



FIAT CHRYSLER AUTOMOBILES

March 4, 2019

[REDACTED]
[REDACTED]

Montgomery, AL [REDACTED]

RE: Case: [REDACTED]
VIN: [REDACTED]

Dear Mr. [REDACTED]

This will further acknowledge contact to Fiat Chrysler Automobiles, regarding your 2017 Ram 2500.

Naturally, we were sorry to learn of this incident. Please rest assured, we appreciate and share your concerns about vehicle safety. It is important for you to remember that we don't just design and build vehicles; we also drive them, as do most of our families and friends. We have some very close and personal reasons to be concerned about vehicle safety, like you, people depend on us to provide them with safe and dependable transportation.

FCA US LLC provided for Engineering Analysis Associates/Bosch Automotive Service Solutions to examine your vehicle. EAA is a leading supplier of technical field support to the transportation industry. They have hundreds of specialists in the United States that conduct thousands of product investigations each year, providing valuable automotive field expertise. FCA feels that the expense of this independent inspection is in the best interest of you, our customer, and the Corporation in our efforts to properly evaluate serious concerns such as yours.

The inspection involved a thorough examination of your vehicle and the photographing of all critical areas. We have had the opportunity to review the details of the inspection report, and must inform you that we are not led to believe that the incident was due to a manufacturing responsibility. Therefore, we must respectfully decline any assistance associated with this matter.

Based on this, we suggest that you refer this matter to your insurance carrier. Should they feel a manufacturing responsibility exists, they have full subrogation rights under the terms of your policy, including your deductible.

Thank you for allowing us the opportunity in reviewing this matter with you.

Sincerely,

Special Investigations

JS/sk

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	[REDACTED]
User	[REDACTED]
Case Number	[REDACTED]
EDR Data Imaging Date	02/25/2019
Crash Date	0
Filename	[REDACTED]
Saved on	Monday, February 25 2019 at 11:17:30
Imaged with CDR version	Crash Data Retrieval Tool 17.4
Imaged with Software Licensed to (Company Name)	Engineering Analysis Associates
Reported with CDR version	Crash Data Retrieval Tool 17.4
Reported with Software Licensed to (Company Name)	Engineering Analysis Associates
EDR Device Type	Airbag Control Module
Event(s) recovered	None

Comments

No comments entered.

Data Limitations

AIRBAG CONTROL MODULE (ACM) DATA LIMITATIONS:

GENERAL INFORMATION:

CAUTION: During direct-to-module imaging where the Airbag Control Module (ACM) is disconnected and removed from a vehicle, make sure the ACM is not moved, tilted or turned over while connected to and powered by the CDR Interface Module (with appropriate adaptors in place, where required). Also, after a CDR imaging process, wait 2 minutes after power is removed from the ACM before attempting to move the module. Not following these general ACM guidelines for direct-to-module imaging may cause new events to be recorded in the ACM.

- For additional definitions, please refer to the CDR Help File Glossary.
- As the VIN may be used to determine the configuration of the restraint system, it is imperative that the correct VIN be entered into the CDR Tool during the imaging process.
- For Fiat vehicles, the "Read VIN from Vehicle" feature in the CDR Tool will not work. The VIN will have to be manually entered.
- Lateral Delta V will not be displayed for the 2013 MY Jeep Compass and Patriot.
- Ignition Cycle, download/crash - For RAMs and Dodge Vipers, there are 2 internal ignition counters in the ACM. It is possible for the ignition cycles at download to be different than the ignition cycles at event due to the 2 different counters.
- The following table provides an explanation of the sign notation for data elements that may be included in this CDR report. All directional references to sign notation are from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

Data Element Name	Positive Sign Notation Indicates
Delta-V, Longitudinal	Forward
Maximum Delta-V, Longitudinal	Forward
Delta-V, Lateral	Left to Right
Maximum Delta-V, Lateral	Left to Right
Angular Rate	Clockwise rotation around the longitudinal axis
Peripheral Sensors, X and Y	Outside to Inside
Pressure Sensors	Compression of air
Internal Y Acceleration	Left to Right
Low-g Z Acceleration	Downward
Steering Input	Steering wheel turned counter clockwise
Yaw Rate	Counter clockwise rotation

CDR FILE INFORMATION:

- An event will be stored when the delta V is approximately 5 mph (8 km/h) or greater within a 150 ms interval.
- For non-NAFTA ACMs that control pedestrian protection devices, a non-deployment event will be stored when the pedestrian protection devices are activated.
- For the 2014-2017 MY Jeep Grand Cherokee and Dodge Durango, a non-deployment event will be stored with activation of the Active Head Restraints.

Event(s) Recovered definitions:

- None - There are no stored events in the ACM
- Not Retrievable - Event Data may be stored in the ACM but is not retrievable by the CDR Tool.
- Most Recent Event - Data of the most recent event is displayed in the report
- 1st Prior Event - Two events are stored in the ACM, Data displayed is of the first prior event.
- 2nd Prior Event - Three events are stored in the ACM, Data displayed is of the second prior event.
- For 2013 and 2014 MY Dodge Journey and Fiat Freemont:
 - Event Record 1 - Data from an event is stored in the ACM (not necessarily in chronological order)
 - Event Record 2 - Data from another event is stored in the ACM (not necessarily in chronological order)
- For TRW modules:
 - If there is a side impact, two EDR events may be stored for the one side impact event. The second event may be recorded due to the Lateral Delta V exceeding 5 mph (8 km/h) within a 150 ms interval after the side deployment occurred.
- For some Fiat vehicles:
 - Two EDR events may be stored for one impact event. The second event may be recorded due to the deployment of the frontal airbag, 3rd stage passenger.
- During an event, if power to the ACM is lost, all or part of the event data record may not be recorded. An indication may be observed in the recorded data under this condition: The restraint data is recorded first and then the vehicle data.
 - "None" may be displayed in the "Event(s) Recovered" section of the report indicating no pre-crash vehicle data.
 - An event may be displayed in the "Event(s) Recovered" section of the report and "Interrupted" will be displayed for Pre-Crash Recorder Status.

SYSTEM STATUS AT RETRIEVAL:

- Original VIN - The VIN is captured by the ACM and then recorded as the Original VIN after 10 consecutive ignition cycles of capturing the same number. Once it has been recorded, this number cannot be changed.

SYSTEM CONFIGURATION AT RETRIEVAL/EVENT:

- The System Configuration data tables indicate the components that the ACM for a particular vehicle monitors and/or controls.
- Active Head Restraint (AHR) - This refers to some active head restraint systems that are electronically controlled by the ACM. AHRs may activate but not store an EDR Record if the delta V does not exceed the minimum delta V threshold. Activation of only the AHRs, if stored, will be a non-deployment event.

SYSTEM STATUS AT EVENT:

- Number, Total Events - Cumulative number of events that the ACM has recorded, including those non-deployment events that have been overwritten by a subsequent event.
- Occupant Size Classification, Outboard Front Passenger - "Child" status may be used to indicate anything weighing less than a 5th percentile female adult crash dummy, including an empty seat; "Not Child" indicates anything weighing the same as or more than a 5th percentile female adult crash dummy.
- Odometer at Event - Vehicle odometer at the time of the event
- Operation via Energy Reserve Only - "Yes" indicates that the ACM had lost power at or before T0 and was only operating on energy reserve at T0.
- System Voltage at Event, ACM - Voltage at the ACM as measured by the ACM.
- System Voltage at Event, Bussed - Voltage of the vehicle system, communicated on the communication bus to other electronic modules in the vehicle.
- Temperature, Outside - Ambient Air Temperature.
- Time, Airbag Warning Lamp On - This is a cumulative time. It indicates the total amount of time that the ACM has requested the Airbag Warning Lamp be turned on.
 - This time does not include the warning lamp bulb check time, which occurs at every ignition cycle
 - For 2013 MY Minivans and new 2017 MY Jeep Compass, this time is only cumulative for the past 10 ignition cycles.
- Time from event 1 to 2 -
 - If only one event is stored, either a value of 0 or >5 may be displayed for this data element.
 - If multiple events exist in the EDR, the time from event 1 to event 2 is defined as:
 - For Bosch and TRW modules, the time from the prior recorded event (even if it has been overwritten) to the current recorded event.
 - For Continental modules, the time from the prior existing recorded event (as long as it is still displayed in the CDR report) to the current recorded event. If the prior event in a multi-event condition is overwritten by a subsequent event, the multi-event status will no longer be displayed.
- Time, Operation System Time - This is a cumulative lifetime timer for the ACM. It indicates the total amount of time the ACM has been powered up.
- VIN at Event, Last 8 Digits- Last 8 digits of the VIN of the vehicle at the time the ACM records the event.

DEPLOYMENT COMMAND DATA:

- A "Yes" for a particular item in the Deployment Command Data section of the report indicates that the ACM commanded the deployment /activation of the associated device.

DTCs PRESENT AT START OF EVENT:

- If any DTCs (diagnostic trouble codes) are present in the ACM at the start of the event, these will be listed in this section. A dealership service manual can be used to decode the DTCs.
 - DTCs Present at Start of Event are not present in the Alfa Romeo Giulia, Fiat 500X, and the Jeep Renegade.

SENSOR DATA:

- The design range for the angular rate data is:
 - +/- 240 deg/sec for Bosch ACMs
 - +/- 300 deg/sec for TRW ACMs
 - +/- 290 for 2008-2017 minivans and 2009-2017 Dodge Journey
 - +/- 340 deg/sec for 2017 MY Chrysler Pacifica and new 2017 MY Jeep Compass
- For the 2017 MY Chrysler Pacifica and new 2017 MY Jeep Compass:
 - t0 for the peripheral sensors is the same as the t0 for the delta V
 - Internal y acceleration is only stored when the rollover sensing algorithm has triggered storage of the EDR event
- For the 2017 MY Chrysler Pacifica and new 2017 MY Jeep Compass:
 - The words "Sensor Design Range Exceeded" and a vertical line will be displayed on the Longitudinal and Lateral Delta-V graphs the first time the applicable sensor range is exceeded.

PRE-CRASH DATA:

- The recorded Event may contain Pre-Crash data. Pre-Crash data from the various electronic control modules in the vehicle is transmitted to the Airbag Control Module via the vehicle's communication bus.
- (if equip.) - If a parameter name is followed by the words (if equip.), then the parameter is only valid for vehicles equipped with the associated parameter/vehicle system.
- The MIL (Malfunction Indicator Lamp) Status for the various recorded systems indicates the requested state of the applicable malfunction indicator lamp at the time that the data was captured. Note: Some fault codes could be stored due to component/system damage from the accident. The appropriate diagnostic tool should be used to read any stored Diagnostic Trouble Codes (DTC's) in the various electronic modules (ACM, PCM, ABS, TCM, etc., where applicable) for use in interpretation of some vehicle specific recorded data.
- ABS Activity - "Yes" indicates an active ABS event in which the ABS is actively controlling the brakes.
- ABS MIL - This indicates the ABS fault indicator lamp status. It will only be "On" when there is a fault in the ABS system. The Electronic brake module DTC's should be read and recorded for final system interpretation.
- Accelerator Pedal, % Full - This indicates the actual position of the accelerator pedal.
- Accelerator Pedal (Derived), % Full - This indicates the calculated value of the accelerator pedal for battery electric vehicles only.
- Accelerator Pedal/Engine Throttle, % Full - This indicates the actual position of the accelerator pedal unless the cruise control is engaged. If the cruise control is engaged, this indicates the actual position of the engine throttle blade.
- Cruise Control:
 - Cruise Control System/Lamp Status - "On" indicates that the Cruise Control system is turned on.
 - Cruise Control Engaged Status/Active - "Engaged"/"Yes" indicates the Cruise Control system is actively controlling vehicle speed. "Not Engaged"/"No" indicates the system is NOT controlling vehicle speed.
 - Adaptive Cruise Control (ACC) Status (if equip.) - "Off" indicates that all cruise control functionality is disabled; "NCC_On" indicates that the Normal Cruise Control system is turned on; "NCC_Set" indicates the Normal Cruise Control is actively controlling vehicle speed; "ACC_On" indicates that ACC is turned on; "ACC_Set" indicates that the ACC is actively controlling vehicle speed. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.
 - ACC Speed Set (if equip.) - This indicates the desired speed in mph that was input by the driver for the ACC system. If the value is SNA for all time stamps, then the vehicle is not equipped with ACC.
- Drive Mode - This indicates the driver selected mode of operation (e.g. normal, sport, track, ...)
- Electronic Brake/Stability Control information:
 - Stability Control - This is the status of the ESC symbol - "car with squiggly lines" indicator lamp. "On" indicates that the ESC system is functional. "Off" indicates that the ESC system was turned off either by the driver or due to a fault or thermal mode shutdown. "Engaged" indicates an active ESC/TCS event. "Partial Off" indicates that engine management has been turned off but traction control is still functional.
 - For the Jeep Renegade, if the Stability Control is "Off", the ESC Button Status is "Disabled", and the vehicle speed exceeds 40 mph, the stability control system will operate in a reduced functionality mode with traction control turned off ("partial off" mode) even though the user disabled it. For all other conditions, when the Stability Control is "Off", the stability control system will be off.
 - ESC Button Status - This indicates the driver selected mode for the ESC system. "Disabled" indicates that the driver pressed the ESC Button for 5 seconds to disable the ESC System. "Enabled" indicates that the ESC button has not been pressed for 5 seconds and thus the ESC System is enabled.
 - ESC/ESP MIL - This indicates the ESC/ESP fault indication lamp status. It will only be "On" when there is a fault or thermal mode shutdown in the ESC/ESP system. The ESC/ESP module DTC's should be read and recorded for final system interpretation.
 - Brake Intervention by ESP - "Yes" indicates that the stability control system has engaged the brakes.
 - Engine Torque Applied - "No" indicates no engine torque output was applied (as in Park/Neutral for Automatic transmissions or clutch depressed on manual or during an ESP/Traction Control event). If "Yes", then engine torque output was applied.
 - Traction Control Active - "Yes" indicates that the traction control system is actively controlling the vehicle's wheels.
- Electronic Park Brake (EPB):
 - Park Brake Engaged - "Yes" indicates that the park brake is applied.
 - EPB MIL - "On" indicates that there is a fault in the Electronic Park Brake System.
- Engine Throttle, % Full - This indicates the actual position of the Engine Throttle blade.

- ETC Lamp - Lamp "ON" indicates there is an active Electronic Throttle DTC.
 - ETC Lamp Flashing - "Yes" indicates that the ETC is in the limp-in mode.
 - Forward Collision Warning (FCW) (if equip.):
 - Object of Interest Distance - This indicates the actual forward distance to the main object being tracked by the FCW system. "FCW present but not tracking" indicates that the FCW system is not currently tracking an object. If the value is SNA for all time stamps, then the vehicle is not equipped with FCW.
 - FCW System Status - "Off" indicates that the FCW system is off and the FCW Warning Lamp will be "On". "On-braking" indicates that the FCW system is on with active braking enabled but there will no FCW audible or visual warnings in an FCW event. "On-warning" indicates that the FCW system is on but active braking is disabled. In an FCW event, the driver will only receive FCW audible and visual warnings. "On-full" indicates that the FCW system is fully on with active braking as well as the audible and visual warnings enabled. SNA indicates that the vehicle is not equipped with FCW.
 - Gear Position - This indicates the current transmission gear.
 - Master Cylinder Pressure - This indicates the brake pressure applied to the brakes by the driver.
 - PCM MIL - This indicates the PCM fault indicator lamp status. It will only be "On" when there is a fault in the PCM. The Powertrain Control Module DTC's should be read and recorded for final system interpretation.
 - Pre-Crash Recorder Complete - Due to the interruption of data recording in one section, this data element may display "Interrupted" for all sections when some data sections are actually complete.
- For the 2014 MY Jeep Grand Cherokee and Dodge Durango, if recording of angular rate data is interrupted, the entire EDR record will display "Interrupted" even though the rest of the data may be complete.
- PRND/PRNDL/PRNDS Status - This indicates the status of the Shifter Position.
 - Raw Manifold Pressure - This indicates engine load in kPa.
 - Reverse Gear - For manual transmission vehicles only, "Yes" indicates the transmission is in the reverse gear.
 - Service Brake - "On" indicates that the brake pedal is depressed.
 - Speed, Vehicle Indicated - This indicates the average of the drive wheels. The accuracy of the recorded Speed, Vehicle Indicated will be affected if the vehicle had the tire size or the final drive axle ratio changed from the factory build specifications.
 - Tire Information:
 - XX where LF = Left Front Tire, RF = Right Front Tire, LR = Left Rear Tire, and RR = Right Rear Tire.
 - Tire X Location - This indicates the location of the tire pressure sensor data being displayed for that time stamp. Default is used to indicate that the location of the tire pressure sensor is unknown or there is no tire pressure sensor in that wheel. Vehicles with Base Tire Pressure Monitoring systems will display SNA for both Tire Locations as these vehicles do not send actual pressure values across the communication bus.
 - Tire X Pressure/Tire Pressure Status, XX - This indicates the actual pressure status of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Possible values are LOW, NORMAL, HIGH, or SNA for this parameter. Vehicles with Base Tire Pressure Monitoring systems may display NORMAL even though these vehicles do not send actual pressure values across the communication bus.
 - Tire X Pressure/Tire Pressure Value, XX (psi) - This indicates the actual tire pressure value of the Tire Location defined in the previous column (Tire X Location) or by the values for XX. Vehicles with Base Tire Pressure Monitoring systems will display N/A for this parameter as these vehicles do not send actual pressure values across the communication bus.
 - For the following vehicles, the tire location, if displayed, may not be accurate if the tires have been rotated:
 - 2013 MY Ram
 - 2013-2017 MY Jeep Patriot
 - 2013-2014 MY Chrysler 200
 - 2013-2017 MY Jeep Compass
 - 2013-2016 MY Dodge Dart
 - For the 2013 MY Ram, if the values for tire pressure status and the tire pressure are SNA, the EDR does not store tire pressure monitoring data.
 - Tire pressure is not stored in the EDR for the following vehicles:
 - 2014-2017 MY Ram
 - 2013-2017 MY Jeep Wrangler
 - 2013 MY Jeep Grand Cherokee
 - 2013 MY Dodge Durango
 - 2013-2014 MY Dodge Challenger
 - 2013-2016 MY Chrysler Town and Country
 - 2013-2017 MY Dodge Grand Caravan
 - 2015-2017 MY Fiat 500
 - Wheel Speed, XX - This indicates the speed value (in revolutions per minute) of a particular tire as denoted by XX.
 - Tire Pressure Monitor Indicator Lamp/Faults - "On" indicates a fault in the tire pressure monitoring system. The TPM module DTC's should be read and recorded for final system interpretation.
 - "T0" ("Time zero" where '0' is seen as subscript) is defined as "beginning of the crash event". T0 is the time at which the ACM algorithm is activated, a specific Delta-V is exceeded, or a non-reversible restraint device is deployed. T0 may be defined differently for front, side, rear and roll-over events.
 - If multiple algorithm decisions (i.e.: frontal, side, rear and/or rollover) are made before the first recorded event ends, all of those events are part of the same event record and "T0" is defined as the "T0" from the first recorded event.
 - In the Pre-Crash data tables, the relative time marker "-0.1s" or "-0.25s" respectively represents the last set of data captured in the buffer prior to "T0."
 - Torque Information:
 - Axle Torque - This indicates the E-Motor Torque multiplied by the gear ratio for battery electric vehicles only.
 - E-Motor Torque - This indicates the calculated torque from the output shaft of the electric motor in battery electric vehicles only.
 - Traction Control Intervention Active - "Active" indicates wheel slippage was occurring during vehicle acceleration.

APPLICATION INFORMATION:

- Jeep Renegade and Alfa Romeo Giulia are only CDR supported in the NAFTA market.

03002_Chrysler_r034

System Status at Retrieval

Original VIN	[REDACTED]
Ignition Cycle, Download	2076
ACM Part Number	68346749AB
ECU Serial Number	T52MD138701845
ACM Supplier	Bosch
ECU Supply Voltage at Time of Retrieval	12.4

System Configuration at Retrieval

Configured for Driver Frontal Airbag	Yes
Configured for Passenger Airbag	Yes
Configured for Driver Retractor Pretensioner	Yes
Configured for Passenger Retractor Pretensioner	Yes
Configured for Left Side Curtain Airbag	Yes
Configured for Right Side Curtain Airbag	Yes
Configured for Front Left Seat Airbags	Yes
Configured for Front Right Seat Airbag	Yes
Configured for Safety Belt Status, Driver	Yes
Configured for Safety Belt Status, Outboard Front Passenger	No
Configured for Seat Track Position Switch, Foremost, Status, Driver	No
Configured for Seat Track Position Switch, Foremost, Status, Outboard Front Passenger	No

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

62 F1 00 00 42 01 03

62 F1 32 36 38 33 34 36 37 34 39 41 42

62 F1 50 0C 25 02

62 F1 51 11 30 00 11 31 00

62 02 20 04 7B 10 01 11 22 04 63 EA 10 09 10 00 00 02 00 00 00 00 00 00 00 00 00 07 33 43 36 55 52
35 4E 4C 36 48 47 37 32 37 32 39 33 7E 0F 00 00 00 00

62 F1 8C 54 35 32 4D 44 31 33 38 37 30 31 38 34 35

62 F1 54 00 03

62 F1 90 33 43 36 55 52 35 4E 4C 36 48 47 37 32 37 32 39 33

62 02 B1 FF
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62 02 B2 FF
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62 02 B3 FF
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62 02 C1 00 00 00 00 00 00 00 00

62 02 10 FF FF FF FF FF FF FF FF 03 3B 01 A8 01 A7 FF FF 00 00 00 00 00 00



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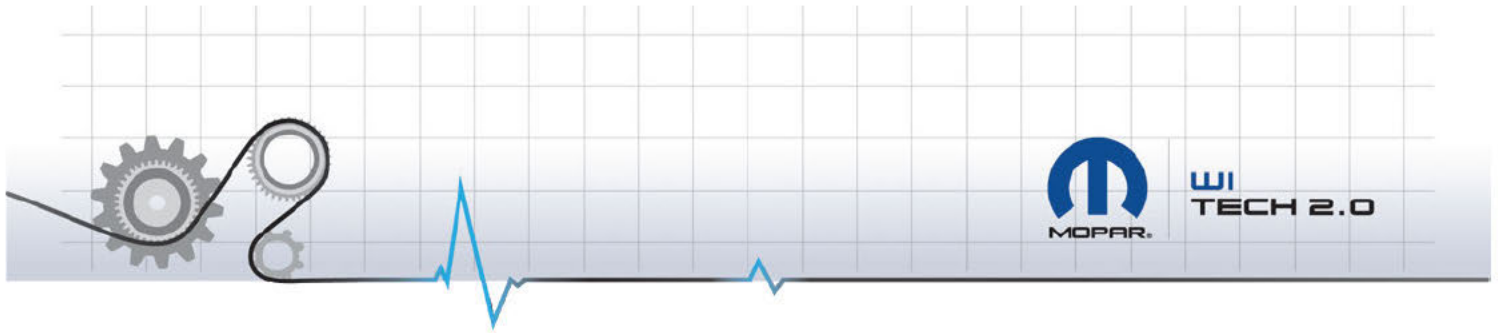
71 01 03 04 03 FF
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62 F1 0B 22 00 00 00 07 1F AA 00 B6 88 07 00 04 00 00 00 07 01 02 3F 10 4F FD 26 C7 00 02 00 00
07 39 21 03 00 CF 37 00 8E 67 18 06 00 02 B0 FE FE 42 00 54 3C 00 00 00 00 0C 5A 03 00 00 00 00
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59 02 99

Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.



VEHICLE HEALTH REPORT

Vehicle 2017 RAM 2500 PICKUP 6.7L I6 CUMMINS TURBO DIESEL
VIN [REDACTED]

Odometer 17878.2 miles
Publication Date Feb 25, 2019, 11:12:24 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	32370731AF	[REDACTED]	[REDACTED]	32370731AF
ICS	Integrated Center Stack	CAN-I	1UJ97DX9AJ	[REDACTED]	[REDACTED]	1UJ97DX9AJ
RFH	Radio Frequency Hub	CAN-C	68319680AD	[REDACTED]	[REDACTED]	68319680AD
ABS	Anti Lock Brakes	CAN-C	68306179AB	[REDACTED]	[REDACTED]	68306179AB
DTCM	Drive Train Control Module	CAN-C	68250127AA	[REDACTED]	[REDACTED]	68250127AA
ORC	Occupant Restraint	CAN-C	68346749AB	[REDACTED]	[REDACTED]	68346749AB
HVAC	Heat, Ventilation and A/C	CAN-I	68268187AA	[REDACTED]	[REDACTED]	68268187AA
DDM	Driver Door Module	CAN-I	68286791AA	[REDACTED]	[REDACTED]	68286791AA
PDM	Passenger Door Module	CAN-I	68286790AA	[REDACTED]	[REDACTED]	68286790AA
MSM	Memory Seat Module	CAN-I	05026618AF	[REDACTED]	[REDACTED]	05026618AF
AMP	Amplifier	CAN-I	68267099AB	[REDACTED]	[REDACTED]	68267099AB
IPC	Instrument Panel Cluster	CAN-C	68302591AD	[REDACTED]	[REDACTED]	68302591AD
PTS	Parktronics	CAN-C	68141530AJ	[REDACTED]	[REDACTED]	68141530AJ
SCCM	Steering Column Control Module	CAN-C	68110740AE	[REDACTED]	[REDACTED]	68110740AE
BCM	Body Controller	CAN-C	68320320AC	[REDACTED]	[REDACTED]	68320319AC
DCU	Dosing Control Unit	CAN-C	68313041AB	[REDACTED]	[REDACTED]	68313041AB
HSM	Heated Seat Module	CAN-I	68217268AE	[REDACTED]	[REDACTED]	68217268AE
RADIO	Radio	CAN-I	68270661AG	[REDACTED]	[REDACTED]	68270661AG
ITBM	Integrated Trailer Brake Module	CAN-C	68288760AB	[REDACTED]	[REDACTED]	68288760AB
VGT	Variable Geometry Turbo	CAN-C	68213171AC	[REDACTED]	[REDACTED]	68213171AC

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	VARIANT	VERSION	ISO CODE

PCM	USA	00	17	24	08
ICS	USA	0C 1A 42	0D 1E 1E	41	00
RFH	USA	0D 20 01	11 06 01	41	04
ABS		10 09 00	10 09 01	40	08
DTCM	USA	10 11	05 01 09	40	02
ORC	USA	0C 25 02	11 30 00	42	01
HVAC	USA	0D 12 04	0E 30 00	42	01
DDM	USA / USA	14 45 00	15 12 00	41	02
PDM	USA	14 45 00	15 12 00	41	02
MSM	USA	0C 30 00	0F 0A 00	40	16
AMP	USA	13 21 01	0F 25 00	40	05
IPC	USA / USA	05 02 03	10 27 01	42	01
PTS	USA	08 33 01	0F 0C 03	41	05
SCCM	USA	0A 2E 04	0B 26 00	41	01
BCM	USA	0D 11 00	12 06 40	43	05
DCU	—	0C 18 00	0E 21 00	02	00
HSM	USA / USA	0D 0E 00	10 25 00	40	02
RADIO	USA	0F 28 00	11 09 01	80	02
ITBM	USA	10 0E 02	10 0E 40	40	00
VGT		0D 06 00	0E 02 00	01	00

FLASHES

PCM | 2017 DJ D2 6.7L PCM 68RFE 50 STATE ENG REF: 53041216AE

APPLICABLE BULLETINS

FLASH #	TYPE	RRT #	DESCRIPTION
18-052-18	TSB		Flash: Powertrain Diagnostic and System Improvements
25-001-18	TSB		Flash: Dosing Control Unit Diagnostic and System Improvements

RRTS

RRT #	DESCRIPTION	STATUS
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RECALLS

RECALL #	DESCRIPTION	STATUS
U11	Safety Recall U11 - Brake Transmission Shift Interlock	Complete
U74	Safety Recall U74 - Tailgate Latch	Complete
U53	Customer Satisfaction Notification U53 - Occupant Restraint Control Module	Complete
V06	Safety Recall V06 - Drag Link	Incomplete

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
BCM	B1642-11	Rear Left Turn Lamp Control-Circuit Short to Ground	Stored
BCM	B1642-15	Rear Left Turn Lamp Control-Circuit Short to Battery or Open	Active
BCM	B1707-15	Left Reverse Lamp Control-Circuit Short to Battery or Open	Active
BCM	B170B-15	Right Reverse Lamp Control-Circuit Short to Battery or Open	Active

BCM	B16B7-15	Center Stop Lamp Control-Circuit Short to Battery or Open	Stored
BCM	B16E7-15	License Plate Lamp Control-Circuit Short to Battery or Open	Stored

ENVIRONMENTAL DATA SUMMARY**BCM | B1642-11 | STORED | REAR LEFT TURN LAMP CONTROL-CIRCUIT SHORT TO GROUND**

NAME	VALUE	UNITS
Test Failed This Operation Cycle	False	
Test Failed	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Most Recent Odometer Value	17587	miles
Frequency Counter	1	
Original Odometer Value	17587	miles
Ignition Cycle Counter	28	

BCM | B1642-15 | ACTIVE | REAR LEFT TURN LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Pending DTC	False	
Test Failed This Operation Cycle	True	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	17587	miles
Most Recent Odometer Value	17587	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

BCM | B1707-15 | ACTIVE | LEFT REVERSE LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	

Test Failed Since Last Clear	True	
Pending DTC	False	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	16454	miles
Most Recent Odometer Value	17587	miles
Frequency Counter	24	
Ignition Cycle Counter	0	

BCM | B170B-15 | ACTIVE | RIGHT REVERSE LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
DTC Extended Data Record Number - All	01	
Warning Indicator Requested	False	
Occurrence flag	ERROR	
Original Odometer Value	16454	miles
Most Recent Odometer Value	17876	miles
Frequency Counter	27	
Ignition Cycle Counter	0	

BCM | B16B7-15 | STORED | CENTER STOP LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Pending DTC	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	17856	miles
Most Recent Odometer Value	17856	miles
Ignition Cycle Counter	3	
Frequency Counter	1	

BCM | B16E7-15 | STORED | LICENSE PLATE LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
DTC Extended Data Record Number - All	01	
Warning Indicator Requested	False	
Occurrence flag	ERROR	
Original Odometer Value	16444	miles
Most Recent Odometer Value	17806	miles
Ignition Cycle Counter	17	
Frequency Counter	150	



CUSTOM REPORT

Vehicle 2017 RAM 2500 PICKUP 6.7L I6 CUMMINS TURBO DIESEL
 VIN [REDACTED]

Odometer 17878.2 miles
 Publication Date Feb 25, 2019, 11:11:45 AM

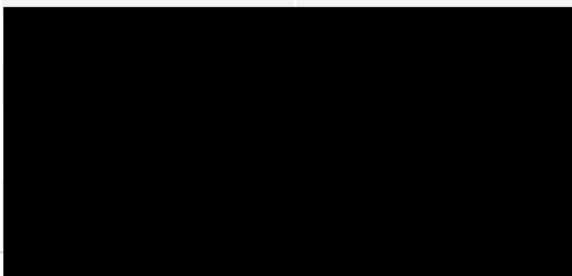
DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
BCM	B1642-11	Rear Left Turn Lamp Control-Circuit Short to Ground	Stored
BCM	B1642-15	Rear Left Turn Lamp Control-Circuit Short to Battery or Open	Active
BCM	B1707-15	Left Reverse Lamp Control-Circuit Short to Battery or Open	Active
BCM	B170B-15	Right Reverse Lamp Control-Circuit Short to Battery or Open	Active
BCM	B16B7-15	Center Stop Lamp Control-Circuit Short to Battery or Open	Stored
BCM	B16E7-15	License Plate Lamp Control-Circuit Short to Battery or Open	Stored

SNAPSHOT DATA SUMMARY

ECU SUMMARY INFO


ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
PCM	Powertrain Control Module	CAN-C	32370731AF	[REDACTED]	[REDACTED]	32370731AF
ICS	Integrated Center Stack	CAN-I	1UJ97DX9AJ	[REDACTED]	[REDACTED]	1UJ97DX9AJ
RFH	Radio Frequency Hub	CAN-C	68319680AD	[REDACTED]	[REDACTED]	68319680AD
ABS	Anti Lock Brakes	CAN-C	68306179AB	[REDACTED]	[REDACTED]	68306179AB
DTCM	Drive Train Control Module	CAN-C	68250127AA	[REDACTED]	[REDACTED]	68250127AA
ORC	Occupant Restraint	CAN-C	68346749AB	[REDACTED]	[REDACTED]	68346749AB
HVAC	Heat, Ventilation and A/C	CAN-I	68268187AA	[REDACTED]	[REDACTED]	68268187AA
DDM	Driver Door Module	CAN-I	68286791AA	[REDACTED]	[REDACTED]	68286791AA
PDM	Passenger Door Module	CAN-I	68286790AA	[REDACTED]	[REDACTED]	68286790AA
MSM	Memory Seat Module	CAN-I	05026618AF	[REDACTED]	[REDACTED]	05026618AF
AMP	Amplifier	CAN-I	68267099AB	[REDACTED]	[REDACTED]	68267099AB
IPC	Instrument Panel Cluster	CAN-C	68302591AD	[REDACTED]	[REDACTED]	68302591AD
PTS	Parktronics	CAN-C	68141530AJ	[REDACTED]	[REDACTED]	68141530AJ
SCCM	Steering Column Control Module	CAN-C	68110740AE	[REDACTED]	[REDACTED]	68110740AE
BCM	Body Controller	CAN-C	68320320AC	[REDACTED]	[REDACTED]	68320319AC

DCU	Dosing Control Unit	CAN-C	68313041AB	—	—	68313041AB
HSM	Heated Seat Module	CAN-I	68217268AE			68217268AE
RADIO	Radio	CAN-I	68270661AG			68270661AG
ITBM	Integrated Trailer Brake Module	CAN-C	68288760AB			68288760AB
VGT	Variable Geometry Turbo	CAN-C	68213171AC			68213171AC

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	VARIANT	VERSION	ISO CODE
PCM	USA	00	17	24	08	
ICS	USA	0C 1A 42	0D 1E 1E	41	00	
RFH	USA	0D 20 01	11 06 01	41	04	
ABS		10 09 00	10 09 01	40	08	
DTCM	USA	10 11	05 01 09	40	02	
ORC	USA	0C 25 02	11 30 00	42	01	
HVAC	USA	0D 12 04	0E 30 00	42	01	
DDM	USA / USA	14 45 00	15 12 00	41	02	
PDM	USA	14 45 00	15 12 00	41	02	
MSM	USA	0C 30 00	0F 0A 00	40	16	
AMP	USA	13 21 01	0F 25 00	40	05	
IPC	USA / USA	05 02 03	10 27 01	42	01	
PTS	USA	08 33 01	0F 0C 03	41	05	
SCCM	USA	0A 2E 04	0B 26 00	41	01	
BCM	USA	0D 11 00	12 06 40	43	05	
DCU	—	0C 18 00	0E 21 00	02	00	
HSM	USA / USA	0D 0E 00	10 25 00	40	02	
RADIO	USA	0F 28 00	11 09 01	80	02	
ITBM	USA	10 0E 02	10 0E 40	40	00	
VGT		0D 06 00	0E 02 00	01	00	

PCM DETAILS

NAME	VALUE
Software (Code) Part Number	32370731AF
Body Style	4-Door Mega Pickup
Country Code	USA
Model Year	17
Vehicle Line	DJ
Serial Number	02 62 72 93
VIN (Original)	
Software Version (Middle)	03
Diagnostic Version	08
Supplier ID	Cummins
Software Version (Minor)	01
Variant ID	CM2350-\$24

Software Version (Major)	17
Production/Development Status	Production
ECU Part Number	32370731AF
ECU Origin	DCA
VIN (Current)	[REDACTED]
Software (Boot) Part Number	00000000AA
Nox Heater Ratios Supported	False
Fan Actuation Test Supported	False
DEF Type Supported	False
Reprogramming Attempt Counter	0

ICS DETAILS

NAME	VALUE
Active Diagnostic Variant	41
Active Diagnostic Version	00
VIN Original	[REDACTED]
VIN Current	[REDACTED]
ECU Part Number	1UJ97DX9AJ

RFH DETAILS

NAME	VALUE
ECU Part Number	68319680AD
Model Year	2017
Vehicle Line	DJ
Country Code	USA
Body Style	4-Door Mega Pickup
VIN Original	[REDACTED]
Software Logical Block #0 Part Number	17DS0208AA
Software Logical Block #1 Part Number	14DS0731CA
Software Logical Block #2 Part Number	ÿÿÿÿÿÿÿÿÿÿÿÿ
Hardware Supplier	TRW
Hardware Version - Minor	01
Hardware Version - Middle	20
Hardware Version - Major	0D
ECU Serial Number	T1N115771360AA
Software Supplier	TRW
ECU Software Mode	Running in Application
Diagnostic Variant	41
Diagnostic Version	4
Active Diagnostic Session	1
Hardware Part Number	68319680AD
Software Version - Week - Block 0	6
Software Version - Patch Level - Block 1	1
Software Version - Patch Level - Block 0	1

Software Version - Year - Block 0	17
Software Version - Week - Block 1	31
Software Version - Year - Block 1	13

ABS DETAILS

NAME	VALUE
VIN Original	[REDACTED]
Hardware Part Number	68306179AB
ECU Serial Number	TW5HI1187B5322
ECU Part Number	68306179AB
Active Diagnostic Version	08
Active Diagnostic Variant	40
Software Part Number	68306179AB
VIN Current	[REDACTED]

DTCM DETAILS

NAME	VALUE
Software (Code) Part Number	68250127AA
VIN (Original)	[REDACTED]
ECU Part Number	68250127AA
Diagnostic Version	02
Software Version (Major/Middle/Minor)	05 01 09
Variant ID	40
Hardware Version (Major/Minor)	10 11
VIN (Current)	[REDACTED]
Serial Number	T3DYC125730THO

ORC DETAILS

NAME	VALUE
ECU Serial Number	T52MD138701845
Active Diagnostic Version	01
Gateway	False
Active Diagnostic Variant	42
ECU Software Mode	Running in Application
Model Year	2017
Body Style	4-Door Mega Pickup
Country Code	USA

HVAC DETAILS

NAME	VALUE
Active Diagnostic Version	01
Active Diagnostic Session	Default
ECU Software Mode	Running in Application
Active Diagnostic Variant	42

Gateway	False
ECU Part Number	68268187AA

DDM DETAILS

NAME	VALUE
ECU Part Number	68286791AA
Serial Number	TDS5A08470001A
Active Diagnostic Variant	41
Active Diagnostic Version	02
VIN Current	[REDACTED]
Hardware Part Number	68286791AA
Software Part Number	68286791AA
VIN Original	[REDACTED]

PDM DETAILS

NAME	VALUE
Serial Number	TDS6A112700C5A
Country Code	USA
Vehicle Line	DJ
Model Year	17
ECU Part Number	68286790AA
Hardware Part Number	68286790AA
VIN Original	[REDACTED]
VIN Current	[REDACTED]
Gateway	False
Active Diagnostic Version	02
Active Diagnostic Variant	41
Active Diagnostic Session	Default
Software Part Number	68286790AA

MSM DETAILS

NAME	VALUE
VIN Current	[REDACTED]
Software Logical Block Supplier Identification	Continental
ECU Serial Number	E00011671756
VIN Original	[REDACTED]
Software Logical Block #0 Part Number	05026619AK
ECU Part Number	05026618AF
Country Code	USA
Vehicle Line	DJ
Model Year	2017
Body Style	4-Door Mega Pickup
Gateway	False
Active Diagnostic Session	Default

Active Diagnostic Variant	40
Active Diagnostic Version	22
ECU Software Mode	Running in Application
Hardware Part Number	05026618AF

AMP DETAILS

NAME	VALUE
EQ Software Version	151100
Vehicle Line	DJ
Model Year	2017
ECU Part Number	68267099AB
Active Diagnostic Variant	40
Active Diagnostic Version	05
VIN Original	[REDACTED]
VIN Current	[REDACTED]

IPC DETAILS

NAME	VALUE
VIN Original	[REDACTED]
ECU Part Number	68302591AD
Active Diagnostic Version	1
Active Diagnostic Variant	42
Hardware Part Number	68302591AD
Vehicle Line	DJ
Model Year	2017
Body Style	4 - Door MEGA Pickup
Country Code	USA / USA

PTS DETAILS

NAME	VALUE
ECU Part Number	68141530AJ
VIN Original	[REDACTED]
Active Diagnostic Variant	41
Active Diagnostic Session	Default
ECU Software Mode	Running in Application
Active Diagnostic Version	05
VIN Current	[REDACTED]

SCCM DETAILS

NAME	VALUE
ECU Software Mode	Running in Application
Gateway	True
Active Diagnostic Variant	41
Active Diagnostic Version	1

Active Diagnostic Session	Default
ECU Part Number	68110740AE
VIN Original	[REDACTED]
Hardware Supplier Identification	Delphi
VIN Current	[REDACTED]
Model Year	2017
Vehicle Line	DJ
Body Style	4-Door Mega Pickup
Country Code	USA
Software Logical Block Supplier Identification	Delphi

BCM DETAILS

NAME	VALUE
VIN Current	[REDACTED]
Model Year	2017
Country Code	USA
Vehicle Line	DJ
Body Style	4-Door Mega Pickup
ECU Part Number	68320319AC
VIN Original	[REDACTED]
Hardware Part Number	68320319AB
Software Logical Block #0 Part Number	68320320AC
Active Diagnostic Variant	43
Active Diagnostic Version	05
Hardware Supplier Identification	Continental
ECU Serial Number	T1C144746493
HW - Year	13
HW - Patch Level	0
HW - Week	17
Boot SW - Week	37
Boot SW - Year	14
Boot SW - Patch Level	0
SW - year	18
SW - week	6
SW - Patch Level	64

DCU DETAILS

NAME	VALUE
HW - Year	0C
HW - Week	24
HW - Patch Level	00
ECU Part Number	68313041AB
SW - year	14
SW - week	33

SW - Patch Level	0
Active Diagnostic Variant	2
Active Diagnostic Version	0

HSM DETAILS

NAME	VALUE
Hardware Part Number	68217268AE
Gateway	False
ECU Software Mode	Running in Application
Hardware Supplier Identification	Continental
Software Part Number	68217268AE
ECU Part Number	68217268AE
Model Year	2017
Country Code	USA / USA
Body Style	4 - door MEGA pickup / BODY_4DMP
Vehicle Line	DJ
VIN Current	[REDACTED]
Software Logical Block Supplier Identification	Continental

RADIO DETAILS

NAME	VALUE
SMS Destination Number	
ECU Serial Number	T00BE136772817
Secondary Uconnect Guardian Number	
Primary Uconnect Guardian Number	
ECU Part Number	68270661AG
Software Part Number	17090184AA
VIN Current	[REDACTED]
ECU Sw Version Number	35105
ECU Sw Number	17.09.01.00
ECU Hw Version Number	255
Hardware Part Number	0003251357
Active Diagnostic Variant	80
Active Diagnostic Version	02
Sales Code	RA4
Model Year	2017
Vehicle Line	DJ
Country Code	USA
Body Style	4-Door Mega Pickup

ITBM DETAILS

NAME	VALUE
ECU Part Number	68288760AB
VIN Current	[REDACTED]

VIN Original	
Gateway	False
Active Diagnostic Session	Default
ECU Software Mode	Running in Application
Active Diagnostic Version	00
Active Diagnostic Variant	40

VGT DETAILS

NAME	VALUE
Hardware Part Number	0003788936
Software Logical Block #0 Part Number	68213171AC
HW - Year	2013
HW - Week	6
HW - Patch Level	00
ECU Part Number	68213171AC
Active Diagnostic Variant	1
Active Diagnostic Version	0
SW - year	14
SW - week	2
SW - Patch Level	0

ENVIRONMENTAL DATA SUMMARY

BCM | B1642-11 | STORED | REAR LEFT TURN LAMP CONTROL-CIRCUIT SHORT TO GROUND

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	17587	miles
Most Recent Odometer Value	17587	miles
Frequency Counter	1	
Ignition Cycle Counter	28	

BCM | B1642-15 | ACTIVE | REAR LEFT TURN LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	True	
Pending DTC	False	

Test Not Completed Since Last Clear	False	
Confirmed DTC	True	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	17587	miles
Most Recent Odometer Value	17587	miles
Frequency Counter	1	
Ignition Cycle Counter	0	

BCM | B1707-15 | ACTIVE | LEFT REVERSE LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	16454	miles
Most Recent Odometer Value	17587	miles
Frequency Counter	24	
Ignition Cycle Counter	0	

BCM | B170B-15 | ACTIVE | RIGHT REVERSE LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	True	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Most Recent Odometer Value	17876	miles
Original Odometer Value	16454	miles
Ignition Cycle Counter	0	

Frequency Counter	27	
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BCM | B16B7-15 | STORED | CENTER STOP LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	17856	miles
Most Recent Odometer Value	17856	miles
Frequency Counter	1	
Ignition Cycle Counter	3	

BCM | B16E7-15 | STORED | LICENSE PLATE LAMP CONTROL-CIRCUIT SHORT TO BATTERY OR OPEN

NAME	VALUE	UNITS
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	True	
Warning Indicator Requested	False	
DTC Extended Data Record Number - All	01	
Occurrence flag	ERROR	
Original Odometer Value	16444	miles
Most Recent Odometer Value	17806	miles
Frequency Counter	150	
Ignition Cycle Counter	17	







RAM
2500
HEAVY DUTY

TURBO DIESEL







4x4
OFF ROAD



BREWBAKER

4X4



4x4
48 HOURS

BREWBAKER



4x4
OFFROAD









C
TURBO DIESEL

RAM
2500
HEAVY DUTY