SERVICE BULLETIN

NUMBER: 18-012-14

GROUP: Vehicle Performance

DATE: February 25, 2014

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-009-13 REV. A, DATED SEPTEMBER 12, 2013 AND SERVICE BULLETIN 18-054-13, DATED DECEMBER 11, 2013 WHICH SHOULD BE REMOVED FROM YOUR FILES.

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 14.02 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:

2013	(DS)	Ram 1500
2012 - 2013	(DJ)	Ram 2500 CNG

NOTE: This bulletin applies to DS vehicles equipped with a 5.7L engine (sales code EZH) and DJ vehicles equipped with a 5.7L CNG engine (sales code EZF).

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 have been set:

- P0300 - Multiple Cylinder Misfire

NOTE: The P0300 improvement only applies to vehicles using a block heater in ambient temperatures greater than -20°F(-29°C).

- P2008 - Short Runner Valve (SRV) Control Circuit
- P1004 - Short Runner Valve Control Performance
- P2016 - Intake Manifold Runner Position Sensor Circuit Low

- P2017 - Intake Manifold Runner Position Sensor Circuit High
- P0456 - Evap System Small Leak

Customers may also experience any of the following conditions **(applies only to vehicles equipped with a CNG engine)**:

- Excess gasoline mode operation under normal operating conditions (switching to gasoline mode too often)
- Slight hesitation on initial acceleration when starting in gasoline mode
- Engine speed fluctuation on first gasoline to CNG mode transition under extremely low ambient temps

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 the customer describes the symptom/condition or if the technician finds the DTC's, 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:**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.

POLICY:
Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-06-Y9	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 15 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

FM	Flash Module