SERVICE BULLETIN

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-035-15 REV. A, DATED JUNE 23, 2015 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS** AND INCLUDE UPDATED SYMPTOMS AND LABOR OPERATION.

HELP USING THE wiTECH DIAGNOSTIC APPLICATION FOR FLASHING AN ECU IS AVAILABLE BY SELECTING "HELP" THEN "HELP CONTENTS" AT THE TOP OF THE wiTECH DIAGNOSTIC APPLICATION WINDOW.

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

SUBJECT:
Flash: 6.2L / 6.4L Diagnostic And System Improvements

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

MODELS:

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

NOTE: **This bulletin applies to LA and LD vehicles built on or before July 22, 2015 (MDH 0722XX) equipped with a 6.2L Engine (Sales Code ESD).**

NOTE: This bulletin applies to LA, LD and LX vehicles built on or before June 6, 2015 (MDH 0606XX) equipped with 6.4L Engine (Sales Codes ESG or ESH).

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

(LA) Challenger and (LD) Charger (Sales Code ESD Only)

- **P0513 - Invalid Skim Key.**
This code is set during remote starting the vehicle and nearly simultaneously pressing the Key Fob button against the Keyless Ignition Node (KIN), causing an engine stall.

In addition the PCM software also enables freeze frame/failure records to be stored for the following Diagnostic Trouble Codes:

- **P0102 - MAF sensor circuit shorted to ground.**
- **P0103 - MAF Sensor Circuit shorted High.**
- **P0607 - ECU Internal Performance.**
- **P060E - Level 2 TPS sensor coherency check has failed.**
- **P1610 - Supercharger Bypass Valve Position Sensor 1 Circuit Low.**
- **P1611 - Supercharger Bypass Valve Position Sensor 1 Circuit High.**
- **P1616 - Supercharger Bypass Valve Position Sensor 2 Circuit Low.**
- **P1617 - Supercharger Bypass Valve Position Sensor 2 Circuit High.**
- **P1620 - Supercharger Bypass Valve Control Open Circuit.**
- **P1627 - Supercharger Bypass Valve Position Sensor 1/2 Correlation.**
- **P162A - Supercharger Bypass Valve Actuator Control System - Max PWM Exceeded.**
- **P162C - Supercharger Bypass Valve Control Circuit.**
- Unable to accurately increase or decrease the cruise control set speed using the resume or set buttons while the instrument cluster is set on metric units. Instead of changing vehicle speed by 1 KPH when pressing the buttons, the vehicle speed will increase approximately 1.6 KPH.
- Slight spark knock condition during aggressive high speed driving which may prevent the vehicle from achieving maximum top speed.
- P1217 - Active Exhaust Valve 1 Performance.
- P121B - Active Exhaust Valve 2 Performance.
- P2227 - Barometric Pressure Circuit Performance.

(LA) Challenger (LD) Charger (LX) 300 (Sales Codes ESG and ESH)

- Unable to accurately increase or decrease the cruise control set speed using the resume or set buttons while the instrument cluster is set on metric units. Instead of changing vehicle speed by 1 KPH when pressing the buttons, the vehicle speed will increase approximately 1.6 KPH.
- Slight spark knock condition during aggressive high speed driving which may prevent the vehicle from achieving maximum top speed.
- P1217 - Active Exhaust Valve 1 Performance.
- P121B - Active Exhaust Valve 2 Performance.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine 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 available software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the "HELP" tab on the upper portion of the wiTECH window, then "HELP CONTENTS." This will open the Welcome to wiTECH Help screen where help topics can be selected.
2. 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-DY	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	8 - Engine 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 the dealer found updated software 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, than 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