STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates

REFERENCE:	**TSB:** 18-025-26 REV. B **GROUP:** 18 - Vehicle Performance	**Date:**	July 9, 2026	**REVISION:**	18-025-26 REV. A

VEHICLES AFFECTED:

2026 (D2) RAM 3500 Pickup
2026 (DJ) RAM 2500 Pickup
This bulletin applies to vehicles built **on or before February 11, 2026 (MDH 0211XX) equipped with the 6.7L I6 Cummins HO Turbo Diesel Eng (Sales Code ETM) and 8-SPD Torqueflite HD Auto Trans (Sales Code DFM).**

MARKET APPLICABILITY:

- [x] NA
- [ ] MEA
- [ ] SA
- [ ] IAP
- [ ] EE
- [ ] CH

NOTE: This bulletin applies to 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):

- P0088-00 - Fuel Rail Pressure Too High - Bank 1.
- P208B-00 - Reductant Pump 1 Control Performance.
- P2540-00 - Low Pressure Fuel System Sensor Circuit Range/Performance.
- P0506-00 - Idle Control System RPM - Lower Than Expected.
- P20CF-00 - Exhaust Aftertreatment Fuel Injector "A" Stuck Open.
- P20DB-00 - Exhaust Aftertreatment Fuel Supply Control Stuck Open.
- P040B-00 - EGR Temperature Sensor 1 Circuit Performance.
- 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.
- P1191-00 - Inlet Air Temperature Sensor Rational/Performance.
- P242F-00 - Diesel Particulate Filter Restriction - Ash Accumulation.
- P229F-00 - NOX Sensor Circuit Range/Performance - Bank 1.
- P2281-00 - Air Leak Between MAF And Throttle Body.
- 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 - 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.
- P2281-00 - Air Leak Between Maf And Throttle Body.
- 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.
- 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.
	• P020A-00 - Cylinder 1 Injection Timing.
	• 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.
	Customers may experience one or more of the following:
	• An eventual 8 kph (5 mph) vehicle speed derate if the issue does not selfheal.
	• Instrument Panel Cluster (IPC) related messages:
	  ○ Desoot Required.
	  ○ Soot Filter Nearly Full.
	  ○ Exhaust Filter Full Power Reduced See Dealer.
	• Long engine crank times, particularly after fuel filter change.
	• Inverter drops out when shifting from park to drive.
	• Diesel Exhaust Fluid level gauge inaccuracy.
	• Poor cold start performance.

CAUSE:	**PCM Software**

This bulletin supersedes Technical Service Bulletin (TSB) 18-025-26 REV. A, date of issue May 19, 2026, which should be removed from your files. All revisions are highlighted with **asterisks and includes an updated build date.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 26-036, date of issue February 19, 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-AC	Engine Control Module (ECM) - Inspect Software Level (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-04-AD	Engine Control Module (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 customers 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.

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 has been completed, use Inspect LOP (18-19-04-AC) 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.

POLICY:

Reimbursable within the provisions of the warranty.