

<b>REFERENCE:</b>	<b>TSB:</b> 18-075-25 REV. A <b>GROUP:</b> 18 - Vehicle Performance	<b>Date:</b>	October 2, 2025	<b>REVISION:</b>	18-075-25
<b>VEHICLES AFFECTED:</b>	<b>2025 (DD) RAM 3500 Cab Chassis</b> <b>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).</b>			<b>MARKET APPLICABILITY:</b> <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 <b>NOTE: This bulletin applies to the North America market.</b>	
<b>CUSTOMER SYMPTOM:</b>	<p><b>Customers must experience a Malfunction Indicator Lamp (MIL) illumination and the vehicle may exhibit/set one or more of the following Diagnostic Trouble Codes (DTCs):</b></p> <ul style="list-style-type: none"> <li>• **P0263 - 00 Cylinder 1 Contribution/balance.</li> <li>• P0266 - 00 Cylinder 2 Contribution-balance.</li> <li>• P0269 - 00 Cylinder 3 Contribution/balance.</li> <li>• P0272 - 00 Cylinder 4 Contribution/balance.</li> <li>• P0275 - 00 Cylinder 5 Contribution/balance.</li> <li>• P0278 - 00 Cylinder 6 Contribution/balance.</li> <li>• P026B - 00 Injection Timing Performance.</li> <li>• P020A - 00 Cylinder 1 Injection Timing.</li> <li>• P020B - 00 Cylinder 2 Injection Timing.</li> <li>• P020C - 00 Cylinder 3 Injection Timing.</li> <li>• P020D - 00 Cylinder 4 Injection Timing.</li> <li>• P020E - 00 Cylinder 5 Injection Timing.</li> <li>• P020F - 00 Cylinder 6 Injection Timing.</li> <li>• P06B9 - 00 Cylinder 1 Glow Plug Circuit Performance.</li> <li>• P06BA - 00 Cylinder 2 Glow Plug Circuit Performance.</li> <li>• P06BB - 00 Cylinder 3 Glow Plug Circuit Performance.</li> <li>• P06BC - 00 Cylinder 4 Glow Plug Circuit Performance.</li> <li>• P06BD - 00 Cylinder 5 Glow Plug Circuit Performance.</li> <li>• P06BE - 00 Cylinder 6 Glow Plug Circuit Performance.</li> <li>• P0072 - 00 Ambient Air Temperature Sensor Circuit "A" Low.</li> <li>• P0087 - 00 Fuel Rail Pressure Too Low.</li> <li>• P2540 - 00 Low Pressure Fuel System Sensor Circuit Range/Performance.</li> <li>• P2543 - 00 Low Pressure Fuel System Sensor Circuit Intermittent.</li> <li>• P20EE - 00 SCR NOX Catalyst Efficiency Below Threshold - Bank 1 Catalyst 1.</li> <li>• P203F - 00 Reductant Level Too Low.</li> <li>• P2698 - 00 Exhaust Aftertreatment Fuel Injector "A" Performance.**</li> <li>• P1C54 - 00 SCR NOX Catalyst Missing.</li> <li>• P056E - 00 Cold Start Turbocharger/Supercharger Boost Control "A" Performance.</li> <li>• P242F - 00 Diesel Particulate Filter Restriction - Ash Accumulation.</li> <li>• P1451 - 00 Diesel Particulate Filter System Performance.</li> </ul>				

	<ul style="list-style-type: none"> <li>● P0234 - 00 Turbocharger Overboost Condition.</li> <li>● P20E8 - 00 Reductant Pressure Too Low.</li> <li>● P208B - 00 Reductant Pump 1 Control Performance.</li> </ul> <p><b>Customers may also comment on one or more of the following:</b></p> <ul style="list-style-type: none"> <li>● <b>**Diesel Exhaust Fluid (DEF) level gauge inaccuracy.</b></li> <li>● Poor cold start performance.</li> <li>● Unable to initiate manual Diesel Particulate Filter (DPF) regen through EVIC.**</li> <li>● 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.</li> <li>● Engine stalls under high PTO loads at high altitudes.</li> <li>● PTO does not work during the split-shaft mode.</li> <li>● Engine/Cab shake during engine shutdown.</li> <li>● PTO light not blinking when PTO disengaged.</li> <li>● Poor engine starting performance.</li> <li>● DEF level gauge fluctuations.</li> <li>● 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.</li> <li>● Poor alternator charging and battery life.</li> </ul>
<b>CAUSE:</b>	<b>PCM software</b>

**This bulletin supersedes Technical Service Bulletin (TSB) 18-075-25, date of issue August 01, 2025, which should be removed from your files. All revisions are highlighted with **\*\*asterisks\*\*** and include updated/new DTCs, Customer Symptoms, RSU statement, Repair Summary, LOP, Repair Procedure steps and converting into an RSU.**

**\*\*This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 25-210, date of issue October 02, 2025. 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-P6	Module, Engine Control (ECM) - Inspect (0 - Introduction)	1 - Engine Repair and Performance	0.2 Hrs.
18-19-04-P5	Module, Engine Control (ECM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	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.

**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:**

**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 (18-19-04-P6) to close this active RSU.
  - 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.

**POLICY:**

Reimbursable within the provisions of the warranty.

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