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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-039-13, DATED SEPTEMBER 13, 2013 AND BULLETIN 18-015-14, DATED MARCH 11, 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. THIS IS A COMPLETE REVISION AND NO ASTERISKS HAVE BEEN USED TO HIGHLIGHT REVISIONS.

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: 5.7L Powertrain Diagnostic And System Enhancements

OVERVIEW:

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

MODELS:

2013 - 2014	(LC)	Dodge Challenger
2014	(LD)	Dodge Charger
2014	(LX)	Chrysler 300

NOTE: This bulletin applies to vehicles within the following markets/countries: North America.

NOTE: This bulletin applies to vehicles equipped with 5.7L V8 HEMI engine (sales code EZH or EZC).

SYMPTOM/CONDITION:

A small number of customers may experience one or more of the following symptoms or a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more Diagnostic Trouble Codes (DTCs).

- DTC: U0140 - Lost Communication With Body Control Module (TIPM) stored in the Engine Control Module (ECM) memory (**applies only to LC vehicles**).

- DTC: P1621 - O2 Sensor Reference Voltage Circuit Low
- DTC: P1622 - O2 Sensor Reference Voltage Circuit High
- DTC: P0606 - Internal Control Processor
- DTC: P219A - Air-Fuel Ratio Cylinder Imbalance Bank 1
- P0300 - Multiple Cylinder Misfire (**applies only to vehicles using a block heater in ambient temperatures greater than -20°F (-29°C)**)
- Technicians may find that the original vehicle Frequency Operated Button Integrated Key (FOBIK) does not function properly following replacement of the Wireless Ignition Node (WIN/WCM). The Secret Key information stored in the PCM may be corrupt. This update will restore the PCM's ability to store/transfer valid Secret Key information (**applies only to LC vehicles**).
- Accuracy improvements for the Automatic Oil Change Indicator (AOI) system.

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 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 "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.
2. Perform the "PCM Replaced" function located in wiTECH under the WCM/WIN module view under the Miscellaneous Functions tab. This will transfer the current/valid Secret Key information from the WIN/WCM to the PCM. (**applies only to LC vehicles**).
3. 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-DM	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