SLINGSHOT

TEAM TIP

— Confidential and Proprietary —

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SLI

Communication #: T-25-01-01

Expiration Date: No Expiration Date

Model Year(s): 2025

VERSION: R02 (April 8, 2025)

Revision	Release Date	Update
R01	**01/30/2025**	**Initial Team Tip Release**
R02	**04/15/2025**	**Added Additional Diagnostic Trouble Code Items.**
If you are working with a printed copy, please verify you have the most current version of this document.		

SUBJECT: MODEL YEAR 2025 TECHNICAL UPDATE

PURPOSE

This Team Tip provides dealer technicians highlights of the Model Year 2025 system updates, features, and recommended actions.

AFFECTED MODELS

MODEL YEAR	MODELS
2025	All Slingshot Models

TECHNICAL UPDATES

ELECTRICAL SYSTEM

Brake Pressure Switch

The master cylinder mounted brake pressure switch has been eliminated for Model Year 2025. The system pressure will now be monitored within the new ESP module. This change only applies to 2025+ models

Brake Light Switch

The magnetic brake light switch has been replaced with a new plunger style switch configuration. The new switch is self-adjusting during installation. This new switch is only compatible with 2025+ models.

8” Woofer Speakers and Tune File

A new audio tune file has been released in Digital Wrench for the 8-inch woofer speakers, factory equipped on SLR, R and LE models. Failure to set the appropriate tune file or mixing 2-ohm and 4-ohm speakers on any vehicle will result in premature speaker wear and a non-warrantable failure.

Telematics Control Unit (TCU)

Improvements/features: Factory equipped on R and LE models, the TCU provides connected features such as vehicle health and locator and takes place of the Cellular Modem for 2025+ models. Activation of the TCU will not require Digital Wrench like prior years. Instead, TCU activation should take place through the Slingshot mobile app on the customers phone at the time of purchase. See **How to Activate Ride Command+ for Slingshot** for additional details on performing the activation process.

Key Fob Authentication

- Concern: Key fob may not be recognized while in the center console storage compartment.
- Potential Cause: The fob being too close to the WCM antenna.
- Troubleshooting and Resolution: Verify fob operation by power cycling the vehicle with the fob in another location, such as the cup holder or forward storage tray beneath the radio. Verify that the key fob battery voltage is greater than 2.8 volts.

DIAGNOSTIC TROUBLE CODES

C117F/C117E Brake Lamp Circuit Short/Open

- Concern: Fault code C117E (SPN 518100) or C117F (SPN 518101) may show in Digital Wrench as a historic event.
- Potential Cause: Currently under review.
- Troubleshooting and Resolution: Power cycle the vehicle and verify brake light operation. If the brake lights operate normally and the fault status is historic, the fault can be erased, and no further action is required. If the fault is current, reference the diagnostic information provided in Digital Wrench and the Service Manual to diagnose the concern.

Unknown Fault Code Stored in RIDE COMMAND

- Concern: Fault codes with “unknown” description may be displayed in the RIDE COMMAND when accessing the fault screen.
- Potential Cause: Software bug- to be resolved in future software release.
- Troubleshooting and Resolution: If there are no faults set in Digital Wrench, the unknown faults do not require any further action.

Power steering and low voltage faults

- Concern: Fault code P0562, U0126-82, U1065, U107E, C1073, C2369, or C0055-54 can set and the chassis warning light may illuminate during engine start up.
- Potential Cause: Currently under review.
- Troubleshooting and Resolution: Low battery voltage has been found to be a contributor to these faults. Charge the battery and verify the battery cables are secure. Clear the faults, start the vehicle, and verify the faults are no longer present.

Cold Start Characteristics

- Concern: High idle speed and exhaust noise noticed after a cold start.
- Potential Cause: It is normal for Model Year 2025 Slingshots to have an increased idle speed between 1,700-2,000 RPM for 30-60 seconds as well as increased exhaust flow changing the exhaust tone during catalyst heating.
- Troubleshooting and Resolution: The engine will return to normal idle RPM range and exhaust tone after 30-60 seconds of warm up.