



NUMBER: 18-084-16

GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETINS 18-052-15 REV. A, DATED NOVEMBER 21, 2015, 18-046-15, DATED MAY 27, 2015 AND 18-089-15, DATED NOVEMBER 20, 2015, WHICH SHOULD ALL BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs) AND LOP.**

FOR HELP WITH USING wiTECH FOR ECU FLASH REPROGRAMMING, CLICK ON THE APPLICATION'S "HELP" TAB.

THE wiTECH SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.

SUBJECT:

Flash: 5.7L Diagnostic And System Improvements

OVERVIEW:

This bulletin involves reprogramming of the Powertrain Control Module (PCM) with the latest software.

MODELS:

2013 - 2014 (LC)	Dodge Challenger
2013 - 2015 (LD)	Dodge Charger
2013 - 2015 (LX)	Chrysler 300
2015 (LA)	Dodge Challenger

NOTE: This bulletin applies to vehicles equipped with the 5.7L engine (Sales Codes EZC or EZH).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs):

- ****P0456** - Evap System Small Leak.
- P2610 - PCM Internal Engine Off Timer Performance.
- P2299 - Brake Pedal Position / Accelerator Pedal Position Incompatible.
- P0335 - Crankshaft Position Sensor Circuit. **(2014-2015 MY)****
- U0140 - Lost Communication With Body Control Module. **(LC, LD and LX).**

- P1621 - O2 Sensor Reference Voltage Circuit Low.
- P1622 - O2 Sensor Reference Voltage Circuit High.
- P0606 - Internal Control Processor.
- P0300 - Multiple Cylinder Misfire.
- P219A - Bank 1 Air-Fuel Ratio Imbalance.
- P219B - Bank 2 Air-Fuel Ratio Imbalance.
- P0307 - Cylinder 7 Misfire.
- P2096 - Downstream Fuel Trim System 1 Lean.
- P2097 - Downstream Fuel Trim System 1 Rich.

Additional Symptoms:

- Technicians may find that the original vehicle Frequency Operated Button Integrated Key (FOBIK) does not function properly following replacement of the Wireless Ignition Node (WIN/WCM). The Secret Key information stored in the PCM may be corrupt. This update will restore the PCM's ability to store/transfer valid Secret Key information (**LC vehicles**).
- Accuracy improvements for the Automatic Oil Change Indicator (AOCI) system.
- Engine buck or delay feeling during low speed driving.
- Less than desired engine performance during Multiple Displacement System (MDS) mode transitions.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, 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 DTCs, 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. Perform the "PCM Replaced" function located in wiTECH under the WCM/WIN module view under the Miscellaneous Functions tab. This will transfer the current/valid Secret Key information from the WIN/WCM to the PCM. (**applies only to LC vehicles**).
3. 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-LF	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 3 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. If the customer came in with an issue and if the dealer finds a software update to correct that issue, use failure code CC, for all other use failure code RF.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used.
- If an available flash is completed while addressing a different customer concern, failure code RF is to be used.

CC	Customer Concern
RF	Routine Flash