



**NUMBER:** 18-027-17

**GROUP:** Vehicle Performance

**DATE:** March 07, 2017

*This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.*

**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 Enhancements

***OVERVIEW:***

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

***MODELS:***

2017	(LA)	Dodge Challenger
2017	(LD)	Dodge Charger
2017	(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 January 16, 2017 (MDH 0116XX) and equipped with 3.6L V6 24V VVT Engine (Sales Code ERB) or 3.0L V6 24V VVT Engine (Sales Code EHD) and 8-SPD Auto 845RE Transmission (Sales Code DFL) 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 Code (DTC) set in the PCM memory:

- U1424-00 - Implausible Engine Torque Signal Received.

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

- Update Throttle Position Sensor (TPS) relation to the Accelerator Pedal Position (APP) sensor to fix “Electronic Throttle Control (ETC) pedal follower test” within wiTECH which is not functional on some vehicles. Normal engine running throttle control is not impacted by this update.
- Improved transmission shifting during a limp mode.

***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: 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 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 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-QS	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 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 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