

Technical Service Bulletin (TSB)
Flash: Electronic Power Steering (EPS) Module Updates

REFERENCE:	TSB: 08-093-25 REV. B GROUP: 08 - Electrical	Date:	November 5, 2025	REVISION:	08-093-25 REV. A
VEHICLES AFFECTED:	2025 (DT) RAM 1500 Pickup This bulletin applies to vehicles built on and before April 08, 2025 (MDH 0408XX).			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 type="checkbox"/> CH NOTE: This bulletin applies to North and South America, Enlarged Europe, Middle East & Africa, and India & Asia Pacific markets.	
CUSTOMER SYMPTOM:	Customers may comment on one or more of the following: <ul style="list-style-type: none"> • The steering feels heavy while returning steering wheel to center during a lower speed turn. • The vehicles pulls slightly at highway speeds. 				
CAUSE:	EPS module software				

This bulletin supersedes Technical Service Bulletin (TSB) 08-093-25 REV. A, date of issue October 25, 2025, which should be removed from your files. All revisions are highlighted with ****asterisks**** and includes an updated Repair Procedure and a new Claims Data note.

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 25-225, date of issue October 25, 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 EPS module with the latest available software.

CLAIMS DATA:

Labor Operation No:	Labor Description	Skill Category	Labor Time
18-19-56-AN	Electronic Power Steering Module - Inspect (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
18-19-56-AM	Electronic Power Steering Module - Inspect and Reprogram (0 - Introduction)	6 - Electrical and Body Systems	0.2 Hrs.
Failure Codes	RF	Required Flash	
	CC	Customer Concern	

NOTE: **For EE market only, enter the RSU spending channel for the first 18 months from the date of issue, then apply the W24.**

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 Diagnostic Trouble Codes (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 EPS module software updated to the latest level?
 - YES>>> This bulletin is complete. Use Inspect LOP (18-19-56-AN) to close this active RSU.
 - NO>>> Proceed to [Step 3](#).
3. Reprogram the EPS module 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. Using wiTECH, perform proxy alignment for EPS module. This routine is available under the 'Guided Diagnostics' tab found on the home, 'Vehicle View' page of wiTECH.
5. Perform EPS hard reset in the Guided Diagnostics menu from wiTECH.
6. To perform an EPS reset with wiTECH - Go to the Guided Diagnostics menu --> Select Reset ECU -->Select "EPS" from the list of modules --> Click "Continue" at the bottom of the page then follow the wiTECH prompts.
7. 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.

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