



NUMBER: 18-024-21

GROUP: 18 - Vehicle Performance

DATE: March 6, 2021

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This bulletin supersedes Technical Service Bulletin 18-053-20 REV. B, date of issue September 30, 2020, which should be removed from your files. All revisions are highlighted with **asterisks**** and include notes, parts table, additional steps to Diagnosis and the Repair Procedure and LOP.**

This Technical Service Bulletin has also been released as a Rapid Response Transmittal (RRT) 20-053, date of issue August 28, 2020. All applicable Un-Sold RRT VINs have been loaded. To verify this RRT service action is applicable to the Un-Sold vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. This RRT will expire 18 months after the date of issue.

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2020 (JT) Jeep Gladiator

NOTE: This bulletin applies to vehicles within the following markets/countries: North America.

NOTE: ****The TSB bulletin portion applies to vehicles equipped with a 3.6L V6 24V VVT Engine Up Grade I W/ESS (Sales Code ERC).****

NOTE: The RRT bulletin portion applies to vehicles built on or before July 10, 2020 (MDH 0710XX) equipped with a 3.6L V6 24V VVT Engine Up Grade I W/ESS (Sales Code ERC).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs).

- ****P0300 - Multiple Cylinder Misfire.**

NOTE: If DTC P0300 is present either alone or along with other DTCs listed within this bulletin the right intake camshaft **MUST** be replaced along with this software update (only if DTC P0300 is present). Refer to the detailed service procedures available in DealerConnect> Service Library under: Service Info> 09 - Engine, 3.6L / Cylinder Head / Camshaft, Engine / Removal and Installation> Right.

If just the software flash was done without the right intake camshaft being replaced the DTC P0300 may reoccur.

NOTE: If DTC P0300 is not present but other DTCs on this list below are present, perform just the software update.**

- P258B - Electronic Vacuum Pump Performance.
- C1252-92 - Vacuum Pump Control Circuit - Performance Or Incorrect Operation.
- P0456 - EVAP System Small Leak.

NOTE: If DTC P0456 is present use the wiTECH Small Leak Verification test (SLVT) to determine if a leak is present in the system.

- P1404 - EGR Close Position Performance.
- P1206 - Fuel Pump Control Module Open Circuit To Fuel Pump.

Upon diagnosing the vehicle the technician may find DTC P1206 set before flashing the vehicle, the correct DTC will now be P025A - Fuel Pump Module Control Circuit Open after the software update.

In addition the customer may notice one or more of the following:

- The Anti-Lock Brake System (ABS) light illuminates.
- The customer may notice an ability to shift into 1st gear at an unsafe speed **(MTX Only)**.
- Cluster displays "Autopark Engaged" even when autopark is no longer active.

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 a customer's VIN is listed in VIP or your RRT VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition or DTC, perform the repair.

1. ****Is DTC P0300 present?**
 - YES>>> Proceed to [Step 1](#) of the Repair Procedure.
 - NO>>> Proceed to [Step 2](#) of the Diagnosis Procedure.
2. Is the vehicle on the RRT VIN list and DTC P0300 is **not** present?
 - YES>>> Proceed to [Step 3](#) of the Diagnosis Procedure.
 - NO>>> Proceed to [Step 2](#) of the Repair Procedure.
3. Does the PCM control module have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-06-EP) to close the active RRT.
 - NO>>> Proceed to [Step 2](#) of the Repair Procedure.**

PARTS REQUIRED:

Qty.	Part No.	Description
**1 (AR)	05047913AC	Camshaft - Right Intake
1 (AR)	04893804AB	Gasket - Cylinder Head Cover, Right**

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.

NOTE: ****This Step 1 must only be performed if DTC P0300 is present.**

1. Replace the right intake camshaft. Refer to the detailed service procedures available in DealerConnect> Service Library under: Service Info> 09 - Engine, 3.6L / Cylinder Head / Camshaft, Engine / Removal and Installation> Right.

NOTE: After right intake camshaft replacement the PCM must still be updated with the latest available software. Proceed to Step 2 after camshaft repair.**

2. Reprogram the PCM with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
3. 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.
4. Perform Cam/Crank Re-Learn routine in wiTECH.
5. Reset the Fuel Adaptives.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-EP	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-DB	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.
09-05-01-98	Module, Powertrain Control (PCM) & Right Intake Camshaft - Inspect, Reprogram and Right Intake Camshaft - Replacement (3 - Highly Skilled)	1 - Engine Repair and Performance	3.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 5 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must choose which failure code to use depending on if this is a Rapid Response Transmittal (RRT) or 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 RRT.
- The failure code “RF” (Required Flash) can no longer be used on Service Bulletin flashes. **The “RF” failure code must be used on an RRT.**
- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used. When utilizing this failure code, the 3C’s must be supplied.

RF	Required Flash - RRT
CC	Customer Concern