



WARRANTY BULLETIN

TO: Dealer Principal, Service Manager,
Service Advisor and Warranty Claims
Administrator

NO: D-26-03

DATE: May 20, 2026

SUBJECT: Addition of 2.0L T4 Long Block
or Complete Engine to the Powertrain
Service Center (PTSC) Pre-Approval
Program - ALL Dealers (Rev. A)

FOR: All U.S. Dealers
All U.S. Business Centers

*****Revisions are noted in Red*****

PURPOSE:

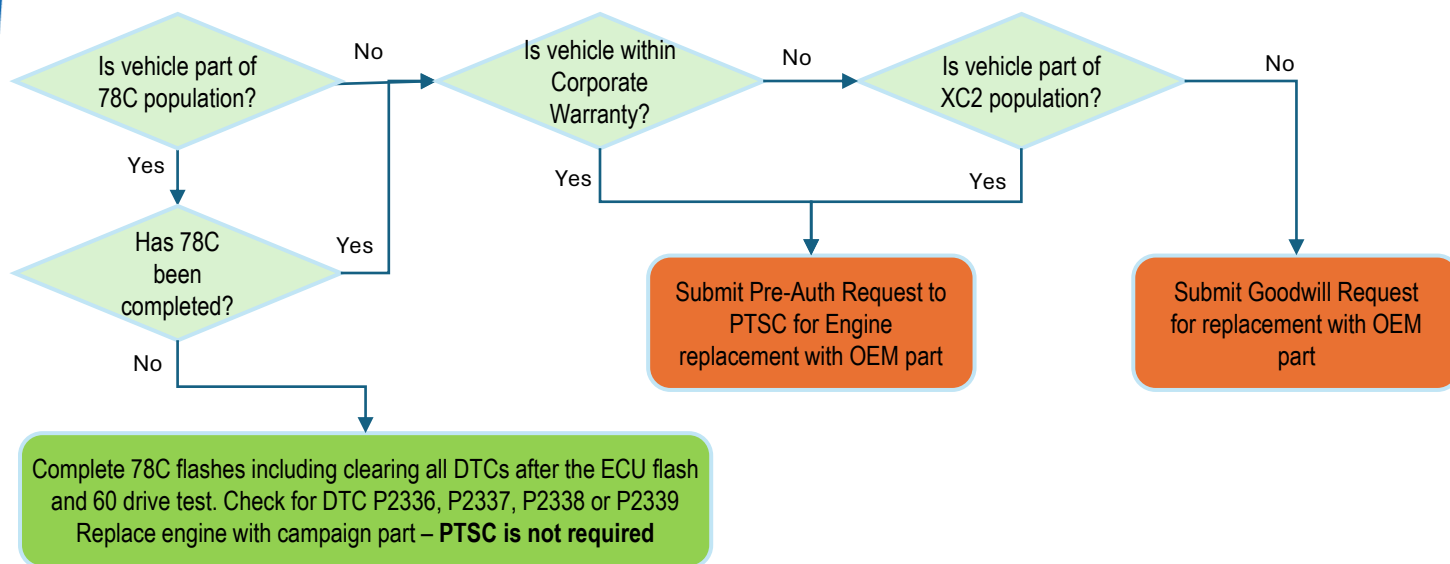
To clarify when an OEM part and the Recall Campaign part should be used. The original bulletin announced the addition of the **2.0L T4 Long Block or Complete Engine (Sales Codes EC1, EC2, and ECX)** to the Powertrain Pre-Approval process for **ALL dealers**.

TIMING:

Effective with vehicles received on or after February 2, 2026

ACTION:

All 2.0L T4 Long Block or Complete Engine (Sales Codes EC1, EC2, and ECX), submitted as Warranty (W) or Mopar (M) claim type, must be pre-approved through the PTSC Pre-Approval program in order to be eligible for warranty reimbursement for ALL dealers. **Recall (S) claim type do not require PTSC Pre-Approval.**



Scenarios:

- Open 78C Recall** - Flash is completed, after 60 second drive test verify, if any of the four DTCs (P2336, P2337, P2338 or P2339) are present: replace the engine with campaign part to complete the Recall. If no DTCs, release vehicle back to the customer.
- Warranty (vehicle is WITHIN WARRANTY)** - If DTCs appear after the Recall has been completed, submit pre-approval request. If approved, proceed with a Warranty repair using the OEM part number.
- Warranty Extension (vehicle is OUT OF WARRANTY)** - submit pre-approval request. OEM part will be used.
- For vehicles out of warranty that did not have the Recall:** Dealer will need to request Goodwill for OEM part replacement.



The PTSC Program link is located in *DealerCONNECT>Service>Warranty Administration>Pre-Approval Programs > Powertrain Service Center*

Sales Code Verification:

Identify Vehicle Sales Codes by following the path below:

DealerCONNECT> Service > Vehicle Information Plus (VIP) > Single VIN Inquiry > Options Tab

Request Support Requirements:

- ✓ When submitting your Request, the Vehicle Scan Report (VSR) must be attached in the Odometer image spot.
- ✓ A fillable PTSC Estimator Worksheet **must be** attached in the Repair/Replace Worksheet (RRWS) field.
- ✓ An image of the Serial ID tag from the Engine being replaced
- ✓ An image of the Heat tab for engines previously replaced
- ✓ An image of the Cat Substrate Brick, clearly showing the substrate condition
- ✓ A copy of the Maintenance records
- ✓ A Gas Engine Diagnostic Worksheet

ADDITIONAL INFORMATION:

NOTE: The Powertrain Pre-Approval Matrix has been updated to assist dealers in determining components requiring Powertrain Pre-Approval. The Matrix can be found in *DealerCONNECT> Service> Warranty Administration > Pre-Approval Programs > Powertrain Pre-Approval Matrix*.

The Powertrain Service Center Request Guide can be found in *DealerCONNECT > Service> Warranty Administration > Pre-Approval Programs >Powertrain Service Center Request Guide*.

If you have any questions or concerns regarding submitting a request, submit a request to WIC Ask A Question.

Please ensure all affected dealership personnel are aware of this bulletin.

WARRANTY OPERATIONS



CHRYSLER

DODGE



FIAT

Jeep



Engine Overheat Diagnostic and Testing

If the engine has experienced an overheat condition, follow steps outlined in Service Library.

Engine Cooling Diagnosis and Testing (COOLING SYSTEM LEAKS)

FEEDBACK

09 - Engine, 2.0L / Cooling System / Engine Cooling / Diagnosis and Testing

COOLING SYSTEM LEAKS

2 - Pressurized Coolant Bottle

INTERNAL ENGINE LEAKAGE INSPECTION

One method is to operate the engine for a short period to churn the oil and then remove the engine dipstick, and inspect for water globules on the stick. Depending on the results, it may be necessary to remove the engine oil pan drain plug and drain a small amount of engine oil. If coolant is present in the pan, it will drain first because it is heavier than oil.

WARNING:

With radiator pressure tester tool installed on radiator, do not allow pressure to exceed 145 kPa (21 psi). Pressure will build up quickly if a combustion leak is present. To release pressure, rock tester from side to side. When removing tester, do not turn tester more than 1/2 turn if system is under pressure.

Operate the engine without the pressure cap on the engine pressurized coolant bottle until the thermostat opens. Attach a Pressure Tester to the filler neck. If pressure builds up quickly, it may indicate a combustion leak exists. This is usually the result of a cylinder head gasket leak or a crack in the engine. Repair as necessary.

If there is not an immediate pressure increase, pump the Pressure Tester until indicated pressure is within the system range of 110 kPa (16 psi). Fluctuation of the gauge pointer indicates compression or combustion leakage into the engine cooling system.

Because the vehicle is equipped with a catalytic converter, do not short out cylinders to isolate the compression leak.

If the needle on the dial of the pressure tester does not fluctuate, increase the engine RPM's a few times to check for an abnormal amount of coolant or steam. This would be emitted from the exhaust pipe. Coolant or steam from the exhaust pipe may indicate a faulty cylinder head gasket, cracked engine cylinder head or cylinder block.

09 - Engine, 2.0L / Diagnosis and Testing

CYLINDER LEAKAGE TEST

The combustion pressure leakage test provides an accurate means for determining engine condition.

Cylinder leakage testing will detect:

- Exhaust and intake valve leaks (improper seating).
- Leaks between adjacent cylinders or into water jacket.
- Any causes for combustion pressure loss.

- Check the coolant level and fill as required. DO NOT install the radiator cap.
- Start and operate the engine until it attains normal operating temperature, then turn the engine OFF.
- Remove the spark plugs.
- Remove the oil filler cap.
- Remove the air cleaner hose.
- Calibrate the tester according to the manufacturer's instructions. The shop air source for testing should maintain a regulated air pressure at 552 kPa (80 psi).
- Perform the test procedures on each cylinder according to the tester manufacturer's instructions. Set piston of cylinder to be tested at TDC compression.
- While testing, listen for pressurized air escaping through the throttle body, tailpipe and oil filler cap opening. Check for bubbles in the radiator coolant.

CYLINDER COMBUSTION PRESSURE LEAKAGE DIAGNOSIS CHART

CONDITION	POSSIBLE CAUSE	CORRECTION
AIR ESCAPES THROUGH THROTTLE BODY	Intake valve bent, burnt, or not seated properly.	Inspect valve and valve seat. Reface or replace, as necessary. Inspect valve springs. Replace as necessary.
AIR ESCAPES THROUGH TAILPIPE	Exhaust valve bent, burnt, or not seated properly.	Inspect valve and valve seat. Reface or replace, as necessary. Inspect valve springs. Replace as necessary.
AIR ESCAPES THROUGH RADIATOR	Head gasket leaking or cracked cylinder head or block.	Remove cylinder head and inspect. Replace defective part.
MORE THAN 50% LEAKAGE FROM ADJACENT CYLINDERS	Head gasket leaking or crack in cylinder head or block between adjacent cylinders.	Remove cylinder head and inspect. Replace gasket, head, or block as necessary.

ENGINE OVERHEAT DIAGNOSIS FLOW CHART

