



NUMBER: 18-065-15

GROUP: Vehicle Performance

DATE: September 25, 2015

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-028-11, DATED MAY 27, 2011, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES SOFTWARE ENHANCEMENTS.**

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: Driveability Improvements

OVERVIEW:

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

MODELS:

2011	(JC)	**Dodge** Journey
2011	(JS)	**Chrysler** 200/ **Dodge** Avenger

NOTE: **This Service Bulletin applies to JC vehicles equipped with a 3.6L engine (sales code ERB).******

NOTE: This Service Bulletin applies to JC vehicles equipped with a 2.4L engine (sales code ED3) built on or before April 11, 2011.

NOTE: This Service Bulletin applies to JS vehicles equipped with a 2.4L engine (sales code ED3 or EDG) built on or before April 11, 2011.

SYMPTOM/CONDITION:

****The technician may find the following Diagnostic Trouble Code (DTCs) set in the Powertrain Control Module (PCM) memory:**

- U0140 - Lost Communication With Body Control Module. **(JC body W/3.6L engine only).**

NOTE: Attempting to clear this DTC will be unsuccessful.**

Some customers may experience any of the following:

- Long crank times when temperature is between 20°F and 25°F (-6°C and -3°C) and 60°F and 65°F (15°C and 18°C) **(JC and JS bodies).**
- Engine RPM fluctuation on closed throttle deceleration between 30 MPH and 20 MPH (48 KPH and 32 KPH) **(JC and JS bodies).**
- Slightly elevated RPM (100 RPM) while driving slow or parking lot driving conditions **(JC body only).**

Updating the PCM software will correct the conditions listed above.

DIAGNOSIS:

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

If the technician finds any of the DTCs and/or symptom/conditions 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 "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.

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-EP	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 ****4**** 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**