

# SAFETY RECALL

NORTH AMERICA

## Wrong Tire Inflation Pressure in Instrument Panel Cluster



FCA US LLC

Reference: 30C / NHTSA 25V-231



**RAM**

Remedy available for  
2025 RAM 1500 Pickup

Template Version 1.0

Revision	Edition	Detail
0	April 2025	Initial Version.

### SYMPTOM DESCRIPTION

The Instrument Panel Cluster (IPC) on about 11,900 of the above vehicles may be incorrectly programmed. An incorrect "Inflate to: 50" psi message may display in the IPC when there is a low tire pressure condition. Customers following this message could cause a tire to be inflated beyond the maximum pressure limit for some tire configurations. Tires that are inflated to higher than maximum pressure ratings may increase the risk of a tire blowout, which may cause a vehicle crash without prior warning.

### SCOPE

This recall applies only to the above vehicles equipped with 3.5" IPC (sales code JAK) and certain tires (sales code TUB or TXP).

NOTE: Some vehicles above may have been identified as not involved in this recall and therefore have been excluded from this recall.

#### **IMPORTANT:**

- Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Violation of this requirement by a dealer could result in a civil penalty of up to \$27,874 per vehicle.
- Some of the involved vehicles may be in dealer used vehicle inventory. Dealers should complete this recall service on these vehicles before retail delivery.
- Dealers should also perform this recall on vehicles in for service.

Involved vehicles can be determined by using the VIP inquiry process.

### REPAIR TO BE PERFORMED

Reprogram the IPC.

### ALTERNATE TRANSPORTATION

Dealers should proactively minimize customer inconvenience while the recall repair is being performed. Reference the Goodwill Alternate Transportation Guidelines warranty bulletin link within Recall Central on DealerCONNECT for options to support the customer while their vehicle is in service.

### COMPLETION REPORTING / REIMBURSEMENT

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims paid will be used by FCA to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

Labor Description	Number	Hrs
Module, Instrument Panel Cluster (IPC) - Inspect Software Level w/ Sales Code JAK	18-30-C1-81	0.2
Module, Instrument Panel Cluster (IPC) - Inspect and Reprogram w/ Sales Code JAK	18-30-C1-82	1.5

**NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.**

For Mobile Service Reimbursement, dealer to include standard dealer entry and mark-up for parts, standard dealer entry and labor rate for service, as well as the special services code for mobile allowance. The special services LOP will only be paid once per VIN

# SAFETY RECALL

NORTH AMERICA

## Wrong Tire Inflation Pressure in Instrument Panel Cluster



FCA US LLC

Reference: 30C / NHTSA 25V-231

and may NOT be used in coordination with any Alternate Transportation claims.

For additional details, reference the Mobile Service Warranty Bulletin - for convenience, a copy has been linked within Recall Central on DealerCONNECT.

### PARTS INFORMATION

No parts are required to perform this service procedure.

### PARTS RETURN

No parts return required for this campaign.

### SPECIAL TOOLS

Number	Description
NPN	wiTECH MicroPod II / MDP
NPN	Laptop Computer
NPN	wiTECH Software

### DEALER NOTIFICATION

To view this notification on DealerCONNECT, select "Global Recall System" on the Service tab, then click on the description of this notification.

### OWNER NOTIFICATION / SERVICE SCHEDULING

All involved vehicle owners known to FCA are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

Dealers are encouraged to consider alternative scheduling and servicing approaches for this recall. This repair does not require hoists or other full service

facility special equipment and is a Chrysler Mobile Service approved repair.

### VEHICLE LISTS, GLOBAL RECALL SYSTEM, VIP AND DEALER FOLLOW UP

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the "Service" tab and then click on "Global Recall System." Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

**Dealers must perform this repair on all unsold vehicles before retail delivery.** Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

*Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.*

### ADDITIONAL INFORMATION

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services / Field Operations  
FCA US LLC.

# SAFETY RECALL

NORTH AMERICA

## Wrong Tire Inflation Pressure in Instrument Panel Cluster



FCA US LLC

Reference: 30C / NHTSA 25V-231

### SERVICE PROCEDURE

#### A. Instrument Panel Cluster (IPC) Update

**WARNING:** Part of this recall population contains hybrid vehicles. Follow all safety precautions published in Service Library for the specific vehicle you are working on.

**NOTE:** If the reprogramming flash for the IPC is aborted or interrupted, repeat the procedure.

1. Open the hood. Install a battery charger and verify that the charging rate provides 13.0 to 13.5 volts. Do not allow the charger to time out during the flash process. Set the battery charger timer (if so equipped) to continuous charge.

**NOTE:** Use an accurate stand-alone voltmeter. The battery charger volt meter may not be sufficiently accurate. Voltages outside of the specified range will cause an unsuccessful flash. If voltage reading is too high, apply an electrical load by activating the park or headlamps and/or HVAC blower motor to lower the voltage.

2. Connect the wiTECH MDP to the vehicle data link connector.
3. Place the ignition in the “**RUN**” position.
4. Open the wiTECH 2.0 website.
5. Enter your “**User id**” and “**Password**” and your “**Dealer Code**”, then select “**Sign In**” at the bottom of the screen. Click “**Accept**”.
6. From the “**Vehicle Selection**” screen, select the vehicle to be updated.
7. From the “**Action Items**” screen, select the “**Topology**” tab.

**NOTE:** The IPC must be at the latest software calibration level after completing this recall.

8. From the “**Topology**” tab, select the “**Instrument Panel Cluster (IPC)**” module icon.
9. From the “**Flash**” tab, compare the “**Current Electronic Control Unit (ECU) Part Number**” with the “**New ECU Part Number**” listed.
  - If the “**Current ECU part Number**” is the same as the “**New Part Number**”, proceed to **Step 19**.
  - If the “**Current ECU part Number**” is NOT the same as the “**New Part Number**”, continue with **Step 10**.
10. From the IPC tab, select the flash part number. Read the flash special instructions page. Select “**OK**” to continue.

# SAFETY RECALL

NORTH AMERICA

## Wrong Tire Inflation Pressure in Instrument Panel Cluster



FCA US LLC

Reference: 30C / NHTSA 25V-231

---

11. From the flash ECU agreement page, agree to terms by checking the box.
12. Select "**Flash ECU**" and then follow the wiTECH screen instructions to complete the flash.
13. Click "**View DTCs**", select "**Clear All DTCs**", click "**Continue**" and then click "**Close**".
14. Cycle the ignition "**OFF**" then "**ON**".
15. Wait a few seconds.
16. From the "**Topology**" tab, select the "**Instrument Panel Cluster (IPC)**" module icon. Confirm the software is at the latest available calibration level.
17. Navigate to the guided diagnostic tab, select "**Reset ECU**", then select the module and follow the screen prompts.
18. From "**Guided Diagnostics**", select "**PROXI Configuration Alignment**" and follow the screen prompts.
19. Click "**View DTCs**", select "**Clear All DTCs**", click "**Continue**" and then click "**Close**".
20. Place the ignition in the "**OFF**" position and then remove the wiTECH MDP device from the vehicle.
21. Remove the battery charger from the vehicle.
22. Close the vehicle hood and return the vehicle to the customer.