



NUMBER: 18-097-16

GROUP: Vehicle Performance

DATE: August 20, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-002-15 REV. B, DATED NOVEMBER 17, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODE (DTC), SYMPTOM/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.

NOTE: This bulletin contains an optional software update that should only be used in situations where the customer is specifically complaining of the condition described below.

SUBJECT:

Flash: Diagnostic And System Enhancements

OVERVIEW:

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

MODELS:

2015	(DJ)	Ram 2500 Pickup
2015	(D2)	Ram 3500 Pickup
2015	(DD)	Ram 3500 Cab Chassis
2015	(DP)	Ram 4500/5500 Cab Chassis

NOTE: This bulletin applies to vehicles equipped with 6.4 Engine (Sales Code ESA) equipped with a 6-Speed Automatic 66RFE transmission (Sales Code DFP).

NOTE: This bulletin applies to vehicles equipped with 6.4 Engine (Sales Code ESB) equipped with a 6-Speed Auto Aisin AS66RC transmission (Sales Code DF3) or 6-Speed Automatic 66RFE transmission (Sales Code DFP).

SYMPTOM/CONDITION:

NOTE: This bulletin contains optional software update that should only be used in 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. 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 surge, shudder or pulsation type sensation when driving on smooth road surfaces at highway speeds of 64-129 km/h (40-80 mph).

During normal diagnostics a technician may find one or more of the following Diagnostic Trouble Codes (DTCs) present:

- **P0335 - Crankshaft Position Sensor Circuit.**
- P3426 - Cylinder 4 Deactivation Control Performance.
- P3402 - Cylinder 1 Deactivation Control Performance.
- P3442 - Cylinder 6 Deactivation Control Performance.
- P3450 - Cylinder 7 Deactivation Control Performance.
- U0140 - Lost Communication With Body Control Module. (Attempting to clear this DTC will be unsuccessful).
- P030X - Cylinder X Misfire Detected.
- P0300 - Multiple Cylinder Misfire Detected.

Additionally the following enhancements have been implemented:

- **Enhancement to correct an issue with oil pressure light function at key-up.
- Improve idle RPM control with A/C engagements.
- Enhancement to prevent shudder in reverse when backing up a grade. (Sales Code DFP only).**
- Improved Cruise Control Acceleration mode.
- Improved Multi Displacement System operation. (Sales Code DFP only).
- Multi Displacement System function improved while in stationary mode. (Sales Code DF3 only).
- Potential small improvement in fuel economy at higher altitudes.
- Potential improvement in high altitude engine idle RPM stability.

DIAGNOSIS:

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

If the technician finds any of the DTCs and/or symptom/conditions 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 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 any 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-MR	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 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