



**NUMBER:** 18-081-22

**GROUP:** 18 - Vehicle Performance

**DATE:** April 14, 2022

*This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.*

**This bulletin supersedes Service Bulletin 18-035-19 REV D, November 02, 2019, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include additional symptom/condition and LOP.**

**This Service Bulletin is also being released as Rapid Response Update (RSU) 19-042, dated May 16, 2019. All applicable Sold and Un-Sold RSU VINs have been loaded. To verify this RSU 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 RSU 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 (MP) Jeep Compass

**NOTE: This bulletin applies to vehicles within the following markets/countries: North America, EMEA and APAC (South Korea).**

**NOTE: This bulletin applies to vehicles equipped with either a 2.4L I4 Engine (Sales Code ED6), a 2.4L I4 Multiair Engine W/ESS (Sales Code EDD) or a 2.4L I4 Zero EVAP M-Air Engine W/ESS (Sales Code EDE).**

**SYMPTOM/CONDITION:**

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

- P06E9 - Engine Starter Performance (North America Only).
- 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.**

- P141B - Starter Control 1 Circuit Performance.
- P141C - Starter Control 2 Circuit Performance.
- P26E4-64 - Starter Control 2 Circuit-Signal Plausibility Failure.
- P0615-64 - Starter Control Circuit-Signal Plausibility Failure.

In addition, the customer may notice one or more of the following conditions:

- **\*\*Long engine cranking prior to vehicle start more noticeable when the outside temperature is above 40°C (104°F) (EMEA with Sales Code ED6 only).\*\***
- Vehicle will intermittently not start **(South Korea Only)**.
- Poor fuel economy.
- Slight engine pinging noise while accelerating and poor performance.
- Engine may stall while idling.
- The engine oil dipstick may indicate a low oil level, however the low oil pressure warning indicator does **not** illuminate in the Instrument Panel Cluster (IPC).
- No crank condition while pushing the start button numerous times, if they turn the vehicle off completely and then retry it will start normally.
- Cruise control and adaptive cruise control are inoperable.
- A “Service Speed Limiter” message in the IPC and Active Vehicle Speed Limiter (AVSL) will be inoperable.

**NOTE: There will be no stored or active DTCs with this IPC message.**

### ***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 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: For automatic transmissions only, 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.**

**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.
3. 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
**18-19-06-FT	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 5 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 Technical Service Bulletin.**

- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Technical 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 Technical Service Bulletin flash/reprogramming conditions.

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