SERVICE BULLETIN

NUMBER: 18-080-16

GROUP: Vehicle Performance

DATE: July 08, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETINS 18-020-12, DATED JULY 20, 2012, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs), REMOVAL OF BUILD DATE 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 Enhancements

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

MODELS:

2011 - 2012	(JS)	Chrysler 200 Dodge Avenger

NOTE: This bulletin applies to vehicle equipped with a 2.4L I4 DOHC 16V DUAL VVT Engine (Sales Code ED3) or 2.4L I4 PZEV 16V DUAL VVT Engine (Sales Code EDG) equipped with 4-Speed Automatic VLP Transmission (Sales Codes DFF) or equipped with 6-Speed Automatic 62TE Transmission (Sales Codes DG2).

SYMPTOM/CONDITION:
Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs) set in the PCM:

- **U0140 - Lost Communication With Body Control Module (BCM) **(2012 MY only).**
- P0116 - Engine Coolant Temperature Sensor Performance **(2012 MY only).****
- P2173 - High Airflow/Vacuum Leak Detected (Slow Accumulation).

The following transmission enhancements are also included in this software update:

- 3-2 downshift clunk or bump **(2012 Sales Code DG2 only).**
- 4-3 downshift clunk or bump **(2012 Sales Code DG2 only).**
- 1-2 upshift clunk or bump **(2012 Sales Code DG2 only).**
- 4-5 upshift clunk or bump **(2012 Sales Code DG2 only).**
- 5-6 upshift clunk or bump **(2012 Sales Code DG2 only).**
- RPM Fluctuating or jerking feeling between 96 KPH (60 MPH) to 112 KPH (70 MPH) while operating in cruise control.

DIAGNOSIS:
Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related systems are functioning as designed. If DTCs other than the one listed 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 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 software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
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-LA	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 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