THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-065-15, DATED SEPTEMBER 25, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS** AND INCLUDE ADDITIONAL SALES CODE, DIAGNOSTIC TROUBLE CODE (DTC) AND LABOR OP.

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 Improvements

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

MODELS:

2011	(JC)	Dodge Journey
2011	(JS)	Chrysler 200
2011	(JS)	Dodge Avenger

NOTE: **This bulletin applies to JC & JS vehicles equipped with a 2.4L I4 DOHC 16V Dual VVT Engine (Sales Code ED3).**

NOTE: This bulletin applies to JC vehicles equipped with a 3.6L V6 24V VVT Engine (Sales Code ERB).

NOTE: This bulletin applies to JS vehicles equipped with a 2.4L I4 PZEV 16V Dual VVT Engine (Sales Code EDG).

SYMPTOM/CONDITION:
The technician may find the following Diagnostic Trouble Code (DTC) set in the Powertrain Control Module (PCM) memory:

- **U0140 - Lost Communication With Body Control Module.**

Some customers may experience any of the following:

- **2 - 1 downshift clunk or bump (JC vehicles).**
- Long crank times when temperature is between -6°C and -3°C (20°F and 25°F) and 15°C and 18°C (60°F and 65°F).
- Engine RPM fluctuation on closed throttle deceleration between 48 KPH and 32 KPH (30 MPH and 20 MPH).
- Slightly elevated RPM (100 RPM) while driving slow or parking lot driving conditions **(JC vehicles).**

Updating the PCM software will correct the conditions listed above.

DIAGNOSIS:
Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related systems are functioning as designed. If DTCs and/or symptom/conditions other than the ones listed above 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 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-KR	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