



NUMBER: 18-016-21 REV. B

GROUP: 18 - Vehicle Performance

DATE: July 16, 2021

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This bulletin supersedes Technical Service Bulletin (TSB) 18-016-21 REV. A, date of issue February 26, 2021, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include additional Diagnostic Trouble Codes (DTCs), Symptom/Condition and LOP.

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2020 (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 a 1.3L I4 Turbo Mair 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:

- ****P1061** - Cylinder 1 Oil Supply Solenoid Valve Stuck.
- P1065 - Cylinder 1 Oil Supply Solenoid Valve Switch On Time Out Of Range.
- P1062 - Cylinder 2 Oil Supply Solenoid Valve Stuck.
- P1067 - Cylinder 2 Oil Supply Solenoid Valve Switch On Time Out Of Range.
- P1063 - Cylinder 3 Oil Supply Solenoid Valve Stuck.
- P1069 - Cylinder 3 Oil Supply Solenoid Valve Switch On Time Out Of Range.
- P1471 - Catalyst Protection (Bank 1).
- P0301 - Cylinder 1 Misfire.
- P0302 - Cylinder 2 Misfire.
- P0303 - Cylinder 3 Misfire.
- P0304 - Cylinder 4 Misfire.
- P1064 - Cylinder 4 Oil Supply Solenoid Valve Stuck.
- P106B - Cylinder 4 Oil Supply Solenoid Valve Switch On Time Out Of Range.**
- P2110 - Electronic Throttle Control System Bank 1 Forced Limited RPM.
- P2173 - High Airflow/Vacuum Leak Detected (Slow Accumulation).
- P0607 - Control Module Performance.

****In addition, the customer may notice the following condition:**

- Poor engine 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 any DTCs are present, record them 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. 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.
2. 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-EJ | Module, Powertrain Control (PCM) – Reprogram (0 - Introduction) | 1 - Engine Repair and Performance | 0.4 Hrs.** |

NOTE: The expected completion time for the flash download portion of this procedure is approximately 11 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must use failure code CC with this Service Bulletin.

- 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 (customer's concern, cause and correction) must be provided for processing Service Bulletin flash/reprogramming conditions.

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|----|------------------|
| CC | Customer Concern |
|----|------------------|