



**NUMBER:** 18-019-17

**GROUP:** Vehicle Performance

**DATE:** February 21, 2017

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**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-059-15 REV A, DATED AUGUST 14, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs), SOFTWARE ENHANCEMENT 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: Diagnostic And System Improvements

***OVERVIEW:***

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

***MODELS:***

2015 (UF) Chrysler 200

**NOTE: This bulletin applies to vehicles equipped with a 3.6L engine (Sales Code ERB).**

***SYMPTOM/CONDITION:***

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

- **\*\*P0340 - Camshaft Position Sensor Circuit - Bank 1 Sensor 1.**
- P2610 - PCM Internal Engine Off Timer Performance.
- P1607 - PCM Internal Shutdown Timer Rationality.
- P0335 - Crankshaft Position Sensor Circuit.\*\*
- P0480 - Cooling Fan 1 Control Circuit/Open.
- P0456 - EVAP System Small Leak.
- U0402 - Implausible Data Received From TCM.
- P0441 - EVAP Purge System Performance.
- P0116 - Engine Coolant Temperature Sensor Performance.

In addition, the following software enhancements are also available:

- **\*\*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 of vehicles. Normal engine running throttle control is not impacted by this update.\*\***
- New software to address customer’s concern of extended crank times when starting engine.
- Software to enable the clearing of erroneous DTC U0140 Loss Of Communication With The Body Control Module (BCM).
- New software to enable the “Transmission Quick Learn” feature.

***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 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 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.

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

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:**

<b>Labor Operation No:</b>	<b>Description</b>	<b>Skill Category</b>	<b>Amount</b>
**18-19-06-QG**	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 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.

CC	Customer Concern
RF	Routine Flash