



NUMBER: 18-007-22

GROUP: 18 - Vehicle Performance

DATE: January 15, 2022

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC

This bulletin supersedes Technical Service Bulletin (TSB) 18-050-18, date of issue June 23, 2018, which should be removed from your files. All revisions are highlighted with **asterisks**** and include an additional Diagnostic Trouble Code and new LOP.**

SUBJECT:

Flash: Powertrain Control Module (PCM) Updates

OVERVIEW:

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

MODELS:

2017	(DD)	RAM 3500 Cab Chassis
2017	(DF)	RAM 3500 <10K LB Cab Chassis
2017	(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 Turbo Diesel Engine (Sales Code ETK).

SYMPTOM/CONDITION:

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

- ****P064F - Unauthorized Software/Calibration Detected. ****
- P2201 - Aftertreatment NOx Sensor Circuit Performance - Bank 1 Sensor 1.
- P24C7 - Particulate Matter Sensor Temperature Circuit Performance.
- P1C55 - NOx Sensor Intermittent - Bank 1 Sensor 1.
- P202E - Reductant Injector Performance.
- P218F - Reductant No Flow Detected.

In addition, the following software enhancements are also available:

- Fuel filter minder improvement.
- Calibration changes to engine-off timer.
- Changes to engine warm up protection.
- Hydrocarbon Desorption (HCD) driveability improvements.
- A/C pressure sensor update.
- Exhaust Gas Recirculation (EGR) calibration changes.

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.

REPAIR PROCEDURE:

NOTE: The Dosing Control Unit (DCU) MUST be updated to the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the DCU software.

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/ECM 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 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 allow them to be cleared.
3. Perform the PCM Configuration routine in wiTECH located in the PCM "Misc. Functions" menu tab.
4. Verify the DCU is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the DCU software.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
18-19-04-SX	Module, Engine Control (ECM) - Reprogram (0 - Introduction)	10 - Diesel	0.4 Hrs.

NOTE: The expected completion time for the flash download portion of this procedure is approximately 15 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.

CC	Customer Concern
----	------------------