STELLANTIS PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	**TSB:** 18-075-26 REV. A **GROUP:** 18 - Vehicle Performance	**Date:**	October 3, 2026	**REVISION:**	18-075-26

VEHICLES AFFECTED:

2026 (DT) RAM 1500 Pickup
This bulletin applies to vehicles built on or before **July 21, 2026 (MDH 0721XX) equipped with a 3.0L I6 Hurricane SO Twin Turbo ESS (Sales Code EFH) or 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 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):

- P0111-00 - Intake Air Temperature Sensor 1 Circuit Performance **(In Active or Stored status)**
- P0071-00 - Ambient Air Temperature Sensor Performance **(In Active or Stored status)**
- P0073-00 - Ambient Air Temperature Sensor Circuit "A" High **(In Active or Stored status)**
- P062B-00 - Internal Control Module Fuel Injector Control Performance
- P0E7E-00 - Coolant Bypass Valve B Control Circuit **(In Active or Stored status)**
- P2AF6-00 - Starter Relay 3 Stuck Off (with PCR).
- P00FD - Battery B State Of Charge Performance.
- P013F-00 - O2 Sensor 2/1 Delayed Response - Lean To Rich Bank. **(In Active or Stored status)**
- P014A-00 - O2 Sensor 2/2 Delayed Response - Rich to Lean Bank. **(In Active or Stored status)**
- P013E-00 - O2 Sensor 2/1 Delayed Response - Rich to Lean Bank. **(In Active or Stored status)**
- P014B-00 - O2 Sensor 2/2 Delayed Response - Lean To Rich Bank. **(In Active or Stored status)**
- P06DD-00 - Engine Oil Pressure Control Circuit Performance/Stuck Off.**(In Active or Stored status)**
- P0073-00 - Ambient Air Temperature Sensor Circuit "A" High. **(In Active or Stored status)**
- P0071-00 - Ambient Air Temperature Sensor Performance. **(In Active or Stored status)**
- P2C90-00 - Crankcase Ventilation System - Hose "A" Disconnected. **(In Active or Stored status)**
- P1CEA-00 - Boost Side EVAP Purge System Performance. **(In Active or Stored status)**
- P05BD-00 - Stop-Start Mode Switch Range/Performance. **(In Active or Stored status)**
- P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking. **(In Active or Stored status)**
- U0673-00 - Lost Communication With Ion Sense Module. **(In Active or Stored status)**

Customers may also comment on one or more of the following:

- High Elevation misfire.
- Electronic Start Stop (ESS) inoperative or "Auto Stop/Start Not Ready" message displayed in the Instrument Panel Cluster (IPC).

  NOTE: **Normal Auto Stop/Start inhibit conditions should not be considered the cause of this concern. The condition is associated with DTC P2AF6.**
- "Door Ajar" message on when door is closed.
- BSCM MIL illumination request not setting the MIL in the PCM.

	• High oil level indicator illuminated on the IPC. ****The following software enhancements are now available:** • Improvements to prevent misfire DTCs P0300-P0306 that may set if one of the following DTCs set: ○ P0335-00 - Crankshaft Position Sensor Circuit. ○ P0336-00 - Crankshaft Position Sensor Performance.**
CAUSE:	**PCM software**

This bulletin supersedes Technical Service Bulletin (TSB) 18-075-26, date of issue July 24, 2026 which should be removed from your files. All revisions are highlighted with **asterisks and include new LOPs, Claims Data note, Software Enhancements, Customer Symptom note, RSU number and an updated Build Date.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) **26-184, date of issue October 03, 2026. 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-LJ	Module, Powertrain Control (PCM) - Inspect Software Level (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-06-LM	Module, Powertrain Control (PCM) - Inspect And Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.**
Failure Code	RF	Required Flash	
	CC	Customer Concern	

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.

NOTE: **EE Market Only - Enter the RSU spending channel for the first 18 months from the date of issue, then apply the W24.**

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.

1. Is the vehicle on the RSU VIN list?
   - YES >>> Proceed to Step 2.
   - NO >>> Proceed to Step 3.
2. Does the PCM have the latest software already installed?
   - YES >>> This bulletin has been completed, use Inspect LOP **(18-19-06-LJ)** to close the active RSU.
   - NO >>> Proceed to Step 3.
3. 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.
4. Place the ignition in the Off position, then On position.
5. Perform a PROXI Configuration Alignment located under the "Guided Diagnostics" menu.
6. Place the ignition in the Off position, then ON position and Clear DTCs.
7. Place the ignition in the Off position again, then On position and wait 15 seconds.
8. Verify DTC P0630-00 - VIN Not Programmed In ECM, is not set in the PCM.
9. Is P0630 still present as Active?
   - YES >>> Repeat Step 4 through Step 8.
   - NO >>> Proceed to Step 10.
10. 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.

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.