



**NUMBER:** 25-002-21 REV. A

**GROUP:** 25 - Emissions Control

**DATE:** April 29, 2021

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**This bulletin supersedes Technical Service Bulletin (TSB) 25-002-21, date of issue April 17, 2021, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include additional Diagnostic Trouble Codes (DTCs) and LOP.**

**This Technical Service Bulletin (TSB) has also been released as a Rapid Response Transmittal (RRT) 21-045, date of issue April 29, 2021. 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: 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:**

Customers 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) have been set:

- **\*\*P0563-00 - System Voltage High (2020 M6 Vehicles only).**
- **P21CC-00 - Reductant Control Module Supply Voltage High (2020 M6 Vehicles only).**\*\*
- 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).

Additional customer concerns:

- Engine Stop/Start (ESS) not functioning properly.
- Four wheel drive not functioning.

**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: The Body Control Module (BCM) and Powertrain Control Module (PCM) 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 BCM and PCM 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. Is the vehicle on the active RRT VIN list?
  - YES>>> Proceed to [Step 2](#).
  - NO>>> Proceed to [Step 4](#).
2. Check the DCU software version to see if it is the latest available.
3. Is the DCU software at the latest available?
  - YES>>> This bulletin has been completed, use inspect LOP (18-19-18-97) to close the active RRT.
  - NO>>> Proceed to [Step 4](#).
4. 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.
5. 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.
6. Turn the ignition off for 90 seconds, after 90 seconds turn the ignition back on and verify all DTCs are cleared.
7. 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.

**POLICY:**

Reimbursable within the provisions of the warranty.

**TIME ALLOWANCE:**

| <b>Labor Operation No:</b> | <b>Description</b>                                                      | <b>Skill Category</b> | <b>Amount</b> |
|----------------------------|-------------------------------------------------------------------------|-----------------------|---------------|
| **18-19-18-97              | Unit, Dosing Control (DCU) - Inspect<br>(0 - Introduction)              | 10 - Diesel           | 0.2 Hrs.      |
| 18-19-18-98                | Dosing Control Unit (DCU) - Inspect and Reprogram<br>(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 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     |