



NUMBER: 18-006-15

GROUP: Vehicle Performance

DATE: January 17, 2015

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-061-14 REV. A, DATED OCTOBER 31, 2014, 18-040-14 DATED SEPTEMBER 09, 2014 AND 18-011-14 DATED FEBRUARY 20, 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 LEVEL MUST BE AT 15.02 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:

Flash: 2.4L Powertrain Diagnostic and System Improvements

OVERVIEW:

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

MODELS:

2013-2015	(PF)	Dodge	Dart
2015	(UF)	Chrysler	200

NOTE: This bulletin applies to vehicles built on or before October 31, 2014 (MDH 1021XX) equipped with a 2.4L engine (sales codes ED6, ED8, EDD, or EDE).

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:

2015 UF Vehicles.

- P2172 - High Airflow/Vacuum Leak Detected.
- P1D73 - AGS Performance.
- U0140 - Lost Communication With Body Control Module.

2015 PF Vehicles.

- P219A - Bank 1 Air-Fuel Ratio Imbalance.

- P2172 - High Airflow/Vacuum Leak Detected.
- P1D73 - AGS Performance.
- U0140 - Lost Communication With Body Control Module.

2013-2014 PF Vehicles.

- P219A - Bank 1 Air-Fuel Ratio Imbalance.
- P2251 - O2 Sensor 1/1 Negative Current Control Circuit Open.
- P106A - Cylinder 3 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P2172 - High Airflow/Vacuum Leak Detected.
- P1D73 - AGS Performance.
- U0140 - Lost Communication With Body Control Module.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all vehicle 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.

Customers that describe the symptom/condition 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 "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.

NOTE: After PCM reprogramming, the following must be performed:

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 the tech to clear them.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-BF	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	8 - Engine Performance	0.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 6 minutes. Actual flash download times may be effected by vehicle connection and network capabilities.

FAILURE CODE:

FM	Flash Module
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