

REFERENCE:	TSB: 18-002-26 REV. B GROUP: 18 - Vehicle Performance	Date:	June 24, 2026	REVISION:	18-002-26 REV. A						
VEHICLES AFFECTED:	<p>2026 (DJ) RAM 2500 Pickup 2026 (D2) RAM 3500 Pickup 2026 (DP) RAM 4500/5500 Cab Chassis 2026 (DD) RAM 3500 Cab Chassis This bulletin applies to vehicles built on or before **June 10, 2026 (MDH 0610XX)** equipped with a 6.4L V8 HEMI HD Engine (Sales Code ESL).</p>			<p>MARKET APPLICABILITY:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> NA</td> <td><input checked="" type="checkbox"/> MEA</td> </tr> <tr> <td><input checked="" type="checkbox"/> SA</td> <td><input checked="" type="checkbox"/> IAP</td> </tr> <tr> <td><input checked="" type="checkbox"/> EE</td> <td><input checked="" type="checkbox"/> CH</td> </tr> </table> <p>NOTE: This bulletin applies to North and South America, Enlarged Europe, Middle East & Africa, India & Asia Pacific and China markets.</p>		<input checked="" type="checkbox"/> NA	<input checked="" type="checkbox"/> MEA	<input checked="" type="checkbox"/> SA	<input checked="" type="checkbox"/> IAP	<input checked="" type="checkbox"/> EE	<input checked="" type="checkbox"/> CH
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CUSTOMER SYMPTOM:	<p>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):</p> <ul style="list-style-type: none"> • P219A - Bank 1 Air-Fuel Ratio Imbalance Bank 1. • P219B - Bank 2 Air-fuel Ratio Imbalance. <p>NOTE: This revision has an updated and more effective fix for DTC P219B than the prior version.</p> <p>Customers may also comment on one or more of the following:</p> <ul style="list-style-type: none"> • **Power Take-Off (PTO) may cancel during engagement with high PTO loads.** • PTO not auto-resuming after hard-wired remote start (DD/DP Only). • Engine speed surging, unstable, or oscillating while coasting at low vehicle speeds. • Stationary Idle PTO feature is not activating when the user configuration is selected to require parking brake be set (DD/DP Only). <p>In addition, the following software enhancement(s) is available:</p> <ul style="list-style-type: none"> • Increase the duration that Power Takeoff related messages are displayed on the Instrument Panel Cluster (IPC) (DD/DP Only). 										
CAUSE:	PCM software										

This bulletin supersedes Technical Service Bulletin (TSB) 18-002-26 REV. A, date of issue March 10, 2026, which should be removed from your files. All revisions are highlighted with ****asterisks**** and includes an updated build date, New Customer Symptom, converting to an RSU, new Repair Summary, Claims Data statement, Diagnosis statement, LOPs, Note and Repair Procedure steps.

****This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 26-117, date of issue June 24, 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-AD	Module, Powertrain Control (PCM) - Inspect Software Level (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
18-19-06-AE	Module, Powertrain Control (PCM) - Inspect And Reprogram (0 - Introduction)	6 - Electrical and Body Systems	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: **For 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 symptom listed above in the customer symptom section, perform the Repair Procedure.****

SPECIAL TOOLS/EQUIPMENT:

Description	Ref. No.	Notes
wiTECH or Equivalent	–	–

REPAIR PROCEDURE:

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.

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. Is the PCM software updated to the latest version?
 - YES>>> This bulletin is complete. Use Inspect LOP (18-19-06-AD) to close this active RSU. Perform further diagnostics.
 - 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. 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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