

REFERENCE:	TSB: 18-006-26 GROUP: 18 - Vehicle Performance	Date:	January 29, 2026	REVISION:	18-042-22 REV. D
VEHICLES AFFECTED:	2021 (JT) Jeep Gladiator This bulletin applies to vehicles equipped with a 3.6L V6 VVT Engine Upgrade 1 (Sales Code ERC).			MARKET APPLICABILITY: ☒ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ CH NOTE: **This bulletin applies to the North America market.**	
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): **P08A6 – Gear Lever Position Sensor System – Multiple Sensor Correlation (Manual Transmission Only). - P152F – Engine Hood Switch 2 / Engine Hood Switch 1 Correlation.** - P0300 - Multiple Cylinder Misfire. - P152E - Engine Hood Switch 2 Circuit High. - P0032 - O2 Sensor 1/1 Heater Circuit High. - P0038 - O2 Sensor 1/2 Heater Circuit High - P0052 - O2 Sensor 2/1 Heater Circuit High - P0058 - O2 Sensor 2/2 Heater Circuit High. - P0132 - O2 Sensor 1/1 Circuit High. - P0138 - O2 Sensor 1/2 Circuit High. - P0152 - O2 Sensor 2/1 Circuit High. - P0158 - O2 Sensor 2/2 Circuit High - P2100 - Electronic Throttle Control Motor Circuit Customers may also comment on one or more of the following: ***"Service Transmission" message on in the Instrument Panel Cluster (IPC) due to clutch slip detection (Manual Transmission Only). NOTE: Customers might experience wheel spin or slippage and the PCM could interpreted the wheel spin or slippage as slipping the clutch too much and to avoid clutch damage, the customer may see the message in the IPC. - Vehicle is in limp home mode.** - Spark knock/detonation sound from the engine at idle. **Other software enhancements included: - Engine oil pump in high pressure mode with cold engine oil to improve valvetrain component reliability.**				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-042-22 REV. D, date of issue December 01, 2022, which should be removed from your files. All revisions are highlighted with **asterisks and includes new Market note, new DTC's, new Customer Symptoms and new LOP.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 22-233, date of issue December 01, 2022. All applicable 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.

REPAIR SUMMARY:

This bulletin involves reprogramming the PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-8A	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.
Failure Code	RF	Required Flash - RSU	
	CC	Customer Concern	

The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or Technical Service Bulletin.

- The “RF” failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RSU.
- The failure code “RF” (Required Flash) can no longer be used on Technical Service Bulletin flashes. The “RF” failure code must be used on an RSU.
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.

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, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	—	—

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. If issues arise when flashing a module using the wiTECH Diagnostic Application, please submit a ticket to the Helpdesk. The helpdesk can be found within the Help menu.
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.
3. Using wiTECH perform “Cam Crank Relearn” routine. This routine can be found in PCM “MiscFunctions”.

POLICY:

Reimbursable within the provisions of the warranty.

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.