



**NUMBER:** 18-040-15

**GROUP:** Vehicle Performance

**DATE:** May 05, 2015

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**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-043-14, DATED AUGUST 01, 2014, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** AND INCLUDES AN ADDITIONAL ENGINE AND SYMPTOM/CONDITION.**

**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 VERSION **\*\*15.04\*\*** OR HIGHER TO PERFORM THIS PROCEDURE.**

***SUBJECT:***

Flash: Diagnostic And System Improvements

***OVERVIEW:***

This bulletin involves reprogramming the Powertrain Control Module (PCM) with the latest available software.

***MODELS:***

2014 (MK) Compass/Patriot

**NOTE: This bulletin applies to vehicles built on or after August 13, 2013 (MDH 0813XX) and on or before May 21, 2014 (MDH 0521XX) equipped with a **\*\*2.0L engine (sales code ECN or ECT)\*\*** or a 2.4L engine (sales code ED3) .**

***SYMPTOM/CONDITION:***

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the Technician may find that Diagnostic Trouble Code (DTC) P219A - Air-Fuel Ratio Cylinder Imbalance Bank 1 has been set in the PCM.

**\*\*In addition, customers may report that the vehicle has failed the emissions certification test. Upon further investigation, it may be found that the Individual Cylinder Fuel Control (ICFC) monitors are reporting as failing to the scan tool even though the monitors have actually passed.\*\***

**DIAGNOSIS:**

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs other than the one listed above 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 the DTC, 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.

**POLICY:**

Reimbursable within the provisions of the warranty.

**TIME ALLOWANCE:**

| Labor Operation No: | Description   | Skill Category         | Amount   |
|---------------------|---|------------------------|----------|
| 18-19-06-9P         | Module, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled) | 8 - Engine Performance | 0.2 Hrs. |

**NOTE: The expected completion time for the flash download portion of this procedure is approximately 6 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.**

- CC - Customer Concern ( Ex. Customer comes in with a concern and updated (flash) software is found pertaining to the concern).
- RF - Routine Flash ( Ex. Customer comes in with no concern but updated (flash) software is found in VIP, wiTech or wiADVISOR ).

|    |                  |
|----|------------------|
| CC | Customer Concern |
| RF | Routine Flash    |