



**NUMBER:** 18-062-17

**GROUP:** 18 - Vehicle Performance

**DATE:** June 27, 2017

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**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-032-16 REV. A, DATED AUGUST 16, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** AND INCLUDE UPDATED BUILD INFORMATION, ADDITIONAL IMPROVEMENTS, UPDATED FAILURE CODE STATEMENT AND LOP.**

**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 of the Powertrain Control Module (PCM) with the latest software.

***MODELS:***

2016	(LA)	Dodge Challenger
2016	(LD)	Dodge Charger

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

**NOTE: **\*\*This bulletin applies to LA vehicles equipped with a 6.2L V8 Supercharged Engine (Sales Code ESD) and 6-Speed Manual Tremec Transmission (Sales Code DEC).****

**NOTE: This bulletin applies to vehicles built on or before August 05, 2016 (MDH 0805XX) equipped with a 6.2L V8 Supercharged Engine (Sales Code ESD) and an 8HP90 Automatic Transmission (Sales Code DFE).**\*\*****

**SYMPTOM/CONDITION:**

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that the following Diagnostic Trouble Codes (DTCs) have been set:

- U1424 - Implausible Engine Torque Signal Received.
- P0122 - Throttle Position Sensor 1 Circuit Low.
- P0123 - Throttle Position Sensor 1 Circuit High.
- P0222 - Throttle Position Sensor 2 Circuit Low.
- P0223 - Throttle Position Sensor 2 Circuit High.
- P2299 - Brake Pedal Position/Accelerator Pedal Position Incompatible.
- P2227 - Barometric Pressure Circuit Performance.
- P3032 - Barometric Pressure Sensor Performance Plausibility.
- P0441 - Evap Purge System Performance.
- P0455 - Evap System Large Leak.
- P0335 - Crankshaft Position Sensor Circuit.
- P0339 - Crankshaft Position Sensor Intermittent.
- P0456 - Evap System Small Leak.

In addition, the following software enhancements are available:

- \*\*Reduction in reverse gear lockout speed from 16 kph to 5 kph (10 mph to 3 mph) to improve MTX transmission durability (**Sales Code DEC only**).
- Improvement to Intake Air Sensor (IAS) accuracy calibration (**Sales Code DEC only**).\*\*
- Changes to Enhanced Automated Oil Change Indicator (EAOCI) calibration to more accurately determine maintenance interval based on engine loads and driving habits.

**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 DTCs, perform the Repair Procedure.

**REPAIR PROCEDURE:**

**NOTE: The Transmission Control Module (TCM) must be updated to the latest available software at the conclusion of this repair procedure. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the TCM software.**

**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 application's "HELP" tab.
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-SC	Module, Powertrain Control (PCM) - Reprogram (Automatic Transmission Only) (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-SD	Module, Powertrain Control (PCM) - Reprogram (Manual Transmission Only) (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 2 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.**

**FAILURE CODE:**

**\*\*The dealer must use failure code CC with this Service Bulletin.**

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used.
- When utilizing this failure code the 3C's (customer's concern, cause and correction) must be provided for processing Service Bulletin flash/reprogramming conditions.\*\*

CC	Customer Concern
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