

Technical Service Bulletin (TSB)
Fuel Injector Leak

REFERENCE:	TSB: 14-003-26 GROUP: 14 - Fuel System	Date:	March 13, 2026	REVISION:	14-009-25 REV. D
VEHICLES AFFECTED:	2022 - **2026** (B1) Jeep Renegade 2022 - **2026** (H1) Jeep Commander 2022 - **2026** (M1) Jeep Compass This bulletin applies to vehicles equipped with a 1.3L I4 Turbo MAIR DI Engine w/ESS E100 (Sales Code EYJ).			MARKET APPLICABILITY: ☐ NA☐ MEA ☒ SA☐ IAP ☐ EE☐ CH NOTE: This bulletin applies to the **Brazilian** 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): • **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:	Manufacturing issue				

This bulletin supersedes Technical Service Bulletin (TSB) 14-009-25 REV. D, date of issue December 20, 2025, which should be removed from your files. All revisions are highlighted with **asterisks and include updated model years, DTCs, Market Note, Repair Summary, Diagnostic section, Repair Procedure, additional Claims Data Note, Special Tool and Reading Defects and Cleaning Procedure Of The Injection System sections. Revisions not highlighted with asterisks include removal of the build date and DTCs.**

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	

NOTE: **Injection system cleaning cost is not covered in this TSB.**

SPARE PARTS:

Qty	Part No.	Description	Notes
(AR)	68771508AA - Mopar 46355952 - EMEA	Fuel Injectors	
1 (AR)	68440665AA - Mopar 46341585 - EMEA	Tube	(Ramp/High Pressure Pump)

NOTE: The number of injectors to replace will vary depending on the diagnosis performed.

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. Was DTC P1336 and/or P1337 and/or P1338 and/or P1339 and/or P1340 and/or P0300 and/or P0301 and/or P0302 and/or P0303 and/or P0304 registered?
 - YES >>> Perform step by step.
 - NO >>> Do not apply this TSB.

NOTE: Print on .PDF of the Vehicle Scan Report.

8. Has DTC P0169 also been registered?
 - YES >>> Perform step by step.
 - NO >>> Do not apply this TSB.
9. Has DTC P0171 also been registered?
 - YES >>> Do not apply this bulletin.
 - NO >>> Perform the steps in the "DIAGNOSIS" section.

NOTE: Print on .PDF of the Vehicle Scan Report.**

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. Run the motor up to the working temperature.
5. Connect wiTECH II to the vehicle.
6. 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 rail high fuel pressure).
 - Desired Fuel Line Pressure (or Common Fuel Injection Chute Pressure)
 - Ignition deactivation time.
- Turn off the engine, turn on the ignition and observe the pressure values of the injection ramp for one minute.
 - Observe if the graph read on the vehicle is as shown in the images of the examples below [Fig. 1](#) and [Fig. 2](#).

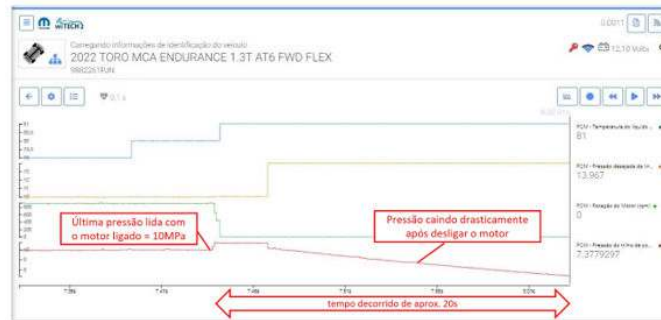


Fig. 1
Leak Test - KO Result



Fig. 2
Leak Test - KO Result

- Did the leak test results according to the images in the examples above?
 - YES >>> Do not apply this TSB.
 - NO >>> Print or capture the image (print screen) showing the injection ramp pressure loss failure with the parameters "Fuel rail pressure" and "Desired fuel line pressure" (for possible warranty submission) and proceed to the next step.
- Open the hood and place the bodyguards on the fenders and front bumper.
- With the engine off, still at working temperature, remove the spark plugs, according to operation "5510D10 - Spark plugs - Removal and Replacement".

12. Insert the end of the videoscope handle into each of the cylinders [Fig. 3](#).



Fig. 3

Videoscope Test

13. 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.

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

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

16. 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

17. 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:**

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. Reassembly 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 Eletroinjeter 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 is verified, it is necessary to attach the Vehicle Verification Report (Scan Report) generated by wiTECH (containing the DTCs stored in the memory of the ECM center) in the SCP system and the screenshots or PDF printouts of the screen demonstrating the failure before replacement for said Warranty Claim (SG). The chassis and data regarding the vehicle must be properly entered into wiTECH so that it can be correctly identified. If this does not occur, the Warranty Request (SG) may be reversed. For more information, please 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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