



NUMBER: 08-078-19 REV. A

GROUP: 08 - Electrical

DATE: November 5, 2019

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This bulletin supersedes Service Bulletin 08-078-19, dated July 18, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and include build date, additional years, Diagnostic Trouble Code (DTC), and LOP.**

This Service Bulletin is also being released as Rapid Response Transmittal (RRT) 19-054, dated July 18, 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: Body Control Module (BCM) Updates

OVERVIEW:

This bulletin involves reprogramming the Body Control Module (BCM) with the latest available software.

MODELS:

2017 - ****2020**** (M1) Jeep Compass (Brazil)

NOTE: This bulletin applies to vehicles within the following markets/countries: LATAM.

NOTE: This bulletin applies to vehicles built on or before **August 14, 2019 (MDH 0814XX)****.**

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation, a technician may find the following DTC have been set:

- ****B25C9 - Driver Door Ajar Switch 2 Stuck Closed (Module, Powertrain Control (PCM)).** Stored DTC only, this update is **not** for active fault.

NOTE: If B25C9 is an active fault normal diagnostic must be performed. This software update will not correct active DTC (2019 - 2020 years only).**

Customer may experience one or more of the following:

- The engine fails to start and requires a key cycle to restart the engine and the ignition must be cycled off without the brake applied in order to restart successfully with the brake applied.
- The siren might trigger randomly when the vehicle is armed and the engine is "OFF".
- Automatic close windows (comfort close windows) when the door's lock is activated after the ignition is "OFF" and they open/close one door; sometimes windows may stay opened.
- The siren may be too loud when locking and unlocking the vehicle.
- The fuel gauge may fluctuate at ignition on, engine off.
- Increased horn delay when pressing the horn pad.
- After a key fob lock command the vehicle alarm triggers inadvertently.

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 Diagnostic Trouble Codes (DTCs) or symptom conditions, other than the ones listed above 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 if the technician finds the DTC, perform the repair.

REPAIR PROCEDURE:

NOTE: Vehicles equipped with older BCM software may need to have the flash performed in software flash versions up to the latest available software.

You may not be able to flash an older BCM software to the latest version without flashing the prior software first then the final latest version.

CAUTION! The supplier of this BCM has indicated that this BCM is NOT abort recoverable, if the flash process is interrupted or fails. An interrupted or failed flash may cause the BCM to become nonresponsive, which would require module replacement. Refer to the detailed service procedures available in DealerCONNECT> Service library under: Service Info>08 - Electrical/8E - Electronic Control Modules/Module, Body Control (BCM)/Removal and Installation.

NOTE: This flash will restore the BCM to a state as if the BCM is new and must have a BCM replaced routine performed. Refer to the detailed service procedures available in DealerCONNECT> Service Library under: Service Info>08 - Electrical/8E - Electronic Control Modules/Module, Body Control/Module Programming> Programming The BCM.

NOTE: For mechanical keyed vehicles, the key learn procedure may need to be ran and all keys relearned. Make sure that all keys are present if key relearn is required; keys not present will be locked out and useless. Refer to the detailed service procedures available in DealerCONNECT> Service library under: Service Info>08 - Electrical/8E - Electronic Control Modules/Module, Body Control/Module Programming> Programming Keys To The BCM.

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. Check the BCM software version to see if it is the latest available.
2. Is the BCM software at the latest version?
 - YES >>> This bulletin has been completed, use inspect LOP (18-19-02-Z3) to close the active RRT.
 - NO >>> Proceed to [Step 3](#) of the Repair Procedure.
3. Is the BCM software at an older version that will require flashing up to a newer version then again to the latest version?
 - YES >>> Proceed to flashing the first version using [Step 4](#) then repeating [Step 4](#) again until the latest available version is installed, use LOP ****(18-19-02-9B)**** to close the active RRT.
 - NO >>> Proceed to [Step 4](#) of the Repair Procedure for one flash, use LOP ****(18-19-02-99)**** to close the active RRT.

4. Reprogram the BCM with the latest available software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application’s “HELP” tab.
5. Using wiTECH, restore configuration and align proxi. This routine is available under the “Diagnostic Procedures” tab found on the home, “Vehicle View”, page of wiTECH.
6. Select the BCM replaced routine and click the start button.
7. 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
18-19-02-Z3	Module, Body Control - Inspect (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
**18-19-02-9B	Module, Body Control - Inspect and Reprogram Older Version Requiring Two Flashes (0 - Introduction)	6 - Electrical and Body Systems	0.4 Hrs.
18-19-02-99	Module, Body Control - Inspect and Reprogram Newer Version Requiring One Flash (0 - Introduction)	6 - Electrical and Body Systems	0.3 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