



NUMBER: 18-035-19 REV. A

GROUP: 18 - Vehicle Performance

DATE: May 16, 2019

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, or otherwise, without written permission of FCA US LLC.

This bulletin supersedes Service Bulletin 18-035-19, March 20, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and includes converting to an RRT, Inspection, LOP and failure code statement.**

****This Service Bulletin is also being released as Rapid Response Transmittal (RRT) 19-042, dated May 16, 2019. All applicable Sold and Un-Sold RRT VINs have been loaded. To verify this RRT service action is applicable to the vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. All repairs are reimbursable within the provisions of warranty.****

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

This bulletin involves reprogramming the PCM with the latest available software.

MODELS:

2019 (MP) Jeep Compass

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA, EMEA and APAC.

NOTE: This bulletin applies to vehicles built on or before March 08, 2019 (MDH 0308XX) equipped with either a 2.4L I4 Engine (Sales Code ED6), 2.4L I4 MultiAir Engine W/ ESS (Sales Code EDD) or 2.4L I4 Zero Evap M-Air Engine W/ESS (Sales Code EDE).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that one or more of the following Diagnostic Trouble Codes (DTCs) have been set:

- P141B - Starter Control 1 Circuit Performance.
- P141C - Starter Control 2 Circuit Performance.
- P26E4-64 - Starter Control 2 Circuit-Signal Plausibility Failure.
- P0615-64 - Starter Control Circuit-Signal Plausibility Failure.

In addition, the customer may notice the following condition:

- No crank condition while pushing the start button numerous times, if they turn the vehicle off completely and then retry it will start normally.
- The vehicle may have a low oil level indicated by the engine oil dipstick, however the low oil level warning indicator does not appear in the cluster.
- A "Service Speed Limiter" message in the Instrument Panel Cluster (IPC) and Active Vehicle Speed Limiter (AVSL) will be inoperable.

NOTE: There will be no stored or active DTCs with this IPC message.

- Cruise control and adaptive cruise control are inoperable.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

****If a customer's VIN is listed in VIP or your RRT VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition or DTC, perform the repair.****

REPAIR PROCEDURE:

NOTE: For automatic transmissions only, the Transmission Control Module (TCM) must be updated to the latest available software at the conclusion of this repair procedure. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM software.

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. ****Does the PCM control module have the latest software already installed?**
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-06-9B) to close the active RRT.
 - NO>>> Proceed to [Step 2](#).******
2. Reprogram the PCM with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
3. 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.
4. Verify the TCM is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-9B	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-97	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 5 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 depending on if this is a Rapid Response Transmittal (RRT) or Service Bulletin.**

- The “RF” failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RRT.
- The failure code “RF” (Required Flash) can no longer be used on Service Bulletin flashes. **The “RF” failure code must be used on an RRT.**
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.**

RF	Required Flash - RRT
CC	Customer Concern