



NUMBER: 25-002-21

GROUP: 25 - Emissions Control

DATE: April 17, 2021

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This bulletin supersedes Technical Service Bulletin (TSB) 18-025-19, date of issue February 16, 2019, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include additional vehicles and model years, APAC market, Diagnostic Trouble Codes (DTCs) and LOP

This Technical Service Bulletin (TSB) has also been released as a Rapid Response Transmittal (RRT) 19-015, date of issue February 16, 2019. All applicable UnSold RRT VINs have been loaded. To verify this RRT service action is applicable to the UnSold vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. This RRT will expire 18 months after the date of issue.

SUBJECT:

Flash: Dosing Control Unit (DCU) Updates

OVERVIEW:

This bulletin involves reprogramming the Dosing Control Unit (DCU) with the latest available software.

MODELS:

2019 - 2020	(M6)	Jeep Compass
2019 - **2020**	(MP)	Jeep Compass

NOTE: This bulletin applies to vehicles within the following markets/countries: EMEA and ****APAC.****

NOTE: This bulletin applies to vehicles equipped with a 2.0L I4 Turbo Diesel Engine W/ESS (Sales Code EBS).

SYMPTOM/CONDITION:

The customer may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs) or symptom/condition.

- **P24B2-00 - Particulate Matter Sensor Circuit Intermittent.
- P20F6-00 - Reductant Injection Valve Stuck Open Bank 1 Unit 1.
- P208E-00 - Reductant Injector Stuck Closed - Bank 1 Unit 1.**
- Incompatible software between the DCU, Powertrain Control Module (PCM) and BCM causing a false illumination of the Malfunction Indicator Lamp (MIL) **(2019 MP Only)**.

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 the customer describes the symptom/condition listed above or if the technician finds the DTC, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: The PCM and BCM 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 PCM and BCM 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 DCU with the latest available software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
2. Verify the BCM and PCM are programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM and PCM software.
3. 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.
4. Turn the ignition off for 90 seconds, after 90 seconds turn the ignition back on and verify all DTCs are cleared.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-18-9D	Dosing Control Unit (DCU) - Reprogram (0 - Introduction)	10 - Diesel	0.2 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 2 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.

CC	Customer Concern
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