



NUMBER: 18-042-22 REV. D

GROUP: 18 - Vehicle Performance

DATE: December 1, 2022

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This bulletin supersedes Technical Service Bulletin (TSB) 18-042-22 REV. C, date of issue October 19, 2022, which should be removed from your files. All revisions are highlighted with **asterisks**** and includes new RSU number, additional Diagnostic Trouble Code (DTC), repair step and LOPs.**

****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 Sold and Un-Sold 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. This RSU 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:

2021 (JT) Jeep Gladiator

NOTE: This bulletin applies to vehicles within the following markets/countries: North America, Enlarged Europe, India/Asia Pacific, Middle East/Africa and South America.

NOTE: This bulletin applies to vehicles equipped with a 3.6L V6 24V VVT Engine Upg I W/ESS (Sales Code ERC) and 8-SPD Auto 850RE Trans (Sales Code DFT).

SYMPTOM/CONDITION:

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

- ****P0300 - Multiple Cylinder Misfire.****
- P152E - Engine Hood Switch 2 Circuit High.
- P152F - Engine Hood Switch 2 / Engine Hood Switch 1 Correlation.
- 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.

In addition, customers may experience the following concern:

- Spark knock/detonation sound from the engine at idle.

DIAGNOSIS:

Using a Scan Tool (wiTECH 2) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, verify all related systems are functioning as designed. If any 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 RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition, perform the repair.

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. Is the vehicle on the RSU VIN list?
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Does the PCM have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP ****(18-19-06-9W)**** to close the active RSU.
 - NO>>> Proceed to [Step 3](#).
3. 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.
4. 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.
5. ****Using wiTECH perform "Cam Crank Relearn" routine. This routine can be found in PCM "Misc Functions".****

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
**18-19-06-9W	Module, Powertrain Control (PCM) - Inspect Only (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-9X	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.**

NOTE: The expected completion time for the flash download portion of this procedure is approximately 6 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 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.

RF	Required Flash - RSU
CC	Customer Concern