



NUMBER: 18-097-20 REV. A

GROUP: 18 - Vehicle Performance

DATE: November 10, 2020

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This bulletin supersedes Technical Service Bulletin (TSB) 18-097-20, dated October 09, 2020, which should be removed from your files. All revisions are highlighted with **asterisks**** and include updated RRT number, build date, symptom/condition and LOP.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Response Transmittal (RRT) **20-084**, date of issue November 10, 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:

2021 (M1) Jeep Compass (Brazil)

NOTE: This bulletin applies to vehicles within the following markets/countries: LATAM.

NOTE: **This bulletin applies to vehicles built on or before September 26, 2020 (MDH 0926XX) equipped with a 2.0L 4I Turbo Diesel Engine (Sales Code EBT).******

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination** with limited vehicle acceleration.** Upon further investigation the technician may find the following Diagnostic Trouble Code (DTC) has been set:

- P24A4-00 - Diesel Particulate Filter - Soot Load.

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 RRT VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition or DTC, perform the repair.

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.

NOTE: 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.

1. Is the vehicle on the RRT VIN list?
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Does the PCM have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (8-19-04-LU) 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. 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.
5. Clear any DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allows them to be cleared.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
**18-19-04-LU	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	10 - Diesel	0.2 Hrs.
18-19-04-LV	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	10 - Diesel	0.3 Hrs.**

NOTE: The expected completion time for the flash download portion of this procedure is approximately 4 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