



**NUMBER:** 18-012-13

**GROUP:** Vehicle Performance

**DATE:** March 06, 2013

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**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-001-12 REV. A, DATED JANUARY 28, 2012, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH \*\*ASTERISKS\*\* .**

**THE wiTECH SOFTWARE LEVEL MUST BE AT RELEASE 13.03 OR HIGHER TO PERFORM THIS PROCEDURE.**

**SUBJECT:**

FLASH: Diagnostic and System Enhancements

**OVERVIEW:**

This bulletin involves selectively erasing and reprogramming the Engine Control Module (ECM) with new software.

**MODELS:**

|      |      |                                   |
|------|------|-----------------------------------|
| 2012 | (DD) | Ram Truck (3500 Cab Chassis)      |
| 2012 | (DP) | Ram Truck (4500/5500 Cab Chassis) |

**NOTE: This bulletin applies to vehicles equipped with a Cummins 6.7L engine (sales code ETJ).**

**SYMPTOM/CONDITION:**

Cab chassis trucks equipped with a 6.7L Cummins diesel have a number of software improvements available. This latest Service Bulletin (SB) will include:

**Improvements To Prevent Unnecessary Malfunction Indicator Lamp (MIL) Illumination For:**

- P061A - ETC LEVEL 2 TORQUE PERFORMANCE
- P229F - AFTERTREATMENT NOx SENSOR CIRCUIT PERFORMANCE - BANK 1 SENSOR 2
- \*\* P2453 - DIESEL PARTICULATE FILTER PRESSURE SENSOR A CIRCUIT PERFORMANCE \*\*
- P2609 - INTAKE AIR HEATER SYSTEM PERFORMANCE
- P1123 - POWER TAKE OFF SYSTEM MONITOR CONTROL ERROR
- U010E - LOST COMMUNICATION WITH DIESEL EXHAUST FLUID CONTROL UNIT
- \*\* U059F - INVALID DATA RECEIVED FROM NOx SENSOR "B" \*\*
- \*\* P20EE - SCR NOx CATALYST EFFICIENCY BELOW THRESHOLD - BANK 1;

for DTC's set at highway speed and/or high load drive cycles \*\*

**NOTE: \*\*Vehicles with DTC P20EE set in conditions other than highway speed and/or high load drive cycles should have normal diagnostics performed \*\***

**Enhanced Diagnostics For:**

- Selective Catalyst Reduction (SCR) efficiency diagnostic improvements.

**Other Updates:**

- \*\* Too frequent regeneration readiness improvement \*\*
- \*\* Correct CAC out voltage in WiTech \*\*
- \*\* Add ability to read EMP sensor value in WiTech \*\*
- \*\* Enable EMP deicing algorithm \*\*
- \*\* Display correct crankcase pressure in WiTech \*\*
- \*\* Display correct EGR position in WiTech \*\*
- \*\* Improve idle shutdown messages - extra message removed \*\*
- \*\* Display correct alternator voltage in WiTech \*\*
- Idle shutdown message on EVIC.
- Turbo protection feature (Not displayed if vehicle is in park or no vehicle speed). Limits RPM at cold ambient to prevent turbo damage.
- Scan tool display updates.
- Correct operation of remote PTO.
- System robustness improvements.

**DIAGNOSIS:**

Using wiTECH with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTC's are present record them on the repair order and repair as necessary before proceeding further with this bulletin.

If the vehicle operator describes or experiences the Symptom/Condition, 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.**

**NOTE:** wiTECH may erroneously give an error message at the conclusion of the download stating the that the flash was not successful. If there is an error message after the flash has completed, first confirm that the DTC U1601 is not present and that the P/N has been updated. If so, start the engine to confirm the flash was successful. If DTC U1601 is present, OR the P/N did not update, OR the engine did not start, the flash may have been unsuccessful. Restart the flash update.

1. Reprogram the ECM with the latest software. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT, Refer To Group 8 - Electrical > 8E - Electronic Control Modules > MODULE, Engine Control, Diesel > Standard Procedure > PCM/ECM Programming - DIESEL. **After PCM reprogramming has completed successfully, the following must be performed:**
  - a. Power down the PCM (key off) after flash. Trucks must have key off for 75 seconds.
  - b. Clear any DTC's that may have been set in other modules due to reprogramming. The wiTECH application will automatically present all DTC's after the flash and allow the tech to clear them.

**NOTE:** If a DTC of U010E is set AFTER programming, cycle the key OFF for 75 seconds and then clear the fault even though it may be active.

2. Type the necessary information on the "Authorized Modification Label" and attach it near the VECI label.

**POLICY:**

Reimbursable within the provisions of the warranty.

**TIME ALLOWANCE:**

| Labor Operation No: | Description                                             | Amount   |
|---------------------|---------------------------------------------------------|----------|
| 18-19-04-H9         | Module, Engine Control (ECM) - Reprogram, (Skilled - 2) | 0.6 Hrs. |

**FAILURE CODE:**

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