



NUMBER: 18-048-22 REV. A

GROUP: 18 - Vehicle Performance

DATE: May 11, 2022

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This bulletin supersedes Service Bulletin 18-048-22, dated March 8, 2022, which should be removed from your files. All revisions are highlighted with **asterisks**** and include additional symptom/condition and LOP.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 20-053, date of issue August 28, 2020. 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:

2020 (JT) Jeep Gladiator

NOTE: This bulletin applies to vehicles within the following markets/countries: North America, LATAM, APAC and EMEA.

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).

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.

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.

- P0441 - EVAP Purge System Performance.
- 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:

- ****Pinging/detonation sound from the engine after warm up at 1000-1500 RPM at low speed.****
- 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 the customer describes the symptom/condition listed above or if the technician finds the DTC, perform 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 2** must only be performed if DTC P0300 is present.

1. Is DTC P0300 present?
 - YES>>> Proceed to **Step 2** of the Repair Procedure.
 - NO>>> Proceed to **Step 3** of the Repair Procedure.
2. 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 3** after camshaft repair.

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. Perform Cam/Crank Re-Learn routine in wiTECH.
6. Reset the Fuel Adaptives.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-G6	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.
09-05-01-98	Module, Powertrain Control (PCM) - 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 use failure code CC with this Technical Service Bulletin.

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

CC	Customer Concern
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