



**NUMBER:** 18-075-15

**GROUP:** Vehicle Performance

**DATE:** October 27, 2015

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**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-024-14, DATED APRIL 01, 2014, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** AND INCLUDES A REVISED BUILD DATE, SYSTEM IMPROVEMENTS AND A NEW LOP.**

**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: Various Driveability Improvements

***OVERVIEW:***

This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software.

***MODELS:***

2014 (PF) Dodge Dart

**NOTE: This bulletin applies to vehicles **\*\*equipped with a 2.0L Engine (Sales Code ECK)\*\***.**

***SYMPTOM/CONDITION:***

**\*\*Some customers may experience the Electronic Vehicle Information Center (EVIC) Fuel Economy display is inaccurate or a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation a technician may find one of more of the following Diagnostic Trouble Codes (DTCs) set in the PCM memory:**

- U0140 - Lost Communication With Body Control Module.
- P1D73 - AGS Performance.
- P0116 - Engine Coolant Temperature Sensor 1 Performance.
- P0456 - Evap System Small Leak. **\*\***

In addition to addressing the above DTCs, the following powertrain system improvements/enhancements are also included in this software release.

- Improved Enhanced Automatic Oil Change Indicator (EAOCI) system accuracy.
- Corrected a generic scan tool display issue regarding Mode 6 data accuracy.

***DIAGNOSIS:***

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs 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 DTCs, 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 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-Z9**	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 5 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