



NUMBER: 18-131-22

GROUP: 18 - Vehicle Performance

DATE: July 9, 2022

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This bulletin supersedes Service Bulletin 18-067-19, dated September 5, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and include an additional Diagnostic Trouble Code (DTC) and LOP.**

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

This bulletin involves reprogramming the PCM with the latest available software.

MODELS:

2018	(DD)	RAM 3500 Cab Chassis
2018	(DF)	RAM 3500 <10K Cab Chassis
2018	(DP)	RAM 4500/5500 Cab Chassis

NOTE: This bulletin applies to vehicles within the following markets/countries: North America.

NOTE: This bulletin applies to vehicles equipped with a 6.7L I6 Cummins Turbo Diesel Engine (Sales Code ETK).

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that one or more of the following DTCs have been set:

- ****P064F - Unauthorized Software/Calibration Detected****.
- P229F - Aftertreatment NOx Sensor Circuit Performance - Bank 1 Sensor 2.
- P207F - Reductant Quality Performance.
- P249E - Closed Loop Scr Reductant Injection Control At Limit - Flow Too High.
- P2509 - PCM/PCM Power Input Signal Intermittent.
- P0128 - Thermostat Rationality.
- P2201 - Aftertreatment NOx Sensor Circuit Performance - Bank 1 Sensor 1.

In addition, the following software enhancements are also available:

- Scan Tool Fan Actuation Test fix.
- Enabling DTC P208B - Reductant Pump 1 Control Performance.
- Mass Air Flow (MAF) Sensor Out Of Range (OOR) low calibration.
- Idle based misfire retune.
- Abort timer for Selective Catalytic Reduction (SCR) Out NOx Sensor missing change to 70 seconds.
- Map SCR missing DTC/Fault (P1C54) to tampering inducement.
- Particulate Matter (PM) Sensor False Fault Improvement.
- CC inner loop used up faults.
- Ultrasonic Flow Meter (UFM) test results fix.
- Engine run state idle unstable software fix.
- Ability to write Engine Serial Number (ESN) through wiTECH.
- Add Diesel Exhaust Fluid (DEF)/Reagent type as a readable value in wiTECH.
- Fan actuation test.
- SCR missing tuning capability improvement.
- Smart tampering improvement.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, 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 or if the technician finds any of the DTCs listed above, 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/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. 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.
3. Perform the PCM Configuration routine in wiTECH located in the PCM "Misc. Functions" menu tab.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-TB	Module, Engine Control (ECM) - Reprogram (1 - Semi-Skilled)	10 - Diesel	0.4 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 15 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must use failure code CC with this Technical Service Bulletin.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Technical Service Bulletin, failure code CC is to be used.
- When utilizing this failure code the 3C's (customer's concern, cause and correction) must be provided for processing Technical Service Bulletin flash/reprogramming conditions.

CC	Customer Concern
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