

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	TSB: 18-073-26 GROUP: 18 - Vehicle Performance	Date:	July 22, 2026	REVISION:	18-103-22 18-104-22
VEHICLES AFFECTED:	2018 - 2019 (VF) RAM ProMaster This bulletin applies to vehicles equipped with a 3.6L V6 24V VVT Engine (Sales Code ERB).			MARKET APPLICABILITY: ☒ NA☐ MEA ☐ SA☐ IAP ☐ EE☐ CH NOTE: This bulletin applies to North America markets.	
CUSTOMER SYMPTOM:	Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs): • P0420 - Catalyst System Efficiency Below Threshold Bank 1. • P0430 - Catalyst System Efficiency Below Threshold Bank 2. • P0556 - Brake Booster Pressure Sensor Circuit Performance. • P0340 - Cam Position Sensor Circuit - Bank 1 Intake. • P0345 - Cam Position Sensor Circuit - Bank 2 Intake. • P0365 - Cam Position Sensor Circuit - Bank 1 Exhaust. • P0390 - Cam Position Sensor Circuit - Bank 2 Exhaust. Customers may experience one or more of the following: • Vehicle fails emissions inspection testing. • Fuel odor during frequent stop and re-start driving, during high ambient temps. In addition, the following software enhancement(s) is available: • OBD calibration turned off DTC "U0463 - Fuel Level Implausible" message code and will now be detected with DTC "P0463 - Fuel Level Sensor 1 Circuit High". • More robust trailer brake module enhancements for 3rd party aftermarket designs. • Cam/crank diagnostic has been turned from a 1-trip to a 2-trip MIL. • Change fuel level legislative reporting from a voltage to a percent scale.				
CAUSE:	PCM software				

This bulletin supersedes Technical Service Bulletin (TSB) 18-103-22 and 18-104-22, date of issue May 26, 2022, which should be removed from your files. This is a complete revision and no asterisks have been used to highlight revisions.

REPAIR SUMMARY:

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

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-06-HW	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.3 Hrs.
18-19-06-GL	Module, Powertrain Control (PCM) - Reprogram and Remove Inspection and Install Original Vapor Canister (0 - Introduction)	1 - Engine Repair And Performance	0.7 Hrs.
18-19-06-GM	Module, Powertrain Control (PCM) - Reprogram and Replace Vapor Canister (0 - Introduction)	1 - Engine Repair And Performance	0.7 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.

SPARE PARTS:

Qty	Part No.	Description	Notes
1 (AR)	05147067AJ	Vapor Canister	

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:

CAUTION!

The Body Control Module (BCM) must be updated to the latest available software at the conclusion of this repair procedure. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.

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 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.
2. 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.
3. Was the customer concern fuel odor and is this a fleet vehicle with (Sales Code XR8)?
 - YES>>> Proceed to [Step 4](#).
 - NO>>> Proceed to [Step 8](#).
4. Remove the vapor canister. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 25 - Emissions Control / Evaporative Emissions / Canister, Vapor / Removal.

NOTE: If any liquid fuel comes out of the vapor canister, the vapor canister needs to be replaced.

5. Check the weight of the vapor canister, using any type of scale (letter or package scale can be used).
6. Does the vapor canister weigh more than 2900 grams (6.25 Lbs)?
 - YES>>> Replace the canister with a new part. Proceed to [Step 7](#), use LOP (18-19-06-GM).
 - NO>>> Install the original canister back on the vehicle. Proceed to [Step 7](#), use LOP (18-19-06-GL).
7. Install the vapor canister. Refer to the detailed service procedures available in DealerCONNECT/Service Library under: Service Info> 25 - Emissions Control / Evaporative Emissions / Canister, Vapor / Installation.
8. Verify the BCM is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.

POLICY:

Reimbursable within the provisions of the warranty.

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