



NUMBER: 18-028-14 REV. A

GROUP: Vehicle Performance

DATE: May 03, 2014

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THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 14-037. ALL APPLICABLE SOLD AND UN-SOLD RRT VIN'S HAVE BEEN LOADED. TO VERIFY THAT THIS RRT SERVICE ACTION IS APPLICABLE TO THE VEHICLE, USE VIP OR PERFORM A VIN SEARCH IN TECHCONNECT. ALL REPAIRS ARE REIMBURSABLE WITHIN THE PROVISIONS OF WARRANTY.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-028-14, DATED APRIL 10, 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. THIS BULLETIN IS NOW BEING RELEASED AS A RAPID RESPONSE TRANSMITTAL. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS.**

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 14.03 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:

Flash: MIL Illumination - Diagnostic and System Improvements

OVERVIEW:

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

MODELS:

2014 (DS) Ram Pickup (1500)

NOTE: This bulletin applies to DS vehicles equipped with a 3.0L diesel engine (sales code EXF) and 50 States Emissions (sales code NAS) built on or before 3/31/2014 (MDH 0331XX).

SYMPTOM/CONDITION:

Some customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the Technician may find that any of the following Diagnostic Trouble Code(s) may have been set erroneously:

- P0045-00 - TURBOCHARGER BOOST CONTROL CIRCUIT/OPEN
- P0087-00 - FUEL RAIL PRESSURE TOO LOW
- P009A-00 - INTAKE AIR TEMPERATURE / AMBIENT AIR TEMPERATURE CORRELATION
- P0128-00 - THERMOSTAT RATIONALITY
- P0234-00 - TURBOCHARGER OVERBOOST CONDITION
- P0420-00 - CATALYST EFFICIENCY (BANK 1)
- P0426-00 - CATALYST TEMPERATURE SENSOR CIRCUIT PERFORMANCE (BANK 1 SENSOR 1)
- P05F8-00 - REDUCTANT HEATER CONTROL MODULE PERFORMANCE
- P050E-00 - COLD START ENGINE EXHAUST TEMPERATURE TOO LOW
- P200A-00 - INTAKE MANIFOLD RUNNER PERFORMANCE - BANK 1
- P200B-00 - INTAKE MANIFOLD RUNNER PERFORMANCE - BANK 2
- P202E-00 - REDUCTANT INJECTION VALVE CIRCUIT PERFORMANCE
- P204F-00 - REDUCTANT SYSTEM PERFORMANCE
- P2080-00 - EXHAUST GAS TEMPERATURE SENSOR CIRCUIT PERFORMANCE
- P20BA-00 - REDUCTANT HEATER 1 CONTROL CIRCUIT PERFORMANCE
- P20BE-00 - REDUCTANT PRESSURE LINE HEATER CONTROL CIRCUIT PERFORMANCE
- P20C2-00 - REDUCTANT HEATER 3 CONTROL CIRCUIT PERFORMANCE
- P20E9-00 - REDUCTANT PRESSURE TOO HIGH
- P20EE-00 - SCR NOX CATALYST EFFICIENCY BELOW THRESHOLD BANK 1
- P225C-00 - NOX SENSOR 1/1 PERFORMANCE - SIGNAL STUCK HIGH
- P225D-00 - NOX SENSOR 1/1 PERFORMANCE - SIGNAL STUCK LOW
- P2453-00 - DIESEL PARTICULATE FILTER DIFFERENTIAL PRESSURE SENSOR CIRCUIT PERFORMANCE
- P249C-00 - EXCESSIVE TIME TO ENTER CLOSED LOOP REDUCTANT INJECTION CONTROL
- P24C2-00 - EXHAUST GAS TEMPERATURE MEASUREMENT SYSTEM - MULTIPLE SENSOR CORRELATION BANK 1
- P24F2-00 - EGR TEMPERATURE/CHARGE AIR COOLER TEMPERATURE CORRELATION
- P2564-00 - TURBOCHARGER POSITION SENSOR CIRCUIT LOW
- P2565-00 - TURBOCHARGER POSITION SENSOR CIRCUIT HIGH
- U029D-00 - LOST COMMUNICATION WITH NOX SENSOR MODULE "A"
- U029E-00 - LOST COMMUNICATION WITH NOX SENSOR MODULE "B"

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTC's other than the one listed above are present record them on the repair order and repair as necessary before proceeding further with this bulletin.

** If a customer's VIN is listed in VIP or your RRT VIN list, perform the repair. For all other customers that describe the symptom/condition, 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. Help using the wiTECH Diagnostic Application for flashing control modules is 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.
2. **After PCM reprogramming, the following must be performed:**
 - a. 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.
 - b. Perform a Reset of SCR Long Term Adaptation Factor. From PCM View select Misc. Functions > double click "Reset of SCR Long Term Adaptation Factor" > Click Continue.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-AE	Module, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled)	8 - Engine Performance	0.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 7 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

FM	Flash Module
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