



NUMBER: 18-055-19 REV. A

GROUP: 18 - Vehicle Performance

DATE: November 19, 2019

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This bulletin supersedes Service Bulletin 18-055-19, dated June 27, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and include revised vehicle build dates. additional Diagnostic Trouble Codes (DTCs), symptom/conditions and LOP.**

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: This bulletin applies to vehicles built on or before **September 27, 2019 (MDH 0927XX)**** 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 DTCs.

- ****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 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- Cluster displays "Autopark Engaged" even when autopark is no longer active.**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 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 the customer describes the symptom/condition listed above or if the technician finds the DTC, perform the Repair Procedure.

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 software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-AM	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.2 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 use failure code CC with this Service Bulletin.

- 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 (customer's concern, cause and correction) must be provided for processing Service Bulletin flash/reprogramming conditions.

CC	Customer Concern
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