



NUMBER: 18-069-20 REV. A

GROUP: 18 - Vehicle Performance

DATE: September 19, 2020

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This bulletin supersedes Technical Service Bulletin 18-068-20, date of issue August 26, 2020 which should be removed from your files. All revisions are highlighted with **asterisks**** and include a symptom/condition and LOP.**

This Technical Service Bulletin has also been released as a Rapid Response Transmittal (RRT) 20-051, date of issue August 26, 2020. All applicable Sold and UnSold RRT VINs have been loaded. To verify this RRT service action is applicable to the vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. All repairs are reimbursable within the provisions of warranty. This RRT will expire 18 months after the date of issue.

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2018 (DS) RAM 1500 Pickup

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

NOTE: This bulletin applies to vehicles equipped with a 3.0L V6 Turbo Diesel Engine (Sales Code EXF).

SYMPTOM/CONDITION:

Some 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):

- P0133-00 - O2 Sensor 1/1 Slow Response.
- P20EE-00 - SCR NOX Catalyst Efficiency Below Threshold Bank 1.
- P050E-00 - Cold Start Engine Exhaust Temperature Too Low.
- U0402-00 - Implausible Data Received From TCM.
- P0299-00 - Turbocharger Underboost Condition.
- P0402-00 - EGR Flow Excessive Detected.
- P249C-00 - Excessive Time To Enter Closed Loop Reductant Injection Control.
- P208B-00 - Reductant Pump 1 Control Performance.
- P20C6-00 - Reductant Heater 4 Control Circuit Performance.
- P245B-00 - EGR Cooler Bypass Control Circuit Performance.

**In addition, customers may experience the following concern:

- Some vehicles may have experienced a slight engine hesitation or lag in acceleration from engine startup until the engine and exhaust warmed up. This update is intended to reduce the hesitation or lag in acceleration from engine startup.**

Other software enhancement.

- Ability to enable the “Fuel System Cleaning” routine in wiTECH.

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 a customer’s VIN is listed in VIP or your RRT VIN list, perform the repair. If any vehicle not on the VIN list exhibits the symptom/condition or DTC, perform the repair.

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. Is the vehicle on the RRT VIN list?
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Does the PCM control module have the latest software already installed?
 - YES>>> This bulletin has been completed, use inspect LOP (18-19-04-K1) to close the active RRT.
 - NO>>> Proceed to [Step 3](#).
3. 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.
4. 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-K1	Module, Powertrain Control (PCM) - Inspect (1 - Semi-Skilled)	10 - Diesel	0.2 Hrs.
18-19-04-LG	Module, Powertrain Control (PCM) - Inspect and Reprogram (1 - Semi-Skilled)	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 depending on if this is a Rapid Response Transmittal (RRT) or Service Bulletin.

- 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.
- The failure code “RF” (Required Flash) can no longer be used on Service Bulletin flashes. **The “RF” failure code must be used on an RRT.**
- 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.

RF	Required Flash - RRT
CC	Customer Concern