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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-045-16, DATED APRIL 16, 2016 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE UPDATED DIAGNOSTIC TROUBLE CODES (DTCs), SOFTWARE ENHANCEMENT 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: Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

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

NOTE: This bulletin applies to vehicles equipped with a 6.4L V8 SRT Hemi MDS Engine (Sales Code ESG) or a 6.4L V8 SRT Hemi Engine (Sales Code ESH).

SYMPTOM/CONDITION:

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 DTCs:

- **P2299 - Brake Pedal Position/Accelerator Pedal Position Incompatible.
- P0456 - EVAP System Small Leak.
- P2610 - PCM Internal Engine Off Timer Performance.
- P2172 - High Airflow/Vacuum Leak Detected (Instantaneous Accumulation).
- P0123 - Throttle Position Sensor 1 Circuit High.
- P0223 - Throttle Position Sensor 2 Circuit High.
- P0122 - Throttle Position Sensor 1 Circuit Low.
- P0222 - Throttle Position Sensor 2 Circuit Low.
- P0335 - Crankshaft Position Sensor Circuit.
- P0339 - Crankshaft Position Sensor Intermittent.**
- P1217 - Active Exhaust Valve 1 Performance.
- P121B - Active Exhaust Valve 2 Performance.

**The following software enhancement is also available:

- Change to purge vapor control calibration.**

In addition, customers may also comment on the following:

- 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.

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 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. 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-MF	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