



NUMBER: 18-001-16 REV. C

GROUP: Vehicle Performance

DATE: May 13, 2016

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-001-16 REV. B, DATED MARCH 16, 2016, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE A NEW BUILD DATE, DIAGNOSTIC TROUBLE CODES AND LABOR OPERATION.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 16-018. 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.

FOR HELP WITH USING wiTECH FOR ECU FLASH REPROGRAMMING, CLICK ON THE APPLICATION'S "HELP" TAB.

THE wiTECH SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING 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:

2016 (DS) Ram 1500 Pickup

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA, EMEA and LATAM.

NOTE: This bulletin applies to vehicles built on or before **May 04, 2016 (MDH 0504XX)** equipped with a 3.0L Diesel Engine (Sales Code EXF) with 8-SPD Auto 8HP70 Trans (Sales Code DFD).********

SYMPTOM/CONDITION:

Customers may experience bucking under hard acceleration. In addition customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation a technician may find one or more of the following Diagnostic Trouble Codes (DTCs) set in the PCM memory:

- **P206D-00 - Reductant Quality Sensor Circuit High.
- P26AB-00 - Engine Coolant Bypass Valve Stuck.
- P050E-00 - Cold Start Engine Exhaust Temperature Too Low.
- U3017-00 - Control Module Timer/Clock Performance.**
- P026A-00 - Charge Air Cooler Efficiency Below Threshold.
- P1296-00 - EGR Slow Response - Increasing Flow.
- P20C2-00 - Reductant Heater 3 Control Circuit Performance.
- P249C-00 - Excessive Time To Enter Closed Loop Reductant Injection Timing Control.

The technician may also find the following Diagnostic Trouble Code (DTC) set in the Transmission Control Module (TCM) memory:

- U1424-00 - Implausible Engine Torque Signal Received.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all vehicle systems are functioning as designed. If DTCs 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 listed above or if the technician finds DTCs, 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. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
2. 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 them to be cleared.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-FK	Module, Engine Control (ECM) - Reprogram (0 - Introduction)	10 - Diesel	0.3 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 7 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.

- If the customer's concern matches the SYMPTOM/CONDITION identified in the Service Bulletin, failure code CC is to be used.
- If an available flash is completed while addressing a different customer concern, failure code RF is to be used.

CC	Customer Concern
RF	Routine Flash