FLASH: DIAGNOSTIC AND SYSTEM IMPROVEMENTS

TECHNICAL SERVICE BULLETIN

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CHRYSLER: 2012 - 2014 Compass/Patriot (MK)
GROUP: Vehicle Performance
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> **NOTE:** *THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-064-16, DATED JUNE 09, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS** AND INCLUDES AN ADDITIONAL DIAGNOSTIC TROUBLE CODE (DTC), SOFTWARE ENHANCEMENT AND LOP.FOR HELP WITH USING wiTECH FOR ECU FLASH REPROGRAMMING, CLICK ON THE APPLICATION'S "HELP" TAB.THE wiTECH SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.*

SUBJECT

Flash: Diagnostic And System Improvements

OVERVIEW

This bulletin involves reprogramming the Powertrain Control Module (PCM) with the latest available software.

MODELS

MODELS CHART

2012 - 2014	(MK)	Compass/Patriot

> **NOTE:** *This bulletin applies to vehicles within the following markets/countries: NAFTA, EMEA and APAC.*

> **NOTE:** *This bulletin applies to vehicles equipped with a 2.0L engine (Sales Codes ECN or ECT) or a 2.4L engine (Sales Code ED3).*

SYMPTOM/CONDITION

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

- **P0335 - Crankshaft Position Sensor Circuit.**
- U0140 - Lost Communication With Body Control Module (TIPM).
- P219A - Air-Fuel Ratio Cylinder Imbalance Bank 1.

The following software enhancements are also available:

- **Engine is hard to start at temperatures -29°C (-20°F) for vehicles utilizing E15 fuel only.**
- Cruise control enhancements.

In addition, customers may report that the vehicle has failed the emissions certification test. Upon further investigation, it may be found that the Individual Cylinder Fuel Control (ICFC) monitors are reporting as failing to the scan tool even though the monitors have actually passed.

DIAGNOSIS

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related systems are functioning as designed. If DTCs other than the one listed are present, record them on the repair order and repair as necessary before proceeding further with this bulletin.
If the customer describes the symptom/condition or if the technician finds the DTC, perform the REPAIR PROCEDURE .

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 available software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.

2. 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

TIME ALLOWANCE CHART

Labor Operation No:	Description	Skill Category	Amount
**18-19-06-MZ	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	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. If the customer came in with an issue and if the dealer finds a software update to correct that issue, use failure code CC, for all other use failure code RF.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used.
- If an available flash is completed while addressing a different customer concern, failure code RF is to be used.

FAILURE CODE CHART

CC	Customer Concern
RF	Routine Flash