SERVICE BULLETIN

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-002-14 REV. A DATED SEPTEMBER 4, 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS** AND INCLUDES AN ADDITIONAL SYMPTOM LISTED IN OTHER UPDATES AND AN ADDITIONAL REPAIR STEP.

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 13-083. ALL APPLICABLE SOLD AND UN-SOLD RRT VINs 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.

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 selectively erasing and reprogramming the Engine Control Module (ECM/PCM) with new software.

MODELS:

2014	(DD)	Ram Chassis Cab (3500)
2014	(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.

Software To Prevent Or Reduce Unnecessary Malfunction Indicator Lamp (MIL) Illumination For The Following Diagnostic Trouble Codes (DTCs). These DTCs Are Currently Tripped As A One Trip Fault And Should Have Been 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.

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

- P0087 - Fuel Rail Pressure Too Low.
- P0544 - Exhaust Gas Temperature Sensor Circuit - Sensor 1/1.
- P2281 - Air Leak Between MAF And Throttle Body.
- P0128 - Thermostat Rationality. In low ambient temperatures.
- U3017 - Control Module Timer/Clock Performance.
- U1421 - Implausible Ignition Key Off Time Received.
- 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 Error. This DTC may be caused by enabling the remote throttle feature via the EVIC, and it will be accompanied by a "service electronic throttle control" message in the EVIC.

Other Updates:

- ** 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.
- Various wiTECH data and system test additions and improvements.
- OBD Template changes for P2453.
- Dual Fuel Tank component update.
- Inducement Timer Reset (Feature enable in wiTech).
- PTO Denied Status Message Update.
- PTO Horn Request sent to Body Control Unit (BCU.)
- Wait To Start (WTS) bulb check timing improvements (1 second).
- Frozen CAC Diagnostic Improvement.

DIAGNOSIS:
Using a Scan Tool with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs 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's VIN is listed in VIP or your RRT VIN list, perform the repair. For all other customers that describe the symptom/condition or if the technician finds the listed DTCs, 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: If this flash process is interrupted/aborted, the flash should be restarted.

1. Flash reprogram the ECM/PCM. 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.

NOTE: After PCM reprogramming has completed successfully, the following must be performed:

2. Power down the ECM/PCM (key off) after the flash. The key must remain off for a minimum of 75 seconds.
3. Clear any DTCs that may have been set due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow the tech to clear them.
4. Perform the PCM Configuration routine in wiTECH located in the PCM "Misc Functions" menu tab.
5. ** 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-AL	Module, Engine Control (ECM) - Inspect Software Level Only (1 - Semi Skilled)	10 - DIESEL	0.2 Hrs.
18-19-04-AM	Module, Engine Control (ECM) - Reprogram, (M/T and Aisin) (1 - Semi-Skilled)	10 - DIESEL	0.4 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 8 minutes. Actual flash download times may be effected by vehicle connection and network capabilities.

FAILURE CODE:

FM	Flash Module