SERVICE BULLETIN

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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-036-16, DATED APRIL 01, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDES ADDITIONAL DIAGNOSTIC TROUBLE CODE (DTC) AND NEW LOPS.**

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: 6.7L Diagnostic And System Improvements

OVERVIEW:
This bulletin involves reprogramming the Engine Control Module (ECM) with the latest available software.

MODELS:

2015	(DD)	Ram 3500 Cab Chassis
2015	(DP)	Ram 4500/5500 Cab Chassis

NOTE: This bulletin applies to vehicles built equipped with a 6.7L Cummins Diesel engine (Sales Code ETK).

SYMPTOM/CONDITION:
Several software improvements are available for vehicles equipped with a Cummins 6.7L turbo diesel.

NOTE: There will be a choice between two calibrations. One for vehicles that utilize an ammonia sensor and one for vehicles that have had the ammonia sensor removed. Be sure to select the correct software based on vehicle configuration.

Improvements to prevent or reduce Malfunction Indicator Lamp (MIL) illumination when no defect is present for the following Diagnostic Trouble Codes (DTCs):

- **P20EE - Selective Catalytic Reduction (SCR) NOx Catalyst Efficiency Below Threshold - Bank 1 (For ammonia sensor equipped vehicles).**
- P1C55 - NOx Sensor Intermittent - Bank 1 Sensor 1 (For ammonia sensor deleted systems only).
- P218F - Reductant No Flow Detected.
- P242F - Diesel Particulate Filter Restriction - Ash Accumulation.
- U110E - Lost Ambient Temperature Message.
- P205E - (Diesel Exhaust Fluid) Reductant Tank Temperature Sensor Circuit Intermittent (setting when the block heater is plugged in).
- P20E8 - (Diesel Exhaust Fluid) Reductant Pressure Too Low.
- U3017 - Control Module Timer/Clock Performance.
- U1421 - Implausible Ignition Key Off Time Received.
- P2281 - Air Leak Between MAF And Throttle Body.

Other Software Improvements:

- Ambient Air Temperature Improvements.
- Operational Improvement for Dual Alternators.
- Selective Catalytic Reduction (SCR) Efficiency scan tool test improvement.
- Fuel Filter Minder calibration changes.
- wiTECH Fuel Pressure Override and Fuel System Run Up test improvements.
- Exhaust Gas Recirculation (EGR) system improvement to help prevent freeze up.
- Diesel Exhaust Fluid (DEF) system enhancement during stationary regeneration.

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: If DTC U1601 is present, the ECM P/N did not update, or the engine did not start after the flash, then the flash may have been unsuccessful. Restart the flash update.

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 ECM 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. After reprogramming, turn the ignition off to power down the ECM. The key must remain off for a minimum of 75 seconds.

3. 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 allows them to be cleared.

NOTE: If DTCs U05A5 - Implausible Data Received From Ammonia Sensor or U12A4 - Lost Communication With Ammonia Sensor are set after the repair then the PCM has the incorrect calibration installed. Reprogram the PCM with the correct calibration.

4. Perform the ECM Configuration routine in wiTECH located in the ECM “Misc. Functions” menu tab.

POLICY:
Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
**18-19-04-FT	Module, Engine Control (ECM) - Reprogram, (Without Ammonia Sensor) (0 - Introduction)	10 - DIESEL	0.4 Hrs.
18-19-04-FU	Module, Engine Control (ECM) - Reprogram, (With Ammonia Sensor) (0 - Introduction)	10 - DIESEL	0.4 Hrs.**

NOTE: The expected completion time for the flash download portion of this procedure is approximately 14 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