

NUMBER: 18-051-13
GROUP: Vehicle Performance
DATE: October 22, 2013

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HELP USING THE wiTECH DIAGNOSTIC APPLICATION FOR FLASHING AN ECU IS AVAILABLE BY SELECTING "HELP" THEN "HELP CONTENTS" AT THE TOP OF THE wiTECH DIAGNOSTIC APPLICATION WINDOW.

THE wiTECH SOFTWARE LEVEL MUST BE AT RELEASE 14.01 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:

Flash: MIL Illumination P2073 or P2074 MAP/TPS, or P0400 EGR System, or P2279 - Intake Air System

OVERVIEW:

This bulletin involves replacing the air filter with a MOPAR filter and selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software.

NOTE: The codes can be found in any combination or individually.

MODELS:

2011-2014	(MK)	Compass/Patriot (International Only)
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NOTE: This bulletin applies to vehicles with 2.2L I4 Single TD OM651 Engine (sales code ENE) built on or before September 19, 2013 (MDH 0919XX).

SYMPTOM/CONDITION:

Customers may complain that they have experienced a MIL light and the vehicle is in LIMP IN mode. Upon further investigation the Technician may find P2073 or P2074 MAP/TPS or P2279 - Intake Air System alone or along with P0400 EGR System code:

- P2073 - Manifold Pressure/Throttle Position Correlation
- P2074 - MAP/TPS Correlation - High Air Flow / Vacuum Leak Detected
- P0400 - EGR System Flow Malfunction
- P2279 - Intake Air System Leak

The PCM requires to be Flashed if the vehicle comes in with the symptom where fault code P2279, P2074, P2073, and/or P0400 is present. The new software update removes fault codes P2074/P2073 which were tied to reaching a maximum correction factor on the MAF Sensor. Codes P2074/P2073 were not considered needed as they are duplicated by P2279 and P0400 functions. The new software also updates the threshold for P2279 to

-30% deviation from -15% to provide for further insurance that there will not be a false fault code creation.

DIAGNOSIS:

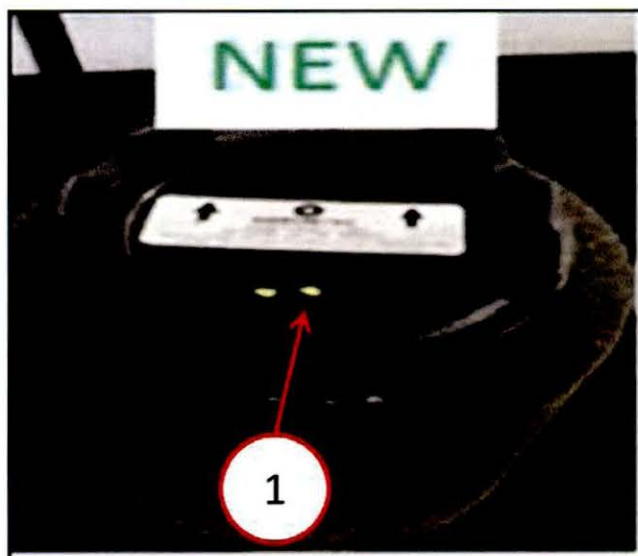
Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTC's other than the one listed above are present record them on the repair order and repair as necessary before proceeding further with this bulletin.

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.

1. Replace the Air Filter with the latest MOPAR Certified Filter which has two certification dots as shown below ().



Air Filter

1- Two Certification Dots

2. Reinitialize MAF Sensor using wiTECH.

NOTE: Reinitialized MAF Sensor using wiTECH each time an Air Filter is replaced is required for the 2.2L OM651 Turbo Diesel Engine.

NOTE: If this flash process is interrupted/aborted, the flash should be restarted.

3. Reprogram the PCM with the latest software. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT, Refer To Group 8 - Electrical > Electronic Control Modules - Service Information > Module - Powertrain Control > Standard Procedures > PCM/ECM Programming.
4. **After PCM reprogramming, the following must be performed:**clear any DTC's that may have been set in other modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow the tech to clear them.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-V9	Module, Engine Control (ECM) (1 - Semi-Skilled)	10- Diesel	0.3 Hrs.

FAILURE CODE:

FM	Flash Module
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