simply, exquisite. Easy, straight forward, 20 minutes, and you have your Jeep back after the V08 emissions flash. Also highly recommend the TCM flash as well.

by **JEFFREY JANIGA**

Wednesday 10 October 2018

My Jeep GC has a new heart. Its peppy off the line but not over kill on the acceleration (unless you stomp on it)The power increase is very noticeable at 10-55mph and 65- 90mph. I'm very pleased so far. (2 days in)

by **Tyler Wall**

Sunday 18 March 2018

If I could give more than a 5 star review I would. I opted for the Super Tune (additional 30HP and 25ft-lb over Hot Tune). It's like im driving a new vehicle. Do not hesitate to purchase this tune. You will not be dissapointed.

by **Barry Reade**

Friday 9 March 2018

Install my Hot Tune a coupe of days ago and it has been great. I also installed the Trans tune which complements the Hot Tune very well. If you have an EcoDiesel it is money well spent and you will be very satisfied with the results.

by **Scott Beall**

Thursday 14 December 2017

First off, I'm not a car guy (NCG). I love automobiles and I own some nice ones but I'm not the kind of guy to get under the hood and wrench on things. So here's a review from a NCG. In the summer of 2017 I purchased a 2015 Jeep Grand Cherokee EcoDiesel Summit with 45,000 miles on it. I had been driving a Camry Hybrid that replaced a Yukon and I missed the cargo

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Grand Cherokee EcoDiesel Transmission Tune

(3 Reviews)

~~\$595.00~~ \$495.00



Ram 1500 EcoDiesel Hot Tune

(92 Reviews)

~~\$749.00~~ \$699.00



Liberty CRD Tune Upgrade

(0 Reviews)

\$100.00



but mostly for the range between fill ups. I don't like standing at the gas pump. At 25 MPG and with a 25 gallon tank that sucker can squeeze in 625 miles to a tank or a reasonable 575 miles between gas stops if you like to keep some in the tank for reserve. I was delighted with the vehicle when I picked it up. A luxury vehicle that will climb a mountain and tow like crazy. What I didn't like was the way it drove. As an NCG it felt like there was a big rubber band somewhere in the drive train. Step on the gas it accelerates, off the gas it decelerates quickly. No coasting allowed. But not quite. Making a left turn out of my driveway with oncoming traffic was interesting. Step on the gas and...nothing. Then it takes off. I don't need that kind of suspense in my life. I think that's turbo lag and I think the rubber band feel was the narrow torque range—but NCG. So I ordered the GDE Hot Tune. It came with clear instructions and only took 25 minutes to install. That included finding a wrench and referring to the instructions twice at every step. There are only three bolts to be removed. The top two are the easiest, most accessible, bolts in the entire engine compartment. Right on top. The bolt on the bottom right takes a little reach-around to get at but it's no problem. Unplug the old ECM, take off the bolts, plug in the new ECM and replace the bolts. The whole process would take less than 15 minutes if you had done it before. One tip: once the unit is installed the start up process requires "key on". The vehicle doesn't have a key. It's a button. Just push the button twice with your foot off the brake and you get the key on condition without the engine starting. I'm a little embarrassed that I didn't figure this out at first but—NCG. The results are remarkable. It coasts! With a broader torque and power range it drives like a normal car. When you step on the gas the power is there right away. Around town the rubber band effect is gone. The new sound is great. Still diesel but no more clatter. We took a long drive through WV, TN and NC recently. There are some long down grades on the trip. Because I'm comfortable with manual transmissions, I would normally put it into Sport mode and manually downshift to engine brake. With the new tune, I tried leaving it in normal mode and the Jeep just downshifted and did the engine braking itself. It maintained speed within 5 MPH all the way down 3 mile long grades. If someone is driving who isn't familiar with manual engine braking (or just doesn't want to bother), this upgrade lets you do long grades without it feeling like Mr. Toad's Wild Ride. In control all the way. I know that my MPG has increased. Probably between 3 and 6 MPG (75 to 150 miles increased range). So 700 miles without stopping for fuel is reasonable while still leaving 50 miles in the tank. I love it. My wife and dogs—not so much. Downsides? I haven't seen any. I still think that the Jeep's gear shifting is jerky. It seems like it revs too high between shifts and then sways you back in the seat after the shift. It kind of shifts like a Harley. Not a big problem, I guess—and definitely nothing to do with the ECM. I've ordered the Transmission Tune to tame that issue. So I highly recommend



that Jeep doesn't set their ECMs up like this at the factory. This is how a Jeep should drive.

by **Chris Papan**

Tuesday 28 November 2017

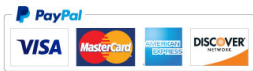
It's almost the end of 2017, I've had this Jeep since April 2014, and I have to tell you I've been complaining how lackluster it's been, slow, lazy... diesel line. I came across this option and this was the best possible overhaul to give it that new car feel I've been needing. I read the descriptions before I got it. Read all the reviews, then I read them again carefully after and realized what fly wheel power and to the wheels power of an improvement This made. This is how the 3.0 should have come out of the factory. This is worth every penny to get the most out of a daily car. I'm very pleased with this. I have no complaints. I have just praise of how much of a difference this made.

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