



**NUMBER:** 18-066-22

**GROUP:** 18 - Vehicle Performance

**DATE:** March 31, 2022

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**This bulletin supersedes Technical Service Bulletin 18-032-20, dated April 04, 2020, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include additional Diagnostic Trouble Code (DTCs), symptom/condition and LOP.**

**SUBJECT:**

Flash: Powertrain Control Module (PCM) Updates

**OVERVIEW:**

This bulletin involves reprogramming the PCM with the latest available software.

**MODELS:**

2019 (LA) Dodge Challenger

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

**NOTE:** This bulletin applies to vehicles equipped with a 6.2L V8 Supercharged HO Engine (Sales Code ESJ) and a 8-SPD Auto HP90 Transmission (Sales Code DFE).

**SYMPTOM/CONDITION:**

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that one or more of the following DTCs have been set:

- **\*\*P0452 - EVAP Pressure Switch Stuck Closed.**
- P0455 - EVAP System Large Leak.
- P0440 - General EVAP System Failure.**\*\***
- P0456 - EVAP System Small Leak.

**NOTE:** If DTC P0456 is present use the wiTECH Small Leak Verification test (SLVT) to determine if a leak is present in the system.

Customers may also experience one or more of the following:

- **\*\*Vehicle will fail to start when cold at times.\*\***
- Noise heard from the drivetrain while stationary and vehicle is in Sport/Track modes.
- Extended engine crank times.

**DIAGNOSIS:**

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed 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 application's "HELP" tab.
2. Clear any DTCs that may have been set in any 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-D2       | Module, Powertrain Control (PCM)<br>- Reprogram<br>(0 - Introduction) | 1 - Engine Repair and Performance | 0.3 Hrs.** |

**NOTE:** The expected completion time for the flash download portion of this procedure is approximately 7 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

**FAILURE CODE:**

The dealer must use failure code CC with this Technical Service Bulletin.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used.
- When utilizing this failure code the 3C's (customer's concern, cause and correction) must be provided for processing Technical Service Bulletin flash/reprogramming conditions.

|    |                  |
|----|------------------|
| CC | Customer Concern |
|----|------------------|