



**NUMBER:** 18-050-16 REV. A

**GROUP:** Vehicle Performance

**DATE:** June 29, 2016

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**THIS BULLETIN SUPERSEDES SERVICE BULLETINS 18-066-15, DATED SEPTEMBER 25, 2015 AND 18-050-16, DATED APRIL 27, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **\*\*ASTERISKS\*\*** AND INCLUDE ADDING 2012 JC VEHICLE, ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs) 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 selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software.

***MODELS:***

<b>**2012**</b> - 2013	(JC)	Dodge Journey
2013	(JS)	Chrysler 200
2013	(RT)	Dodge Grand Caravan
2013	(RT)	Chrysler Town & Country

**NOTE: This bulletin applies to JC vehicles equipped with a 2.4L engine (Sales Code ED3) and a 6 speed automatic transmission (Sales Code DG2).**

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

**NOTE: This bulletin also applies to JS vehicles equipped with a 2.4L engine (Sales Code ED3 or EDG).**

**SYMPTOM/CONDITION:**

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs) set in the PCM:

**JC Vehicles 3.6L:**

- P0335 - Crankshaft Position Sensor Circuit.
- P2610 - PCM Internal Engine Off Timer Performance.
- U0140 - Lost Communication With Body Control Module (BCM).
- P0456 - EVAP System Small Leak.
- P0108 - Manifold Absolute Pressure Sensor Circuit High (2012 MY only).

The following transmission enhancements are also included in this software update:

- Continuous cycling of fuel pump relay when using remote start.
- 1 - 2 upshift clunk or bump.
- 3 - 4 harsh upshift at closed throttle after a WOT stab in 1st or 2nd gear.
- 4 - 5 upshift clunk or bump.
- 5 - 6 upshift clunk or bump.
- 5- 4 downshift clunk or bump.
- 6 - 5 downshift clunk or bump.
- RPM fluctuating or jerking while operating in cruise control. Condition is more noticeable when the vehicle is going up and down grades.
- Improves the consistency of how shifts are controlled during upshifts “torque management”.
- Delayed downshifts.

**JC Vehicles 2.4L:**

- \*\*U0140 - Lost Communication With Body Control Module (BCM).\*\*
- P0456 - EVAP System Small Leak.

The following transmission enhancements are also included in this software update:

- 1 - 2 upshift clunk or bump.
- 3 - 4 harsh upshift at closed throttle after a WOT stab in 1st or 2nd gear.
- 4 - 5 upshift clunk or bump.
- RPM fluctuating or jerking while operating in cruise control. Condition is more noticeable when the vehicle is going up and down grades.
- 1 - 2 harsh upshift going down a grade.
- 3 - 2 downshift clunk or bump.
- 4 - 3 downshift clunk or bump.
- Improves the consistency of how shifts are controlled during upshifts “torque management”.

**JS Vehicles:**

- \*\*U0140 - Lost Communication With Body Control Module (BCM) (2.4L engine).
- P0116 - Engine Coolant Temperature Sensor Performance (2.4L engine).\*\*
- P0456 - Evap System Small Leak.

**RT Vehicles:**

- U0140 - Lost Communication With Body Control Module (BCM).
- P0456 - Evap System Small Leak.

The following transmission enhancements are also included in this software update:

- Garage shift engagements into D may be harsh at times after shutdowns of 10-30 minute duration.
- 5 - 6 Upshift timing adjusted to improve top speed performance (markets where speeds in excess of 161 kph (100 mph) are permitted).

**NOTE: The Transmission Enhancements only apply to vehicles equipped with the 3.6L engine (SalesCcode ERB).**

**DIAGNOSIS:**

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related systems are functioning as designed. If DTCs other than the one listed above are present record them 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 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 other modules 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-KP	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 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.

CC	Customer Concern
RF	Routine Flash