STELLANTIS PARTS & SERVICES	**Technical Service Bulletin (TSB)** **Flash: Powertrain Control Module (PCM) Updates**				
REFERENCE:	**TSB:** 18-069-23 REV. B **GROUP:** 18 - Vehicle Performance	**Date:**	September 28, 2023	**REVISION:**	18-069-23 REV. A
VEHICLES AFFECTED:	**2023 (MP) Jeep Compass** **This bulletin applies to vehicles built on or before May 12, 2023 (MDH 0512XX) equipped with a 2.0L I4 DOHC DI Turbo Engine W/ESS (Sales Code EC1).**			**MARKET APPLICABILITY:** ☒ NA ☐ MEA ☐ SA ☐ IAP ☐ EE ☐ CH	
CUSTOMER SYMPTOM:	**Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that the following Diagnostic Trouble Code (DTC) has been set:** • P219A - Bank 1 Air-Fuel Ratio Imbalance.				
CAUSE:	**PCM Software**				

This bulletin supersedes Technical Service Bulletin (TSB) 18-069-23 REV. A, date of issue May 26, 2023, which should be removed from your files. All revisions are highlighted with **asterisks and include additional repair procedure steps and an additional labor operation.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 23-152, date of issue May 25, 2023. All applicable 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.

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-GC	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
**18-19-06-GE	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.4 Hrs.**
Failure Code	RF	Required Flash - RSU	
CC	Customer Concern		

The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or Technical 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 RSU.
- The failure code “RF” (Required Flash) can no longer be used on Technical Service Bulletin flashes. The “RF” failure code must be used on an RSU.
- 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 must be supplied.

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 RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–

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 RSU 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-GC) to close the active RSU.
    - 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.
5. Verify that Electronic Vehicle Information Center (EVIC) steering wheel switches are operational.
6. Do the EVIC steering wheel switches operate properly?
    1. YES>>> Proceed to Step 9.
    2. NO>>> Proceed to Step 7.
7. If the EVIC control switches on the steering wheel are inoperable, and/or a U1109 DTC is present in the Body Control Module (BCM) after performing the PCM flash, disconnect the main and auxiliary battery for two minutes then reconnect the battery. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 08 - Electrical / 8F - Engine Systems / Battery System / Standard Procedure.
8. Do the EVIC steering wheel switch controls operate properly?
    1. YES>>> Proceed to Step 9.
    2. NO>>> If normal operation has not returned, continue with normal diagnostics for any current DTCs.
9. Did DTC P219A - Bank 1 Air-Fuel Ratio Imbalance return?
    - YES >>> Normal diagnosis should be performed. This bulletin has been completed. Use LOP (18-19-06-GE) to close the active RSU.
    - NO >>> No further action required.**

POLICY:

Reimbursable within the provisions of the warranty.

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