



NUMBER: 18-015-17 REV. B

GROUP: 18 - Vehicle Performance

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THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-015-17 REV. A, DATED MARCH 10, 2017, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS**** AND INCLUDE ADDITIONAL DIAGNOSTIC TROUBLE CODES (DTCs), SYMPTOM CONDITIONS, UPDATED FAILURE CODE STATEMENT AND LOP.**

THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 16-041. 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: 6.7L Diagnostic and System Improvements

OVERVIEW:

This bulletin involves reprogramming the Engine Control Module/Powertrain Control Module (ECM/PCM) with the latest available software.

MODELS:

2016	(DJ)	RAM 2500 Pickup
2016	(D2)	RAM 3500 Pickup

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA.

NOTE: This bulletin applies to vehicles equipped with a 6.7L Cummins Turbo Diesel engine (Sales Code ETK).

SYMPTOM/CONDITION:

The following Diagnostic Trouble Codes (DTCs) have been changed from a one trip fault to a two trip fault:

- P0421 - Catalyst 1 Efficiency Below Threshold Bank 1.
- P2280 - Air Flow Restriction / Leak Between Air Cleaner And MAF.
- P203C - (Diesel Exhaust Fluid) Reductant Level Sensor Circuit Low.
- P208D - (Diesel Exhaust Fluid) Reductant Pump Control Circuit High.

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation a technician may find the following DTCs set in the PCM memory:

- **P218F - Reductant No Flow Detected.
- P202E - (Diesel Exhaust Fluid) Reductant Injector Performance.
- U0001-00 - CAN C BUS.
- P24A5 - EGR Cooler Bypass Bank 1 Control Stuck. **
- P1451 - Diesel Particulate Filter System Performance.
- P229E - NOx Sensor Circuit - Bank 1 Sensor 2.
- P0128 - Thermostat Rationality Improvements.
- P2281 - Air Leak Between MAF and Throttle Body.
- P0218 - Transmission High Temperature Operation Activated (68RFE Only).
- P0868 - Line Pressure Low, MIL Action (68RFE Only).
- U110E - Lost Ambient Temperature Message.
- P205E - (Diesel Exhaust Fluid) Reductant Tank Temperature Sensor Circuit Intermittent (setting when the block heater is plugged in).

In addition to addressing the above DTCs, the following powertrain system improvements/enhancements are also included in this software release:

- **Fuel pressure override test improvement for wiTECH.
- AC pressure sensor error threshold change.
- No crank, No start fix.**
- Improvement to correct engine feels like low or reduced power.
- Engine Noise Improvements.
- Engine Hesitation Improvement.
- Improved Engine Fuel Economy.
- Reduction in engine noise during regeneration at idle.
- 68RFE Transmission Overall Shift Quality Improvements.
- Test results fix for partial range misfire (68RFE Only).
- Ambient Air Temperature Improvements.
- Stationary Desoot with wiTECH Fix.
- OBD Misfire Monitoring Improvement (68RFE Only).

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in TechCONNECT, verify all related 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 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 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.

NOTE: If DTC U1601 is present, the ECM/PCM P/N did not update or the engine did not start after the flash, then the flash may have been unsuccessful. Restart the flash update.

1. Reprogram the ECM/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. Is this vehicle equipped with the 68RFE automatic transmission?
 - Yes>>> Proceed to [Step 3](#).
 - No>>> Turn ignition key "OFF" for 75 seconds then proceed to [Step 5](#).
3. Turn ignition key "OFF" for 10 minutes.
4. Perform the transmission "Quicklearn" procedure. Follow the detailed service procedures available in DealerCONNECT/TechCONNECT, Service Info Section 08 - Electrical > 8E - Electronic Control Modules > MODULE, Transmission Control > Standard Procedure > Quicklearn.
5. 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 allows them to be cleared.
6. Perform the PCM Configuration routine in wiTECH located in the PCM "Misc. Functions" menu tab.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
**18-19-04-GU	Module, Engine Control (ECM) - Reprogram, (M/T & Aisin) (1 - Semi-Skilled)	10 - Diesel	0.4 Hrs.
18-19-04-GV	Module, Engine Control (ECM) - Reprogram, Quicklearn 68RFE Only (A/T) (1 - Semi-Skilled)	10 - Diesel	0.6 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:

****The dealer must choose which failure code to use. If the customer came in with an issue and if the dealer finds a software update 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. When utilizing this failure code, the 3C's must be supplied.
- The failure code "RF" (Required Flash) can no longer be used on Service Bulletin flashes. The "RF" failure code can only be used on RRT.
- The "RF" failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RRT.**

CC	Customer Concern
RF	Required Flash