STELLANTIS
PARTS & SERVICES

Technical Service Bulletin (TSB)

Flash: Powertrain Control Module (PCM) Updates V2D

REFERENCE:	**TSB:** 18-010-26 REV. A **GROUP:** 18 - Vehicle Performance	**Date:**	March 3, 2026	**REVISION:**	18-010-26

VEHICLES AFFECTED:

2025 (DP) RAM 4500/5500 Cab Chassis
This bulletin applies to vehicles equipped with a 6.7L I6 Cummins Turbo Diesel Engine (Sales Code ETN) and a 8-Spd TorqueFlite HD Auto Trans (Sales Code DFM).

MARKET APPLICABILITY:

- ☒ NA
- ☐ MEA
- ☐ SA
- ☐ IAP
- ☐ EE
- ☐ CH

NOTE: This bulletin applies to the North America market.

CUSTOMER SYMPTOM:

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):

- **P2540-00 - Low Pressure Fuel System Sensor Circuit Range/Performance.
- P0506-00 - Idle Control System RPM - Lower Than Expected.
- P20CF-00 - Exhaust Aftertreatment Fuel Injector "A" Stuck Open.
- P20DB-00 - Exhaust Aftertreatment Fuel Supply Control Stuck Open.
- P040B-00 - EGR Temperature Sensor 1 Circuit Performance.
- U0109-00 - Lost Communication With Fuel Pump Control Module.
- P1451-00 - Diesel Particulate Filter System Performance.
- P2463-00 - Diesel Particulate Filter Restriction - Soot Accumulation Bank 1.
- P1191-00-Inlet Air Temperature Sensor Rational/Performance.
- P229F-00 - NOX Sensor Circuit Range/Performance - Bank 1.
- P2281-00 - Air Leak Between MAF And Throttle Body.**
- P06B9-00 - Cylinder 1 Glow Plug Circuit Performance.
- P06BA-00 - Cylinder 2 Glow Plug Circuit Performance.
- P06BB-00 - Cylinder 3 Glow Plug Circuit Performance.
- P06BC-00 - Cylinder 4 Glow Plug Circuit Performance.
- P06BD-00 - Cylinder 5 Glow Plug Circuit Performance.
- P06BE-00 - Cylinder 6 Glow Plug Circuit Performance.
- P0263-00 - Cylinder 1 Contribution/balance.
- P0266-00 - Cylinder 2 Contribution-balance.
- P0269-00 - Cylinder 3 Contribution/balance.
- P0272-00 - Cylinder 4 Contribution/balance.
- P0275-00 - Cylinder 5 Contribution/balance.
- P0278-00 - Cylinder 6 Contribution/balance.
- P026B-00 - Injection Timing Performance.
- P020A-00 - Cylinder 1 Injection Timing.
- P020B-00 - Cylinder 2 Injection Timing.
- P020C-00 - Cylinder 3 Injection Timing.
- P020D-00 - Cylinder 4 Injection Timing.
- P020E-00 - Cylinder 5 Injection Timing.
- P020F-00 - Cylinder 6 Injection Timing.

- P0072-00 - Ambient Air Temperature Sensor Circuit "A" Low.
- P0087-00 - Fuel Rail Pressure Too Low.
- P2543-00 - Low Pressure Fuel System Sensor Circuit Intermittent.
- P20EE-00 - SCR NOX Catalyst Efficiency Below Threshold - Bank 1 Catalyst 1.
- P203F-00 - Reductant Level Too Low.
- P2698-00 - Exhaust Aftertreatment Fuel Injector "A" Performance.
- 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.

Customers may also comment on one or more of the following:

- While using the remote Power Take-Off (PTO) feature, the PTO may not engage or resume operation properly, after disengaging:
  1. Engine is running with PTO engaged.
  2. Operator is using the equipment, for example a bucket attachment.
  3. Operator gets in position, then uses remote start/stop button to turn truck off while they perform a task.
  4. The task is completed, then operator is ready to move the bucket so they use remote start/stop to start the engine.
  5. The engine starts, but PTO does not automatically re-engage so their equipment doesn't operate.

  NOTE: **Normal PTO operation can resume if the accessory switch for this operation is pressed.**
- Long engine crank times, particularly after fuel filter change.
- When mobile PTO is engaged with the vehicle in Park and Park Idle Mode is enabled, engine speed bounces between the Park Idle speed setting and the Overspeed Limit setting.
- Diesel Exhaust Fluid (DEF) level gauge inaccuracy.
- DEF level gauge fluctuations.
- Poor cold start performance.
- Unable to initiate manual Diesel Particulate Filter (DPF) regen through Electronic Vehicle Information Center (EVIC).
- Unable to engage 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.
- 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**

This bulletin supersedes Technical Service Bulletin (TSB) 18-010-26, date of issue January 31, 2026, which should be removed from your files. All revisions are highlighted with **asterisks and include additional DTCs, Customer Concerns, and LOP.**

This Technical Service Bulletin (TSB) has also been released as a Rapid Service Update (RSU) 26-019, date of issue January 31, 2026. 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-P8	Module, Engine Control (ECM) - Inspect and Reprogram (0 - Introduction)	1 - Engine Repair and Performance	0.3 Hrs.**
Failure Code	RF	Required Flash - RSU	
	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 customers 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.

CAUTION!
The Body Control Module (BCM) must be updated to the latest available software at the conclusion of this repair procedure. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.

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. Verify the BCM is programmed with the latest available software. Refer to all applicable published service bulletins for detailed repair procedures and labor times regarding updating the BCM software.
5. 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.