

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-006-23 GROUP 18 - Vehicle Performance	Date:	January 20, 2023	REVISION:	18-038-21
VEHICLES AFFECTED:	2019 (BV) Jeep Renegade This bulletin applies to vehicles equipped with a 1.3 I3 Turbo MAIR DI Engine W/ESS (Sales Code EYF).			MARKET APPLICABILITY: ☐ NA☐ MEA ☐ SA☐ IAP ☒ EE☐ CH	
CUSTOMER SYMPTOM:	**Customers may experience the following: - Stop/start function deactivated.** Customers may also experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following Diagnostic Trouble Code (DTC): - P2110 - Electronic Throttle Control System Bank 1 - Forced Limited RPM. - P2173 - High Airflow/Vacuum Leak Detected (Slow Accumulation). - U0100 - Lost Communication With ECM/PCM. - P0456 - EVAP System Small Leak. NOTE: If DTC P0456 is present use the wiTECH Small Leak Verification Test (SLVT) to determine if a leak is present in the system. - P1CEA - Boost Side EVAP Purge System Performance. In addition, the customer may also experience the following: - The vehicle will not crank if the ECM gets hotter than 50 °C (122 °F). - Intermittent no-crank when first starting the vehicle. The following DTC has been changed from a one trip fault to a two trip fault: - P0607 - ECU Internal Performance.				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-038-21, date of issue April 16, 2021, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include additional symptom/conditions and LOP.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 20-034, date of issue May 20, 2020. All applicable Sold and UnSold RSU VINs have been loaded. To verify this RSU 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 RSU will expire 18 months after the date of issue.

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-GW	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.
Failure code	CC	Customer Concern	

The dealer must use failure code CC with this Technical Service Bulletin.

- If the customer's concern matches the SYMPTOM identified in the Technical 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 Technical Service Bulletin flash/reprogramming conditions.

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 a symptom/condition or if the technician finds a DTC listed above, perform the repair procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	—	—

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. 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.
2. Clear any DTCs that may have been set in any modules 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.

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