

REFERENCE:	TSB: 18-011-26 GROUP: 18 - Vehicle Performance	Date:	January 31, 2026	REVISION:	—
VEHICLES AFFECTED:	2026 (DD) RAM 3500 Cab Chassis This bulletin applies to vehicles built on or before December 01, 2025 (MDH 1201XX) equipped with a 6.7L I6 Cummins Turbo Diesel Engine (Sales Code ETN) and an 8-Spd TorqueFlite HD Auto Trans (Sales Code DFM).			MARKET APPLICABILITY: ☒ NA ☐ MEA ☐ SA ☐ IAP ☐ EE ☐ CH NOTE: This bulletin applies to the North America market.	
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): • P0072-00 - Ambient Air Temperature Sensor Circuit "A" Low. • 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. • P20EE-00 - SCR Nox Catalyst Efficiency Below Threshold - Bank 1 Catalyst 1. • P203F-00 - Reductant Level Too Low. • P2698-00 - Exhaust Aftertreatment Fuel Injector "A" Performance. • 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: • Diesel Exhaust Fluid (DEF) level gauge inaccuracy. • Poor cold start performance. • Unable to initiate manual Diesel Particulate Filter (DPF) regen through Electronic Vehicle Information Center (EVIC). • While using the remote Power Take-Off (PTO) feature, the PTO may not engage or resume operation properly, after disengaging: 1. Engine is running with PTO engaged. 2. Operator is using the equipment, for example a bucket attachment. 3. Operator gets in position, then uses remote start/stop button to turn truck off while they perform a task. 4. The task is completed, then operator is ready to move the bucket so they use remote start/stop to start the engine. 5. The engine starts, but PTO does not automatically re-engage so their equipment doesn't operate.				
CAUSE:	PCM software				

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 26-020, date of issue January 31, 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
18-19-04-P6	Module, Engine Control (ECM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-04-P7	Module, Engine Control (ECM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	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 symptom 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.

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.

1. Is the vehicle on the RSU VIN list?
 - YES >>> Proceed to [Step 2](#).
 - NO >>> Proceed to [Step 3](#).
2. Is the PCM software updated to the latest version?
 - YES >>> This bulletin is complete. Use Inspect LOP (18-19-04-P6) to close this active RSU.
 - NO >>> Proceed to [Step 3](#).
3. 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.
4. 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.
5. 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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