

REFERENCE:	TSB: 18-060-24 GROUP: 18 - Vehicle Performance	Date:	July 9, 2024	REVISION:	18-001-22 REV A
VEHICLES AFFECTED:	2021 (JT) Jeep Gladiator This bulletin applies to with the 3.0L V6 Turbo Diesel Engine W/ESS (Sales Code EXJ) **and the 8-SPD Auto 8HP75 Trans (Buy-Germany) (Sales Code DFV).**			MARKET APPLICABILITY: <input checked="" type="checkbox"/> NA <input type="checkbox"/> CH <input checked="" type="checkbox"/> **EE** <input type="checkbox"/> IAP <input type="checkbox"/> SA <input type="checkbox"/> MEA	
CUSTOMER SYMPTOM:	<p>**Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs):</p> <ul style="list-style-type: none"> ● P2463 - Particulate Filter Restriction - Soot Accumulation Bank 1. (EE Market Only)** ● P016F - Closed Loop Fuel Pressure Control At Limit - Pressure Too Low. ● P025C - Fuel Pump Module Control Circuit Low. ● P0300-00 - Multiple Cylinder Misfire. ● P0301-00 - Cylinder 1 Misfire. ● P0302-00 - Cylinder 2 Misfire. ● P0303-00 - Cylinder 3 Misfire. ● P0304-00 - Cylinder 4 Misfire. ● P0305-00 - Cylinder 5 Misfire. ● P0403-00 - EGR Control Circuit Open (Disabled Fault). ● P208B - Reductant Pump 1 Control Performance. ● P04DB - Crankcase Ventilation System Disconnected. ● P040F - EGR Temperature Sensor A-B Correlation. ● P225D - Nox Sensor 1/1 Performance - Signal Stuck Low. ● P0088 - Fuel Rail Pressure Too High. ● P0404 - EGR "A" Control Circuit Range/Performance. ● P20C6 - Reductant Heater 4 Control Circuit Performance. ● P0524 - Low oil pressure (during start up in cold ambient temps). ● P249C-00 - Excessive Time To Enter Closed Loop Reductant Injection Control. ● P02E8-00 - Diesel Intake Air Flow Position Sensor Circuit Low. ● P20FB-00 - Reductant Pump 2 Control Performance. ● P065A-00 - Generator System Performance. <p>Customers may experience one or more of the following:</p> <ul style="list-style-type: none"> ● Slow acceleration. ● Reduced vehicle speed & torque in high and 4 low. ● Poor cold idle stability. ● Poor idle quality with AC on. ● Excessive engine speed oscillations at tachometer red-line. ● Following a long key-on situation, poor cold start and idle stability. ● Cold hard start/extended crank. ● Block heater not providing a proper cold start and stable idle. ● High idle speeds at altitude when remote start is active. ● The cruise control and speed limited set speed doesn't match the speedometer. It could be up to 2.5 kph (1.5 mph) difference. 				

	<p>Other Software enhancements:</p> <ul style="list-style-type: none"> • Low speed engine idle improvements. • Improved engine restart performance and torque response during low fuel level and/or hot ambient conditions. • Corrects instances of vehicles restarting once SRC Inducement is active, and the mileage countdown has expired. • Reduce engine delay during cold start garage shifts. • Improve idle stability, Improvement of cold start and combustion stability after start during cold ambient temperatures. • Eliminate turbocharger surge on tip-out. • Eliminate idle oscillation in park and drive. • Speedometer accuracy improvement(s). • Cruise control updates. • Battery durability improvements in hot ambient temperatures.
CAUSE:	PCM software

This bulletin supersedes Technical Service Bulletin (TSB) 18-001-22 REV A, date of issue November 29, 2022, which should be removed from your files. All revisions are highlighted with **asterisks**** and include the addition of a sales code, an updated Customer Symptom statement, adding an additional DTC, adding an additional market, an updated RSU statement, Claims Data statement, Repair Procedure and a new LOP.**

****This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 22-001, date of issue January 05, 2022. All applicable 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.****

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-04-TE	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.
18-19-04-90	Module, Powertrain Control (PCM) - Diagnose DTC P2463 and Reprogram - EE Only (0 - Introduction)	1 - Engine Repair and Performance	0.4 Hrs.
Failure code	CC	Customer Concern	

****The dealer must use failure code CC with this Technical Service Bulletin.**

- If the customer’s concern matches the SYMPTOM 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.**

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 any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.****

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–

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 this an EE market vehicle?**
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 5](#).
2. Is DTC P2463 - Particulate Filter Restriction - Soot Accumulation Bank 1 set?
 - YES>>> Proceed to [Step 3](#).
 - NO>>> Proceed to [Step 5](#).
3. Perform the DTC diagnostics listed in Service Library for P2463 up to step 5.
4. Does the Diesel Particulate Filter (DPF) stabilize at or below 1.00?
 - YES>>> Proceed to [Step 5](#).
 - NO>>> Further diagnosis is required. Continue DTC P2463 diagnostics. This bulletin does not apply.
5. Reprogram the PCM with the latest software. If issues arise when flashing a module using the wiTECH Diagnostic Application, please submit a ticket to the Helpdesk. The helpdesk can be found within the Help menu.**
6. Clear any DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allows them to be cleared.

POLICY:

Reimbursable within the provisions of the warranty.

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