



Powertrain Control Module Over The Air Update to V2B
(Diesel Only) Software Version (FOTA)

9/5/2025

**VEHICLES
AFFECTED:**

2025 - 2026 (DJ) RAM 2500 Pickup
2025 - 2026 (D2) RAM 3500 Pickup
2025 - 2026 (DD) RAM 3500 Cab Chassis
2025 - 2026 (DF) RAM 3500 10K Lb. Cab Chassis
2025 - 2026 (DP) RAM 4500/5500 Cab Chassis

This bulletin applies to vehicles equipped with
6.7L I6 Cummins HO Turbo Diesel Eng (Sales code ETM) or 6.7L I6
Cummins Turbo Diesel (Sales code ETN)

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 |

**CUSTOMER
SYMPTOM:**

Customers may experience one or more of the following:

- Power Inverter (110V connection) drops out when shifting from P to D
 - DEF (Diesel Exhaust Fluid) level gauge inaccuracy
 - Poor cold start performance
 - Instrument Panel Cluste MIL (Malfunction Indicator Light) ON;
- Possible P-codes:
- P0087/P2540/P2543 Fuel Pressure
 - P214D/P242B SCR Temperature
 - P24DA PM Sensor
 - P20EE SCR Efficiency
 - P226C/P2281 Mass Charge Flow
 - P229F System Outlet NOx Sensor
 - P0100 MAF Sensor
 - P203F DEF Level
 - P0423 DOC Efficiency