

REFERENCE:	TSB: 18-031-25 REV. A GROUP: 18 - Vehicle Performance	Date:	September 3, 2025	REVISION:	18-031-25
VEHICLES AFFECTED:	2025 (DT) RAM 1500 Pickup This bulletin applies to vehicles built on or before May 08, 2025 (MDH 0508XX) equipped with 3.0L I6 Hurricane SO Twin Turbo ESS (Sales Code EFH).			MARKET APPLICABILITY: <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 NOTE: This bulletin applies to the North and South America, Enlarged Europe, Middle East & Africa, India & Asia Pacific, China markets.	
CUSTOMER SYMPTOM:	<p>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):</p> <ul style="list-style-type: none"> ● P00C6-00 - Fuel Rail Pressure Too Low - Engine Cranking. ● P0325-00 - Knock/Combustion Vibration Sensor 1 Circuit. ● P0330-00 - Knock/Combustion Vibration Sensor 2 Circuit. ● P032A-00 - Knock-Combustion Vibration Sensor C Circuit. ● P018B-00 - Fuel Pressure Sensor "B" Circuit Range/performance. ● P2AF6-00 - Starter Relay 3 Stuck Off. ● P1CEA-00 - Boost Side EVAP Purge System Performance. ● U0104-00 - Lost Communication With Cruise Control Module and U0405 - Invalid Data Received From Cruise Control Module may also be set. This software flash will allow these permanent fault codes to naturally clear. <p>Customers may experience the following:</p> <ul style="list-style-type: none"> ● A potential to stall when coming to a stop with an immediate restart. If the engine were to stall while stopping, a message would display in the Instrument Panel Cluster (IPC) informing the driver to shift to park to restart the engine. <p>Other software improvements:</p> <ul style="list-style-type: none"> ● **High pressure fuel pump actuation during cold start have been changed to shorten the cranking phase.** ● Improvements related to fault codes P0300, P0301, P0302, P0303, P0304, P0305 and P0306 for cold start catalyst heating misfire. 				
CAUSE:	PCM software updates				

This bulletin supersedes Technical Service Bulletin (TSB) 18-031-25, date of issue June 12, 2025, which should be removed from your files. All revisions are highlighted with asterisks and include new LOPs, updated Repair Summary, added new software improvements, new Repair Procedure note and Repair Procedure step removed not highlighted by asterisks.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 24-142, date of issue October 08, 2024. 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
**18-19-17-BW	Module, Powertrain Control Module (PCM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.
18-19-06-K1	Module, Powertrain Control Module (PCM) - Reprogram (0 - Introduction)	1 - Engine Repair And Performance	0.2 Hrs.**
Failure Code	RF	Required Flash	
	CC	Customer Concern	

The dealer must use failure code CC with this 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 13.2 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.

NOTE: ****If the software update is not completed, customers may have issues with registering vehicle in states with inspections due to the MIL being on (Only an issue if U0104/U0405 have set in life of vehicle).****

1. Is the vehicle on the RSU VIN list?
 - YES >>> Proceed to [Step 2](#).
 - NO >>> Proceed to [Step 3](#).
2. Does the PCM have the latest software already installed?
 - YES >>> This bulletin has been completed, use Inspect LOP **** (18-19-17-BW)**** 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.

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.

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.