

<b>REFERENCE:</b>	<b>TSB:</b> 18-008-23 <b>GROUP</b> 18 - Vehicle Performance	<b>Date:</b>	January 19, 2023	<b>REVISION:</b>	18-034-20
<b>VEHICLES AFFECTED:</b>	<p>2019 (MP) Jeep Compass 2019 (M6) Jeep Compass This bulletin applies to vehicles equipped with a 1.6L I4 B ECOTurbo Diesel Engine W/ESS (Sales Code EJJ) or 2.0L I4 Turbo Diesel Engine W/ESS (Sales Code EBS).</p>	<b>MARKET APPLICABILITY:</b>			
		<input type="checkbox"/> NA <input type="checkbox"/> MEA <input type="checkbox"/> SA <input checked="" type="checkbox"/> IAP <input checked="" type="checkbox"/> EE <input type="checkbox"/> CH			
<b>CUSTOMER SYMPTOM:</b>	<p>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 (DTC)s:</p> <ul style="list-style-type: none"> <li>• **P24D1-00 - Particulate Matter Sensor Regeneration Incomplete.</li> <li>• P24AE-00 - Particulate Matter Sensor Circuit.</li> <li>• P24B0-00 - Particulate Matter Sensor Circuit Low.</li> <li>• P24B1-00 - Particulate Matter Sensor Circuit High.</li> <li>• P24B2-00 - Particulate Matter Sensor Circuit Intermittent.</li> <li>• P24D0-00 - Particulate Matter Sensor Supply Voltage Circuit Low.</li> <li>• P24D3-00 - Particulate Matter Sensor Supply - Circuit Voltage Above Threshold.</li> <li>• P24AF-00 - Particulate Matter Sensor Circuit Performance.</li> <li>• P24B5-00 - Particulate Matter Sensor Heater Control Circuit Low.</li> <li>• P24B6-00 - Particulate Matter Sensor Heater Control Circuit High.</li> <li>• P24B7-00 - Particulate Matter Sensor Heater Resistance.</li> <li>• P24DA-00 - Particulate Matter Sensor Exhaust Sample Error Bank 1.</li> <li>• U05A4-00 - Particulate Matter Sensor Received Invalid Data From ECM - PCM.</li> <li>• P2002-00 - DPF Efficiency Based On PM Sensor Monitoring.</li> </ul> <p><b>NOTE: If DTC P2002 is present it will require DPF and PM sensor replacement. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding Diesel Particulate Matter Sensor (DPM) replacement.</b></p> <ul style="list-style-type: none"> <li>• U02A3-00 - Loss of Communication with PM Sensor Module.**</li> <li>• P24B2-00 - Particulate Matter Sensor Circuit Intermittent (EBS Sales Code only).</li> <li>• P20F6-00 - Reductant Injection Valve Stuck Open Bank 1 Unit 1 (EBS Sales Code only).</li> <li>• P208E-00 - Reductant Injector Stuck Closed - Bank 1 Unit 1 (EBS Sales Code only).</li> </ul> <p>Customers may also experience one or more of the following:</p> <ul style="list-style-type: none"> <li>• The Engine Stop/Start (ESS) system remains in the last used state and does not default back to ON for each key cycle as designed (Vehicles on the RSU VIN list only).</li> </ul>				
<b>CAUSE:</b>	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-034-20, date of issue April 7, 2020, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include additional Diagnostic Trouble Codes (DTC)s and new LOP.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 19-016, date of issue February 16, 2019. 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
18-19-04-KL	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: The Dosing Control Unit (DCU) and Body Control Module (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 DCU 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.**

**NOTE: \*\*Before the flash process you must refer to all applicable published service bulletins for the DPM sensor related DTCs listed in this bulletin for DPM sensor repair procedures.**

1. Refer to all applicable published service bulletins for the DPM sensor related DTCs listed in this bulletin for DPM sensor repair procedures.\*\*
2. 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.
3. Verify the Dosing Control Unit (DCU) is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the DCU software.
4. Verify the Body Control Module (BCM) is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.
5. 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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