



NUMBER: 08-028-19 REV. A

GROUP: 08 - Electrical

DATE: August 23, 2019

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This bulletin supersedes Service Bulletin 08-028-19, dated March 28, 2019, which should be removed from your files. All revisions are highlighted with **asterisks**** and include additional Diagnostic Trouble Codes (DTCs), build date and LOP.**

SUBJECT:

Flash: Battery Pack Control Module (BPCM) Updates

OVERVIEW:

This bulletin involves reprogramming the BPCM with the latest available software.

MODELS:

2019 (DT) RAM 1500 Pickup

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

NOTE: This bulletin applies to vehicles built on or before **April 04, 2019 (MDH 0404XX)**** equipped with 3.6L V6 24V VVT eTorque Engine UPG I (Sales Code ERG) or a 5.7L V8 HEMI MDS VVT eTorque Engine (Sales Code EZL).**

SYMPTOM/CONDITION:

Customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation, a technician may find the following DTCs have been set:

NOTE: **If DTCs, P0AA1-00 - Hybrid Battery Positive Contactor Circuit Stuck Closed and P0AC0-00 - Hybrid Battery Pack Current Sensor 1 Circuit Performance is set together, follow the published service diagnostic information for P0AA1-00 before proceeding further with this bulletin.****

NOTE: If DTC, P0AC0-00 is set without P0AA1-00, proceed with the bulletin.

- P0AC0-00 - Hybrid Battery Pack Current Sensor 1 Circuit Performance.**
- P1AEC - MCPA HV Battery Voltage Sensor Circuit Performance.

DIAGNOSIS:

Using a Scan Tool (wiTECH) with the appropriate Diagnostic Procedures available in DealerCONNECT/Service Library, 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 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. Place the ignition in the off position for 30 seconds to allow the 48 volt BPCM contactor to open.
2. Place the ignition in the run position.
3. Reprogram the BPCM with the latest software. Detailed instructions for flashing control modules using the wiTECH Diagnostic Application are available by selecting the application's "HELP" tab.
4. Cycle the ignition off then on.
5. Clear any DTCs that may have been set in any 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 |
|---------------------|--|---------------------------------|------------|
| **18-19-87-9A | Module, Battery Pack Control - Reprogram (0 - Introduction) | 6 - Electrical and Body Systems | 0.2 Hrs.** |

NOTE: The expected completion time for the flash download portion of this procedure is approximately 2 minutes. Actual flash download times may be affected by vehicle connection and network capabilities.

FAILURE CODE:

The dealer must use failure code CC with this Service Bulletin.

- 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 (customer's concern, cause and correction) must be provided for processing Service Bulletin flash/reprogramming conditions.

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| CC | Customer Concern |
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