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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES TECHNICAL SERVICE BULLETIN 18-011-15 REV. A, DATED MARCH 11, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES ADDITION OF 3.0L ENGINE, DIAGNOSTIC TROUBLE CODES (DTCs) AND LABOR OP.**

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: Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2015	(LA)	Dodge Challenger
2015	(LX)	Chrysler 300
2015	(LD)	Dodge Charger

NOTE: This bulletin applies to vehicles equipped with 3.6L V6 24V VVT Engine (Sales Code ERB) equipped with 8-SPD Auto 845RE Trans (Sales Code DFL) or equipped with 8-SPD Auto 8HP45 Trans (Sales Code DFG) or equipped with 5-Speed Auto W5A580 Transmission (Sales Code DGJ).

NOTE: This bulletin applies to LX vehicles equipped with **3.0L V6 24V VVT Engine (Sales Code EHD) equipped with 8-SPD Auto 845RE Trans (Sales Code DFL).******

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following (DTCs) set in the PCM memory:

- **P0456 - EVAP System Small Leak.
- P0335 - Crankshaft Position Sensor Circuit.
- P2610 - PCM Internal Engine Off Timer Performance.**
- U0140 - Lost Communication With Body Control Module. Attempting to clear the DTC will be unsuccessful.
- P0300 - Multiple Cylinder Misfire.
- P0573 - Brake Switch 1 Stuck Off.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related systems are functioning as designed. If DTCs other than the ones listed above are present, record them on the repair order and repair as necessary before proceeding further with this bulletin.

Customers that describe the symptom/condition, or if the technician finds any of the DTCs listed above 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.

NOTE: After PCM reprogramming, the following must be performed:

2. 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 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-KK	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 5 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