



NUMBER: 18-062-14

GROUP: Vehicle Performance

DATE: November 14, 2014

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-025-13 REV. A, DATED SEPTEMBER 17, 2013, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDES ADDITIONAL SOFTWARE ENHANCEMENTS.**

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 **15.02**** OR HIGHER TO PERFORM THIS PROCEDURE.**

SUBJECT:

Flash: 6.7L Diagnostic and System Improvements

OVERVIEW:

This bulletin involves selectively erasing and reprogramming the Engine Control Module (ECM) with new software.

MODELS:

2013	(DD)	Ram Chassis Cab (3500)
2013	(DP)	Ram Chassis Cab (4500/5500)

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

SYMPTOM/CONDITION:

Several software improvements are available for vehicles equipped with a Cummins 6.7L Turbo Diesel. These improvements are separated into the following categories.

Prevent Or Reduce Unnecessary Malfunction Indicator Lamp (MIL) Illumination For The Following Diagnostic Trouble Codes (DTCs). These DTCs Are Currently Set As A One Trip Fault And Should Be A Two Trip Fault:

- ** P0201 - P0206 - Fuel Injector X Circuit/Open. **
- ** U110E - Lost Ambient Temperature Message. **
- P049D - EGR Control Position Exceeded Learning Limit.

These DTCs Are Currently Set As A Two Trip Fault And Should Have Been A One Trip Fault:

- ** U12A4 - LOST COMMUNICATION WITH AMMONIA SENSOR **

Improvements To Prevent Or Reduce Unnecessary Malfunction Indicator Lamp (Mil) Illumination For:

- ** P2281 - Air Leak Between MAF and Throttle Body. **
- ** U3017 - Control Module Timer/Clock Performance. **
- ** U1421 - Implausible Ignition Key Off Time Received. **
- ** P0128 - Thermostat Rationality. In cold ambient temperatures. **
- ** P0087 - Fuel Rail Pressure Too Low. **
- ** P0544 - Exhaust Gas Temperature Sensor Circuit - Bank 1 Sensor 1. **
- ** P2002 - Diesel Particulate Filter Efficiency Below Threshold. **
- ** P061A - Level 2 Torque Performance. **
- P0234 - Turbocharger Overboost condition.
- P026A - Charge Air Cooler Efficiency Below Threshold.
- P0299 - Manifold Pressure Sensor Out of Range Low.
- P0544 - Exhaust Gas Temperature (EGT) Sensor Circuit - Bank 1 Sensor 1.
- P0562 - Battery Voltage Low.
- P20EE - SCR NOX Catalyst Efficiency Below Threshold - Bank 1.
- P2201 - Aftertreatment NOX Sensor Circuit Performance - Bank 1 Sensor 1.
- P24A5 - EGR Cooler Bypass Bank 1 Control Stuck.
- P2459 - Diesel Particulate Filter Regeneration Too Frequent.
- P249E - Closed Loop SCR Reductant Injection Control At Limit - Flow Too High.

Other Updates:

- ** Various Urea system calibration changes and cold weather system improvements and dosing heater thaw times. **
- ** Various additional wiTECH data and system test additions or improvements. **
- ** Cruise control system improvements. **
- ** System enhancements to starter lockout feature. **
- ** Fuel Filter Minder system calibration enhancements. **
- ** Exhaust brake switch operation improvements. **
- ** Charging system improvements for dual alternator applications. **
- Erroneous "Service Exhaust System - see dealer" message setting with the ignition in the "Run" position, engine not running.
- Remove MIL for DTC; P1C70 - SCR ERROR DETECTED - ENGINE DISABLED
- Wait To Start (WTS) bulb check timing improvements (1 second)
- Set PTO maximum speed to 2,000 RPM
- Allow Mobile PTO operation in neutral
- Frozen CAC Diagnostic Improvement
- WiTECH - Reset fix (PTO request on Pickup)
- WiTECH - Road Governor Speed Upper Limit adjustment
- SCR Performance Test Fix

DIAGNOSIS:

Using a Scan Tool with the appropriate Diagnostic Procedures available in TechCONNECT, verify all vehicle systems are functioning as designed. If DTCs 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 any of the above conditions are present or if the technician finds any of the DTCs listed, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: wiTECH may erroneously give an error message at the conclusion of the download stating the that the flash was not successful. 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: If this flash process is interrupted/aborted, the flash should be restarted.

1. Flash reprogram the PCM. Help using the wiTECH Diagnostic Application for flashing the control modules is made available through the wiTECH Diagnostic Application. For instructions select the "HELP" tab on upper portion of the wiTECH window, then "HELP CONTENTS". This will open the Welcome to wiTECH Help screen where help topics can be selected. **After PCM reprogramming has completed successfully, the following must be performed:**
2. Power down the PCM (key off) after flash. Aisin Automatic Transmission equipped trucks and Manual Transmission trucks must have key off for 75 seconds.
3. Clear any DTCs that may have been set in other modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow the tech to clear them.
4. Perform the PCM Configuration routine in wiTECH located in the PCM "Misc Functions" menu tab.
5. ****Verify the Dosing Control Unit (DCU) is at the latest software calibration. Refer to all applicable published service bulletins regarding DCU system improvements for detailed repair procedures and labor times.****

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-BC	Module, Engine Control (ECM) - Reprogram, (Aisin A/T or M/T) 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:

FM	Flash Module
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