STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Fuel Injector Leak

REFERENCE:	**TSB:** 14-003-26 REV. A **GROUP:** 14 - Fuel System	**Date:**	November 10, 2026	**REVISION:**	14-003-26
VEHICLES AFFECTED:	**2022 - **2027** (B1) Jeep Renegade** **2022 - **2027** (H1) Jeep Commander** **2022 - **2027** (M1) Jeep Compass** ****2027 (E1) Jeep Avenger**** **This bulletin applies to vehicles equipped with a 1.3L I4 Turbo MAIR DI Engine w/ESS E100 (Sales Code EYJ) **or a 1.0L I3 Turbo GSE Mair MHEV Flex+ESS (Sales Code EYB)****			**MARKET APPLICABILITY:** ☐ NA ☐ MEA ☒ SA ☐ IAP ☐ EE ☐ CH	
CUSTOMER SYMPTOM:	**Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs):** • P1336-00 - Multiple Cylinder Misfire. • P1337-00 - Cylinder 1 Misfire. • P1338-00 - Cylinder 2 Misfire. • P1339-00 - Cylinder 3 Misfire. • P1340-00 - Cylinder 4 Misfire. • P0300-00 - Multiple Cylinder Misfire. • P0301-00 - Cylinder 1 Misfire. • P0302-00 - Cylinder 2 Misfire. • P0303-00 - Cylinder 3 Misfire. • P0304-00 - Cylinder 4 Misfire. **Customers may also comment on one or more of the following:** • Unstable idle. • Abnormal engine noise.				
CAUSE:	****Fuel injector****				

This bulletin supersedes Technical Service Bulletin (TSB) 14-003-26, date of issue March 13, 2026, which should be removed from your files. All revisions are highlighted with **asterisks and include a new Consumables table, updated models, model years, sales codes, Cause, part numbers and Repair Procedure.**

REPAIR SUMMARY:

This bulletin involves diagnosing and possibly cleaning the fuel injection system with an approved product or replacing the fuel injectors and the high pressure tube.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
14-30-20-9S	Injector and High Pressure Tube - **Replace One Injector** (0 - Introduction)	1 - Engine Repair and Performance	0.7 Hrs.
14-30-20-9T	Injectors and High Pressure Tube - **Replace Two Injectors** (0 - Introduction)	1 - Engine Repair and Performance	0.7 Hrs.
14-30-20-9U	Injectors and High Pressure Tube - **Replace Three Injectors** (0 - Introduction)	1 - Engine Repair and Performance	0.7 Hrs.
14-30-20-9V	Injectors and High Pressure Tube - **Replace Four Injectors** (0 - Introduction)	1 - Engine Repair and Performance	0.7 Hrs.
Failure Code	ZZ	Service Action	

SPARE PARTS:

Qty	Part No.	Description	Notes
(AR)	**46360230	Fuel Injector**	
1 (AR)	**46341585	High Pressure Pipe**	(Ramp/High Pressure Pump)

NOTE: **If one or more injectors are defective, replace only the defective injector(s) and the high-pressure fuel line that connects the fuel rail to the high-pressure pump. It is not necessary to replace the complete set of injectors.**

**CONSUMABLES:

Qty	Part No.	Description	Notes
1	2850000479	Isotech 012 GDI Injector Cleaner	

NOTE: The product listed in this table should be used only after completing the tests described in the "READING FAULT CODES (DTC)" and "DIAGNOSIS" sections, when the need to clean the fuel system has been confirmed based on a history of refueling with fuel that does not meet the manufacturer's specifications. This condition does not constitute a manufacturing defect. The associated costs must be approved by the customer in advance and are not covered by the contractual warranty.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–
GDI Flex" Injector Cleaner Applicator	2850000486	–
Endoscope	Código: EQ-10353143	–

READING DEFECTS (DTC):

1. Attach the guards to the vehicle (front seats, steering wheel, gear selection lever and parking brake lever/ button.
2. Position the vehicle at the workplace.
3. Open the bonnet.
4. Fit the body guards (front fenders and front panel).
5. Insert the MicroPod interface into the vehicle's OBD connector.
6. Perform ECM defect reading.
7. **Has DTC P0169 been recorded?
   - YES >>> Apply TSB 2026-10 before proceeding to the next step.
   - NO >>> Proceed to the next step.

   NOTE: Print the Vehicle Scan Report in PDF format.
8. Has DTC P0171 also been recorded?
   - YES >>> Apply TSB 2026-16 before proceeding to the next step.
   - NO >>> Proceed to the next step.

   NOTE: Print the Vehicle Scan Report in PDF format.
9. Have any of the following DTCs been recorded: P1336, P1337, P1338, P1339, P1340, P0300, P0301, P0302, P0303, or P0304?
   - YES >>> Perform the steps in the "DIAGNOSIS" section.
   - NO >>> Do not apply this TSB.

   NOTE: Print the Vehicle Scan Report in PDF format.**

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 any of the symptoms listed above in the customer symptom section and a fuel injector leak is verified using the Endoscope, perform the Diagnosis Procedure.

1. Position the vehicle at the workplace.
2. Open the engine hood.
3. Fit the bodyguards (fenders and front bumpers).
4. **Check the percentage of ethanol present in the vehicle's fuel. If it is less than 60%, it is not necessary to clean the injection system.**
5. Run the motor up to the working temperature.
6. Connect wiTECH II to the vehicle.

7. Access the injection ramp pressure values in the injection control module (ECM) in graphical mode. To do this, choose the following parameters:
   - Engine speed (or engine speed).
   - Fuel rail pressure (or Fuel pressure instruction on common ramp high fuel pressure).
   - Desired Fuel Line Pressure (or Common Fuel Injection Chute Pressure)
   - Ignition deactivation time.
8. Turn off the engine, turn on the ignition and observe the pressure values of the injection ramp for one minute.
9. Observe if the graph read on the vehicle is as shown in the images of the examples below Fig. 1 and Fig. 2.

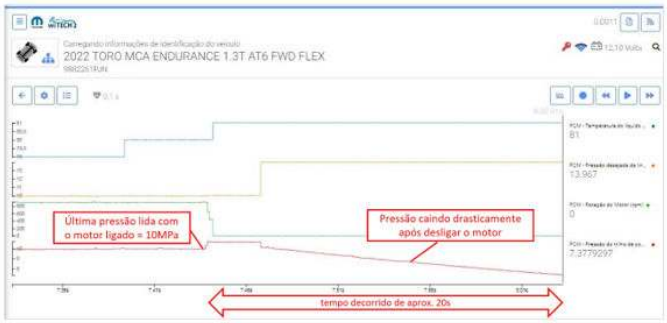

Fig. 1
Leak Test - KO Result



Fig. 2
Leak Test - KO Result

10. **Do the leak test results match the examples shown in Fig. 1 and Fig. 2?
    - YES >>> Print the screen or take a screenshot documenting the fuel rail pressure loss fault, including the "Fuel Rail Pressure" and "Desired Fuel Line Pressure" parameters, and attach it to the Warranty Claim and upload it to the SCP system. Then proceed to the next step.
    - NO >>> Do not apply this TSB.**
11. Open the hood and place the bodyguards on the fenders and front bumper.
12. With the engine off, still at working temperature, remove the spark plugs, according to operation "5510D10 - Spark plugs - Removal and Replacement".
13. Insert the end of the videoscope handle into each of the cylinders Fig. 3.



Fig. 3
Videoscope Test

14. With the help of an employee, ask him to turn the ignition key (or start the vehicle with the start button without pressing the brake pedal) without starting the engine.

    NOTE: Do not start the engine during the leak test of the injectors with the videoscope.

15. Keep contact on one minute per injector.
16. Check for fuel leakage through one of the injectors.

    NOTE: Repeat these steps with the videoscope on all injectors.

17. Below are two examples illustrating an OK injector (Compliant, no leaks) and KO injector (non-compliant, leaking) Fig. 4 and Fig. 5.



Fig. 4
OK Injector - No leakage



Fig. 5

Injector KO - Leaking

NOTE: **Add the videoscope image to the Warranty Claim (SG) attachments.**

18. Was a leak found through the tip of any of the injectors Fig. 5?
    - YES >>> Carry out the **REPAIR PROCEDURE**.
    - NO >>> Perform the **INJECTION SYSTEM CLEANING PROCEDURE**.

CLEANING PROCEDURE OF THE INJECTION SYSTEM:

NOTE: **The fuel system cleaning procedure should be performed only after completing the tests described in the "READING FAULT CODES (DTC)" and "DIAGNOSIS" sections, when the need for cleaning is associated with a history of refueling with fuel that does not meet the manufacturer's specifications. This condition does not constitute a manufacturing defect. The associated costs must be approved by the customer in advance and are not covered by the contractual warranty.**

1. Open the hood of the vehicle.
2. Fit the bodyguards (front fenders and front panel).
3. Open the fuse box cover in the engine compartment.
4. Remove the F009 fuse from the fuel pump.
5. Start the engine and keep it running until it stops running due to lack of fuel. Repeat this procedure described above three times to ensure that the fuel supply line is completely depressurized.
6. Replace the F009 fuse on the fuel pump.
7. Close the fuse box cover in the engine compartment.
8. Remove the complete air filter.
9. Disconnect the fuel inlet quickly coupling at the high-pressure fuel pump and insert a plug to ensure the pipe seals.
10. Prepare the "IT200E - GDI Flex Injector Cleaner Applicator" kit (PN: 2850000486), according to your equipment user manual.
11. Insert the quick coupling of the tool "IT200E - GDI Flex Injector Cleaner Applicator" (PN: 2850000486) into the inlet of the high-pressure fuel pump.
12. Pour the additive "Isotech 012 GDI Injector Cleaner" (PN: 2850000479) into the cylinder of the tool "IT200E - GDI Flex Injector Cleaner Applicator" (PN: 2850000486).
13. Pressurize the "IT200E - GDI Flex Injector Cleaner Applicator" kit (PN: 2850000486), according to your equipment user manual.
14. Start the engine.
15. Run the vehicle at idle speed until the product is finished when the engine turns off by itself.
16. Disconnect the equipment from the vehicle's power system.
17. Reconnect the quick fuel inlet coupling to the high-pressure fuel pump.
18. Reassemble the complete air filter.
19. Delete the DTCs recorded in the ECM control panel's memory with wiTECH.
20. Perform injector learning with wiTECH.
21. Start the engine and keep the engine running.
22. Remove the bodyguards on the front fenders and bumpers.
23. Close the hood of the vehicle.
24. Remove the vehicle at the workplace.
25. Release the vehicle for delivery to the customer.

REPAIR PROCEDURE:

1. **Replace the fuel injector(s) as required if defective and the fuel tube (rail / high pressure pump).** Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 1056F60 - Tubo Coletor de Combustível Único - Completo de Eletroinjetor Remoção/Recolocação.

   NOTE:
   - **If only one injector is defective, replace one injector and the fuel tube (rail / high pressure pump).**
   - **If two injectors are defective, replace only the two defective injectors and the fuel tube (rail / high pressure pump).**
   - **If three or all four injectors are defective, replace all four defective injectors and the fuel tube (rail / high pressure pump).**
2. Delete the DTCs recorded in the ECM control panel's memory with wiTECH.
3. Perform injector learning with wiTECH.

   CAUTION!
   Learning the injectors with wiTECH is essential after replacing the injectors, at the risk of generating DTC P0171 and/or P0172.
4. Start the engine and keep the engine running.
5. Remove the bodyguards on the front fenders and bumpers.
6. Close the hood of the vehicle.
7. Remove the vehicle at the workplace.
8. Release the vehicle for delivery to the customer.

   IMPORTANT! **When the need to replace a fuel injector has been confirmed, upload the Vehicle Scan Report generated by wiTECH, including the DTCs stored in the ECM memory, to the SCP system. Also attach the screenshots or PDF printouts documenting the fault before replacement to the corresponding Warranty Claim (SG). If the system is cleaned, submit the packaging of the product used along with the Warranty Claim (SG). The VIN and vehicle data must be entered correctly in wiTECH to identify the vehicle. Otherwise, the Warranty Claim (SG) may be canceled. For more information, refer to the current Warranty Manual and Stellantis Practical Information.**

NOTE: After applying this TSB, it is not necessary to send DID-I or DID-A.

POLICY:

Reimbursable within the provisions of the warranty.

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