



NUMBER: 18-038-21

GROUP: 18 - Vehicle Performance

DATE: April 16, 2021

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This bulletin supersedes Technical Service Bulletin (TSB) 18-028-20 REV. A, date of issue May 20, 2020, which should be removed from your files. All revisions are highlighted with **asterisks**** and include additional Diagnostic Trouble Codes (DTCs), software enhancements and LOP**

This Technical Service Bulletin (TSB) has also been released as a Rapid Response Transmittal (RRT) 20-034, date of issue May 20, 2020. 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. This RRT will expire 18 months after the date of issue.

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2019 (BV) Jeep Renegade

NOTE: This bulletin applies to vehicles within the following markets/countries: North America and EMEA.

NOTE: This bulletin applies to vehicles equipped with 1.3L I4 Turbo Multi-air DI Engine W/ESS (Sales Code EYF).

SYMPTOM/CONDITION:

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

- ****P2110 - Electronic Throttle Control System Bank 1 - Forced Limited RPM.**
- P2173 - High Airflow/Vacuum Leak Detected (Slow Accumulation).******
- U0100 - Lost Communication With ECM/PCM.
- P0456 - EVAP System Small Leak.

NOTE: If DTC P0456 is present use the wiTECH Small Leak Verification Test (SLVT) to determine if a leak is present in the system.

- P1CEA - Boost Side EVAP Purge System Performance.

In addition, the customer may also experience the following:

- The vehicle will not crank if the ECM gets hotter than 50 °C (122 °F).
- Intermittent no-crank when first starting the vehicle.

****The following Diagnostic Trouble Codes (DTCs) have been changed from a one trip fault to a two trip fault:**

- P0607 - ECU Internal Performance.******

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 one listed are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If the customer describes the symptom/condition listed above 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. Is the vehicle on the RRT VIN list?
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Does the PCM control module have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-06-CQ) 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 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-CQ	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-Q1	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 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 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