



**NUMBER:** 18-026-13

**GROUP:** Vehicle Performance

**DATE:** July 02, 2013

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

**SUBJECT:**

Flash: Diagnostic and System Improvements

**OVERVIEW:**

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

**MODELS:**

2013	(DJ)	Ram Pick Up (2500)
2013	(D2)	Ram Pick Up (3500)

**NOTE: This bulletin applies to D2/DJ vehicles equipped with a 6.7L Cummins engine (Sales code ETK) \*\*equipped with an Aisin automatic transmission or a manual transmission (sales codes DF2 or DEG) built before 6/11/13 (0611XX)**

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**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:**

- P0711 - TRANSMISSION TEMPERATURE SENSOR PERFORMANCE
- P0712 - TRANSMISSION TEMPERATURE SENSOR LOW
- P0713 - TRANSMISSION TEMPERATURE SENSOR HIGH
- P0714 - TRANSMISSION TEMPERATURE SENSOR INTERMITTENT
- P0740 - TCC OUT OF RANGE
- P0869 - LINE PRESSURE HIGH
- P0933 - HYDRAULIC PRESSURE SENSOR RANGE/PERFORMANCE
- P0934 - LINE PRESSURE SENSOR CIRCUIT LOW

- P0935 - LINE PRESSURE SENSOR CIRCUIT HIGH
- P1775 - SOLENOID SWITCH VALVE LATCHED IN TCC POSITION
- P1776 - SOLENOID SWITCH VALVE LATCHED IN LR POSITION
- U0100 - LOST COMMUNICATION WITH ECM/PCM
- U0002 - CAN C BUS OFF PERFORMANCE - BUS OFF

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

- P026A - CHARGE AIR COOLER EFFICIENCY BELOW THRESHOLD
- P0544 - EXHAUST GAS TEMPERATURE 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
- 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 \*\*

**Other Updates:**

- With the ignition in the "Run" position, engine not running, a small number of customers may experience a message 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)
- Dual Fuel Tank Corrections
- 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 other than the ones listed above, record them on the repair order and repair as necessary before proceeding further with this bulletin.

If any of the above conditions are present, perform the Repair Procedure.

**PARTS REQUIRED:**

Qty.	Part No.	Description
1	04275086AD	Label, Authorized Modification

**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. Automatic Transmission equipped trucks must have key off for 10 minutes. 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. Type the necessary information on the "Authorized Modification Label" and attach it near the VECI label.

**POLICY:**

Reimbursable within the provisions of the warranty.

**TIME ALLOWANCE:**

Labor Operation No:	Description	Skill Category	Amount
18-19-04-N9	Module, Engine Control (ECM) - Reprogram, (2 - Semi-Skilled)	8 - Engine Performance	0.4 Hrs.

**FAILURE CODE:**

FM	Flash Module
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