



NUMBER: 18-010-14 REV. A

GROUP: Vehicle Performance

DATE: November 14, 2014

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of Chrysler Group LLC.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-010-14, DATED FEBRUARY 20, 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES ADDITIONAL SOFTWARE ENHANCEMENTS, REPAIR STEP, AND A NEW LABOR OPERATION.**

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 LEVEL MUST BE AT RELEASE **15.02**** OR HIGHER TO PERFORM THIS PROCEDURE.**

SUBJECT:

Flash: Doser Control Unit (DCU), Heater Thaw Time Improvements And MIL Illumination

OVERVIEW:

This bulletin involves selectively erasing and reprogramming the Doser Control Unit (DCU) with new software.

MODELS:

2013 - 2014	(DJ)	Ram Pick Up (2500)
2013 - 2014	(D2)	Ram Pick Up (3500)
2013 - 2014	(DD)	Ram Truck - Cab Chassis (3500)
2013 - 2014	(DP)	Ram Truck -Cab Chassis (4500/5500)

NOTE: This bulletin applies to vehicles equipped with a 6.7L Cummins engine (Sales code ETK).

SYMPTOM/CONDITION:

Software improvements are available for the Diesel Exhaust Fluid (DEF) DCU on vehicles equipped with a Cummins 6.7L turbo Diesel. The software contains improvements for the following:

- **Increase in DEF thaw time when ambient and DEF tank temperatures are below -14°C. (7°F.).**
- P208D - (DIESEL EXHAUST FLUID) REDUCTANT PUMP CONTROL CIRCUIT HIGH
- P202E - (DIESEL EXHAUST FLUID) REDUCTANT INJECTOR PERFORMANCE

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs 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 or if the technician finds the DTC, perform the Repair Procedure.

REPAIR PROCEDURE:

CAUTION: The Engine Control Module/Powertrain Control Module (ECM/PCM) must be at the latest available software calibration before proceeding with this update.

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. Flash reprogram the DCU 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.

NOTE: After DCU reprogramming, the following must be performed:

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 the tech to clear them.
3. **Verify the ECM/PCM calibration is up to date. Refer to all applicable published service bulletins regarding 6.7L Diagnostic And System Improvements, for detailed repair procedures and labor times.**

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-18-92	Module, DEF Control Unit (DCU) - Reprogram, (1 - Semi-Skilled)	8 - Engine Performance	0.2 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:

FM	Flash Module
----	--------------