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GROUP: Vehicle Performance

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SUBJECT:

No Crank, No Start - Malfunction Indicator Lamp (MIL) With DTC U1601

MODELS:

2009	(DH/D1)	Ram Trucks (2500/3500 Pick Up)
2009	(DC/DM)	Cab Chassis (3500/4500/5500)

NOTE: This bulletin applies to 2009 vehicles equipped with a Cummins 6.7L diesel engine (Sales code ETJ) built after March 04, 2009 (MDH0304XX) programmed with bootloader software number 00 06 01 (or later). 2007 and newer vehicles that have had the ECM replaced with the new bootloader software will also be effected.

DISCUSSION:

This bulletin explains a Malfunction Indicator Lamp (MIL) illumination due to Diagnostic Trouble Code (DTC); U1601 - ECU Application Software Code 1 Missing Or Corrupted.

If the Engine Control Module (ECM) does not have a calibration installed, or has an unapproved calibration installed then the ECM will be in a Read Only Memory (ROM) boot state. The ECM will have power but the lack of approved software will not allow the vehicle to be started and driven. No further diagnostics of the ECM will be available at this time. This code will be cleared and issue resolved when the ECM is updated with the correct approved calibration. Refer to the DealerCONNECT > TechCONNECT > Service Information for more detail.

DTC U1601 set outside of the dealership with a no crank, no start condition caused by unauthorized (up-rate) software will **NOT** be covered under the terms of the warranty.

DTC U1601 code may also be set when a legitimate flash is interrupted for any reason.

This bulletin also involves explanations of the effects that aftermarket "Up-rate Kits" have on Cummins engine and emission systems.

NOTE: Replacement ECM's supplied by Mopar may also contain the secure bootloader software, thus the conditions listed above may apply to 2007 and newer vehicles if the ECM has been replaced.



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CAUTION: Some customers may come in requesting a software update because the up-rate software does not recognize the secure bootloader software (even though the controller may be up to date). This should serve as a warning that the customer is attempting to tamper with the calibration in the vehicle's ECM.

Up-Rate kits are numerous and may include aftermarket software downloads.

Engines that have had tampering will generate excess soot and may damage the Turbocharger, Diesel Particulate Filter (DPF) and Oxygen Sensors (O2) and/or other emission system(s), air handling or fuel control components.

Some of the changes caused by Up-Rate kits (but not limited to) :

- Engine calibration, including emissions.
- Governors, including engine speed and vehicle top speed.
- Torque and horsepower (which may cause other drive line component damage).
- Diagnostics, preventing MIL illumination.
- Drivability and torque management control.

DIAGNOSIS PROCEDURE:

1. Refer to the detailed service information available in DealerCONNECT > TechCONNECT under: Service Info > 28 - DTC-Based Diagnostics > MODULE, Engine Control (ECM), 6.7L > Diagnosis and Testing > U1601 - ECU Application Software Code 1 Missing Or Corrupted.

POLICY:

Information Only.