



NUMBER: 21-006-15 REV. B

GROUP: Transmission and Transfer Case

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 21-006-15 REV. A, DATED APRIL 03, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL SYMPTOMS AND NEW LABOR OPS.**

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: 845RE Transmission Shift Enhancements

OVERVIEW:

This bulletin involves reprogramming the Transmission Control Module (TCM) with the latest available software.

MODELS:

2015 (LA) Dodge Challenger

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA, EMEA, APAC

NOTE: **This bulletin applies to vehicles built on or after March 09, 2015 (MDH 0309XX) and on or before March 26, 2015 (MDH 0326XX) equipped with a 3.6L Engine (Sales Code ERB) and an Automatic Transmission 845RE (Sales Code DFL).******

SYMPTOM/CONDITION:

A small number of customers may experience one or more of the following Symptom/Condition(s) and/or a Malfunction Indicator Lamp (MIL) due to an erroneous Diagnostic Trouble Code (DTC):

- ** P1DCD - TCM monitoring processor performance multiple clutches locked up.**
- **P1B13 - Park-By-Wire unintended out of park position.**
- P0734 - Gear 4 Shift Incorrect Ratio set in the TCM memory.
- Harsh or erratic 8-6 downshift during freeway driving.
- Harsh or erratic 6-4 and/or 6-3 downshift during city driving.
- Harsh or erratic upshifts while in Sport Mode.
- Less than desired downshift timing (longer time to downshift than expected).
- Less than desired downshift feel during coasting decelerations and while passing.
- Less than desired shift feel when shifting from reverse to drive or drive to reverse while the vehicle is stationary (i.e. garage shift).
- Less than desired upshift feel during normal non-aggressive driving.
- Less than desired powertrain performance at higher altitudes.
- Less than desired paddle shifter operation.

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 or if the technician finds the DTC listed above, 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 TCM with the latest available software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the "HELP" tab on the upper portion of the wiTECH window, then "HELP CONTENTS." This will open the Welcome to wiTECH Help screen where help topics can be selected.
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.

NOTE: Do not clear the adaptation memory cells in the TCM's memory. Clearing the memory cells may cause the transmission to not shift smoothly until they can be fully relearned.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-05-BU	Module, Transmission Control (TCM) - Reprogram (0 - Introduction)	2- Automatic Transmission	0.2 Hrs

NOTE: The expected completion time for the flash download portion of this procedure is approximately 1 minute. 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, than 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