SERVICE BULLETIN

NUMBER: 18-038-15

GROUP: Vehicle Performance

DATE: April 30, 2015

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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 15.04 OR HIGHER TO PERFORM THIS PROCEDURE.

SUBJECT:
Flash: 3.0L Powertrain Diagnostic And System Enhancements

OVERVIEW:
This bulletin involves reprogramming the Powertrain Control Module (PCM) with the latest available software.

MODELS:

2015	(VF)	RAM Pro Master

NOTE: This bulletin applies to vehicles built on or before April 24, 2015 (MDH 0424XX) equipped with the 3.0L Diesel engine (Sales Code EXG).

SYMPTOM/CONDITION:
A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find one or more of the following Diagnostic Trouble Codes (DTCs).

- P00AF - Turbocharger Boost Control Module A Performance
- P203B - Reductant Level Sensor 1 Circuit Performance
- P203E - Reductant Level Sensor 1 Circuit Intermittent-Erratic
- P226C - Turbocharger Boost Control Slow Response
- P22FA - NOx Sensor Performance Slow Response High to Low Bank 1 Sensor 1
- P2458 - Diesel Particulate Filter Regeneration Duration
- P2459 - Diesel Particulate Filter Regeneration Frequency
- P2463 - Diesel Particulate Filter - Soot Accumulation
- P0401 - EGR System Performance
- P0402 - Exhuast Gas Recirculation Flow Excessive Detected
- P04FB - Crankcase Ventilation Hose Connection Sensor Range/Performance
- P04E2 - Crankcase Ventilation Hose Connection Sensor Circuit Low
- P051B - Crankcase Pressure Sensor Circuit Range/Performance
- P051C - Crankcase Pressure Sensor Circuit Low

- P051D - Crankcase Pressure Sensor Circuit High
- P04DB - Crankcase Ventilation System Disconnected
- P04FC - Crankcase Ventilation System Performance
- P011B - Engine Coolant Temperature / Intake Air Temperature Correlation
- P04D9 - Closed Loop EGR Control At Limit Flow Too Low
- P04DA - Closed Loop EGR Control At Limit Flow Too High

In addition to the DTCs listed above, this software also corrects a condition where incorrect glow plugs were being identified when glow plug DTCs were set for cylinders 2, 3, and 4.

DIAGNOSIS:
Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all engine systems are functioning as designed. If DTCs or symptom conditions, other than the ones listed above are present, record the issues on the repair order and repair as necessary before proceeding further with this bulletin.

If the customer describes the symptom/condition listed above or if the technician finds the DTC, 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 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.
2. Clear all DTCs that may have been set in any module due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

POLICY:
Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-BZ	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	8 - Engine Performance	0.2Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 6 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:
The dealer must choose which failure code to use. If the customer came in with an issue and the dealer found updated software to correct that issue, use failure code CC, for all other use failure code RF.

- CC - Customer Concern (Ex. Customer comes in with a concern and updated (flash) software is found pertaining to the concern).
- RF - Routine Flash (Ex. Customer comes in with no concern but updated (flash) software is found in VIP, wiTech or wiADVISOR).

CC	Customer Concern
RF	Routine Flash