



NUMBER: 08-015-20 REV. B

GROUP: 08 - Electrical

DATE: June 24, 2020

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This bulletin supersedes Service Bulletin 08-015-20 REV. A, dated June 04, 2020, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include converting to an RRT for 2019 M6 vehicles, build date, diagnostic trouble code (DTC), symptom/condition, repair steps and LOP.

****This Service Bulletin is also being released as Rapid Response Transmittal (RRT) 20-040, dated June 24, 2020. All applicable 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.****

SUBJECT:

Flash: Body Control Module (BCM) Updates

OVERVIEW:

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

MODELS:

2019 - 2020	(MP)	Jeep Compass
2019 - 2020	(M1)	Jeep Compass
2019 - 2020	(M6)	Jeep Compass

NOTE: This bulletin applies to vehicles within the following markets/countries: North America, EMEA, LATAM and APAC.

NOTE: ****The RRT portion of this bulletin applies to 2019 M6 vehicles only built on or after September 01, 2018 (MDH 0901XX) and on or before July 10, 2019 (MDH 0710XX) equipped with 2.0L I4 Turbo Diesel Engine (Sales Codes EBT).****

NOTE: This bulletin applies to M1 vehicles built on or before October 07, 2019 (MDH 1007XX).

NOTE: This bulletin applies to MP vehicles built on or before January 22, 2020 (MDH 0122XX).

NOTE: This bulletin applies to M6 vehicles built on or before August 05, 2019 (MDH 0805XX).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following Diagnostic Trouble Codes (DTCs) have been set:

- ****P1515-00 - Plausibility Check R1 Stuck Closed Or Vsensing Short To Battery In Engine Running (2019 M6 within the RRT build date only). ****
- B25C9 - Driver Door Ajar Switch 2 Stuck Closed (Module, Powertrain Control (PCM)). Stored DTC only, this update is **not** for active fault.

NOTE: If B25C9 is an active fault normal diagnostic must be performed. This software update will not correct active DTC.

- P26E4-64 - Starter Control 2 Circuit-Signal Plausibility Failure.

In addition, customers or technicians may comment on one or more of the following:

- ****No start condition if the vehicle has both P1515-00 and P26E4-64 DTCs (2019 M6 within the RRT build date only). ****
- Park assist LED does not turn on **(2019-20 MP/M1 and 2019 M6 only)**.
- The key fob does not work for power lift gate (sales code JRC) **(2019-20 MP/M1 and 2019 M6 only)**.
- Vehicle Theft Alarm (VTA) sounding after remote start time out **(2019-20 MP/M1 and 2019 M6 only)**.
- VTA triggers randomly.
- The vehicle will not restart when in Engine Stop/Start (ESS) mode. Customers will have to shift into park and cycle the ignition to get the vehicle to start again.
- The vehicle cranks but fails to start, the customer will have a message on the Instrument Panel Cluster (IPC) "press brake and push ignition button to start" after this happens they must perform a key cycle function with their foot off the brake, then the vehicle will restart normally.
- Automatic rain sensing wipers inoperative when the vehicle is restarting from Stop & Start event the wipers may not restart. Switching the wipers to off then back to on again will resume operation.
- VTA is enabled in "Ship Mode".

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.

1. ****Is the vehicle on the RRT VIN list?**
 - YES >>> Proceed to [Step 2](#).
 - NO >>> Proceed to [Step 3](#).
2. Does the BCM have the latest software already installed?
 - YES >>> This bulletin has been completed, use inspect LOP (18-19-02-M6) to close the active RRT.
 - NO >>> Proceed to [Step 3](#).******

3. Reprogram the BCM 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.
4. Using wiTECH, restore vehicle configuration, perform proxi configuration alignment and perform a BCM hard reset. Under the "Guided Diagnostic" tab.
5. Perform an ignition cycle and start engine.
6. 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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-02-M6	Module, Body Control (BCM) - Inspect (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
18-19-02-FQ	Module, Body Control (BCM) - Inspect and Reprogram (0 - Introduction)	6 - Electrical and Body Systems	0.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 3 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**