



NUMBER: 18-102-16

GROUP: Vehicle Performance

DATE: September 07, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETINS 18-004-12, DATED JANUARY 28, 2012, 18-023-12, DATED AUGUST 10, 2012, 18-043-13, DATED SEPTEMBER 24, 2013, 18-014-14, DATED MARCH 11, 2014 AND 18-003-15, DATED JANUARY 13, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE AN ADDITIONAL DIAGNOSTIC TROUBLE CODE (DTC) 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: Powertrain Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2012 - 2014 (JS) Chrysler 200/Dodge Avenger

**NOTE: This bulletin applies to vehicles within the following markets/countries:
NAFTA.**

NOTE: This bulletin applies to vehicles equipped with a 3.6L V6 V.V.T. Engine (Sales Code ERB).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that the following DTCs have been set:

- **U0140 - Lost Communication With Body Control Module.**
- P0441 - EVAP Purge System Performance.
- P0420 - Catalyst Efficiency (Bank 1).
- P0430 - Catalyst Efficiency (Bank 2).
- P0133 - O2 Sensor 1/1 Slow Response.
- P0153 - O2 Sensor 2/1 Slow Response.
- P0300 - Multiple Cylinder Misfire.
- P0301 - Cylinder 1 Misfire.
- P0302 - Cylinder 2 Misfire.
- P0303 - Cylinder 3 Misfire.
- P0304 - Cylinder 4 Misfire.
- P0305 - Cylinder 5 Misfire.
- P0306 - Cylinder 6 Misfire.
- P113D - O2 Sensor 1/1 Slow Response (High Frequency).
- P113E - O2 Sensor 2/1 Slow Response (High Frequency).
- P0108 - Manifold Absolute Pressure Sensor Circuit High.
- P0606 - Internal Control Processor.
- P0204 - Fuel Injector 4 Circuit/Open.

In addition, the customer may notice the following conditions:

- 1 - 2 upshift clunk or bump.
- 4 - 5 upshift clunk or bump.
- 5 - 6 upshift clunk or bump.
- 6 - 5 downshift clunk or bump.
- 6 - 4 downshift clunk or bump.
- RPM fluctuating or jerking feeling while operating in cruise control. Condition is more noticeable when the vehicle is going up and down grades.
- A less than desired idle speed after performing a hard braking maneuver.

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 DTC, 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 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-ME	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