



NUMBER: 18-113-22

GROUP: 18 - Vehicle Performance

DATE: June 10, 2022

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This bulletin supersedes Service Bulletin 18-016-18, dated February 23, 2018, which should be removed from your files. All revisions are highlighted with **asterisks**** and include an additional Diagnostic Trouble Code (DTC) and LOPs.**

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2015	(DD)	RAM 3500 Cab Chassis
2015	(DP)	RAM 4500/5500 Cab Chassis

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

NOTE: This bulletin applies to vehicles equipped with a 6.7L I6 Cummins Diesel engine (Sales Code ETK).

SYMPTOM/CONDITION:

NOTE: There will be a choice between two calibrations. One for vehicles that utilize an ammonia sensor and one for vehicles that have had the ammonia sensor removed. **Be sure to select the correct software based on vehicle configuration.**

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

- ****P064F - Unauthorized Software/Calibration Detected****.
- P202E - (Diesel Exhaust Fluid) Reductant Injector Performance.
- P24A5 - EGR Cooler Bypass Bank 1 Control Stuck.
- U0001 - Can C Bus.
- P20EE - Selective Catalytic Reduction (SCR) NOx Catalyst Efficiency Below Threshold - Bank 1 (For ammonia sensor equipped vehicles).
- P1C55 - NOx Sensor Intermittent - Bank 1 Sensor 1 (For ammonia sensor deleted systems only).
- P218F - Reductant No Flow Detected.
- P242F - Diesel Particulate Filter Restriction - Ash Accumulation.
- U110E - Lost Ambient Temperature Message.
- P205E - (Diesel Exhaust Fluid) Reductant Tank Temperature Sensor Circuit Intermittent (setting when the block heater is plugged in).
- P20E8 - (Diesel Exhaust Fluid) Reductant Pressure Too Low.
- U3017 - Control Module Timer/Clock Performance.
- U1421 - Implausible Ignition Key Off Time Received.
- P2281 - Air Leak Between MAF And Throttle Body.

In addition, the following software enhancements are also available:

- A/C pressure sensor update.
- wiTECH engine cooling fan actuation test update.
- Ambient air temperature improvements.
- Operational improvement for dual alternators.
- Selective Catalytic Reduction (SCR) efficiency scan tool test improvement.
- Fuel filter minder calibration changes.
- wiTECH Fuel Pressure Override and Fuel System Run Up test improvements.
- Exhaust Gas Recirculation (EGR) system improvement to help prevent freeze up.
- Diesel Exhaust Fluid (DEF) system enhancement during stationary regeneration.

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 or if the technician finds any of the DTCs listed above, perform the Repair Procedure.

REPAIR PROCEDURE:

NOTE: If DTC U1601 is present, the ECM 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.

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 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. After reprogramming, turn the ignition off to power down the ECM/PCM. The key must remain off for a minimum of 75 seconds.
3. 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.

NOTE: If DTCs U05A5 - Implausible Data Received From Ammonia Sensor or U12A4 - Lost Communication With Ammonia Sensor are set after the repair then the PCM has the incorrect calibration installed. Reprogram the PCM with the correct calibration.

4. 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-NN	Module, Engine Control (ECM) - Reprogram, (Without Ammonia Sensor) (0 - Introduction)	10 - DIESEL	0.4 Hrs.
18-19-04-NP	Module, Engine Control (ECM) - Reprogram, (With Ammonia Sensor) (0 - Introduction)	10 - DIESEL	0.4 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 use failure code CC with this Technical Service Bulletin.

- If the customer’s concern matches the SYMPTOM/CONDITION identified in the Technical 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 Technical Service Bulletin flash/reprogramming conditions.

CC	Customer Concern
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