STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	**TSB:** 18-076-26 REV. A **GROUP:** 18 - Vehicle Performance	**Date:**	October 22, 2026	**REVISION:**	18-076-26

VEHICLES AFFECTED:

2027 (LB) Dodge Charger
This bulletin applies to vehicles built on or before **August 23, 2026 (MDH 0823XX) equipped with one of the following:

- **3.0L Twin Turbo Sixpack HO ESS (Sales Code EFC).**
- **3.0L Twin Turbo Sixpack SO ESS (Sales Code EFH).****

MARKET APPLICABILITY:

- ☒ NA
- ☐ MEA
- ☐ SA
- ☐ IAP
- ☐ EE
- ☐ CH

NOTE: This bulletin applies to the North America 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):**

- P2096-00 - Post Catalyst Fuel Trim System Too Lean (Bank 1).
- P2097-00 - Post Catalyst Fuel Trim System Too Rich (Bank 1).
- P2098-00 - Post Catalyst Fuel Trim System Too Lean (Bank 2).
- P2099-00 - Post Catalyst Fuel Trim System Too Rich (Bank 2).
- P032F-00 - Combustion Engine Producing Insufficient Torque.
- P2D28-00 - Cold Start Propulsion Torque Performance.
- U0075-00 - Control Module Communication Bus "C" Off.
- P0610-00 - Control Module Vehicle Options Error.
- P0630-00 - VIN Not Programmed or Incompatible - ECM/PCM.
- P0607-00 - Control Module Performance.
- P0513-00 - Incorrect Immobilizer Key.
- C0501-00 - Left Front Wheel Speed Sensor "A" Range/Performance.
- C0507-00 - Right Front Wheel Speed Sensor "A" Range/Performance.
- C050D-00 - Left Rear Wheel Speed Sensor "A" Range/Performance.
- C0513-00 - Right Rear Wheel Speed Sensor "A" Range/Performance.
- P0520-00 - Engine Oil Pressure Sensor/Switch "A" Circuit.
- P0139-00 - O2 Sensor Circuit Slow Response (Bank 1 Sensor 2).
- P0159-00 - O2 Sensor Circuit Slow Response (Bank 2 Sensor 2).
- P0300 - Random/Multiple Cylinder Misfire Detected.
- P0301 - Cylinder 1 Misfire Detected.
- P0302 - Cylinder 2 Misfire Detected.
- P0303 - Cylinder 3 Misfire Detected.
- P0304 - Cylinder 4 Misfire Detected.
- P0305 - Cylinder 5 Misfire Detected.
- P0306 - Cylinder 6 Misfire Detected.**

Customers may also experience **one or more of ** the following:

- **Vehicle exhibits a no crank / no start condition.**
- Vehicle does not meet evaporative emissions requirements.

****In addition, the following software enhancement(s) are available:**

- Launch Control and HMI improvements.

	• Resolved false "Oil Level Low" warnings when vehicle is parked on an incline.**
CAUSE:	****PCM and TCM software****

This bulletin supersedes Technical Service Bulletin (TSB) 18-076-26, date of issue August 08, 2026, which should be removed from your files. All revisions are highlighted with **asterisks and include updated Vehicles Affected info, DTCs, Customer Symptoms, Software Enhancements, Cause, RSU number, Repair Summary, LOPs and Repair Procedure info.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) **26-201, date of issue October 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 **and/or TCM** with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
**18-19-17-DB	Inspect PCM And TCM Module Software Level (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-17-DC	Inspect and Reprogram PCM or TCM Software 0 - Introduction	1 - Engine Repair And Performance	0.3 Hrs.
18-19-17-DD	Inspect and Reprogram PCM and TCM Software 0 - Introduction	1 - Engine Repair And Performance	0.4 Hrs.**
Failure Code	RF	Required Flash - RSU	
	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.

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 13.0 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 and TCM have the latest software level already installed?
   - YES>>> This bulletin has been completed. Use Inspect LOP (18-19-17-DB) 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. 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.
5. Perform an ignition cycle.
6. Inspect for DTCs.
7. Are any DTCs setting?
   - YES>>> Normal diagnostics should be performed.
   - NO>>> Proceed to Step 8.
8. Reprogram the TCM 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.
9. Perform a sleep cycle to ensure the module is updated correctly.

   NOTE: Make sure all accessories are off, place the ignition in the OFF position and close all doors. The key fob must be at least 6.0 m (20ft.) from the vehicle, while monitoring the PRNDL lights to ensure they have turned off as this will indicate that the bus is in a sleep cycle.**
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.

POLICY:

Reimbursable within the provisions of the warranty.

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