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GROUP: Vehicle Performance

DATE: November 20, 2015

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-038-13, DATED SEPTEMBER 05, 2013 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE UPDATED SOFTWARE RELEASE LEVEL, MODEL LIST, MARKETS, SYMPTOM/CONDITION, LABOR OPERATION, ADDED EXPECTED COMPLETION TIME AND NEW FAILURE CODE.**

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: Diagnostic And System Improvements/Enhancements

OVERVIEW:

This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software.

MODELS:

2013	(LC)	Dodge Challenger
2013	(LX)	Chrysler 300
2013	(LD)	Dodge Charger

NOTE: **This bulletin applies to vehicles within the following markets/countries: NAFTA, EMEA, APAC and LATAM.******

NOTE: This bulletin applies to vehicles equipped with a 5.7L Engine (Sales Code EZH or EZC).

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more one of the following Diagnostic Trouble Codes (DTCs) set in the Powertrain Control Module (PCM):

- **U0140 - Lost Communication With Body Control Module.**
- P0456 - Evap System Small Leak.

DIAGNOSIS:

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

If the customer describes the symptom/condition or if the technician finds a 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 software. Help using the wiTECH Diagnostic Application for flashing control modules is available through the wiTECH Diagnostic Application. For instructions select the "HELP" tab on 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 any DTCs that may have been set in other modules 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-GA	Module, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled)	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 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