

<b>REFERENCE:</b>	<b>TSB:</b> 18-154-22 REV. A <b>GROUP</b> 18 - Vehicle Performance	<b>Date:</b>	November 29, 2022	<b>REVISION:</b>	18-154-22
<b>VEHICLES AFFECTED:</b>	2023 <b>**JT</b> Jeep Gladiator <b>**</b> Vehicle built on or before November 21, 2022 (MDH 1121XX) equipped with a 3.6L V6 24V VVT Engine Up Grade IW/ESS (Sales Code ERC).			<b>MARKET APPLICABILITY:</b>	
<b>CUSTOMER SYMPTOM:</b>	<ul style="list-style-type: none"> <li>P0300 - Multiple Cylinder Misfire.</li> </ul>				
<b>CAUSE:</b>	PCM Software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-154-22, date of issue November 24, 2022, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include correction to vehicle and release date.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 22-228, date of issue **\*\*November 24, 2022\*\***. All applicable Un-Sold RSU VINs have been loaded. To verify this RSU service action is applicable to the Un-Sold vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. This RSU will expire 18 months after the date of issue.

#### CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
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.
Failure code	RF	Required Flash	
	CC	Customer Concern	

**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.

#### 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 Diagnostic Trouble Codes (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 or DTC, perform the repair.

**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 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.

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