



NUMBER: 18-018-15 REV. B

GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-018-15 REV A, DATED MAY 29, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES ADDITIONAL SYMPTOM ENHANCEMENTS AND NEW LABOR OPS.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 15-060. ALL APPLICABLE SOLD AND UN-SOLD RRT VIN'S HAVE BEEN LOADED. TO VERIFY THAT THIS RRT SERVICE ACTION IS APPLICABLE TO THE VEHICLE, USE VIP OR PERFORM A VIN SEARCH IN TECHCONNECT. ALL REPAIRS ARE REIMBURSABLE WITHIN THE PROVISIONS OF WARRANTY.

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: 3.0L Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2014 (VF) Ram ProMaster

NOTE: This bulletin applies to vehicles equipped with a 3.0L diesel engine (sales code EXG).

SYMPTOM/CONDITION:

****A small number of customers may experience a Malfunction Indicator Lamp (MIL) Illumination. Upon further investigation a technician may find one or more of the following Diagnostic Trouble Codes (DTCs) stored in the ECM memory.****

- ****P0181-00- Fuel Temperature Sensor Performance.**
- **P0299-00 - Turbocharger Underboost.**

- P2BA9-00 - NOx Exceedence - Insufficient Reductant Quality.**
- P0401-00 - EGR System Performance.
- P226C-00 - Turbocharger Boost Control Slow Response.
- P00AF-00 - Turbocharger Boost Control Module A Performance.
- P2458-00 - Diesel Particulate Filter Regeneration Duration.
- P2459-00 - Diesel Particulate Filter Regeneration Frequency.
- P2463-00 - Diesel Particulate Filter - Soot Accumulation.
- P22FA-00 - NOx Sensor Performance Slow Response High to Low Bank 1 Sensor 1.
- P203B-00 - Reductant Level Sensor 1 Circuit Performance.
- P203E-00 - Reductant Level Sensor 1 Circuit Intermittent-Erratic.
- P0402-00 - Exhaust Gas Recirculation Flow Excessive Detected.
- P04FB-00 - Crankcase Ventilation Hose Connection Sensor Range/Performance.
- P04E2-00 - Crankcase Ventilation Hose Connection Sensor Circuit Low.
- P051B-00 - Crankcase Pressure Sensor Circuit Range/Performance.
- P051C-00 - Crankcase Pressure Sensor Circuit Low.
- P051D-00 - Crankcase Pressure Sensor Circuit High.
- P04DB-00 - Crankcase Ventilation System Disconnected.
- P04FC-00 - Crankcase Ventilation System Performance.
- P011B-00 - Engine Coolant Temperature / Intake Air Temperature Correlation.
- P04D9-00 - Closed Loop EGR Control At Limit Flow Too Low.
- P250A-00 - Low Oil Pressure Active.
- P04DA-00 - Closed Loop EGR Control At Limit Flow Too High.

In addition, this system enhancement will improve the detection capability for "Insufficient Diesel Exhaust Fluid (DEF) Quality" as well as corrects a condition where incorrect Glow Plugs were being identified when Glow Plug DTCs were set for cylinders 2, 3, and 4.

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 one listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If a customer's VIN is listed in VIP or your RRT VIN list, perform the repair. For all other customers that describe the symptom/condition or if the technician finds any of the DTCs listed above, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: Only MicroPOD II can be used to perform this flash.

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 ECM 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: If the ECM already has the latest software, use inspection LOP 18-19-04-CG to close the RRT portion of this service action.

2. Clear any 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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-CG	Module, Engine Control (ECM) - Inspection Only, software up to date. (0 - Introduction)	8 - Engine Performance	0.2 Hrs.
18-19-04-CX	Module, Engine Control (ECM) - Reprogram (0 - Introduction)	8 - Engine Performance	0.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately **6 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