SERVICE BULLETIN

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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-080-15 REV. A, DATED DECEMBER 02, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDE UPDATED BUILD DATE, ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs), SYMPTOMS/CONDITIONS AND LOP.**

FOR HELP WITH USING wiTECH FOR ECU FLASH REPROGRAMMING, CLICK ON THE APPLICATION'S "HELP" TAB.

THE wiTECH SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.

SUBJECT:

Flash: 6.4L Powertrain Diagnostic And System Enhancements

OVERVIEW:

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

MODELS:

2016	(D2)	RAM Truck 3500 Pickup
2016	(DD)	RAM Truck 3500 Cab Chassis
2016	(DF)	RAM Truck 3500 10K LB Cab Chassis
2016	(DJ)	RAM Truck 2500 Pickup
2016	(DP)	RAM Truck 4500/5500 Cab Chassis

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA, LATAM, EMEA, APAC.

NOTE: This bulletin applies to vehicles built on or before **June 02, 2016 (MDH 0602XX) equipped with a 6.4L engine (Sales Codes ESA) or (Sales Code ESB) and with 6-Speed Automatic 66RFE transmission (Sales Codes DFP), or 6-Speed Auto Aisin AS66RC HD Trans (Sales Code DF3).**

SYMPTOM/CONDITION:

NOTE: This bulletin fixes all vehicles listed and also contains an optional software path for situations where the customer is specifically complaining of a drone noise, shudder, pulsation, or vibration under light throttle applications, while vehicle is operating in MDS/ECO mode (optional software available for D2 & DJ vehicles).There will be two separate software options displayed on the wiTECH flash tab. The software file released for this condition contains the verbiage "OPTIONAL". The other file is the standard software that does not contain improvements for the Drone/Shudder concern. If for some reason the customer finds this shudder improvement objectionable, the PCM software may be returned/reflashed to the standard version. Both software versions will address the remaining conditions noted in the bulletin.

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find the following DTCs:

- **P0335 - Crankshaft Position Sensor Circuit.
- P2610 - PCM Internal Engine Off Timer Performance.**
- P0456 - EVAP System Small Leak.
- P3402 - Cylinder 1 Deactivation Control Performance.
- P3426 - Cylinder 4 Deactivation Control Performance.
- P3442 - Cylinder 6 Deactivation Control Performance.
- P3450 - Cylinder 7 Deactivation Control Performance.
- P2610 - PCM Internal Engine Off Timer Performance set in the PCM memory.

In addition to the DTCs listed above, the software update will improve:

- **Correct an issue related to rounding of the cruise control set speed displayed in the cluster.
- Brake Throttle Override calibration has changed to be less sensitive.
- Throttle Body supplier change has caused a widening of the minimum and maximum voltage limits
- Correct a software issue with oil pressure light function at key-up.
- Correct a software issue related to idle timer.
- Correct a software issue with inconsistent engine RPM increments/decrements with operator idle speed.**(DD/DF/DP ONLY)**.**
- Improved Cruise Control Acceleration mode.
- Improved Multi Displacement System operation **6-Speed Automatic 66RFE transmission (Sales Code DFP)**.
- Multi Displacement System function improved while in PTO stationary mode. **6-Speed Auto Aisin AS66RC transmission (Sales Code DF3)**.
- Potential small improvement in fuel economy at higher altitudes.
- Potential improvement in high altitude engine idle RPM stability.
- EGR monitor status function.

DIAGNOSIS:
Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If the customer describes the symptom/condition listed above or if the technician finds the DTC, perform the Repair Procedure.

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. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
2. Clear all 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
**18-19-06-KW	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.**

NOTE: The expected completion time for the flash download portion of this procedure is approximately 5 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 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