

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-032-25 REV. B GROUP: 18 - Vehicle Performance	Date:	November 6, 2025	REVISION:	18-032-25 REV. A
VEHICLES AFFECTED:	2025 (DT) RAM 1500 Pickup This bulletin applies to vehicles built on or after **July 01, 2024 (MDH 0701XX)** and on or before **July 29, 2025 (MDH 0729XX)** equipped with the 3.0L I6 Hurricane HO Twin Turbo ESS (Sales Code EFC).			MARKET APPLICABILITY: ☐ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ CH NOTE: This bulletin applies to the North and 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): **P2C90-00 - Crankcase Ventilation System - Hose "A" Disconnected. - P0111-00 - Intake Air Temperature Sensor 1 Circuit Performance. - P0071-00 - Ambient Air Temperature Sensor Performance. - P0073-00 - Ambient Air Temperature Sensor Circuit "A" High.** - P018B-00 - Fuel Pressure Sensor "B" Circuit Range/Performance. Customers may experience one or more of the following: - Vehicle speed limited to 157 KPH (98 MPH). - A potential to stall when coming to a stop with an immediate restart. If the engine were to stall while stopping, a message would display in the cluster informing the driver to shift to park to restart the engine.				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-032-25 REV. A, date of issue September 17, 2025, which should be removed from your files. All revisions are highlighted with asterisks and include new DTCs, new build dates and new LOPs.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 25-197, date of issue September, 17 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.

NOTE: The RSU portion of this service bulletin covers the North America markets.

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-K2	Module, Powertrain Control (PCM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-K3	Module, Powertrain Control (PCM) - Inspect And Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.**
Failure Code	RF	Required Flash	
	CC	Customer Concern	

NOTE: **For EE and MEA markets only, enter the RSU spending channel for the first 18 months from the date of issue, then apply the W24.**

The dealer must choose which failure code to use depending on if this is a Rapid Service Update (RSU) or 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 symptom 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.

1. Is the vehicle on the RSU VIN list?
 - YES>>> Proceed to [Step 2](#).
 - NO>>> Proceed to [Step 3](#).
2. Is the PCM software updated to the latest version?
 - YES>>> This bulletin is complete. Use Inspect LOP (**18-19-06-K2**) to close this active RSU.
 - NO>>> Proceed to [Step 3](#).
3. Reprogram the PCM with the latest 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.
4. 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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