



NUMBER: 18-074-15 REV. A

GROUP: Vehicle Performance

DATE: December 08, 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 18-074-15, DATED OCTOBER 20, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE UPDATED SYMPTOMS/CONDITIONS AND LABOR OPERATIONS.**

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: 6.4L Powertrain Diagnostic And System Enhancements

OVERVIEW:

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

MODELS:

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

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

NOTE: **This bulletin applies to LD and LX vehicles equipped with a 6.4L engine (Sales Code ESG) and a five speed automatic transmission (Sales Code DGJ).

NOTE: This bulletin applies to LC vehicles equipped with a 6.4L engine (Sales Code ESG or ESH) and a five speed automatic transmission (Sales Code DGJ) or a six speed manual transmission (Sales Code DEC).**

SYMPTOM/CONDITION:

****A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following Diagnostic Trouble Codes (DTCs) set in the PCM memory:**

- P0122 - Throttle Position Sensor 1 Circuit Low.
- P0123 - Throttle Position Sensor 1 Circuit High.
- P0222 - Throttle Position Sensor 2 Circuit Low.
- P0223 - Throttle Position Sensor 2 Circuit High.**
- U0140 - Lost Communication With Body Control Module (Attempting to clear this DTC will be unsuccessful).

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 technician finds the DTC 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. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT, Refer To Group 8 - Electrical > Electronic Control Modules - Service Information > Module - Powertrain Control > Standard Procedures > PCM/ECM Programming.
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-GH	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, 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