SERVICE BULLETIN

NUMBER: 18-103-16 REV. B

GROUP: Vehicle Performance

DATE: November 17, 2016

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 BULLETINS 18-103-16 REV. A, DATED OCTOBER 12, 2016 AND 18-010-16, DATED JANUARY 28, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs), SOFTWARE ENHANCEMENTS FOR 2014 AND 2015 MODEL YEARS 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: Powertrain System Improvements/Enhancements

OVERVIEW:
This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software.

MODELS:

2013 - 2015	(DS)	Ram 1500 Pickup

NOTE: This bulletin applies to vehicles equipped with a 3.6L engine (Sales Code ERB), 4.7L engine (Sales Code EVE) or a 5.7L engine (Sales Code EZH).

SYMPTOM/CONDITION:
A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following (DTCs) have been set:

- **P2299 - Brake Pedal Position / Accelerator Pedal Position Incompatible (14&15 MY).
- P0116 - Engine Coolant Temperature Sensor Performance (14&15 MY).
- P0335 - Crankshaft Position Sensor Circuit (14&15 MY).
- U1424-00 - Implausible Engine Torque Signal Received (14&15 MY).**
- P1239 - Engine Oil Temperature Too Low (15 MY Sales Code ERB).
- P0300 - Multiple Cylinder Misfire.
- P0456 - EVAP System Small Leak.

- P0607 - ECU Internal Performance.
- P2096 - Downstream Fuel Trim System 1 Lean.
- P2097 - Downstream Fuel Trim System 1 Rich.
- P2098 - Downstream Fuel Trim System 2 Lean.
- P2099 - Downstream Fuel Trim System 2 Rich.
- P1004 - Short Runner Valve Control Performance.
- P2008 - Short Runner Valve (SRV) Control Circuit.
- P2016 - Intake Manifold Runner Position Sensor Circuit Low.
- P2017 - Intake Manifold Runner Position Sensor Circuit High.
- P26AB - Engine Coolant Bypass Valve Stuck.
- U0140 - Lost Communication With Body Control Module (attempting to clear this DTC will be unsuccessful) (with 4.7L or 3.6L).
- P0607 - ECU Internal Performance. (with 4.7L).

The following improvements are included in this update:

- **Throttle Position Sensor (TPS) calibration (14&15 MY).
- Corrects a false oil pressure lamp illumination at key on (14&15 MY with 5.7L).**
- Shift quality of the first shift after a few hours of vehicle drivetrain cooling down.
- Automatic Shut Down (ASD) Relay Enhancements To Improve Fuel Pump Relay Initialization At Key On - (Auto Shutdown).
- Charging system voltage regulator control improvements.
- System improvements to prevent MIL illumination with a DTC P0300 - Multiple Cylinder Misfire when using a block heater in ambient temperatures greater than -29°C (-20°F).
- EAOCI system improvements to switch to a severe duty cycle algorithm anytime the PCM is replaced to ensure the customer receives a timely oil change required message.
- Scan tool improved accuracy on mode 6, cylinder imbalance.
- The cruise control system intermittently turns off when pressing the accelerate button repeatedly (with 5.7L).
- A less than desired idle speed after performing a hard braking maneuver.

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 DTCs, 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.

NOTE: After PCM reprogramming, the following must be performed.

2. Clear any DTCs that may have been set in any modules 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-PC	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 3 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