

REFERENCE:	TSB: 21-011-25 REV. B GROUP: 21 - Transmission and Transfer Case	Date:	December 20, 2025	REVISION:	21-011-25 REV. A
VEHICLES AFFECTED:	2025 (DT) RAM 1500 Pickup This bulletin applies to vehicles equipped with a 3.6L V6 24V VVT eTorque Engine UPG 1 (Sales Code ERG) and an 8-Spd Auto 850RE Trans (Sales Code DFT).			MARKET APPLICABILITY: ☒ NA ☐ MEA ☐ SA ☐ IAP ☐ EE ☐ CH NOTE: This bulletin applies to the North America market.	
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): • P1B14-00 - Park By Wire Unintended Park Position. • P1DF3-00 - ECU Not Initialized.** The customer may describe one or more of the following: • **Secure idle feature not working with Powerpanel On. • When shifting from Drive to Reverse and vice versa, the transmission detects a mismatch in Neutral as the gear shifter goes from Drive to Reverse through Neutral (D-N-R or R-N-D) and flashes the Neutral indication blinking on the shifter. • The gear shifter takes too long to get ready when the driver starts the car, and the transmission system couldn't recognize which gear was selected. This gives a warning message "Shift to Park to Obtain Drivability" in the IPC and MIL lamp On. NOTE: For the condition above, the transmission remains in the Park position. • Shifter can be moved with engine Off and key On while the transmission is in Park and a warning message is displayed in the IPC "Shift to Park to Start". NOTE: For the condition above, the Electric Park Brake (EPB) is activated. • Auto parking issue.** • No perceptible change when drive mode is selected. • Harsh or unstable launches in slippery or off-road conditions. • Drive mode operating in incorrect drivetrain configurations. • Bump or jerk felt during Engine Start/Stop (ESS) operation in normal and snow modes. • Bump during tip-in downshift while in Normal or Sport modes. • Transmission shifting concerns when vehicle has less than 2,414 km (1,500 mi). • Driveability concerns and not holding correct gear during downgrade, snow mode and accelerator tip-out maneuvers. **The following software improvements are also included: • Secure idle fix. • Shift by wire updates.**				
CAUSE:	TCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 21-011-25 REV. A, date of issue June 28, 2025, which should be removed from your files. All revisions are highlighted with ****asterisks**** and include, additional DTCs, Customer Symptoms, Software Enhancements and new LOP. Removal of a build date was not highlighted with asterisks.

REPAIR SUMMARY:

This bulletin involves reprogramming the TCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-05-SA	Module, Transmission Control (TCM) - Reprogram (0 - Introduction)	2 - Automatic Transmission	0.2 Hrs. **
Failure Code	CC	Customer Concern	

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

- If the customer's concern matches the SYMPTOM identified in the Technical Service Bulletin, failure code CC is to be used.
- When utilizing this failure code, the 3C's (customer's concern, cause and correction) must be provided for processing Technical Service Bulletin flash/reprogramming conditions.

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 the customer describes 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.

1. Reprogram the TCM 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.
2. Clear any DTCs that may have been set in any modules due to reprogramming. The wiTECH application will automatically present all DTCs after the flash and allow them to be cleared.

POLICY:

Reimbursable within the provisions of the warranty.

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