



NUMBER: 18-041-21

GROUP: 18 - Vehicle Performance

DATE: April 29, 2021

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This bulletin supersedes Service Bulletin 18-043-20, dated May 14, 2020, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include new Rapid Response Transmittal (RRT) number, additional Diagnostic Trouble Codes (DTCs), note, repair step and LOP.

This Technical Service Bulletin (TSB) has also been released as a RRT ****21-046**, 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: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2020	(MP)	Jeep Compass
2020	(M6)	Jeep Compass

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

NOTE: The RRT portion of this bulletin applies to M6 vehicles built on or before December 31, 2020 (MDH 1231XX) equipped with a 2.0L I4 Turbo Diesel Engine W/ESS (Sales Code EBS).

The TSB portion of this bulletin applies to MP vehicles built on or before March 18, 2020 (MDH 0318XX) 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 (M6 Vehicles only).
- **P21CC-00** - Reductant Control Module Supply Voltage High (M6 Vehicles only). ******
- **P20F6-00** - Reductant Injection Valve Stuck Open Bank 1 Unit 1.
- **P208E-00** - Reductant Injector Stuck Closed - Bank 1 Unit 1.
- **P24B2-00** - Particulate Matter Sensor Circuit Intermittent.
- **P00C0-00** - Turbocharger-Supercharger Bypass Valve 2 Control Circuit.

****Additional customer concerns:**

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

- Four wheel drive not functioning.**

Additional enhancement included in this software:

- Improvement for the auxiliary coolant pump to help prevent stuck injection valve.
- Calibration update for proper engine operation.

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: ^{}(M6 vehicles only) The Body Control Module (BCM) and Dosing Control Unit (DCU) 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 DCU 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 PCM software version to see if it is the latest available.
3. Is the PCM software at the latest available?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-04-9T) to close the active RRT.
 - NO>>> Proceed to [Step 4](#).
4. Reprogram the PCM 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. **^{**}Verify the BCM and DCU 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 DCU software.^{**}**

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
**18-19-04-9T	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	10 - Diesel	0.2 Hrs.
18-19-04-9U	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 7 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