

NUMBER: 18-028-14 REV. C

GROUP: Vehicle Performance

DATE: October 10, 2014

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-028-14 REV. B, DATED OCTOBER 7, 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. BULLETIN IS BEING REVISED TO CANCEL EXISTING RRT AND RELEASE UNDER NEW RRT NUMBER WITH A NEW VIN LIST.

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 14-085. 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.

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 VERSION MUST BE AT 15.02 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. It also involves replacement of the Oxygen (O2) Sensor and cleaning or replacement of the Exhaust Gas Temperature (EGT) Sensor 1/2 if necessary depending on codes that have set.

MODELS:

2014 (DS) Ram Pickup (1500)

NOTE: This bulletin applies to vehicles equipped with a 3.0L diesel engine (sales code EXF) built on or before September 08, 2014 (MDH 0908XX).

SYMPTOM/CONDITION:

A small number of customers may experience an intermittent engine shudder or vibration which may not set a Diagnostic Trouble Code (DTC). In addition other customers may experience a Malfunction Indicator Lamp (MIL) illumination upon which the technician may

find one or more of the following DTCs have been set:

- P2459-00 - Diesel Particulate Filter Regeneration Frequency.
- P0133-00 - O2 Sensor 1/1 Slow Response.
- P2084-00 - Exhaust Gas Temperature Sensor Circuit Performance - (1/2).
- P0171-00 - Fuel System 1/1 Lean.
- P0426-00 - Catalyst Temperature Sensor Circuit Performance (1/1).
- 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).
- 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.
- P20EE-00 - SCR NOX Catalyst Efficiency Below Threshold Bank 1.
- 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.
- 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 Reducant 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 vehicle systems are operating as designed. If DTCs or symptoms 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'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.

PARTS REQUIRED:

Qty.	Part No.	Description
1 (AR)	68171190AA	Sensor, Oxygen
1 (AR)	68231738AA	Sensor, Exhaust Gas Temperature (EGT)

REPAIR PROCEDURE:

1. Using wiTECH, check for any codes setting in the PCM and record them on the repair order. If necessary, perform a vehicle scan report and save it for your records.

CAUTION: Do not interrupt the software update process in any way once it has begun. It may cause permanent damage to the PCM which will require replacement.

NOTE: It is recommended to not perform this update using a wireless connection. Connect the PC or laptop to the router and pod using the Ethernet or USB cable.

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.

2. Reprogram the PCM with the latest 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, the following must be performed:

3. 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.
4. Under the PCM "System Tests" perform the "SCR DEF Tank Fluid Level Reset" procedure.
5. Turn the ignition off for 35 seconds to complete the flash. Proceed to Step #6.
6. Refer back to the codes recorded in Step #1. Were DTCs, P0171-00 - Fuel System 1/1 Lean and/or P0133-00 - O2 Sensor 1/1 Slow Response found setting in the PCM memory?
 - a. Yes>>> Proceed to Step #7.
 - b. No>>> The bulletin is now complete. No further action is required.
7. Visually inspect all Air Induction and Charge Air Cooler (CAC) connections for proper installation and torque. Repair as necessary and proceed to Step #8.

NOTE: Care must be taken not to drop or strike the new O2 sensor during installation. If dropped, the sensor must be discarded and another sensor installed.

8. Replace the O2 sensor. Refer to detailed repair procedures available in DealerCONNECT> TechCONNECT> Service Info Section 14 - Fuel System> Fuel Injection, Diesel> Sensor, Oxygen> Removal/Installation. Proceed to Step #9.
9. Remove the EGT Sensor 1/2 located in the inlet of the Diesel Particulate Filter (DPF)/Diesel Oxidation Catalyst (DOC) assembly. Refer to detailed removal procedures available in DealerCONNECT> TechCONNECT> Service Info Section 11 - Exhaust System> Sensor, Exhaust Temperature> Removal> Exhaust Gas Temperature Sensor 1/2.

10. Inspect the sensor body and probe for any signs of damage or excessive soot. Refer to (Fig. 1).

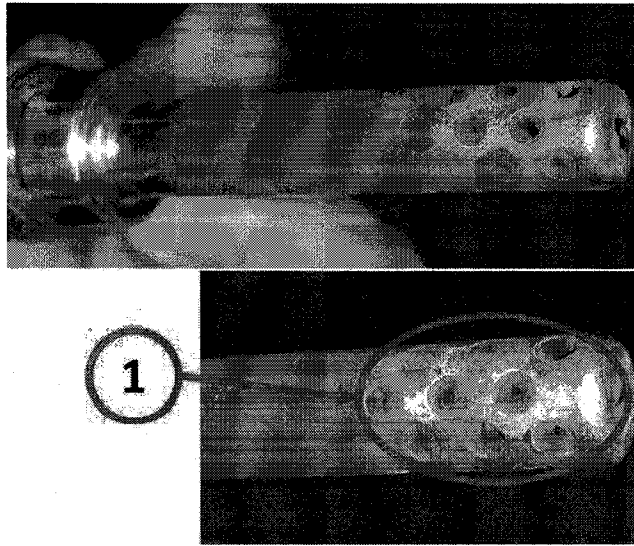


Fig. 1 EGT Sensor Bank 1 Sensor 2

1 - Excessive soot blocking sensor ports.

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11. Was excessive soot found on the sensor?
- Yes>>> Proceed to Step #12.
 - No>>> Proceed to Step #13.
12. Using shop air set to a maximum of 80 psi, clean all excessive soot from the sensor probe.
13. Using a suitable multi-meter with appropriate test probes, test the resistance between the sensor connector terminals 1 and 2. With the sensor at room temperature, 65-75 °F (18-25 °C), the resistance should measure between 200 and 240 ohms.
14. Is the temperature sensor resistance within specifications?
- Yes>>> Install the original EGT sensor 1/2. Refer to detailed installation procedures available in DealerCONNECT> TechCONNECT> Service Info Section 11 - Exhaust System> Sensor, Exhaust Temperature> Installation> Exhaust Gas Temperature Sensor 1/2.
 - No>>> Install a new EGT sensor 1/2. Refer to detailed installation procedures available in DealerCONNECT> TechCONNECT> Service Info Section 11 - Exhaust System> Sensor, Exhaust Temperature> Installation> Exhaust Gas Temperature Sensor 1/2.
15. Verify all engine systems are operating as designed. The bulletin is now complete.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-AQ	Module, Powertrain Control (PCM) - Reprogram only, (2 - Skilled)	8 - Engine Performance	0.3 Hrs.
18-19-04-AR	Module, Powertrain Control - Reprogram, replace O2 sensor, and clean or replace EGT sensor, (2 - Skilled)	8 - Engine Performance	0.9 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:

ZZ	Service Action
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