

Several software improvements are available for vehicles equipped with a Cummins 6.7L turbo Diesel.

Prevent Or Reduce Unnecessary Malfunction Indicator Lamp (MIL) Illumination For The Following Transmission Faults. These Faults Are Currently Tripped As A One Trip Fault And Should Have Been A Two Trip Fault:

- P049D - EGR CONTROL POSITION EXCEEDED LEARNING LIMIT
- P0711 - TRANSMISSION TEMPERATURE SENSOR PERFORMANCE
- P0712 - TRANSMISSION TEMPERATURE SENSOR LOW
- P0713 - TRANSMISSION TEMPERATURE SENSOR HIGH
- P0714 - TRANSMISSION TEMPERATURE SENSOR INTERMITTENT
- P0740 - TCC OUT OF RANGE
- P0869 - LINE PRESSURE HIGH
- P0933 - HYDRAULIC PRESSURE SENSOR RANGE/PERFORMANCE
- P0934 - LINE PRESSURE SENSOR CIRCUIT LOW
- P0935 - LINE PRESSURE SENSOR CIRCUIT HIGH
- P1775 - SOLENOID SWITCH VALVE LATCHED IN TCC POSITION
- P1776 - SOLENOID SWITCH VALVE LATCHED IN LR POSITION
- U0100 - LOST COMMUNICATION WITH ECM/PCM
- U0002 - CAN C BUS OFF PERFORMANCE - BUS OFF

Improvements To Prevent Or Reduce Unnecessary Malfunction Indicator Lamp (MIL) Illumination For:

- P026A - CHARGE AIR COOLER EFFICIENCY BELOW THRESHOLD
- P0544 - EXHAUST GAS TEMPERATURE SENSOR CIRCUIT - BANK 1 SENSOR 1
- P0562 - BATTERY VOLTAGE LOW
- P20EE - SCR NOx CATALYST EFFICIENCY BELOW THRESHOLD - BANK 1
(Additional software enhancements to prevent false MIL)
- P2201 - AFTERTREATMENT NOx SENSOR CIRCUIT PERFORMANCE - BANK 1
SENSOR 1
- P2281 - AIR LEAK BETWEEN MAF AND THROTTLE BODY
- P24A5 - EGR COOLER BYPASS BANK 1 CONTROL STUCK
- P2459 - DIESEL PARTICULATE FILTER REGENERATION TOO FREQUENT
(Additional software enhancements to prevent false MIL)
- P249E - CLOSED LOOP SCR REDUCTANT INJECTION CONTROL AT LIMIT -
FLOW TOO HIGH

Other Updates:

- With the ignition in the "Run" position, engine not running, a small number of customers may experience a message in the Vehicle Information Center that states "Service Exhaust System - see dealer" erroneously.
- Doser Thaw Calibrations (with proper doser calibration). Ensure SB 18-032-13 (or later bulletin) is also completed to update Doser Control Unit (DCU)
- I/M OBD II readiness - DTC P2002 improvements help Particulate Matter (PM) Filter monitor group to be set to ready more often
- Add engine run time to fuel filter minder.
- Remove MIL for DTC; P1C70 - SCR ERROR DETECTED - ENGINE DISABLED
- Frozen CAC Diagnostic Improvement
- WiTECH - Reset fix (PTO request on Pickup)
- WiTECH - Road Governor Speed Upper Limit adjustment
- SCR Performance Test Fix