



**NUMBER:** 18-034-20

**GROUP:** 18 - Vehicle Performance

**DATE:** April 7, 2020

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**This bulletin supersedes Service Bulletin 18-026-19, dated February 16, 2019, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include additional vehicle, market, Diagnostic Trouble Codes (DTCs) and LOPs.**

**This Service Bulletin is also being released as Rapid Response Transmittal (RRT) 19-016, dated February 16, 2019. All applicable Un-Sold RRT VINs have been loaded. To verify this RRT service action is applicable to the Un-Sold vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library.**

***SUBJECT:***

Flash: Powertrain Control Module (PCM) Updates

***OVERVIEW:***

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

***MODELS:***

|               |      |                        |
|---------------|------|------------------------|
| <b>**2019</b> | (M6) | Jeep Compass <b>**</b> |
| 2019          | (MP) | Jeep Compass           |

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

**NOTE: This bulletin applies to vehicles equipped with a 2.0L I4 Turbo Diesel Engine W/ESS (Sales Code EBS).**

**NOTE: This bulletin applies to MP vehicles built on or after August 03, 2018 (MDH 0803XX) and on or before September 27, 2018 (MDH 0927XX) equipped with a 1.6L I4 B ECO Turbo Diesel Eng W/ESS (Sales Code EJJ).**

***SYMPTOM/CONDITION:***

The customer may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following DTCs or symptom/condition.

- **\*\*P24B2-00 - Particulate Matter Sensor Circuit Intermittent (EBS Sales Code only).**
- **P20F6-00 - Reductant Injection Valve Stuck Open Bank 1 Unit 1(EBS Sales Code only).**
- **P208E-00 - Reductant Injector Stuck Closed - Bank 1 Unit1(EBS Sales Code only).\*\***
- The Engine Stop/Start (ESS) system remains in the last used state and does not default back to ON for each key cycle as designed **(Vehicles on the RRT VIN list only).**

***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 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 DTC, perform the repair.

### **REPAIR PROCEDURE:**

**NOTE:** The Dosing Control Unit (DCU) and Body Control Module (BCM) 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 DCU and BCM 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 (18-19-04-T3) to close the active RRT.
  - NO>>> Proceed to [Step 2](#).
2. Reprogram the PCM 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.
3. Verify the Dosing Control Unit (DCU) is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the DCU software.
4. Verify the Body Control Module (BCM) is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.
5. 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     |
|---------------------|---|----------------|------------|
| **18-19-04-T3       | Module, Powertrain Control (PCM) - Inspect (0 - Introduction)               | 10 - Diesel    | 0.2 Hrs.   |
| 18-19-04-KL         | Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction) | 10 - Diesel    | 0.3 Hrs.** |

**NOTE:** The expected completion time for the flash download portion of this procedure is approximately 7 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     |