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GROUP: Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-025-13, DATED JULY 02, 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 RELEASE 14.01 OR HIGHER TO PERFORM THIS PROCEDURE.

NOTE: SB 18-042-13 (or later bulletin) must be completed to update Doser Control Unit (DCU).

SUBJECT:

Flash: 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 DD/DP 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.

Prevent Or Reduce Unnecessary Malfunction Indicator Lamp (MIL) Illumination For The Following Transmission Faults. These Faults Are Currently Tripped As A One Trip Fault And Should Have Been A Two Trip Fault:

- **** P049D-EGR CONTROL POSITION EXCEEDED LEARNING LIMIT ****

Prevent Or Reduce Unnecessary Malfunction Indicator Lamp (MIL) Illumination For The Following Transmission Faults. These Faults Are Currently Tripped 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:

- P0234 - TURBOCHARGER OVERBOOST CONDITION
- P026A - CHARGE AIR COOLER EFFICIENCY BELOW THRESHOLD
- P0299 - MANIFOLD PRESSURE SENSOR OUT OF RANGE LOW
- P0544 - EXHAUST GAS TEMPERATURE SENSOR CIRCUIT - BANK 1 SENSOR 1
- P0562 - BATTERY VOLTAGE LOW
- **** P20EE - SCR NOx CATALYST EFFICIENCY BELOW THRESHOLD - BANK 1 (Additional software enhancements to prevent false MIL) ****
- P2201 - AFTERTREATMENT NOx SENSOR CIRCUIT PERFORMANCE - BANK 1 SENSOR 1
- P2281 - AIR LEAK BETWEEN MAF AND THROTTLE BODY
- 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
- **** U3017 - CONTROL MODULE TIMER/CLOCK PERFORMANCE ****

Other Updates:

- **** Doser Thaw Calibrations (with proper doser calibration). Ensure SB 18-042-13 (or later bulletin) is also completed to update Doser Control Unit (DCU) ****
- With the ignition in the "Run" position, engine not running, a small number of customers may experience a mess age in the Vehicle Information Center that states "Service Exhaust System - see dealer" erroneously.
- Add engine run time to fuel filter minder.
- 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 engine systems are functioning as designed. If DTC's are present, record them on the repair order and repair as necessary before proceeding further with this bulletin.

If the above condition is present, 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 DTC's 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. SB 18-042-13 (or later bulletin) must be completed to update Doser Control Unit (DCU).

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-S9	Module, Engine Control (ECM) - Reprogram, (Aisin A/T or M/T) (2 - Semi-Skilled)	8 - Engine Performance	0.4 Hrs.

FAILURE CODE:

FM	Flash Module
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