

REFERENCE:	TSB: 18-075-25 GROUP: 18 - Vehicle Performance	Date:	August 1, 2025	REVISION:	-
VEHICLES AFFECTED:	2025 (DD) RAM 3500 Cab Chassis This bulletin applies to vehicles equipped with 6.7L I6 Cummins Turbo Diesel Engine (Sales Code ETN) and 8-Spd TorqueFlite HD Auto Trans (Sales Code DFM).	MARKET APPLICABILITY: <input checked="" type="checkbox"/> NA <input type="checkbox"/> MEA <input type="checkbox"/> SA <input type="checkbox"/> IAP <input type="checkbox"/> EE <input type="checkbox"/> CH NOTE: This bulletin applies to the North America market.			
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"> ● P1C54-00 - SCR NOX Catalyst Missing. ● P056E-00 - Cold Start Turbocharger/Supercharger Boost Control "A" Performance. ● P242F-00 - Diesel Particulate Filter Restriction - Ash Accumulation. ● P1451-00 - Diesel Particulate Filter System Performance. ● P0234-00 - Turbocharger Overboost Condition. ● P20E8-00 - Reductant Pressure Too Low. ● P208B-00 - Reductant Pump 1 Control Performance. <p>Customers may also comment on one or more of the following:</p> <ul style="list-style-type: none"> ● Unable to engage Power Take-Off (PTO) in mobile condition while the vehicle is moving, but has no issue engaging PTO while the vehicle is stationary. ● Engine stalls under high PTO loads at high altitudes. ● PTO does not work during the split-shaft mode. ● Engine/Cab shake during engine shutdown. ● PTO light not blinking when PTO disengaged. ● Poor engine starting performance. ● Diesel Exhaust Fluid (DEF) level gauge fluctuations. ● In cold conditions the engine automatically increases idle speed when in Park to help with warm-up. Once warmed up, it returns to normal idle speed. If the engine is cycling in and out of this elevated idle speed condition, the customer could complain that its not behaving properly. ● Poor alternator charging and battery life. 				
CAUSE:	PCM software				

REPAIR SUMMARY:

This bulletin involves reprogramming the PCM with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-04-MA	Module, Powertrain Control (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.
Failure Code	CC	Customer Concern	

The dealer must use failure code CC with this Technical Service Bulletin.

- If the customer's concern matches the SYMPTOM identified in the Technical Service Bulletin, failure code CC is to be used.
- When utilizing this failure code, the 3C's (customer's concern, cause and correction) must be provided for processing Technical Service Bulletin flash/reprogramming conditions.

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 the customer describes 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 13.2 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. 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.
2. 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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