



NUMBER: 18-111-15

GROUP: Vehicle Performance

DATE: December 22, 2015

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-002-13 REV. A, DATED JANUARY 19, 2013, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL SYMPTOMS/CONDITIONS, AND NEW LOPS.**

HELP USING THE wiTECH DIAGNOSTIC APPLICATION FOR FLASHING AN ECU IS AVAILABLE BY SELECTING “HELP” THEN “HELP CONTENTS” AT THE TOP OF THE wiTECH DIAGNOSTIC APPLICATION WINDOW.

THE wiTECH SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.

SUBJECT:

Flash: 2.0L Powertrain Diagnostic And System Enhancements

OVERVIEW:

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

MODELS:

2012 - 2013 (PF) Dodge Dart

NOTE: This bulletin applies to vehicles equipped with a 2.0L engine (sales code ECK).

SYMPTOM/CONDITION:

Some 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) has been set in the PCM memory:

- ****P0456 - Evap System Small Leak.**
- P0116 - Engine Coolant Temperature Sensor 1 Performance.
- P1D73 - AGS Performance - (Active Grille Shutters).
- P1607 - PCM Internal Shutdown Timer Rationality - (Powertrain Control Module).
- P2610 - PCM Internal Engine Off Timer Performance - (Powertrain Control Module).
- U0140 - Lost Communication With Body Control Module.
- P0335 - Crankshaft Position Sensor Circuit. ******
- P000B - Exhaust Slow Response Bank 1.
- P050B - Cold Start Ignition Timing Performance.

- P2173 - High Airflow/Vacuum Leak Detected (Slow Accumulation).

In addition this software release includes improving the disable misfire monitor when P0335 (Crankshaft Position Sensor Circuit) is present.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all vehicle 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: 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. Help using the wiTECH Diagnostic Application for flashing control modules is available through the wiTECH Diagnostic Application. For instructions select the "HELP" tab on upper portion of the wiTECH window, then "HELP CONTENTS". This will open the Welcome to wiTECH Help screen where help topics can be selected.

CAUTION: The Body Control Module (BCM) and Transmission Control Module (TCM) (if equipped) 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 BCM and TCM software.

2. After reprogramming clear any DTC's that may have been set in other modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow 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-GQ** | Module, Powertrain Control (PCM) - Reprogram (0 - Introduction) | 8 - Engine 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 configuration, 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 |