STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (ECM/PCM) Updates

REFERENCE:	**TSB:** 18-014-26 REV. B **GROUP:** 18 - Vehicle Performance	**Date:**	October 30, 2026	**REVISION:**	18-014-26 REV. A

VEHICLES AFFECTED:	**2025 (DJ) RAM 2500 Pickup** **2025 (D2) RAM 3500 Pickup** **This bulletin applies to vehicles equipped with a 6.7L I6 Cummins HO Turbo Diesel Engine (Sales Code ETM).**	**MARKET APPLICABILITY:** ☒ NA ☐ MEA ☐ SA ☐ IAP ☐ EE ☐ CH

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):

- **P0148-00 - Fuel Delivery Error.
- P0850-00 - Park/Neutral Switch Performance.
- P1191-00 - Inlet Air Temperature Sensor Rational/Performance.
- P032F - Combustion Engine Producing Insufficient Torque.
- P208D-00 - Reductant Pump "A" Control Circuit High.
- P204A-00 - Reductant Pressure Sensor Circuit.
- P20E9-00 - Reductant Pressure Too High.
- P208B-00 - Reductant Pump 1 Control Performance.
- P24B0-00 - Particulate Matter Sensor Circuit Low.
- P24B1-00 - Particulate Matter Sensor Circuit High.
- P2281-00 - Air Leak Between MAF And Throttle Body.**
- P0088-00 - Fuel Rail Pressure Too High - Bank 1.
- P20CF-00 - Exhaust Aftertreatment Fuel Injector "A" Stuck Open.
- P20DB-00 - Exhaust Aftertreatment Fuel Supply Control Stuck Open.
- U0109-00 - Lost Communication With Fuel Pump Control Module.
- P1451-00 - Diesel Particulate Filter System Performance.
- P2463-00 - Diesel Particulate Filter Restriction - Soot Accumulation Bank 1.
- P2459-00 - Diesel Particulate Filter Regeneration Too Frequent.
- P0087-00 - Fuel Rail Pressure Too Low.
- P2540-00 - Low Pressure Fuel System Sensor Circuit Range/Performance.
- P2543-00 - Low Pressure Fuel System Sensor Circuit Intermittent.
- P214D-00 - SCR NOX Catalyst Outlet Temperature Too High During Particulate Filter Regeneration.
- P242B-00 - Exhaust Gas Temperature Sensor Circuit Performance - Bank 1 Sensor 3.
- P24DA-00 - Particulate Matter Sensor Exhaust Sample Error Bank 1.
- P20EE-00 - SCR Nox Catalyst Efficiency Below Threshold - Bank 1 Catalyst 1.
- P226C-00 - Turbocharger Boost Control "A" Slow Response.
- P229F-00 - NOX Sensor Circuit Range/performance - Bank 1.
- P0100-00 - Mass Or Volume Air Flow Sensor "A" Circuit.
- P203F-00 - Reductant Level Too Low.
- P0423-00 - Heated Catalyst Efficiency Below Threshold Bank 1.
- P0263-00 - Cylinder 1 Contribution-Balance.
- P0266-00 - Cylinder 2 Contribution-Balance.
- P0269-00 - Cylinder 3 Contribution-Balance.

	• P0272-00 - Cylinder 4 Contribution-Balance. • P0275-00 - Cylinder 5 Contribution-Balance. • P0278-00 - Cylinder 6 Contribution/Balance. • P026B-00 - Injection Timing Performance. • P020A-00 - Cylinder 1 Injection Timing. • P020B-00 - Cylinder 2 Injection Timing. • P020C-00 - Cylinder 3 Injection Timing. • P020D-00 - Cylinder 4 Injection Timing. • P020E-00 - Cylinder 5 Injection Timing. • P020F-00 - Cylinder 6 Injection Timing. • P06B9-00 - Cylinder 1 Glow Plug Circuit Performance. • P06BA-00 - Cylinder 2 Glow Plug Circuit Performance. • P06BB-00 - Cylinder 3 Glow Plug Circuit Performance. • P06BC-00 - Cylinder 4 Glow Plug Circuit Performance. • P06BD-00 - Cylinder 5 Glow Plug Circuit Performance. • P06BE-00 - Cylinder 6 Glow Plug Circuit Performance. **Customers may also comment on one or more of the following:** • **Unstable cold-weather idle and/or the engine could stall after starting. • Ticking noise from the fuel pump. • Engine cranks but does not start. • Exhaust brake does not hold when trailer is attached after the key is cycled.** • Long engine crank times, particularly after fuel filter change. • Inverter drops out when shifting from Park (P) to Drive (D) gears. • Diesel Exhaust Fluid (DEF) level gauge slow to update after a refill. • Cruise control drops out/cancels on its own. • Engine stumble, runs rough, or a slight lack of power. **The following software enhancements are also available:** • **Air handling performance testing. • Fan speed test update. • Updated mapping for multiple parameters.** • Reduce the occurrence of false DTCs P0300-00, P0088-00 and P0315-00. • Improved troubleshooting and repair accuracy for air handling components through APT test in wiTECH. • DTC P1451-00 re-tune to reduce false faults. • Improvements to allow DTC P2509-00 to be cleared using wiTECH. • Adaptive Cruise Control (ACC) software fix to prevent cruise control dropouts. • Engine stumble fix for improved drivability. • Engine stall detection allowing DTC P032F-00 to clear after a power cycle. • Allow multiple PROXI rewrites. • Enable cold re-prime (DTC P208B-00 improvement).
CAUSE:	**ECM Software**

This bulletin supersedes Technical Service Bulletin (TSB) 18-014-26 REV. A, date of issue April 22, 2026, which should be removed from your files. All revisions are highlighted with **asterisks and include new DTCs, Customer Symptoms, Software enhancements and a new LOP.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 25-093 and 25-094, date of issue May 14, 2025. 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 Engine Control Module (ECM/PCM) with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-04-TQ	Module, Engine Control (ECM) - Inspect Software Level (0 - Introduction)	10 - Diesel	0.2 Hrs.
**18-19-04-TW	Module, Engine Control (ECM) - Inspect and Reprogram (0 - Introduction)	10 - Diesel	0.3 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. Is the ECM/PCM updated to the latest software level?
   - YES >>> This bulletin is complete. Use Inspect LOP (18-19-04-TQ) to close this active RSU.
   - NO >>> Proceed to Step 3.
3. Reprogram the ECM/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.
4. 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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