



NUMBER: 18-053-14 REV. B

GROUP: Vehicle Performance

DATE: December 18, 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 18-053-14 REV. A DATED NOVEMBER 14 , 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDES ADDITIONAL SOFTWARE FOR U3017 AND NEW LABOR OPS.**

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 15.02 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:

Flash: 6.7L Diagnostic And System Improvements

OVERVIEW:

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

MODELS:

2014	(DJ)	Ram 2500 Pick Up
2014	(D2)	Ram 3500 Pick Up

NOTE: This bulletin applies to 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. They are as follows:

Prevent Or Reduce Malfunction Indicator Lamp (MIL) Illumination When No Defect is Present For The Following Diagnostic Trouble Codes (DTCs). These Faults Have Been Changed From A One Trip Fault To A Two Trip Fault:

- P0201 - P0206 - Fuel Injector X Circuit Open Fault Codes.
- U110E - Lost Ambient Temperature Message.
- P049D - EGR Control Position Exceeding Learning Limit.
- P226C - Turgocharger Boost Control "A" Slow Response.

The Following DTC Has Been Changed From A Two Trip Fault To One Trip Fault:

- U1A24 - Lost Communication With Ammonia Sensor.

Improvements To Prevent Or Reduce Malfunction Indicator Lamp (MIL) Illumination When No Defect Is Present For:

- **U3017 - Control Module Timer/Clock Performance.**
- P0087 - Fuel Rail Pressure Too Low.
- P2281 - Air Leak Between MAF And Throttle Body.
- P0544 - Exhaust Gas Temperature Sensor Circuit - Sensor 1/1.
- P0128 - Thermostat Rationality. In cold ambient temperatures.
- P214D - SCR NOx Catalyst Outlet Temperature Too High During Particulate Filter Regeneration.
- P24A5 - EGR Cooler Bypass Bank 1 Control Stuck.
- P040B - Exhaust Gas Recirculation Temperature Sensor "A" Circuit Performance.
- U1421 - Implausible Ignition Key Off Time Received.
- P0420 - Catalyst Efficiency Below Threshold.
- P026B - Injection Timing Performance.
- P04DB - Crankcase Ventilation System Disconnected.
- P1C55 - NOx Sensor Intermittent - Bank 1 Sensor 1.
- P202E - Diesel Exhaust Fluid (DEF) Reductant Injector Performance.
- P20EE - SCR NOx Catalyst Efficiency Below Threshold - Bank 1.
- P2002 - Diesel Particulate Filter Efficiency Below Threshold.
- P0604 - Internal Control Module RAM.
- P1451 - Diesel Particulate Filter System Performance.

Other Updates Included:

- Urea system calibration changes.
- Fuel Filter Minder Calibration Changes.
- Cruise control system improvements.
- Improvements in exhaust brake switch operation.
- Charging system improvements for dual alternator applications.
- Cold Idle Stability improvements.
- Charge Air Cooler (CAC) leak detection software improvements.
- Various wiTECH data and system test additions or improvements.
- 68RFE Transmission shift quality improvements.
- Doser Thaw Calibrations (with proper doser calibration). Ensure SB 18-032-13 (or later bulletin) is also completed to update Doser Control Unit (DCU).
- I/M OBD II readiness - DTC P2002 improvements help Particulate Matter (PM) Filter monitor group to be set to ready more often.
- Grid Heater inhibit operation correction.
- Add engine run time to fuel filter minder.
- Dual alternator WiTECH improvements.
- Inducement timer reset procedure improvement.
- DEF refill detection calibration improvement.

DIAGNOSIS:

Using a Scan Tool with the appropriate Diagnostic Procedures available in TechCONNECT, verify all vehicle systems are functioning as designed. If DTCs or other conditions 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 a customer describes the symptom/condition or if the technician finds any of the DTCs listed above, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: If you receive a message at the conclusion of the download stating the that the flash was not successful, the message may be erroneous. 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: **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 available software. Detailed instructions for flashing control 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.

NOTE: 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. On vehicles equipped with a 68RFE transmission, perform a transmission "Quicklearn" procedure. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT Service Info Section 08 - Electrical > 8E - Electronic Control Modules > MODULE, Transmission Control > Standard Procedure > Quicklearn.
4. 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.
5. Perform the PCM configuration routine in wiTECH located in the PCM "Misc Functions" menu tab.
6. Verify the Dosing Control Unit (DCU) software is up to date in accordance with the service procedures and labor times outlined in all applicable published service bulletins.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-BD	Module, Powertrain Control (PCM) - Reprogram, Quicklearn Transmission (68RFE A/T Only) (1 - Semi-Skilled)	8 - Engine Performance	0.6 Hrs.
18-19-04-BE	Module, Powertrain Control (PCM) - Reprogram, (Aisin And M/T) (1 - Semi-Skilled)	8 - Engine Performance	0.4 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 14 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

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