



NUMBER: 18-083-18

GROUP: 18 - Vehicle Performance

DATE: October 31, 2018

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-022-17 REV. B, DATED APRIL 07, 2017, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES ADDITIONAL DIAGNOSTIC TROUBLE CODE (DTC) FOR 14 MY PF VEHICLES, REVISED SOFTWARE FOR 2014-2015 PF VEHICLES AND LOP.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 15-012. ALL APPLICABLE SOLD AND UN-SOLD RRT VIN's HAVE BEEN LOADED. TO VERIFY THAT THIS RRT SERVICE ACTION IS APPLICABLE TO THE VEHICLE, USE VIP OR PERFORM A VIN SEARCH IN TECHCONNECT. ALL REPAIRS ARE REIMBURSABLE WITHIN THE PROVISIONS OF WARRANTY.

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2013 - 2015	(PF)	Dodge Dart
2015	(UF)	Chrysler 200

NOTE: This bulletin applies to vehicles equipped with a 2.4L Engine (Sales Codes ED6 or ED8).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following DTCs set in the PCM memory:

2015 UF Vehicles with (Sales Codes ED6 or ED8)

- P0116 - Engine Coolant Temperature Sensor 1 Performance.
- P0128 - Thermostat Rationality.
- P0133 - O2 Sensor 1/1 Slow Response.
- P0335 - Crankshaft Position Sensor Circuit.
- P0340 - Camshaft Position Sensor Circuit Bank 1 Sensor 1.
- P0441 - Evap Purge System Performance.
- P0456 - EVAP System Small Leak.
- P0480 - Cooling Fan 1 Control Circuit/Open.
- P050D - Cold Start Rough Idle.
- P1066 - Cylinder 1 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1068 - Cylinder 2 Oil Supply Solenoid Valve Switch Off Time Out Of Range.

- P106A - Cylinder 3 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P106C - Cylinder 4 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1607 - PCM Internal Shutdown Timer Rationality.
- P1D73 - AGS Performance.
- P2172 - High Airflow/Vacuum Leak Detected.
- U0140 - Lost Communication With Body Control Module.
- U0402 - Implausible Data Received From TCM.
- U1424 - Implausible Engine Torque Signal Received.
- U1504 - Implausible Message Data Length Received From Steering Angle Sensor.

In addition to the DTCs above the following improvements have been made:

- Min spark changes to prevent catalytic converter overheating.
- Engine Startup Flare and Idle Surge.
- Improved vehicle acceleration.

2015 PF Vehicles with (Sales Codes ED6 or ED8)

- P0128 - Thermostat Rationality.
- P0335 - Crankshaft Position Sensor Circuit.
- P0340 - Camshaft Position Sensor Circuit - Bank 1 Sensor 1.
- U1504 - Implausible Message Data Length Received From Steering Angle Sensor.
- P0116 - Engine Coolant Temperature Sensor 1 Performance.
- P0133 - O2 Sensor 1/1 Slow Response.
- P0456 - Evap System Small Leak.
- P050B - Cold Start Ignition Timing Performance.
- P050D - Cold Start Rough Idle.
- P061A - Level 2 Torque Performance.
- P1066 - Cylinder 1 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1068 - Cylinder 2 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P106A - Cylinder 3 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P106C - Cylinder 4 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1185 - General Pressure Sensor Correlation.
- P1D73 - AGS Performance.
- P2172 - High Airflow/Vacuum Leak Detected (Instantaneous Accumulation).
- P219A - Bank 1 Air-Fuel Ratio Imbalance.
- U0140 - Lost Communication With Body Control Module.
- U0401 - Implausible Data Received From ECM/PCM - Signal Invalid.

In addition to the DTCs above the following improvements have been made:

- ****Min spark changes to prevent catalytic converter overheating.****
- Low Idle Speed After Cold Start between -10°C to 0°C (14°F to 32°F).
- Cold Idle Surge With AC Engaged.
- Improve cabin warm up in cold weather, when the vehicle is in park or neutral and the temperature is between -12°C to 4.5°C (10°F to 40°F).

2014 PF Vehicles with (Sales Codes ED6)

- ****P0133 - O2 Sensor 1/1 Slow Response.****
- P0128 - Thermostat Rationality.
- P0340 - Camshaft Position Sensor Circuit - Bank 1 Sensor 1.
- U1504 - Implausible Message Data Length Received From Steering Angle Sensor.
- P0116 - Engine Coolant Temperature Sensor 1 Performance.
- P0335 - Crankshaft Position Sensor Circuit.
- P0441 - EVAP Purge System Performance.

- P0456 - EVAP System Small Leak.
- P1066 - Cylinder 1 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1068 - Cylinder 2 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P106A - Cylinder 3 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P106C - Cylinder 4 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1185 - General Pressure Sensor Correlation.
- P1D73 - AGS Performance.
- P2172 - High Airflow/Vacuum Leak Detected.
- P219A - Bank 1 Air-Fuel Ratio Imbalance.
- P2251 - O2 Sensor 1/1 Negative Current Control Circuit Open.
- P2610 - PCM Internal Engine Off Timer Performance.
- U0140 - Lost Communication With Body Control Module.

In addition to the DTCs above the following improvements have been made:

- ****Min spark changes to prevent catalytic converter overheating.****

2013 PF Vehicles with (Sales Code ED6)

- P0128 - Thermostat Rationality.
- P0456 - Evap System Small Leak.
- P1066 - Cylinder 1 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1068 - Cylinder 2 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P106A - Cylinder 3 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P106C - Cylinder 4 Oil Supply Solenoid Valve Switch Off Time Out Of Range.
- P1185 - General Pressure Sensor Correlation.
- P1D73 - AGS Performance.
- P2172 - High Airflow/Vacuum Leak Detected.
- P219A - Bank 1 Air-Fuel Ratio Imbalance.
- P2251 - O2 Sensor 1/1 Negative Current Control Circuit Open.
- P2610 - PCM Internal Engine Off Timer Performance.
- U0140 - Lost Communication With Body Control Module.

In addition to the DTCs above the following improvements have been made:

- ****Min spark changes to prevent catalytic converter overheating.****

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/conditions 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 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 allows 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-XG	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs

NOTE: The expected completion time for the flash download portion of this procedure is approximately 8 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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