



NUMBER: 18-053-20 REV. A

GROUP: 18 - Vehicle Performance

DATE: August 28, 2020

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This bulletin supersedes Service Bulletin 18-053-20, dated July 11, 2020, which should be removed from your files. All revisions are highlighted with **asterisks**** and include converting to an RRT and LOP.**

****This Service Bulletin is also being released as Rapid Response Transmittal (RRT) 20-053, dated August 28, 2020. All applicable Sold and Un-Sold RRT VINs have been loaded. To verify this RRT 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.****

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 July 09, 2020 (MDH 0709XX) 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.

- P0300 - Multiple Cylinder Misfire.
- 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- Cluster displays "Autopark Engaged" even when autopark is no longer active.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 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 RRT VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition or DTC, perform the repair.**

1. 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 1](#) of 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-EP	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-ER	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 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