



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

# Part 573 Safety Recall Report

## 26V225

**Manufacturer Name:** Chrysler (FCA US, LLC)

**Submission Date:** Apr 09, 2026

**NHTSA Recall No.:** 26V225

**Manufacturer Recall No.:** 35D

### Manufacturer Information

### Population

**Manufacturer Name:** Chrysler (FCA US, LLC)

**Address:** 800 Chrysler Drive  
CIMS 482-00-91  
Auburn Hills MI, 48326-  
2757

**Total number of potentially involved:** 65,348

**Estimated percentage with defect:** 1%

### Vehicle Information

**Vehicle 1:** 2025-2026 Ram 2500 Pickup

**Product Category:**

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Aug 09, 2024 - Jul 04, 2025

**Number of potentially involved:** 32,371

**Descriptive Information:**

Some 2025 - 2026 MY RAM 2500 pickups may have been built with a 3.5" instrument panel cluster ("IPC") containing software that may cause the cluster to be inoperative at start up and/or while driving.

The suspect period began August 9, 2024, when the first 3.5" IPC containing suspect software was introduced into vehicle production, and ended on July 4, 2025, when 3.5" IPCs containing suspect software were no longer used in vehicle production. Engineering release and vehicle manufacturing records were used to determine the suspect period.

Similar vehicles not included in the recall population are not equipped with a 3.5" IPC or were built before or after the suspect period.

**Vehicle 2:** 2025-2026 Ram 3500 Pickup

**Product Category:**

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Sep 25, 2024 - Jul 04, 2025

**Number of potentially involved:** 7,646

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**26V225****Descriptive Information:**

Some 2025 - 2026 MY RAM 3500 pickups may have been built with a 3.5" IPC containing software that may cause the cluster to be inoperative at start up and/or while driving.

The suspect period began September 25, 2024, when the first 3.5" IPC containing suspect software was introduced into vehicle production, and ended on July 4, 2025, when 3.5" IPCs containing suspect software were no longer used in vehicle production. Engineering release and vehicle manufacturing records were used to determine the suspect period.

Similar vehicles not included in the recall population are not equipped with a 3.5" IPC or were built before or after the suspect period.

**Vehicle 3:** 2025-2026 Ram 3500 Cab Chassis**Product Category:****Product Type:****Fuel / Propulsion:****Production Dates:** Aug 14, 2024 - Jul 03, 2025**Number of potentially involved:** 2,356**Descriptive Information:**

Some 2025 - 2026 MY RAM 3500 cab chassis vehicles may have been built with a 3.5" IPC containing software that may cause the cluster to be inoperative at start up and/or while driving.

The suspect period began August 14, 2024, when the first 3.5" IPC containing suspect software was introduced into vehicle production, and ended on July 3, 2025, when 3.5" IPCs containing suspect software were no longer used in vehicle production. Engineering release and vehicle manufacturing records were used to determine the suspect period.

Similar vehicles not included in the recall population are not equipped with a 3.5" IPC or were built before or after the suspect period.

**Vehicle 4:** 2025-2026 Ram 4500 Cab Chassis**Product Category:****Product Type:****Fuel / Propulsion:****Production Dates:** Aug 21, 2024 - Jul 03, 2025**Number of potentially involved:** 696**Descriptive Information:**

Some 2025 - 2026 MY RAM 4500 cab chassis vehicles may have been built with a 3.5" IPC containing software that may cause the cluster to be inoperative at start up and/or while driving.

The suspect period began August 21, 2024, when the first 3.5" IPC containing suspect software was introduced into vehicle production, and ended on July 3, 2025, when 3.5" IPCs containing suspect software were no longer used in vehicle production. Engineering release and vehicle manufacturing records were used to determine the suspect period.

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Similar vehicles not included in the recall population are not equipped with a 3.5" IPC or were built before or after the suspect period.

**Vehicle 5:** 2025-2026 Ram 1500 Pickup

**Product Category:**

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Oct 06, 2023 - Aug 22, 2025

**Number of potentially involved:** 18,897

**Descriptive Information:**

Some 2025 - 2026 MY RAM 1500 pickups may have been built or serviced with a 3.5" IPC containing software that may cause the cluster to be inoperative at start up and/or while driving.

The suspect period began October 6, 2023, when the first vehicle built or serviced with a 3.5" IPC containing suspect software was produced, and ended on August 22, 2025, when the last vehicle built or serviced with a 3.5" IPC containing suspect software was produced. Engineering release, vehicle manufacturing, and vehicle repair records were used to determine the suspect period.

Similar vehicles not included in the recall population are not equipped with a 3.5" IPC, were built with a 3.5" IPC from a different supplier, or were built before or after the suspect period.

**Vehicle 6:** 2025-2026 Ram 5500 Cab Chassis

**Product Category:**

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Feb 26, 2025 - Jul 03, 2025

**Number of potentially involved:** 3,382

**Descriptive Information:**

Some 2025 - 2026 MY RAM 5500 cab chassis vehicles may have been built with a 3.5" IPC containing software that may cause the cluster to be inoperative at start up and/or while driving.

The suspect period began February 26, 2025, when the first 3.5" IPC containing suspect software was introduced into vehicle production, and ended on July 3, 2025, when 3.5" IPCs containing suspect software were no longer used in vehicle production. Engineering release and vehicle manufacturing records were used to determine the suspect period.

Similar vehicles not included in the recall population are not equipped with a 3.5" IPC or were built before or after the suspect period.

### Defect / Noncompliance Description

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## Description of the defect or noncompliance:

Certain FMVSS regulations, such as FMVSS 571.108; Lamps, Reflective Devices, and Associated Equipment, FMVSS 571.138; Tire Pressure Monitoring System and FMVSS 571.208; Occupant Crash Protection, in all affected vehicles and FMVSS 571.135; Light Vehicle Brake Systems, and FMVSS 571.126; Electronic Stability Control Systems for Light Vehicles in RAM 1500 pickups or FMVSS 571.105; Hydraulic and Electric Brake Systems, and FMVSS 571.102; Transmission Shift Position Sequence, in RAM 2500 and 3500 pickups and 3500, 4500, and 5500 cab chassis vehicles, require various telltales and indicators. Vehicles with an inoperative IPC may not display required information.

**FMVSS1:** 108 - Lamps, reflective devices, and assoc. Equipment

**FMVSS2:** 208 - Occupant crash protection

## Description of the safety risk, including crash, fire, death, injury:

Failure to display certain information, such as the BRAKE, ESC, and TPMS system warning lights and gear selection indicator, may cause a driver to operate a vehicle in a compromised condition, which can increase the risk of a crash without prior warning.

## Description of the cause:

## Identification of any warning that can occur:

None

## Component Manufacturer

### Tier of Supplier:

### Supplier Type:

**Name:** Marelli North America

**Address:** 26555 Northwestern Hwy  
Southfield MI, 48033

**Country:** United States

## Involved Components

**Component Name 1:** Instrument Panel Cluster

**Component Description:** Instrument Panel Cluster

**Component Part Number:** Please see attached supplemental information titled FCA US LLC Recall Part Numbers-35D-04092026.pdf

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## Chronology

- On January 21, 2026, the FCA US LLC ("FCA US") Technical Safety and Regulatory Compliance ("TSRC") organization opened an investigation into inoperative IPCs in some RAM pickups and cab chassis vehicles built with 3.5" IPCs.
- Between January 2026 and March 2026, FCA US TSRC met with FCA US Engineering and Manufacturing to review the issue, understand potential failure modes, and to determine the suspect population.
- On March 18, 2026, FCA US TSRC organization recognized that a vehicle build issue existed on certain vehicles related to inoperative IPCs, potentially resulting in a noncompliance with FMVSS No. 571.102, 571.105, 571.108, 571.126, 571.135, 571.138, and 571.208.
- On April 2, 2026, FCA US determined, through the Vehicle Regulations Committee, that noncompliances to various Federal Motor Vehicle Safety Standards potentially exist in certain vehicles.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:** Software

**Consumer Advisories:**  Do Not Drive  Park Outside

**Description of remedy program:**

FCA US will conduct a voluntary safety recall to reprogram the IPC.

**How remedy component differs from recalled component:**

The remedy is to reprogram the IPC.

**Identify how/when recall condition was corrected in production:**

## Reimbursement Plan

Manufacturer used general reimbursement plan on file.

## Recall Schedule

**Part 573 Safety Recall Report****26V225****Description of recall schedule:**

\*\*04/09/2026: FCA US will notify dealers on or about 04/16/2026 and begin notifying owners on or about 05/28/2026.

**Planned Dealer Notification Date:** Apr 16, 2026 - Apr 16, 2026

No Dealers

**Planned Interim Owner Notification Date:**

No Owners

**Planned Remedy Owner Notification Date:** May 28, 2026 - May 29, 2026

Phased Recall

**Date when VIN will be searchable:** Apr 16, 2026