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GROUP: Vehicle Performance

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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: 3.6L Powertrain Diagnostic And System Enhancements

OVERVIEW:

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

MODELS:

2016	(LA)	Dodge Challenger
2016	(LD)	Dodge Charger
2016	(LX)	Chrysler 300

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

NOTE: This bulletin applies to vehicles built on or before May 31, 2016 (MDH 0531XX) and equipped with 3.6L V6 24V VVT Engine (Sales Code ERB) or equipped with 3.0L V6 24V VVT Engine (Sales Code EHD) and 8-SPD Auto 845RE Transmission (Sales Code DFL) or 8-SPD Auto 8HP45 Transmission (Sales Code DFG) or 5-Speed Auto W5A580 Transmission (Sales Code DGJ).

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:

- P0335 - Crankshaft Position Sensor Circuit.
- P0456 - EVAP System Small Leak.
- P2610 - PCM Internal Engine Off Timer Performance.

In addition to the above DTCs, this software release also includes:

- Enhancements to the disable misfire monitor when P0335 is present.
- Add a global disable to small leak monitor when the fuel level is above 88%.
- Update small leak diagnostic to require 5 minutes of engine runtime and 120 minutes of engine off time.
- Updates to prevent false failure due to wrong ambient temperature reading.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related 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 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.
3. Verify the Transmission Control Module (TCM) is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-KM	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 X 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, 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