



NUMBER: 18-100-20 REV. A

GROUP: 18 - Vehicle Performance

DATE: October 24, 2020

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This bulletin supersedes Service Bulletin 18-100-20, dated October 15, 2020, which should be removed from your files. All revisions are highlighted with **asterisks**** and include converting to an Rapid Response Transmittal (RRT), additional market, Diagnostic Trouble Code (DTC), repair steps and LOP.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Response Transmittal (RRT) 20-078, date of issue October 24, 2020. 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. This RRT will expire 18 months after the date of issue.

SUBJECT:

Flash: Powertrain Diagnostic and System Updates

OVERVIEW:

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

MODELS:

2020 (BV) Jeep Renegade

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

NOTE: This bulletin applies to vehicles built on or before June 09, 2020 (MDH 0609X) equipped with 1.6L I4 B ECO Turbo Diesel Eng W/ESS (Sales Codes EJJ).

SYMPTOMS/CONDITIONS:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following Diagnostic Trouble Code (DTC) has been set:

- ****P24D1-00 - Particulate Matter Sensor Regeneration Incomplete (RRT VINs Only).**

NOTE: This software update will help prevent P24D1-00 from setting. All unsold vehicle that are part of the RRT must be updated. If P24D1-00 sets on a sold vehicle, this software update will not correct this DTC. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding this DTC.**

- P2002-00 - Diesel Particulate Filter Flow Resistance Monitoring Too High Level 2 Component or System Operation Obstructed or Blocked.

Customers may also experience:

- Vehicles equipped with a 6-SPD C635 Duel Disc Clutch Transmission (DDCT (Sales Code **DA1**)) may also experience an injector knocking noise during acceleration (without MIL illumination).

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 any DTCs are present, record them 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: 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.

NOTE: 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.

1. ****Is the vehicle on the RRT VIN list?**
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Does the PCM have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-04-LP) to close the active RRT.
 - NO>>> Proceed to [Step 3](#).******
3. 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.
4. Clear any DTCs that may have been set in all modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.
5. ****Does the vehicle have a DDCT (Sales code DA1)?**
 - YES>>> Proceed to [Step 6](#).
 - NO>>> Proceed to [Step 8](#).
6. Use wiTECH to perform a "Injector Quantity Adjustment" routine first, then "Reset Zero Fuel Quality Calibration" otherwise perform the IMA code for all injectors rewriting procedure.
7. Turn off the vehicle for 5 minutes, to complete the routines.******
8. 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
**18-19-04-LP	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	10 - Diesel Engine	0.2 Hrs.
18-19-04-LQ	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	10 - Diesel Engine	0.3 Hrs.
18-19-04-LR	Module, Powertrain Control (PCM) - Inspect and Reprogram (With Sales Code DA1) (0 - Introduction)	10 - Diesel Engine	0.5 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