SERVICE BULLETIN

NUMBER: 18-030-14 REV. A

GROUP: Vehicle Performance

DATE: November 14, 2014

THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-030-14, DATED APRIL 12, 2014 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS AND INCLUDE ADDITIONAL SOFTWARE ENHANCEMENTS AND NEW LABOR OPS.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 13-082. 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 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 Powertrain Control Module (PCM) with new software.

MODELS:

2013	(DJ)	Ram Pick Up (2500)
2013	(D2)	Ram Pick Up (3500)

NOTE: This bulletin applies to vehicles equipped with a 6.7L Cummins diesel engine (Sales code ETK).

SYMPTOM/CONDITION:
Several software improvements are available for vehicles equipped with a Cummins 6.7L turbo Diesel.

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

- P0201 - P0206 - Fuel Injector X Circuit/Open.
- P049D - EGR Control Position Exceeding Learning Limit.
- P0711 - Transmission Temperature Sensor Performance.
- P0712 - Transmission Temperature Sensor Low.
- P0713 - Transmission Temperature Sensor High.
- P0714 - Transmission Temperature Sensor Intermittent.
- P0740 - TCC Out Of Range.
- P0869 - Line Pressure High.
- P0933 - Hydraulic Pressure Sensor Range/Performance.
- P0934 - Line Pressure Sensor Circuit Low.
- P0935 - Line Pressure Sensor Circuit High.
- P1775 - Solenoid Switch Valve Latched In TCC Position.
- P1776 - Solenoid Switch Valve Latched In LR Position.
- U0100 - Lost Communication With ECM/PCM.
- U0002 - CAN C Bus Off performance - Bus Off.
- U110E - Lost Ambient Temperature Message.

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 Unnecessary Malfunction Indicator Lamp (MIL) Illumination For:

- ** P026B - Injection Timing Performance. **
- ** P0128 - Thermostat Rationality. In cold ambient temperatures. **
- ** P0087 - Fuel Rail Pressure Too Low. **
- ** P2281 - Air Leak Between MAF and Throttle Body.**
- ** U3017 - Control Module Timer/Clock Performance. **
- ** U1421 - Implausible Ignition Key Off Time Received. **
- P026A - Charge Air Cooler Efficiency Below Threshold.
- P04DB - Crankcase Ventilation System Disconnected.
- P0544 - Exhaust Gas Temperature Sensor Circuit - Bank 1 Sensor 1.
- P0562 - Battery Voltage Low.
- P0604 - Internal Control Module RAM Error.
- P1451 - Diesel Particulate Filter System Performance.
- P20EE - SCR NOX Catalyst Efficiency Below Threshold - Bank 1.
- P202E - Diesel Exhaust Fluid (DEF) Reductant Injector Performance.
- P2201 - Aftertreatment NOX Sensor Circuit Performance - Bank 1 Sensor 1.
- P24A5 - EGR Cooler Bypass Bank 1 Control Stuck.
- P2459 - Diesel Particulate Filter Regeneration Too Frequent.
- P249E - Closed Loop SCR Reductant Injection Control At Limit - Flow Too High.

Other Updates Also Included:

- ** Various Urea system calibration changes and cold weather system improvements and dosing heater thaw times. **
- ** Various additional wiTECH data and system test additions or improvements. **
- ** 68RFE Transmission shift quality improvements. **
- ** Cruise control system improvements. **

- ** System enhancements to starter lockout feature. **
- Erroneous "Service Exhaust System - see dealer" message setting with the ignition in the "Run" position, engine not running.
- I/M OBD II readiness - DTC P2002 improvements help Particulate Matter (PM) Filter monitor group to be set to ready more often.
- Add engine run time to fuel filter minder.
- Remove MIL for DTC; P1C70 - SCR ERROR DETECTED - ENGINE DISABLED.
- Frozen CAC diagnostic improvement.
- WiTECH - Reset fix (PTO request on Pickup).
- WiTECH - Road governor speed upper limit adjustment.
- SCR Performance test fix.
- DEF Refill detection calibration change.
- Grid heater inhibit correction.
- P0544 - EXHAUST GAS TEMPERATURE SENSOR CIRCUIT - BANK 1 SENSOR 1 - Does not clear correctly.
- Fuel filter minder distance trigger correction.
- Fuel system test improvements.
- Exhaust brake switch improvement.
- Cold idle stability improvement.
- Add ability to reset soot load after DPF replacement.
- Correct condition - Cruise control does not cancel at key off.

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 DTC, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: You may erroneously receive an error message at the conclusion of the download stating the that the flash was not successful. 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.

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. Perform a Quicklearn procedure on vehicles equipped with a 68RFE Automatic Transmission. 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 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) is at the latest software calibration. Refer to all applicable published service bulletins regarding DCU system improvements for detailed repair procedures and labor times.**

POLICY:
Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-A1	Module, Powertrain Control (PCM) - Reprogram, and Quicklearn Transmission (68RFE A/T Only) (1 - Semi-Skilled)	8 - Engine Performance	0.6 Hrs.
18-19-04-A2	Module, Powertrain Control (PCM) - Reprogram, (Aisin A/T 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