

Technical Service Bulletin (TSB)
High Pressure Fuel Pump

REFERENCE:	TSB: 14-002-26 GROUP: 14 - Fuel System	Date:	March 13, 2026	REVISION:	14-001-25
VEHICLES AFFECTED:	2022 - **2026** (B1) Jeep Renegade 2022 - **2026** (H1) Jeep Commander 2022 - **2026** (M1) Jeep Compass This bulletin applies to vehicles built on and before **March 06, 2026 (MDH 0306XX)** equipped with a 1.3 I4 Turbo MAIR DI Engine (Sales Code EYJ).			MARKET APPLICABILITY: ☐ NA☐ MEA ☒ SA☐ IAP ☐ EE☐ CH NOTE: **This bulletin applies to the Brazilian market.**	
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs): ● P0087-00 - Sensor De Pressão Da Linha De Combustível - Banco 1 - Pressão Abaixo Do Limite. ● P0088-00 - Sensor De Pressão Da Linha De Combustível - Banco 1 - Pressão Acima Do Limite. ● P0089-00 - Sensor De Pressão Da Linha De Combustível 1 - Desempenho. Customers may also comment on one or more of the following: ● **Unstable idle.** ● The engine is running rough. ● Partial loss of engine power.				
CAUSE:	**Loss of fuel pressure at the injector chute caused by debris accumulated inside the high-pressure fuel pump**				

This bulletin supersedes Technical Service Bulletin (TSB) 14-001-25, date of issue January 25, 2025, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include additional model years, updated build date, Customer Symptom, Cause, Repair Summary statement, LOPs, Repair Procedure, new Market Applicability Note, special tools, Consumable Table, Reading Defects (DTC) section and Injection System Cleaning Procedure. Revisions not highlighted with asterisks include removal of an engine Sales Code and build date.

REPAIR SUMMARY:

****This bulletin involves diagnosing and possibly cleaning the fuel injection system with an approved product and/or replacing the high-pressure fuel pump and the high-pressure tube.****

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**14-45-06-97	Cleaning (1 - Semi-Skilled)	14 - Fuel System	0.5 Hrs.
14-45-06-98	Cleaning And Replace (1 - Semi-Skilled)	14 - Fuel System	1.6 Hrs.**
Failure Code	CC	Customer Concern	

SPARE PARTS:

Qty	Part No.	Description	Notes
**1 (AR)	68440665AA - MOPAR 46341585 - EMEA	Pipe	(common rail / high pressure pump)
1 (AR)**	K68637277AA - MOPAR 7094701 - EMEA	Fuel Injection Pump	

****CONSUMABLES:**

Qty	Part No.	Description	Notes
1	2850000479 - EMEA	Isotech 012 "Limpa Injetores GDI**	

****READING DEFECTS (DTC):**

1. Attach the guards to the vehicle (front seats, steering wheel, gear selection lever and parking brake lever/ button).
2. Position the vehicle at the workplace.
3. Open the bonnet.
4. Fit the bodyguards (front fenders and front panel).
5. Insert the MicroPod interface into the vehicle's OBD connector.
6. Perform ECM defect reading.
7. Was DTC P0087 and/or P0088 and/or P0089 registered?
 - YES >>> Perform step by step.
 - NO >>> **Do not apply this bulletin.**

NOTE: Print on .PDF of the Vehicle Scan Report.

8. Has DTC P0169 also been registered?
 - YES >>> **Do not apply this bulletin.**
 - NO >>> Perform the following step.
9. Has DTC P0171 also been registered?
 - YES >>> **Do not apply this bulletin.**
 - NO >>> Perform the steps in the "**DIAGNOSIS**" section

NOTE: Print on .PDF of the Vehicle Scan Report.

DIAGNOSIS:

1. Position the vehicle at the workplace.
2. Open the engine hood.
3. Fit the bodyguards (fenders and front bumpers).
4. Run the motor up to the working temperature.
5. Connect wiTECH to the vehicle.
6. Access the injection ramp pressure values in the injection control module (ECM) in graphical mode. To do this, choose the following parameters:
 - Engine speed (or engine speed).
 - Fuel rail pressure (or Fuel pressure instruction on common rail high fuel pressure).
 - Desired Fuel Line Pressure (or Common Fuel Injection Chute Pressure).
7. Observe if the graph read on the vehicle is as shown in the images of the examples below.

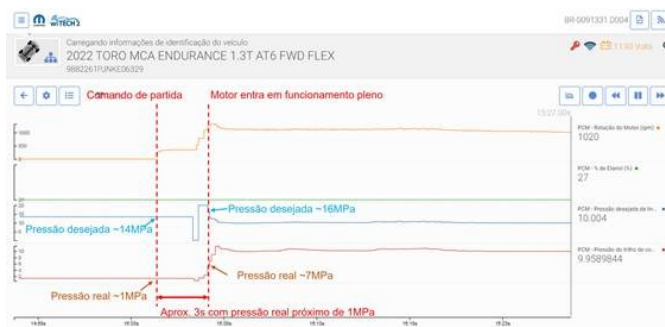


Fig. 1

Graphical Mode - KO Result

8. Monitor wiTECH whether the high-pressure fuel pump will deliver the desired pressure immediately at the time of start-up when the failure occurs:
9. Is there a delay in the pressure increase or does the actual pressure not reach the desired pressure?
 - YES >>> Print or capture the image (print screen) showing the injection ramp pressure loss failure with the parameters "Fuel rail pressure" and "Desired fuel line pressure" (for possible warranty submission) and proceed to the next step.
 - NO >>> **Do not apply for this TSB.**
10. Disconnect the contact (key-off).
11. Mount the pressure gauge on the low-pressure line between the fuel line and the inlet of the high-pressure fuel pump.
12. Start the engine (key-on).
13. Measure the fuel pressure of the low-pressure line with the pressure gauge mounted between the fuel line and the high-pressure fuel pump **during the evaluation of the vehicle with the fault:**
 - If the pressure measured on the pressure gauge **is between 5.2 and 6.0 bar**, but the rail pressure (injector ramp) measured does NOT follow the desired pressure in the parameters via wiTECH, take a screenshot or PDF print of the screen demonstrating the incident and perform the **INJECTION SYSTEM CLEANING PROCEDURE**.
 - If the pressure measured on the pressure gauge **is between 5.2 and 6.0 bar** and the rail pressure (injector ramp) measured follows the desired pressure in the parameters via wiTECH, **DO NOT apply this bulletin.**
 - If the pressure measured on the pressure gauge **is below 5.2 bar**, it indicates a failure of the low-pressure pump or other component. Therefore, **DO NOT apply this bulletin.**



Partida do motor de um veículo **COM** falha

Fig. 2
Engine Start With Failure



Partida do motor de um veículo **SEM** falha

Fig. 3
Engine Start Without Failure

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTech	-	-
IT200E - "GDI Flex" Injector Cleaner Applicator	2850000486	-

****INJECTION SYSTEM CLEANING PROCEDURE:**

1. Open the hood of the vehicle.
2. Fit the bodyguards (front fenders and front panel).
3. Open the fuse box cover in the engine compartment.
4. Remove the F009 fuse from the fuel pump.
5. Start the engine and keep it running until it stops running due to lack of fuel. Repeat this procedure described above three times to ensure that the fuel supply line is completely depressurized.
6. Remove the F009 fuse of the fuel pump.
7. Close the fuse box cover in the engine compartment.
8. Remove the complete air filter.
9. Disconnect the fuel inlet quickly coupling at the high-pressure fuel pump and insert a plug to ensure the pipe seals.
10. Prepare the "IT200E - GDI Flex Injector Cleaner Applicator" kit (PN: 2850000486), according to your equipment user manual.
11. Insert the quick coupling of the tool "IT200E - GDI Flex Injector Cleaner Applicator" (PN: 2850000486) into the inlet of the high-pressure fuel pump.
12. Pour the additive "Isotech 012 GDI Injector Cleaner" (PN: 2850000479) into the cylinder of the tool "IT200E - GDI Flex Injector Cleaner Applicator" (PN: 2850000486).
13. Pressurize the "IT200E - GDI Flex Injector Cleaner Applicator" kit (PN: 2850000486), according to your equipment user manual.
14. Start the engine.
15. Run the vehicle at idle speed until the product is finished when the engine turns off by itself.
16. Disconnect the equipment from the vehicle's power system.
17. Reconnect the quick fuel inlet coupling to the high-pressure fuel pump.
18. Reassembly the complete air filter.
19. Delete the DTCs recorded in the ECM control panel's memory with wiTECH.
20. Perform injector learning with wiTECH.

WARNING!

Learning the injectors with wiTECH is essential after replacing the injectors, at the risk of generating DTC P0171 and/or P0172.

21. Start the engine and keep the engine running.
22. Monitor once again with wiTECH whether the high-pressure fuel pump will deliver the desired pressure immediately at the time of start-up when the failure occurs (as requested in the "**DIAGNOSIS**" section).
23. Is there yet a delay in the pressure increases or does the actual pressure not reach the desired pressure (as requested in the "**DIAGNOSIS**" section)?
 - YES >>> Print or capture the second image (print screen) showing the injection ramp pressure loss failure with the parameters "Fuel rail pressure" and "Desired fuel line pressure" after **INJECTION SYSTEM CLEANING PROCEDURE** and perform the **REPAIR PROCEDURE**.
 - NO >>> The incident has been resolved. Print or capture the second image (print screen) showing the injection ramp pressure with the parameters "Fuel rail pressure" and "Desired fuel line pressure" after **INJECTION SYSTEM CLEANING PROCEDURE**.
24. Remove the bodyguards on the front fenders and bumpers.
25. Close the hood of the vehicle.
26. Remove the vehicle at the workplace.
27. Release the vehicle for delivery to the customer.**

REPAIR PROCEDURE:

WARNING!

****The replacement of the high-pressure fuel pump will be applicable only if the injection system cleaning procedure is not effective.**

1. Replace the high pressure fuel pump. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info>1056F72 - Bomba de Pressão - Remoção/Recolocação.
2. Delete the DTCs recorded in the ECM control panel's memory with wiTECH.
3. Perform injector learning with wiTECH.

WARNING!

Learning the injectors with wiTECH is essential after replacing the injectors, at the risk of generating DTC P0171 and/or P0172.

4. Start the engine and keep the engine running.
5. Remove the bodyguards on the front fenders and bumpers.
6. Close the hood of the vehicle.
7. Remove the vehicle at the workplace.
8. Release the vehicle for delivery to the customer.

IMPORTANT! When it is found that there is a need to replace the high pressure fuel pump, it is necessary to attach the Vehicle Scan Report generated by wiTECH (containing the DTCs stored in the memory of the ECM center) to the SCP system and the screenshots or PDF printouts of the screen demonstrating the failure before and after the cleaning procedure of the high pressure fuel pump for the said Warranty Claim (SG). The chassis and data regarding the vehicle must be properly entered into wiTECH so that it can be correctly identified. If this does not occur, the Warranty Request (SG) may be reversed. For more information, please refer to the current Warranty Manual and Stellantis Practical Information.

NOTE: After applying this TSB, it is not necessary to send DID-I or DID-A.**

POLICY:

Reimbursable within the provisions of the warranty.

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