STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	**TSB:** 18-071-26 REV. B **GROUP:** 18 - Vehicle Performance	**Date:**	October 6, 2026	**REVISION:**	18-071-26 REV. A **18-060-26**

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) or a 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 may experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle may exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs):

- P2237-00 - O2 Sensor Positive Current Control Circuit/Open Bank 1 Sensor 1.
- P2240-00 - O2 Sensor Positive Current Control Circuit/Open Bank 2 Sensor 1.
- P2251-00 - O2 Sensor Negative Current Control Circuit/Open Bank 1 Sensor 1.
- P2254-00 - O2 Sensor Negative Current Control Circuit/Open Bank 2 Sensor 1.
- P2243-00 - O2 Sensor Reference Voltage Circuit/Open Bank 1 Sensor 1.
- P2247-00 - O2 Sensor Reference Voltage Circuit/Open Bank 2 Sensor 1.
- P015B-00 - O2 Sensor Delayed Response - Lean To Rich Bank 1 Sensor 1.
- P015D-00 - O2 Sensor Delayed Response - Lean To Rich Bank 2 Sensor 1.
- P0E7C-00 - Coolant Bypass Valve "B" Control Circuit Low.
- P0E7D-00 - Coolant Bypass Valve "B" Control Circuit High.
- P0E7E-00 - Coolant Bypass Valve "B" Control Circuit Range/Performance.
- P0E7F-00 - Coolant Bypass Valve "B" Control Circuit Stuck/Open.
- U063C-00 - Lost Communication With Coolant Bypass Valve Actuator "B".
- P0100-00 - Mass Or Volume Air Flow Sensor "A" Circuit.
- P0101-00 - Mass Or Volume Air Flow Sensor "A" Circuit Range/Performance.
- P0461-00 - Fuel Level Sensor "A" Circuit Range/performance.
- P0072-00 - Ambient Air Temperature Sensor Circuit "A" Low.
- P062B-00 - Internal Control Module Fuel Injector Control Performance.
- B1810-00 - Driver Door Shorted Low.
- B25C7-00 - Redundant Driver Door Shorted Low.
- U0104-00 - Lost Communication With Cruise Control Module **(NA Market Only) (In Active or Stored status)**.
- U0405-00 - Invalid Data Received From Cruise Control Module **(NA Market Only) (In Active or Stored status)**.

  NOTE: Vehicles setting DTCs U0405-00 and U0104-00 may experience an inability to be cleared.
- 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. • 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.** • P0111-00 - Intake Air Temperature Sensor 1 Circuit Performance. **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. • Vehicle speed limited to 157 KPH (98 MPH). • 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.**
CUSTOMER SYMPTOM:	**The following software enhancements are also 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. • P2C30-00 - Ignition Coil Primary Circuit Fuse A. • P2C31-00 - Ignition Coil Primary Circuit Fuse 2. • P0523-00 - Engine Oil Pressure Sensor/Switch "A" High. • P0522-00 - Engine Oil Pressure Sensor/Switch "A" Low. • U0046-00 - Vehicle Communication Bus C. • P030A-00 - Ignition 1 Control Signal Circuit Open. • P031A-00 - Ignition 3 Control Signal Circuit Open. • P030D-00 - Ignition 2 Control Signal Circuit Open. • P035D-00 - Ignition 6 Control Signal Circuit Open. • P031D-00 - Ignition 4 Control Signal Circuit Open. • P035A-00 - Ignition 5 Control Signal Circuit Open. • P2301-00 - Ignition Coil 1 Circuit High.

	• P2313-00 - Ignition Coil 5 Circuit High. • P2307-00 - Ignition Coil 3 Circuit High. • P2316-00 - Ignition Coil 6 Circuit High. • P2304-00 - Ignition Coil 2 Circuit High. • P2310-00 - Ignition Coil 4 Circuit High. • P2300-00 - Ignition Coil 1 Circuit Low. • P2312-00 - Ignition Coil 5 Circuit Low. • P2306-00 - Ignition Coil 3 Circuit Low. • P2315-00 - Ignition Coil 6 Circuit Low. • P2303-00 - Ignition Coil 2 Circuit Low. • P2309-00 - Ignition Coil 4 Circuit Low. **Other non-diagnostic related improvements:** • Tip in/Tip out bumps. • Engine stability. • Shift Quality improvements (Disabling Exhaust Gas Recirculation (EGR) during gear shifts). • Post-Drive diagnostic change to avoid waking the Drivetrain Control Module (DTCM) which leads to unwanted Ignition Off Draw (IOD). • Updated Data Identifier (DID) to improve Engineering/Dealer data collection.
CAUSE:	**PCM software**

This bulletin supersedes Technical Service Bulletin (TSB) 18-071-26 REV. A, date of issue October 03, 2026 and 18-060-26, date of issue June 6, 2026 which should be removed from your files. All revisions are highlighted with **asterisks and include an additional TSB reference in the revision field.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 26-138, date of issue July 22, 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 (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-LK	Module, Powertrain Control (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.2 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.

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.

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 2.
   - NO >>> Proceed to Step 11.
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 >>> Proceed to Step 10.

4. In the wiTECH tool, select the hamburger icon in the upper left corner Fig. 1.

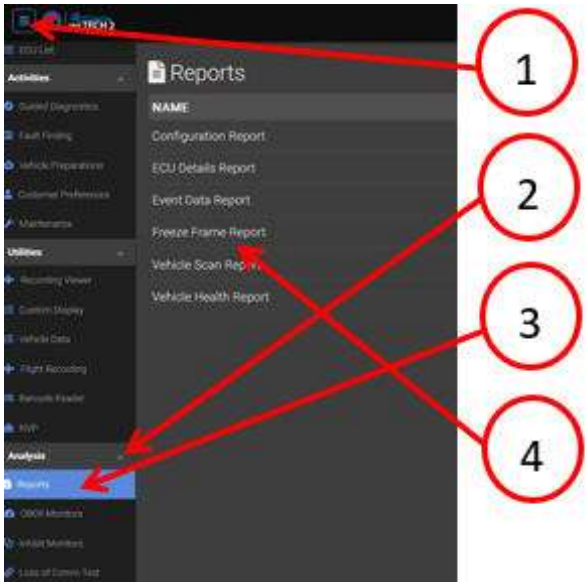


Fig. 1
Navigate To Freeze Frame Report

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.

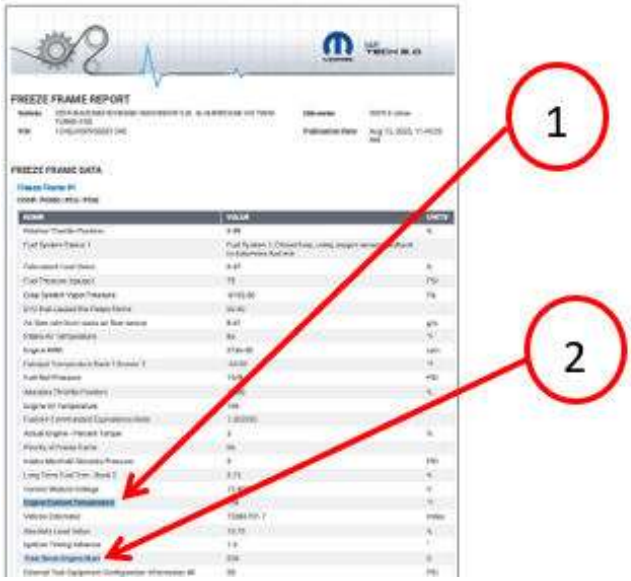


Fig. 2
Freeze Frame Report

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-LJ) 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-LJ) 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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