



NUMBER: 18-039-16

GROUP: Vehicle Performance

DATE: April 02, 2016

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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: 6.7L Diagnostic And System Improvements

OVERVIEW:

This bulletin involves reprogramming the Engine Control Module/Powertrain Control Module (ECM/PCM) with the latest available software.

MODELS:

2016	(DD)	Ram 3500 Cab Chassis
2016	(DF)	Ram 3500 10K LB Cab Chassis
2016	(DP)	Ram 4500/5500 Cab Chassis

NOTE: This bulletin applies to vehicles within the following markets/countries:
NAFTA.

NOTE: This bulletin applies to vehicles built on or before January 01, 2016 (MDH 0101XX) equipped with a 6.7L Cummins Diesel engine (Sales code ETK).

SYMPTOM/CONDITION:

These DTCs have been changed from a one trip fault to a two trip fault:

- P2280 - Air Flow Restriction / Leak Between Air Cleaner And MAF.
- P203C - (Diesel Exhaust Fluid) Reductant Level Sensor Circuit Low.
- P208D - (Diesel Exhaust Fluid) Reductant Pump Control Circuit High.

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

- P1C55 - NOx Sensor Intermittent - Bank 1 Sensor 1.
- P207F - Reductant Quality Performance.
- P218F - Reductant No Flow Detected.

- U110E - Lost Ambient Temperature Message.

In addition to addressing the above DTCs, the following powertrain system improvements/enhancements are also included in this software release:

- Ambient Air Temperature Improvements.
- Stationary de-soot with WiTech fix.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine 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 symptoms/conditions listed above or if the technician finds the DTCs, 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.

NOTE: If DTC U1601 is present, the ECM P/N did not update or the engine did not start after the flash, then the flash may have been unsuccessful. Restart the flash update.

1. Reprogram the ECM/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 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.
3. Perform the PCM Configuration routine in wiTECH located in the PCM "Misc Functions" menu tab.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-EZ	Module, Engine Control/Powertrain Control (ECM/PCM) (Manual Trans/Aisin)-Reprogram (1 - Semi-Skilled)	10 - DIESEL	0.4 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 14 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 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