



NUMBER: 18-004-14 REV. B

GROUP: Vehicle Performance

DATE: September 16, 2014

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of Chrysler Group LLC.

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-004-14 REV. A, DATED APRIL 16, 2014, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS****.**

INSTRUCTIONS FOR FLASHING MODULES USING THE wiTECH DIAGNOSTIC APPLICATION ARE AVAILABLE BY SELECTING THE “HELP” TAB ON THE UPPER PORTION OF THE wiTECH WINDOW, THEN “HELP CONTENTS”. THIS WILL OPEN THE WELCOME TO wiTECH HELP SCREEN WHERE HELP TOPICS CAN BE SELECTED.

****THE wiTECH SOFTWARE LEVEL MUST BE AT RELEASE 15.01 OR HIGHER TO PERFORM THIS PROCEDURE.****

SUBJECT:

Flash: Malfunction Indicator Lamp (MIL) Illumination. Includes Various Driveability Improvements

OVERVIEW:

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

MODELS:

2014	(DJ)	Ram 2500
2014	(D2)	Ram 3500 Pickup
2014	(DD)	Ram 3500 Cab Chassis
2014	(DP)	Ram 4500/5500 Cab Chassis

NOTE: **This bulletin applies to vehicles equipped with a 6.4L engine (sales code ESA or ESB) built on or before July 30, 2014 (MDH 0730XX).**

SYMPTOM/CONDITION:

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the Technician may find that the following Diagnostic Trouble Codes (DTCs) have been set:

- P030X - Cylinder Misfire (any cylinder) **(Further improvements over what was released in SB 18-004-14)**
- P2096 - Downstream Fuel Trim System 1 Lean **(applies only to DD/DP vehicles)**

- P2098 - Downstream Fuel Trim System 2 Lean (**applies only to DD/DP vehicles**)
- P2066 - Fuel Level Sensor 2 Performance
- P0401 - EGR System Performance (**applies only to DJ/D2 vehicles**)
- P0441 - Evap Purge System Performance
- P2504 - Charging System Output High
- P04D0 - Cooled EGR Temperature Sensor Circuit Low
- P04D1 - Cooled EGR Temperature Sensor Circuit High
- **P0740 - TCC Out of Range (**applies only to DD vehicles equipped with a DFP automatic transmission**)**

Customers may also experience any of the following conditions:

- Slightly elevated idle speed noticed during engine warm-up when in Reverse or Drive and when operating in cold ambient temperatures.
- PTO mobile mode cancels or deactivates when vehicle comes to a stop (**applies only to DD/DP vehicles**).
- Engine cycles in and out of MDS mode too often when operating in PTO stationary mode (**applies only to DD/DP vehicles**).
- **PTO stationary mode cancels or deactivates when PTO up-fit equipment loads fluctuate (**applies only to DD/DP vehicles**).

The following powertrain system improvements/enhancements are also included in this software release:

- **Raise minimum engine speed to allow MDS activation in PTO stationary mode (**applies only to DD/DP vehicles**).
- **Operator idle speed control enhancements.
- **Raise 4x4 low range minimum engine speed from 725 to 800 RPM.

NOTE: The cylinder misfire detection changes contained in this release are an improvement over the software released in SB 18-004-14.

NOTE: Some vehicles may have been shipped from the plant with summer blend fuel depending on the build date. Use of this fuel in cold climate regions may result in false misfire detection. Ensure vehicle fuel tank has been filled with local winter blend fuel.

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 ones listed above are present, record them on the repair order and repair as necessary before proceeding further with this bulletin.

If a customer describes the symptom/condition or if the technician finds the listed DTCs, 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. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT, Refer To Group 8 - Electrical > Electronic Control Modules - Service Information > Module - Powertrain Control > Standard Procedures > PCM/ECM Programming.
2. **After PCM reprogramming, the following must be performed:** 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.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-9Z	Module, Powertrain Control (PCM) - Reprogram (1 - Semi-Skilled)	8 - Engine Performance	0.2 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 5 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

FM	Flash Module
----	--------------