



NUMBER: 18-045-15

GROUP: Vehicle Performance

DATE: May 20, 2015

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 BULLETIN 18-053-14 REV. B DATED DECEMBER 18 , 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES ADDITIONAL SOFTWARE ENHANCEMENTS AND NEW LABOR OPS.**

HELP USING THE wiTECH DIAGNOSTIC APPLICATION FOR FLASHING AN ECU IS AVAILABLE BY SELECTING “HELP” THEN “HELP CONTENTS” AT THE TOP OF THE wiTECH DIAGNOSTIC APPLICATION WINDOW.

THE wiTECH SOFTWARE LEVEL MUST BE AT RELEASE **15.04**** OR HIGHER TO PERFORM THIS PROCEDURE.**

SUBJECT:

Flash: 6.7L Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2014	(DJ)	Ram 2500 Pick Up
2014	(D2)	Ram 3500 Pick Up

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

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) Illumination. Upon further investigation, a technician may find one or more of the following Diagnostic Trouble Codes (DTCs) set in the PCM memory.

- ****P2281 - Air Leak Between MAF And Throttle Body.****
- ****P1477 - Intake Air Diverter Valve Position Sensor Circuit Shorted To Ground.****
- ****U3017 - Control Module Timer/Clock Performance.****
- ****U110E - Lost Ambient Temperature Message.****
- P0087 - Fuel Rail Pressure Too Low.
- P2281 - Air Leak Between MAF And Throttle Body.
- P0544 - Exhaust Gas Temperature Sensor Circuit - Sensor 1/1.
- P0128 - Thermostat Rationality. In cold ambient temperatures.

- P214D - SCR NOx Catalyst Outlet Temperature Too High During Particulate Filter Regeneration.
- P24A5 - EGR Cooler Bypass Bank 1 Control Stuck.
- P040B - Exhaust Gas Recirculation Temperature Sensor "A" Circuit Performance.
- U1421 - Implausible Ignition Key Off Time Received.
- P0420 - Catalyst Efficiency Below Threshold.
- P026B - Injection Timing Performance.
- P04DB - Crankcase Ventilation System Disconnected.
- P1C55 - NOx Sensor Intermittent - Bank 1 Sensor 1.
- P202E - Diesel Exhaust Fluid (DEF) Reductant Injector Performance.
- P20EE - SCR NOx Catalyst Efficiency Below Threshold - Bank 1.
- P2002 - Diesel Particulate Filter Efficiency Below Threshold.
- P0604 - Internal Control Module RAM.
- P1451 - Diesel Particulate Filter System Performance.

In addition to the above symptoms, the following software improvements are also included in this update.

The Following DTCs Have Been Changed From A One Trip Fault To A Two Trip Fault:

- P0201 - P0206 - Fuel Injector X Circuit Open Fault Codes.
- P049D - EGR Control Position Exceeding Learning Limit.
- P226C - Turbocharger Boost Control "A" Slow Response.

The Following DTC Has Been Changed From A Two Trip Fault To One Trip Fault:

- U1A24 - Lost Communication With Ammonia Sensor.

Other Updates Also Included:

- **68RFE Transmission Shift Quality Improvements for low speed First to Neutral and Neutral to First (Garage Shifts).**
- **Charging system improvements for single alternator applications (Changes the cutout threshold from 600 to 500 RPM).**
- **Diesel Exhaust Fluid (DEF) system calibration improvement during Stationary Regeneration.**
- **Cold idle speed stability improvement.**
- **Fuel Filter Minder calibration improvement to save current mileage count during module reflash.**
- **Diagnostic improvement for DTC P20E8 - (Diesel Exhaust Fluid) Reductant Pressure Too Low. Increases pump prime attempts to eliminate false failures.**
- Cruise control system improvements.
- Improvements in exhaust brake switch operation.
- Charging system improvements for dual alternator applications.
- Cold Idle Stability improvements.
- Charge Air Cooler (CAC) leak detection software improvements.
- Various wiTECH data and system test additions or improvements.
- 68RFE Transmission shift quality improvements.
- Dosing Thaw Calibration improvement.
- I/M OBD II readiness - DTC P2002 improvements help Particulate Matter (PM) Filter monitor group to be set to ready more often.
- Grid Heater inhibit operation correction.
- Add engine run time to fuel filter minder.
- Dual alternator WiTECH improvements.
- Inducement timer reset procedure improvement.

- DEF refill detection calibration improvement.

DIAGNOSIS:

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

If a customer describes the symptom/condition or if the technician finds any of the DTCs listed above, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: If you receive a message at the conclusion of the download stating the that the flash was not successful, the message may be erroneous. 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.

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/PCM with the latest available software. Detailed instructions for flashing control 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.
2. Is this vehicle equipped with the 68RFE automatic transmission?
 - a. Yes>>> Proceed to [Step #3](#).
 - b. No>>> Turn ignition key OFF for 75 seconds then proceed to [Step #5](#).
3. Turn ignition key OFF for 10 minutes and proceed to [Step #4](#).
4. Perform the transmission "Quicklearn" procedure. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT, Service Info Section 08 - Electrical > 8E - Electronic Control Modules > MODULE, Transmission Control > Standard Procedure > Quicklearn. Proceed to [Step #5](#).
5. 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. Proceed to [Step #6](#).
6. Perform the PCM Configuration routine in wiTECH located in the PCM "Misc Functions" menu tab.
7. Verify the Dosing Control Unit (DCU) software is up to date in accordance with the service procedures and labor times outlined in all applicable published service bulletins.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-CD	Module, Engine Control/Powertrain Control (ECM/PCM) (Manual Trans/Aisin)- Reprogram (1 - Semi-Skilled)	8 - Engine Performance	0.4 Hrs.
18-19-04-CC	Module, Engine Control/Powertrain Control (ECM/PCM) 68RFE Trans Only - Reprogram (1 - Semi-Skilled)	8 - Engine Performance	0.6 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 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, than 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**