

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-031-25 REV. C GROUP: 18 - Vehicle Performance	Date:	October 22, 2025	REVISION:	18-031-25 REV. B
VEHICLES AFFECTED:	2025 (DT) RAM 1500 Pickup This bulletin applies to vehicles equipped with a 3.0L I6 Hurricane SO Twin Turbo ESS (Sales Code EFH).			MARKET APPLICABILITY: ☐ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ CH NOTE: This bulletin applies to the North America, South America, Enlarged Europe, Middle East & Africa, India & Asia Pacific, and China markets.	
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle must exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs): • **P06DD-00 - Engine Oil Pressure Control Circuit Performance/Stuck Off. • P0073-00 - Ambient Air Temperature Sensor Circuit "A" High. • P0071-00 - Ambient Air Temperature Sensor Performance. • P2C90-00 - Crankcase Ventilation System - Hose "A" Disconnected. • P1CEA-00 - Boost Side EVAP Purge System Performance. • P05BD-00 - Stop-start Mode Switch Range/Performance. • P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking. • U0673-00 - Lost Communication With Ion Sense Module.** • P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking - in ACTIVE or STORED status. • P0325-00 - Knock/Combustion Vibration Sensor 1 Circuit - in ACTIVE or STORED status. • P0330-00 - Knock/Combustion Vibration Sensor 2 Circuit - in ACTIVE or STORED status. • P032A-00 - Knock-Combustion Vibration Sensor C Circuit - in ACTIVE or STORED status. • P018B-00 - Fuel Pressure Sensor "B" Circuit Range/Performance - in ACTIVE or STORED status. • P2AF6-00 - Starter Relay 3 Stuck Off - in ACTIVE or STORED status. • P0300-00 - Multiple Cylinder Misfire - in ACTIVE or STORED status set during cold start catalyst heating. • P0301-00 - Cylinder 1 Misfire - in ACTIVE or STORED status set during cold start catalyst heating. • P0302-00 - Cylinder 2 Misfire - in ACTIVE or STORED status set during cold start catalyst heating. • P0303-00 - Cylinder 3 Misfire - in ACTIVE or STORED status set during cold start catalyst heating. • P0304-00 - Cylinder 4 Misfire - in ACTIVE or STORED status set during cold start catalyst heating. • P0305-00 - Cylinder 5 Misfire - in ACTIVE or STORED status set during cold start catalyst heating. • P0306-00 - Cylinder 6 Misfire - in ACTIVE or STORED status set during cold start catalyst heating. NOTE: To confirm the cold start catalyst heating, use WiTech Freeze Frame data, and confirm "Time Since Engine Start" less than 30 seconds and "Engine Coolant Temperature °F" less than 50 °C (122 °F) when Misfire Code was set. See Step 3 for more details. • U0104-00 - Lost Communication With Cruise Control Module - in ACTIVE or STORED status. This software update will allow this permanent fault code to naturally clear.				

	- U0405-00 - Invalid Data Received From Cruise Control Module - in ACTIVE or STORED status. This software update will allow this permanent fault code to naturally clear. Customers may also experience one or more of the following: **Rough running engine. "Excessive Oil - Service Vehicle" message display in the Instrument Panel Cluster (IPC). - Vehicle is difficult to start. - Potential stalling when coming to a stop with an immediate restart. NOTE: If the engine were to stall while stopping, a message would display in the IPC informing the driver to shift to Park to restart the engine.**
CAUSE:	PCM software

This bulletin supersedes Technical Service Bulletin (TSB) 18-031-25 REV. B, date of issue September 27, 2025, which should be removed from your files. All revisions are highlighted with asterisks and include additional DTCs, Customer Symptoms, new RSU number and LOPs. Revisions not highlighted by asterisks include removal of the build date.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) ****25-220, date of issue October 22, 2025****. All applicable RSU VINs have been loaded. To verify this RSU service action is applicable to the vehicle, use VIP or perform a VIN search in DealerCONNECT/Service Library. All repairs are reimbursable within the provisions of warranty.

REPAIR SUMMARY:

This bulletin involves inspecting and possibly reprogramming the PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-06-K4	Module, Powertrain Control Module (PCM) - Inspect (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-K5	Module, Powertrain Control Module (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.**
Failure Code	RF	Required Flash - RSU	
	CC	Customer Concern	

The dealer must use failure code CC with this Technical Service Bulletin.

- The "RF" failure code is required for essential module flash/reprogramming and can only be used after confirmation that the VIN is included on the RSU.
- The failure code "RF" (Required Flash) can no longer be used on Technical Service Bulletin flashes. The "RF" failure code must be used on an RSU.
- 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 must be supplied.

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 a customer's VIN is listed in VIP or your RSU VIN list, perform the repair. If any vehicle not on the VIN list exhibits any of the symptoms listed above in the customer symptom section, perform the Repair Procedure.

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	—	—

REPAIR PROCEDURE:

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.

NOTE: If the software update is not completed, customers may have issues with registering vehicle in states with inspections due to the MIL being on (Only an issue if U0104/U0405 have set in life of vehicle).

1. Is the vehicle on the RSU VIN list?
 - YES >>> Proceed to [Step 10](#).
 - NO >>> Proceed to [Step 2](#).
2. Are DTCs P00C6-00, P0325-00, P0330-00, P032A-00, P018B-00, P2AF6-00 and/or U0104-00 and/or U0405-00 present in Active/Stored status?
 - YES >>> Proceed to [Step 10](#).
 - NO >>> Proceed to [Step 3](#).
3. Are DTCs P0300-00, P0301-00, P0302-00, P0303-00, P0304-00, P0305-00, and/or P0306-00 present in Active/Stored status?
 - YES >>> Proceed to [Step 4](#).
 - NO >>> This bulletin has been completed, use Inspect LOP ****(18-19-06-K4)**** to close the active RSU.

4. In the wiTECH tool, select the hamburger icon in the upper left corner [Fig. 1](#).

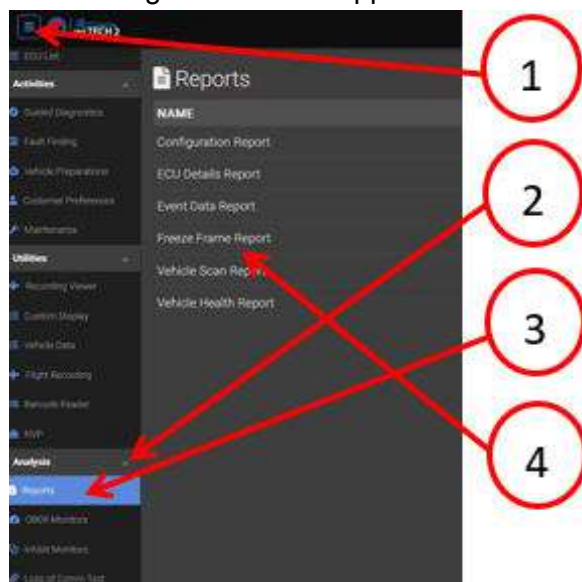


Fig. 1
Navigate To Freeze Frame Report

- 1 - Hamburger Icon
2 - Analysis
3 - Reports
4 - Freeze Frame Report

5. Navigate down to Analysis on the left column and select the drop down arrow [Fig. 1](#).
6. Select Reports [Fig. 1](#).
7. Select Freeze Frame Report [Fig. 1](#).
8. To confirm the cold start catalyst heating, use wiTech Freeze Frame data and confirm that DTCs P0300-00, P0301-00, P0302-00, P0303-00, P0304-00, P0305-00 and/or P0306-00 was set under following condition:
- Engine coolant temperature °F less than 50 °C (122 °F) [Fig. 2](#).
 - Time since engine start is less than 30 seconds [Fig. 2](#).

PARAMETER	VALUE	UNIT
Engine Coolant Temperature	9.00	°C
Time Since Engine Start	0.00	seconds
Engine RPM	2700-40	rpm
Engine Load	10.00	%
Engine Torque	10.00	Nm
Engine Speed	10.00	km/h
Engine Temperature	10.00	°C
Engine Pressure	10.00	bar
Engine Voltage	10.00	V
Engine Current	10.00	A
Engine Frequency	10.00	Hz
Engine Position	10.00	°
Engine Status	10.00	bits
Engine Error	10.00	bits
Engine Warning	10.00	bits
Engine Alarm	10.00	bits
Engine Fault	10.00	bits
Engine Reset	10.00	bits
Engine Clear	10.00	bits
Engine Lock	10.00	bits
Engine Unlock	10.00	bits
Engine Freeze	10.00	bits
Engine Thaw	10.00	bits
Engine Freeze Frame	10.00	bits
Engine Thaw Frame	10.00	bits
Engine Freeze Frame Data	10.00	bits
Engine Thaw Frame Data	10.00	bits
Engine Freeze Frame Data 1	10.00	bits
Engine Thaw Frame Data 1	10.00	bits
Engine Freeze Frame Data 2	10.00	bits
Engine Thaw Frame Data 2	10.00	bits
Engine Freeze Frame Data 3	10.00	bits
Engine Thaw Frame Data 3	10.00	bits
Engine Freeze Frame Data 4	10.00	bits
Engine Thaw Frame Data 4	10.00	bits
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Engine Freeze Frame Data 7	10.00	bits
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Engine Freeze Frame Data 8	10.00	bits
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Engine Freeze Frame Data 9	10.00	bits
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Engine Freeze Frame Data 10	10.00	bits
Engine Thaw Frame Data 10	10.00	bits
Engine Freeze Frame Data 11	10.00	bits
Engine Thaw Frame Data 11	10.00	bits
Engine Freeze Frame Data 12	10.00	bits
Engine Thaw Frame Data 12	10.00	bits
Engine Freeze Frame Data 13	10.00	bits
Engine Thaw Frame Data 13	10.00	bits
Engine Freeze Frame Data 14	10.00	bits
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Engine Freeze Frame Data 91	10.00	bits
Engine Thaw Frame Data 91	10.00	bits
Engine Freeze Frame Data 92	10.00	bits
Engine Thaw Frame Data 92	10.00	bits
Engine Freeze Frame Data 93	10.00	bits
Engine Thaw Frame Data 93	10.00	bits
Engine Freeze Frame Data 94	10.00	bits
Engine Thaw Frame Data 94	10.00	bits
Engine Freeze Frame Data 95	10.00	bits
Engine Thaw Frame Data 95	10.00	bits
Engine Freeze Frame Data 96	10.00	bits
Engine Thaw Frame Data 96	10.00	bits
Engine Freeze Frame Data 97	10.00	bits
Engine Thaw Frame Data 97	10.00	bits
Engine Freeze Frame Data 98	10.00	bits
Engine Thaw Frame Data 98	10.00	bits
Engine Freeze Frame Data 99	10.00	bits
Engine Thaw Frame Data 99	10.00	bits
Engine Freeze Frame Data 100	10.00	bits
Engine Thaw Frame Data 100	10.00	bits

Fig. 2
Freeze Frame Report

- 1 - Engine Coolant Temperature
2 - Time Since Engine Start

9. Is cold start catalyst heating misfire confirmed?
 - YES >>> Proceed to [Step 10](#).
 - NO >>> This bulletin has been completed, use Inspect LOP ****(18-19-06-K4)**** to close the active RSU.
10. Does the PCM have the latest software already installed?
 - YES >>> This bulletin has been completed, use Inspect LOP ****(18-19-06-K4)**** to close the active RSU.
 - NO >>> Proceed to [Step 11](#).
11. Reprogram the PCM with the latest available software. If issues arise when flashing a module using the wiTECH Diagnostic Application, please submit a ticket to the Helpdesk. The helpdesk can be found within the Help menu.
12. 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.

NOTE: For SA market only, after applying this TSB, it is not necessary to send DID-I or DID-A.

POLICY:

Reimbursable within the provisions of the warranty.

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