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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-011-12, DATED MARCH 15, 2012, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE UPDATED SYMPTOM/CONDITION, LOP, VEHICLE MAKES AND UPDATED FAILURE CODES.**

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: MIL Illumination With Transmission And Driveability Improvements

OVERVIEW:

This bulletin involves flash reprogramming the Powertrain Control Module (PCM) with new software.

MODELS:

2009	(HB)	Dodge Durango
2009	(HG)	Chrysler Aspen
2010	(DJ)	Ram 2500 Pickup
2009 - 2010	(DS)	Ram 1500 Pickup
2009 - 2010	(DH)	Ram 2500 Pickup
2009 - 2010	(DC)	Ram 3500 Cab Chassis
2009 - 2010	(ND)	Dodge Dakota

NOTE: This Service Bulletin applies to HB/HG/DJ/DS/DH/DC/ND vehicles equipped with a 3.7L, 4.7L or 5.7L engine (Sales Code EKG, EVE, EZC, EZD or EZH) and a 4 speed 42RLE or 5 speed 545RFE or 6 speed 68RFE automatic transmission (Sales Code DGV, DGQ or DG7).

SYMPTOM/CONDITION:

******The customer may experience a MIL illumination. Upon further investigation the technician may find that any of the following erroneous Diagnostic Trouble Codes (DTCs):******

- ****U0140** - Lost Communication With Body Control Module. **2010 DJ 5.7L (Sales Code EZC)** Attempting to clear this DTC will be unsuccessful.******
- P050D - Cold Start Rough Idle.
- P2181 - Cooling System Performance has been set.
- P0935 - Line Pressure Sensor Circuit High. **All RFE transmissions.**
- P0300 through P0308 - Multiple and Single Cylinder Misfire. This condition can occur when the vehicle is started cold and the driver immediately places the vehicle in drive and applies heavy throttle.

Driveability and Transmission improvements are also included with this software release. These changes consist of the following:

- Enhanced clutch protection for more robust torque management during repeated fore and aft movement (rocking vehicle). **All engines.**
- A revised torque converter lockup schedule that will reduce transmission temperatures in Tow/Cruise mode. **All models equipped with RFE transmission.**
- A Clunk sound or feel a shudder when the cruise control resume switch is pressed. This condition is most noticeable after the brakes were pressed to cancel cruise control and then the resume switch is pressed. **All models equipped with RFE transmission.**
- A shudder or shaking feeling when a wide open throttle (WOT) event is performed by the customer. This is most noticeable after the transmission downshifts during the WOT event. This condition will stop once the transmission upshifts. **All models equipped with RFE transmission.**
- A shudder or shaking feeling when accelerating from a stop under moderate throttle. This condition will stop once the transmission upshifts. **All models equipped with RFE transmission.**
- A shudder or shaking feeling after the transmission downshifts. This condition will stop once the RPM's drops. **All models equipped with RFE transmission.**
- Harsh or noisy natural to reverse shifts. **All models equipped with RFE transmission.**
- Harsh 4-3 downshifts. This condition happens when there is no throttle applied and the vehicle is coasting down. **All models equipped with RFE transmission.**
- Harsh 1-2 upshifts. This condition happens under moderate or heavy throttle conditions. **All models equipped with RFE transmission.**
- Engine knock condition. This condition could happen when a wide open throttle (WOT) event is performed or cruising at 5400 RPM or above. **All models equipped with RFE transmission.**
- Hard start or long crank condition at 0° F (-17° C). **All 5.7L DS and DJ models equipped with RFE transmission.**

Reprogramming the PCM will correct the DTC conditions listed above.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify no DTCs are set. If DTCs are present other than the ones listed above, record them on the repair order and repair as necessary before proceeding further with this bulletin.

If the customer describes the symptom or if the technician finds the DTC, perform the Repair Procedure.

PARTS REQUIRED:

Qty.	Part No.	Description
1	04275086AD	Label, Authorized Modification

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. Follow the detailed service procedures available in DealerCONNECT/TECHCONNECT, Refer To 8 - Electrical/Electronic Control Modules/Powertrain Control Module - Standard Procedure PCM/ECM Programming.
2. **After PCM reprogramming, the following must be performed,** 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. Type the necessary information on the "Authorized Modification Label" and attach it near the Vehicle Emission Control Information (VECI) label.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Amount
18-19-06-FY	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	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