



NUMBER: 18-019-15 REV. C

GROUP: Vehicle Performance

DATE: December 02, 2015

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 FCA US LLC.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-019-15 REV. B, DATED AUGUST 25, 2015 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL SYMPTOMS/CONDITIONS AND A NEW LOP.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 15-088. 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 Powertrain Diagnostic And System Enhancements

OVERVIEW:

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

MODELS:

2015 (DS) Ram 1500 Pickup

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

NOTE: This bulletin applies to vehicles equipped with a 3.0L Diesel Engine (Sales Code EXF).

SYMPTOM/CONDITION:

******A small number of customers may experience bucking under hard acceleration.****** In addition other customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation a technician may find one of more of the following Diagnostic Trouble Codes (DTCs) set in the PCM memory:

- ******P1296-00 - EGR Slow Response - Increasing Flow.
- P249C-00 - Excessive Time To Enter Closed Loop Reductant Injection Timing Control.
- P20C2-00 - Reductant Heater 3 Control Circuit Performance.
- P24A4-00 - Particulate Filter Restriction - Soot Accumulation Too High.
- P24D1-00 - Particulate Matter Sensor Regeneration Incomplete.
- P1288-00 - NOX Sensor 1/2 Zero Offset Too High.
- P1289-00 - NOx Sensor 1/2 Zero Offset Too Low.
- P2463-00 - Diesel Particulate Filter - Soot Accumulation .
- U0422-00 - Implausible Data Received From Body Control Module.
- U3017-00 - Control Module Timer/Clock Performance.******
- P2196-00 — O2 Sensor 1/1 Stuck Rich.
- P1E0C-00 — Empty Fuel Tank.
- P2237-00 — O2 Sensor 1/1 Pump Cell Current Circuit Open.
- P1297-00 — EGR Slow Response - Decreasing Flow.
- P0420-00 — Catalyst Efficiency (Bank 1).
- P24AF-00 — Particulate Matter Sensor Circuit Performance.
- P26AB — Engine Coolant Bypass Valve Stuck.
- P204F-00 — Reductant System Performance.
- P20E9-00 — Reductant Pressure Too High.
- P2002-00 — Diesel Particulate Filter Efficiency Below Threshold.
- P2299-00 — Brake Pedal Position/Accelerator Pedal Position Incompatible.
- P208B-00 — Reductant Pump 1 Control Performance.
- P016A-00 — Excessive Time To Enter Closed Loop Air/Fuel Ratio Control.

******Upon further investigation a technician may find the following Diagnostic Trouble Code (DTC) set in the TCM memory:

- U1424-00 - Implausible Engine Torque Signal Received.

The following enhancements are also included in this software update:

- Enhancements to improve A/C compressor relay duty cycle operation to prevent ignition off battery draw.
- Powertrain system improvements to enable EGR cleaning routine.
- DTC P0171-00 System Too Lean (Bank 1) has now changed to P026C-00 Fuel Injection Quantity Lower Than Expected.
- DTC P0172-00 System Too Rich (Bank 1) has now changed to P026D-00 Fuel Injection Quantity Higher Than Expected.******

DIAGNOSIS:

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

REPAIR PROCEDURE:

NOTE: The Transmission Control Module (TCM) software must also be at the latest available software level upon completion of this repair. Refer to all applicable published service bulletins regarding Transmission Shift Enhancements for detailed repair procedures and labor times.

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. Using wiTECH, verify if the PCM is at the latest available software. Does the PCM software need to be updated?
 - a. Yes >>> Proceed to [Step #2](#).
 - b. No >>> Proceed to [Step #6](#).
2. Reprogram the PCM with the latest 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.
3. 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.
4. Under the PCM "System Tests" perform the "SCR DEF Tank Fluid Level Reset" procedure.
5. Turn the ignition off for 35 seconds to complete the flash. Proceed to [Step #6](#).
6. Verify the TCM software is programmed with the latest available software level. Refer to all applicable published service bulletins regarding Transmission Shift Enhancements for detailed repair procedures and labor times. Proceed to [Step #7](#).
7. With the ignition key off, test for voltage on fuse F62 (10 amp red) located in the under hood Power Distribution Center (PDC) using a volt meter connected to ground. Was 12 volts measured at the fuse with the ignition off?
 - a. Yes >>> Further diagnosis and repair is required. Refer to all applicable published TSBs or service information in DealerCONNECT/TechCONNECT regarding ignition off battery draw.
 - b. No >>> The bulletin is now complete. If no software update was needed, use Labor Op 18-19-04-CQ to close out the RRT portion of this service action.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-CQ	Module, Powertrain Control (PCM) - RRT Inspect Only (Includes fuse voltage test) (0 - Introduction)	10 - Diesel	0.2 Hrs
18-19-04-DY	Module, Powertrain Control (PCM) - Reprogram (Includes fuse voltage test) (0 - Introduction)	10 - Diesel	**0.4** 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, 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