



**NUMBER:** 18-043-17  
**GROUP:** Vehicle Performance  
**DATE:** May 04, 2017

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**THIS BULLETIN SUPERSEDES SERVICE BULLETIN 18-091-16, DATED JULY 26, 2016 WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH \*\*ASTERISKS\*\* AND INCLUDES UPDATED DIAGNOSTIC TROUBLE CODES (DTCs), ADDITIONAL SOFTWARE UPDATES, LOPS AND UPDATED FAILURE CODE STATEMENT.**

**THIS SERVICE BULLETIN IS ALSO BEING RELEASED AS RAPID RESPONSE TRANSMITTAL (RRT) 13-082. ALL APPLICABLE UN-SOLD RRT VIN's HAVE BEEN LOADED. TO VERIFY THAT THIS RRT SERVICE ACTION IS APPLICABLE TO THE UN-SOLD VEHICLE, USE VIP OR PERFORM A VIN SEARCH IN TECHCONNECT. FOR VEHICLES NOT INCLUDED IN THE RRT VIN LIST, APPLICATION OF THIS SERVICE BULLETIN TO SOLD UNITS IS BASED UPON THE CUSTOMER EXPERIENCING THE SYMPTOM/CONDITIONS. ALL REPAIRS ARE REIMBURSABLE WITHIN THE PROVISIONS OF WARRANTY.**

**FOR HELP WITH USING wTECH FOR ECU FLASH REPROGRAMMING, CLICK ON THE APPLICATION'S "HELP" TAB.**

**THE wTECH SOFTWARE IS REQUIRED TO BE AT THE LATEST RELEASE BEFORE PERFORMING THIS PROCEDURE.**

**SUBJECT:**

Flash: Powertrain Diagnostic and System Improvements

**OVERVIEW:**

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

**MODELS:**

2013	(DJ)	RAM 2500 Pick Up
2013	(D2)	RAM 3500 Pick Up

**NOTE: This bulletin applies to vehicles within the following markets/countries:  
NAFTA.**

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

**SYMPTOM/CONDITION:**

A small number of customers may experience a Malfunction Indicator Lamp (MIL) illumination. Upon further investigation the technician may find that the following DTCs have been set.

**The Following DTC has been changed from a two trip fault to a one trip fault:**

- U1A24 - Lost Communication With Ammonia Sensor.

**Prevent or reduce MIL illumination when no defect is present for the following DTCs. These faults have been changed from a one trip fault to a two trip fault:**

- P0201 - P0206 - Fuel Injector X Circuit/Open.
- P049D - EGR Control Position Exceeding 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 MIL illumination when no defect is present for:**

- \*\*P1451 - Diesel Particulate Filter System Performance.\*\*
- P1477 - Dual Snorkel Calibration Change to Voltage Limit.
- P026B - Injection Timing Performance.
- P0087 - Fuel Rail Pressure Too Low.
- P0128 - Thermostat Rationality. In cold ambient temperatures.
- P026A - Charge Air Cooler Efficiency Below Threshold.
- P04DB - Crankcase Ventilation System Disconnected.
- P0544 - Exhaust Gas Temperature Sensor Circuit - Bank 1 Sensor 1.
- P0562 - Battery Voltage Low.
- P0604 - Internal Control Module RAM Error.
- P1451 - Diesel Particulate Filter System Performance.
- P20E8 - Diesel Exhaust Fluid Reductant Pressure Too Low.
- P20EE - SCR NOX Catalyst Efficiency Below Threshold - Bank 1.
- P202E - Diesel Exhaust Fluid) Reductant Injector Performance.
- P205E - (Diesel Exhaust Fluid) Reductant Tank Temperature Sensor Circuit Intermittent (setting when the block heater is plugged in).
- P209F - Diesel Exhaust Fluid) Reductant Tank Heater Control Circuit Performance.
- P218F - Reductant No Flow Detected.
- P2281 - Air Leak Between MAF And Throttle Body.
- P229E - NOx Sensor Circuit - Bank 1 Sensor 2.
- P20E8 - Diesel Exhaust Fluid Reductant Pressure Too Low.
- P218F - Reductant No Flow Detected.
- P242F - Diesel Particulate Filter Restriction - Ash Accumulation.
- P20EE - SCR NOX Catalyst Efficiency Below Threshold - Bank 1.
- P202E - Diesel Exhaust Fluid (DEF) Reductant Injector Performance.

- 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.
- P249E - Closed Loop SCR Reductant Injection Control At Limit - Flow Too High.
- U110E - Lost Ambient Temperature Message.
- U1421 - Implausible Ignition Key Off Time Received.
- U3017 - Control Module Timer/Clock Performance.

**Other updates also include:**

- \*\*Overrunning Clutch Transmission Content.
- Unpleasant odor in the vehicle at low speeds during regeneration cycle.\*\*
- Improved Exhaust Gas Recirculation (EGR) valve response.
- Unpleasant odor in the vehicle at low speeds and when regeneration is active.
- SCR Efficiency improvement in cold weather.
- Ambient Air Temperature (AAT) improvements.
- NOx sensor calibration improvements.
- Cap urea dosing at low temps.
- SCR Efficiency scan tool test improvement.
- Transmission Updates.
- Alternator Dropout Threshold Set to 500 RPM.
- Warm Up Combustion Stability Improvement.
- Urea Dosing During Stationary Regen.
- Dual Snorkel Calibrate Mode.
- Various Urea system calibration changes and cold weather system improvements and dosing heater thaw times.
- Various additional wiTECH data and system test additions or improvements.
- 68RFE Transmission shift quality improvements.
- Cruise control system improvements.
- System enhancements to starter lockout feature.
- Erroneous "Service Exhaust System - See Dealer" message setting with the ignition in the "Run" position, engine not running.
- 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.
- DEF Refill detection calibration change.
- Grid heater inhibit correction.
- P0544 - Exhaust Gas Temperature Sensor Circuit - Bank 1 Sensor 1 - Does not clear correctly.
- Fuel filter minder distance trigger correction.
- Fuel system test improvements.
- Exhaust brake switch improvement.
- Cold idle stability improvement.
- Add ability to reset soot load after DPF replacement.
- Correct condition - Cruise control does not cancel at key off.