



NUMBER: 18-033-16

GROUP: Vehicle Performance

DATE: March 31, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-014-15 REV. A, DATED SEPTEMBER 25, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES ADDITIONAL DIAGNOSTIC TROUBLE CODES, AND LABOR OPERATIONS.**

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: Diagnostic And System Improvements

OVERVIEW:

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

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

MODELS:

2015 (JC) Dodge Journey

NOTE: This bulletin applies to vehicles equipped with a 2.4L I4 DOHC 16V Dual VVT Engine (Sales Codes ED3 or ED7) or a 3.6L V6 24V VVT Engine (Sales Code ERB).

SYMPTOM/CONDITION:

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:

2.4L Engine

- **P0335 - Crankshaft Position Sensor Circuit.
- P0301 - Cylinder 1 Misfire.
- P0302 - Cylinder 2 Misfire.
- P0303 - Cylinder 3 Misfire.
- P0304 - Cylinder 4 Misfire.
- P1607 - PCM Internal Shutdown Timer Rationality - (Powertrain Control Module).
- P2610 - PCM Internal Engine Off Timer Performance - (Powertrain Control Module).
- P0456 - EVAP System Small Leak.**
- P0441 - EVAP Purge System Performance.
- P0443 - EVAP Purge Solenoid Circuit.
- P0116 - Engine Coolant Temperature Sensor Performance.
- P219A - Air-Fuel Ratio Cylinder Imbalance Bank 1.
- U0140 - Lost Communication With Body Control Module (BCM).

In addition, the following software enhancement is available: Improved alternator control at idle.

3.6L Engine

- **P0335 - Crankshaft Position Sensor Circuit.
- P2610 - PCM Internal Engine Off Timer Performance.
- P0456 - EVAP System Small Leak.**
- P0300 - Multiple Cylinder Misfire.
- P000A - Bank 1 Camshaft 1 Position Slow Response.
- P000B - Bank 1 Camshaft 2 Position Slow Response.

In addition, the following software enhancement is available: Improved shift quality.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine 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 available 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.
2. Clear all 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-HR | 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 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.

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|----|------------------|
| CC | Customer Concern |
| RF | Routine Flash |