SERVICE BULLETIN

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GROUP: Emissions Control

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SUBJECT:
Information: P207F P1C70 And SCR Inducement Strategy

MODELS:

2013-2015	(DJ)	Ram 2500 Pickup
2013-2015	(D2)	RAM 3500 Pickup
2013-2015	(DD)	RAM 3500 Cab Chassis
2013-2015	(DP)	RAM 4500/5500 Cab Chassis

NOTE: This bulletin applies to vehicles equipped with a 6.7L Cummins engine (Sales code ETK) and Selective Catalytic Reduction (Urea) (Sales Code XAL).

DISCUSSION:
The purpose of this bulletin is to provide information on Selective Catalyst Reductant (SCR) system Inducement Strategy pertaining to the Diesel Exhaust Fluid (DEF) system on Cummins applications. It also provides information on how to clear SCR Inducement once repairs regarding DEF quality have been made.

A vehicle may come in with a Malfunction Indicator Lamp (MIL) Illuminated. Upon inspection the technician may find the following Diagnostic Trouble Codes (DTCs) set in the Powertrain Control Module (PCM).

- P207F - Reductant Quality Performance
- P1C70 - SCR Error Detected - Engine Disabled

These codes are set when the system detects inadequate DEF quality due to diluted, degraded, or contaminated fluid. As a result, the system will enter what is commonly called “Inducement Strategy.” This is indicated by a message “5 MPH Max Speed in XXX miles, Service DEF System, See Dealer” which will incrementally count down. Once the mileage countdown has expired, the EVIC will display “5 MPH Max Speed on Restart, Long Idle, or Refuel, Service DEF See Dealer” followed by “5 MPH Max Speed, Service DEF System, See Dealer.”

NOTE: If the vehicle arrives with just DTC P1C70 set, it is possible that DTC P207F may have been cleared prior to arrival.

In order to repair the vehicle, normal diagnostics should be performed for the DTC P207F and the root cause of the inadequate DEF quality corrected per published service information. However, once repaired and the codes have been cleared, the technician may

find that DTC P1C70 will remain set and the EVIC message still displayed. To properly clear out the inducement message and reset the system, the PCM should be flashed, using wiTECH, with the current most up to date calibration.

NOTE: Instructions for flashing 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.

If the PCM is already at the latest calibration, it should be over flashed using the same calibration file already programmed into it. This will clear the inducement message in the EVIC and reset the Inducement Strategy in the PCM.

NOTE: If it has been identified that the DEF is contaminated or diluted, it is not a warrantable repair.

POLICY:
Information Only.